

SEAFARERS LOG



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

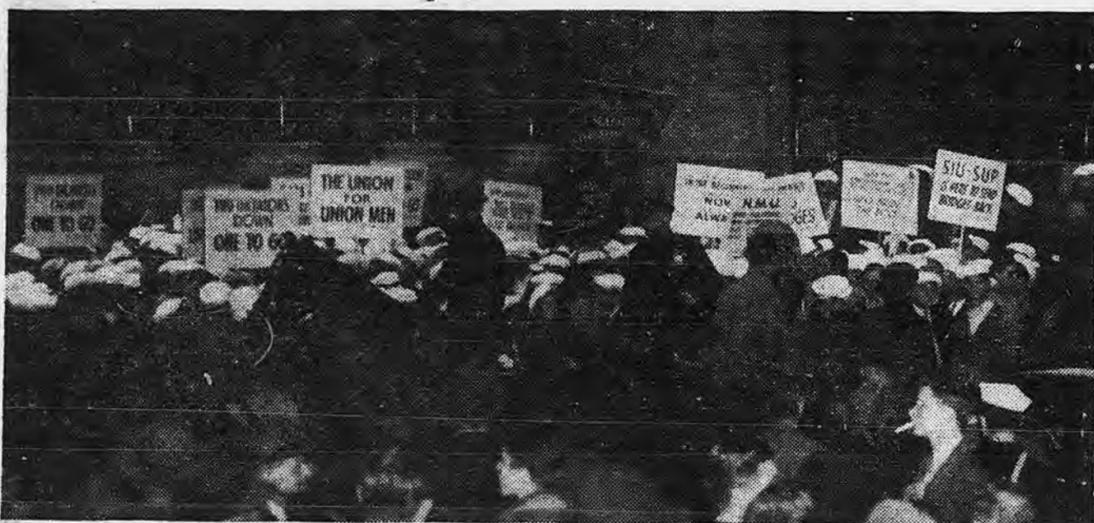
Vol. VII.

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No. 42

SIU Backs Dockmen Against CP Putsch

SIU-SUP BEGIN ANTI-COMMIE DRIVE



NEW YORK — Mounted police protect communist demonstrators as angry members of the Seafarers International Union and Sailors' Union of the Pacific surge forward in the first clash of the SIU's campaign to drive the commies from the waterfront. The action took place in front of the WSA offices on Broad Street.

Members of the NMU, MFOW and MC&S and other non-maritime communists sought to prolong the strike of longshoremen, despite the fact that the majority

of them wanted to return to work. The SIU and SUP went into action after the communist dominated unions injected themselves into the affairs of the International Longshoremen's Association—AFL, in another attempt to gain control of the New York waterfront for their pal, Harry Bridges.

Apparently assured that LaGuardia's police department would protect them from the wrath of SIU and SUP seamen, the commies had previously "in-

vaded" Beaver Street, where SIU headquarters are located. They made sure, however, that they kept the mounties between them and the Union Hall.

Further SIU anti-commie action has been planned by a rank and file Strategy Committee elected from the floor at a special meeting.

A resolution denouncing the commies as scab herders and union busters who sabotage workers' wages and working conditions was unanimously adopted.

Calls For Relentless Fight To Drive Communist Finks From The Entire Waterfront

Condemning the communists as finks and "exposed saboteurs of the entire labor movement," a special meeting of the New York Branch of the SIU voted unanimously to support the eastern AFL longshoremen in their fight against the attempted infiltration by the NMU and the CIO longshoremen under Harry Bridges.

A rank and file committee elected from the floor was directed to work with the Branch officials in determining strategy to drive the communists from the waterfront.

Simultaneous action in the same direction was taken by the New York Branch of the SUP, and their representatives were added to the strategy and planning committee. Harry Lundberg, President of the SIU-SUP pledged his support against the attempted communist putsch in a telegram to the eastern leaders of the ILA-AFL.

PROVEN FINKS

The strategy committee of the SIU-SUP is working very closely with a committee of longshoremen elected off the docks, and a series of demonstrations were planned to show once and for all that the waterfront is not under communist domination — and more, that the waterfront workers themselves do not want these proven finks around.

Discussion at the meeting and the resolution passed unanimously by the five hundred members present made it clear that, no matter what the differences were within the ILA, these differences must be settled by the longshoremen themselves. The supposed concern of the commies in the NMU and the CIO longshoremen about the "rights" of AFL

longshoremen was branded as an excuse for an organizational raid on the ILA to gain control or to drive the members into Bridges outfit.

Meanwhile, more and more longshoremen returned to the docks as the communists move for domination became more clear. The leader of the "rank and file" longshoremen, William Warren, was charged by the union officials as not being a longshoreman at all.

It was pointed out that Warren had not paid dues to the ILA for more than a year, thus showing no concern for the welfare of the organization, and could not even be considered a member any longer. In addition, Warren was proven to have been a CIO organizer sent into an independent utilities union for the purpose of swinging it into a commie-dominated CIO union.

TRYING TO STAMPEDE

The longshoremen of the East Coast are demanding the right to work without communist interference. The so-called "rank and file" revolting against the longshoremen and trying to stampede them into striking are working on a well-laid plot to penetrate the dockers organization, long a dominant factor in opposing the communists on the waterfront, and bring it under communist control.

Repeatedly the communists have raised false issues and tried to sabotage the gains of the International Longshoremen's Assn. which has won for their members in New York and on the East Coast conditions second to none throughout the world.

Their attempts are now being pushed through Thomas Ray and Joe Stack of the National Maritime Union who are both well known for their following of the Communist Party line.

The Seafarers International Union experienced the tactics of the communists in their own struggle to build the SIU, the resolution passed at the meeting de-

Common Man Still Takes A Beating—Maybe He Loves It

The "Common Man," that old friend of the politician, is still getting knots raised on his rump regularly and often—and by his old friend (you guessed it), the politician. It happens so often that hardly anybody takes notice of it—not even that old football himself, who continues to lick the shoe that boots him.

The competent columnist of the Labor Press Associates, Ben Dor, devoted an article to the beating that the Common Man has taken in recent weeks, and came up with quite an indictment of the politicians who "represent" us in Washington. Let us turn the stage over to Brother Dor and read the score on what's been done to the Common Man in the last couple of weeks:

NOTHING NEW

"Don't look now, unless you're worried, too—but the Common

Man is getting his teeth kicked in. Not that it's a new experience; it happens so often and so regularly that no one really pays any attention to it. But it's worth while looking at some of the things that have happened to

(Continued on Page 3)

Mine Strike Ended

WASHINGTON — In a surprise move, John L. Lewis sent his men back to the mines. They had been called out, as a safety measure when the mine foremen had struck for union recognition.

It was made clear that this move was not final, that the men had gone back only temporarily. Lewis gave no explanation why this step was taken.

Reports From Ships Say Log Gets Around

Postcards acknowledging receipt of the Log aboard ships in transit continue to arrive at the office. Ship after ship report that, after their copies had been thoroughly read by the crew, they were re-distributed to other places where seamen of all nationalities, and unions would have a chance to read them.

Among the ships that received the shipboard deliveries are the following.

SS Chas. Nordhoff, Alcoa:

Delegates Yetlow, H. Goodine, Syhura.

MV Yaquina Head, Moran Towing: Bosun J. Joy received Log delivery and is holding them for the new crew, the old one having payed off.

SS Tumacacori, Pacific Tankers: Delegates Carter (SUP), Kreuger, and Clark.

SS Monarch of Seas, Waterman: Delegates Close and Endicott. The Log was re-distributed at "other ships and bars."

SS Thomas MacDonough, Alcoa: Delegates Halcome, Nichalson and Ward re-distributed the Log to Merchant Navy Club, Trinidad.

Even more important are the postcards notifying the office that the Log has not been delivered aboard. This condition is being remedied, but the only way we have of knowing about it by receiving the postcards.

SS John Milledge, South Atlan-

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Waterfront Control

The obscurity which shrouded the activities of the National Maritime Union and other communists in the New York waterfront struggle has lifted sufficiently for the public to share with trade unionists the true picture of what is behind the longshoremen's "strike."

Even now, some of the press is of the opinion that this is a AFL-CIO struggle for control of the city's millions of workers. Nothing could be further from the truth for, in actual fact, hundreds of thousands of CIO men are unalterably opposed to any strengthening of the communist elements within or outside of their own organization. These unionists recognize communism and fascism as equal foes of the workers.

As is customary for them, the American commies are once again posing as militants, as working class fighters but, as is also customary for them, their militancy is entirely dependent upon the needs of their comrades in the Soviet Union.

It is not coincidental that, at this very time, the Labor Government of Great Britain (violently anti-communist) is being embarrassed by communist inspired and led waterfront strife of greater proportions than our own. The pattern of both situations is cut from the same communist fabricated cloth.

The communists plan to control the waterfront either by directly taking the ILA members into their pal Bridges' union, or through infiltrating the ILA-AFL, and gaining internal control.

In either case, together with their control of other unions, they could tie up the Port of New York at the whim of the communist leaders. Since the NMU, the MC&S and the N. Y. Branch of the MFOW are all commie controlled now, the addition of the longshoremen would make their strangle-hold nearly complete.

Nearly, but not quite, for there would still remain the Seafarers and the Teamsters, both noted commie-fighters.

The fight has already been taken up by the SIU and the SUP. The Teamsters have announced their support of the ILA and its fight against the communists. Other unions will enter the fray.

The end result, if free trade unions are to continue, is that communists must be eliminated from any influence in the labor movement. It's not a matter of political preferences; it is a plain case of self preservation.

The communists must go.

MOVING IN



Soak-The-Poor Tax Sent To The Senate

WASHINGTON (LPA) — Only 10 members of the House of Representatives, out of the 453 voting, opposed the new tax bill which organized labor contends will favor the rich and profit-swollen corporations at the expense of the nation's workers.

Passed by the House, the new tax bill promises corporations a tax reduction next year of at least two billion dollars, and was sent to the Senate for confirmation. Both AFL and CIO have protested the new schedules which were clearly written along the lines dictated by anti-labor lobbies representing industry and big business.

The bill which the Senate will consider has been exposed by labor economists as a "rob-the-poor, favor-the-rich" measure. Treasury estimates indicate that the next tax plan, a revision of the program proposed to Congress by Treasury Secy. Vinson, will provide several billions in handouts to U. S. corporations. Even after the proposed taxes, corporations will end up with net profits of more than seven billion.

WITH THE SIU IN CANADA



By GENE MARKEY

VANCOUVER — Hitting SIU ships here in Vancouver is a Patrolman's dream. In the last few days we have had a run of ships in taking wheat for France. In most cases, they are here for at least 10 days, so that gives us plenty of time to get beefs squared away. Another important feature is that it gives us a chance to explain what unionism is to some of the new comers in the industry.

Some of the oldtimers seem to be surprised and proud that there is an SIU hall way up here in the wilderness of British Columbia. Fortunately the SIU is here, but the kind of wages and conditions associated with the names of SIU and SUP in the States are not here yet. The handful of

rugged sailors who have pioneered the SIU up here have had their hands full getting the ships organized. The men who go to sea in Canada seem to have all the fight knocked out of them. The "lime juice" whip has been too severe and it seems that, like most workers under the "blood and guts," the Canadian seamen have been beaten to servility, exploited by the blood-hungry bosses on the one hand, and on the other, sold down the river by the scummy illegimates in the labor movement who call themselves Communists, which may be the reason for this apathy.

Phony strikes in the past that were badly smashed, many of them engineered by the Commies in cahoots with the ship owners,

have resulted in a large percentage of once good men turning their back on organization to find individual "security" in servility to the bosses. Even during the height of the war, when manpower was at a premium, it was still a tough job to get a man into the union.

The Park Steamship Company, consisting of about fifty freighters is the only outfit operating foreign going freighters. The men who sail these ships are hired through a Government manning pool. It is impossible to get on any of these ships without joining this finky flophouse.

The SIU vigorously opposed the setting up of these pools, and even called on the bona fide seamen to treat them as scab bureaus of regimentation. However, the handful of oldtimers were overwhelmed by the great number of punks who rushed to the ships to beat the draft.

Needless to say, the commie line of the "Canadian Seamen's Union" was an easy type of unionism to the punks who had never packed a book in their lives before. When it came to the ballot on these ships the overwhelming ignorance of the "tailor made" seamen was too strong for the oldtimers. The SIU was beaten two to one on this ballot, so that gives the Commies here the lead temporarily on the offshore ships.

Even as things stand now, this organization has the best agreements in the industry in Canada, and also the highest standards of conditions and wages yet attained in this country.

On the Great Lakes the SIU operating from Detroit has won an agreement on the C. N. ferries, paying the highest money on any ship flying the British flag. That really something to boast about in view of the fact that Australia and New Zealand are included in that.

STATEMENT OF OWNERSHIP

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACTS OF CONGRESS OF AUGUST 24, 1912, AND MARCH 3, 1933 OF THE SEAFARERS LOG published weekly at General Post Office, New York 1, N. Y. for October 19, 1945.

State of New York,
County of New York, ss

Before me, a Notary Public in and for the State and county aforesaid, personally appeared George Novick, who, having been duly sworn according to law, deposes and says that he is the Editor of the SEAFARERS LOG and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, as amended by the Act of March 3, 1933, embodied in section 537, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are: Publisher Seafarers International Union of North America, Atlantic & Gulf District, 51 Beaver St., New York 4, N. Y. Editor, George Novick, 51 Beaver St., New York, N. Y. Managing Editor (none) Business Managers (none).

2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent of more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, company, or other unincorporated concern, its name and address, as well as those of each individual member, must be given.) Seafarers International Union of North America, Atlantic & Gulf District, 51

Beaver St., New York 4, N. Y. John Hawk, Secretary-Treasurer, 51 Beaver St., New York 4, N. Y. Louis Goffin, Assiat. Secretary-Treasury, 51 Beaver St., New York 4, N. Y.

3. That the known bondholders, mortgages, and other security holders owning or holding 1 per cent of more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. That the two paragraphs next above giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the twelve months preceding the date shown above is (This information is required from daily publications only.)

(Signed) GEORGE NOVICK, Editor
Sworn to and subscribed before me this 15th day of October, 1945. ROSE S. ELDRIDGE, Notary Public. (My commission expires March 30, 1946).

PURPOSEFUL MEETING



Jack O'Dwyer, acting New York Agent of the SUP, speaks in favor of the resolution calling for support of ILA longshoremen in their battle against attempted commie infiltration. This special meeting called for determining concrete action against the commie try for control of the waterfront.

Common Man Takes Beating Seamen Hailed For Heroism In Pacific

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the common men during the last few weeks.

"1. Will Davis was fired. Why? Because he said that the Common Man ought to have some wage increases, and that he ought not to have to pay higher prices to get them. Truman fired Davis with less notice than any good union requires for its members, and told him very plainly why he was getting kicked out. Davis spoke up for wage increases, so he had to go.

"2. The unemployment compensation bill has been put 'on the shelf.' That's a very tactful way of saying to millions of Common Men who thought that the federal government would do something for them on unemployment compensation, 'Forget it. The states will take care of you in the usual generous fashion.'

BILL RUINED

"3. The full employment bill has been weakened in the Senate. What Congressman Manasco, chairman of the Committee which has the bill now, will do it! (Maybe we should say that the bill has been emasculated in the Senate and will be 'Manascolated' in the House.) Anyway, what the Common Man is getting out of the full employment bill, is the right to be a job hunter.

"God loved the Common Man. So he made a lot of them. Congress loves the right to hunt for work so much that it is seeing to it that millions of Americans get a chance to exercise it.

"4. The social security bill — whatever became of the social security bill, anyway?

"5. Look what's happening to the income tax. The income tax was originally a great victory, won after a long and bitter fight. The idea was to make the rich pay taxes and in proportion to their ability to pay. However, the fruits of that victory are turning rotten fast.

TAX ON POOR

"First of all, a lot of the states are raising most of their revenue through sales taxes, collected primarily from low income families, away out of proportion to their

ability to pay. In the second place, as some of the conservative moneyed groups are already boasting, the income tax today is far different from what it was before the war. Wartime manipulation brought millions of new, low income families under the income tax rates; peacetime manipulation is cutting the taxes on the rich, leaving the low income families holding the bag.

"That is one of the most serious in the whole list of wrongs currently being inflicted on the Common Man."

"OUR" MEN

So far Brother Dor isn't just beating his gums. These are just some of the things that the working stiffs have been putting up with. And the really dirty part of it is that it's being done to us by the guys "we" put into office. So what, asks Dor? So let's write these guys letters and tell them we don't like what they're doing. Let's sign petitions and send delegations to Washington; then those guys will have to come through.

Well, that has been for some time now, the commie line. Now, Dor isn't a commie but he, like a lot of other "liberals," is falling for — at least that part of the commie propaganda that calls for the support of professional politicians—that kind that would sell their mothers down the river for a vote, and change it the next day when a little more pressure is put on them by somebody else.

Not being smart like labor columnists or political theoreticians, we wouldn't swear that we were right, but our slant on it is a little different. If we were going in for political action, we would give our support to a candidate who was one of us, a working stiff who still had dirt under his nails, and believed in and belonged to a trade union.

Then, maybe, we could be reasonably sure of getting some representation down there where the laws are made. And, if we couldn't find a guy like that, we'd sure as hell not waste our time voting for one of two guys, either of whom would give us a rooking the first chance he had.

We'd try something where we had more of a chance, like trying to beat the shell game.

WASHINGTON — Final triumph over Japan involved heavy cost to the American Merchant Marine in ships and men that carried troops and fighting supplies to our armed forces, reports of the War Shipping Administrations indicate.

A total of 44 merchant vessels, most of them Liberties, were sunk in the Pacific by Jap suicide fliers, shell-fire, torpedo attacks and bombings. Other ships were sunk in the Indian Ocean by both Japs and Nazis.

Scores more were extensively damaged, but sailed on to deliver their vital cargoes. Some were beached and later salvaged, others were towed home or came in under their own power.

General MacArthur said this of the merchant marine victory in the Pacific. "They have brought our lifeblood and they have paid for it with some of their own. I saw them bombed off the Philippines and in New Guinea ports. When it was humanly possible, when their ships were not blown out from under them by bombs or torpedoes, they have delivered their cargoes to us who need them so badly. In war it is performance that counts."

During the Mindoro campaign when the fighting was at its hottest, MacArthur issued an unprecedented command, ordering the merchant seamen off their ships and into shore foxholes for their own safety.

"It's a matter of record" states the WSA, "that most of the mariners chose to stay with their vessels as long as the ships were afloat, in spite of this order . . ." MacArthur later said that he held no branch in higher esteem than the Merchant Service.

GET HEP; GET THE LOG

The Seafarers Log is your Union paper. Every member has the right to have it mailed to his house, where he and his family can read it at their leisure.

If you haven't already done so, send your name and home address to the Log office, 51 Beaver Street, New York City, and have yourself added to the mailing list.

SIU Fights Commie Putsch

(Continued from Page 1)

clares. It further provides that the communists shall be driven from the waterfront for their acts and attempts to take over real unions with their scab-herding and union-busting tricks to sabotage the wages and conditions of the American workers.

The SIU resolved to give the east coast longshoremen "our support and aid in handling their own problems without the interference of these proven picket-line busting phonies (the communists), who would mask themselves as 'militants'."

Action by other AFL unions also called for by the resolution, has already been answered by the New York AFL Central Labor Council which has put its strength on the side of the union.

The strategy committee elected at the meeting consisted of the following: Frenchy Michelet, Whitey Godfrey, Johnny Marciano, Mathew Sams, John Saiad, W. J. Brady and Johnny Weir.

Already newly organized, the committee's work has shown results. Working closely with the longshoremen, the SIU-SUP have demonstrated by their support that the dockmen have allies against the commie goon squads that are touring the waterfront. The assurance that organized labor stands with them in opposing the commie grab for power has given the longshoremen a more and physical lift.

Already the majority have returned to work; and when the commie goon squads have been dispersed, which should be soon, peace will come once more to the waterfront, and with it the knowledge that a threat to the freedom of the American maritime worker has been dispersed.

The present fight, however, has greater implications than that. If the fight is carried to its logical conclusions, this defeated raid should mark the end of any communist influence on the waterfront.

SIU Resolution On Longshoremen

WHEREAS: The Seafarers International Union of North America has since its inception fought a hard and bitter fight against the shipowner and communist sell-out artists to gain the best wages and conditions enjoyed by any maritime union today, and

WHEREAS: After bowing and kowtowing to the bureaucrats in Washington and begging for the conditions won by honest trade unions, namely the Seafarers International Union of North America, the same commies who have supported every fink hall and Government crimp joint are now attempting to sabotage conditions which they themselves cannot gain, and

WHEREAS: The policy of Bridges and Curran is well shown in their pleas for a "No Strike Pledge" to exist in the postwar period and their actions taken in begging the UAW-CIO and other organizations not to go on strike, show that they are not interested in militant action to benefit the workers but are only trying to forward commie politics as dictated by Joe Stalin, and

WHEREAS: An attempt to sabotage and to infiltrate into the ILA by these commie sell-out artists is an assault against wages and conditions of every legiti-

mate working union on the East Coast, and

WHEREAS: The Seafarers International Union of North America has fought too hard for the wages and conditions that we have today to stand idly by and see them sabotaged by a couple of commie finks who are taking their orders directly from Moscow

SO THEREFORE BE IT RESOLVED, that we, The Seafarers International Union of North America, go on record as condemning this finky Bridges and his fellow commissars as exposed saboteurs of the entire labor movement of the whole world and make every possible effort that we can, financially, physically, and morally to drive these rats from the waterfront, and

BE IT FURTHER RESOLVED that we give the east coast Longshoremen our support and aid in handling their own problems without the interference of these proven picket-line-busting phonies who would mask themselves as "militants,"

AND BE IT FINALLY RESOLVED, that we call on all unions in all ports to endorse the position we have taken and ask them to join us in a relentless fight to remove these phonies from the waterfront on all coasts.

STRATEGY COMMITTEE MEETS



The rank and file committee elected, plan SIU strategy against the CP move on the waterfront. Seated (left to right) are: Frenchy Michelet, Whitey Godfrey, Johnny Marciano and Matthew Sams. Standing (left to right) are: Johnny Weir, W. S. Brody and John Saiada.

SS Williams Victory
(Paid off in New York)

D. A. Ortiz	\$ 1.00
L. Galley	1.00
W. Wilkenson	1.00
R. Kleiman	1.00
R. Galiffa	1.00
Paul Embler	1.00
Leo Rhodes	1.00
D. Burell	1.00
Ed Faile	2.00
J. Rauscher	1.00
D. Roszel	1.00
Thos. Rosencrans	2.00
M. Armondo	2.00
A. Carrillo	2.00
T. Bowers	1.00
Joseph Rader	2.00
Oswald Wallace	2.00
C. Cavallo	2.00
Geo. Soullantan	2.00
Seymour Ross	2.00
D. R. Richmond	2.00
K. Jordan	1.00
James Colgrove	2.00
R. Swillinger	1.00
J. Trost	2.00
H. Dodge	1.00
F. M. Visconti	1.00
E. Waterman	1.00
D. F. McDonald	2.00
C. A. Hancock	5.00
F. H. Paschang	1.00
T. Kulawiak	1.00
R. Sokey	1.00
G. Gunderson	1.00
J. F. Reardon	1.00
A. J. Barrett	1.00
J. G. Steinback	1.00
E. C. Martin	.50
R. C. Bockstock	.50
W. E. O'Sullivan	.50
J. L. Gajchof	1.00
C. A. Erickson	2.00
F. Olsen	1.00
Wm. Hermannof	1.00
A. Borgum	1.00
V. Hasea	2.00
Total	\$53.50

SS Tristan Dalton
(Paid off in New York)

J. France	\$ 2.00
D. F. Byrne	2.00
M. DeBarros	2.00
A. Morrales	2.00
S. Lesley	2.00
P. Yula	2.00
W. Wagner	2.00
D. D. Borgialli	2.00
P. Paulin	2.00
W. Hampton	2.00
L. Bordeaux	2.00
F. Nichols	2.00
J. Haulon	2.00
J. Diana	2.00
R. Novack	2.00
T. C. Butler	2.00
D. Meits	2.00
H. Kurtz	2.00
Carlos Torres	2.00
D. H. Wood	2.00
C. W. MacJunes	2.00
F. J. Fitzsimons	2.00
R. Rivera	2.00
E. Larson	2.00
T. C. Towne	2.00
F. F. Conway	2.00
W. Fristoe	2.00
P. H. Zeiske	2.00
E. V. Stibler	2.00
A. Schaffernegger	5.00
F. W. Whithurst	2.00
J. C.	6.00
Total	\$71.00

SS Cornelia

R. C. Coons	\$ 1.00
R. Basabe	2.00
Paul Grimm	1.00
M. Gomez	1.00
R. Ricketts	1.00
J. Heckotoll	5.00
M. Caroon	2.00
G. Medina	2.00
J. Reyes	1.00
Total	\$16.00



SS HILTON

(Paid off in New York)

M. Schutlian	\$ 1.00
James B. Jordan	2.00
P. A. Stewart	1.00
M. J. Reichlmaya	1.00
A. L. Lemmage	1.00
Robert Foster	1.00
J. B. McCoster	2.00
J. A. Sharkey	1.00
R. Rae	1.00
A. Kramer	1.00
F. Dunn	1.00
C. P. Parker	1.00
Total	\$14.00

SS Governor John Lind

(Paid off in New York)

Geo. F. Krajer	\$ 1.00
V. Palmetie	1.00
Paul E. Burnes	2.00
J. T. Harper	2.00
J. W. Ruiz	1.00
G. B. Fannie	2.00
S. G. Graham	1.00
J. M. Foro	2.00
S. Boguki	2.00
M. Nicolin	3.00

W. Casper, Jr.	1.00
I. Kalogiros	2.00
W. E. Wadoiu	1.00
P. Dajosalo	1.00
A. Rosso	2.00
R. C. Gordon	2.00
C. Clark	2.00
H. Bryant	2.00
J. Saucier	2.00
J. G. Drauch	2.00
Total	\$34.00

SS Walter Ranger

(Paid off in New York)

J. Zierirs	\$ 2.00
A. Carlson	2.00
K. Dolaldson	2.00
C. Frye	2.00
D. McKeel	2.00
R. Connors	2.00
R. Thoms	2.00
A. F. Chysna	2.00
H. N. Ray	2.00
F. LeFave	2.00
A. Burnett	2.00
De Larde Aush	2.00
E. Sharkey	2.00
Total	\$26.00

SS Gardner

(Paid off in New York)

J. Agiar	\$ 1.00
J. Landroine	1.00
A. L. Rosa	2.00
L. J. Dutra	1.00
L. W. Rumery	2.00
C. Baurstow	1.00
R. E. Fall	1.00
P. C. Adkins	1.00
W. Whalen	1.00
H. D. Clements	1.00
D. E. Parker	1.00
E. Stegall	1.00
Total	\$14.00

SS Cape Romain

(Paid off in New York)

G. Janduri	\$ 1.00
T. DeFazio	1.00
A. Suarez	1.00
C. Weaver	2.00
C. F. Rocoford	1.00
Total	\$ 6.00

SS Milledge

(Paid off in New York)

J. A. McKenzie	\$ 1.00
W. F. Chenaurt	1.00
E. W. Monahan	2.00
M. Menendez	1.00
H. R. Krentz	2.00
C. E. Robbins	2.00
W. H. Anderberg	1.00
C. L. Stephenson	2.00
R. Morgan	4.00
J. Brown	2.00
R. J. Banchard	2.00
T. Trant	2.00
C. Donoughne	1.00
P. E. Wilder, Jr.	2.00
J. L. Mahoney	2.00
S. W. Johnson	1.00
E. H. Mulvey	1.00
C. V. Hardwick	1.00
M. E. Greenwald	1.00
D. R. Harvey	1.00
M. Tartaglia	1.00
D. R. Preston	1.00
S. P. Anderson	1.00
E. H. O'Neil	1.00
M. Soroka	2.00
J. J. Bender	1.00
Total	\$39.00

SS Ward Hunt

(Paid off in New York)

W. W. Reid	\$ 2.00
A. N. Losinaki	1.00
E. Rosa	1.00
J. Garillo	2.00
J. A. Males	1.00
L. M. Moore	1.00
G. D. Wood	1.00
R. E. Wiser	1.00
L. E. Bigley	1.00
R. T. Harrison	1.00
J. B. Harris	1.00
J. W. Maynard	2.00
H. M. Negrille	1.00
E. W. Anderson	1.00
J. A. Darmody	1.00
Z. Z. Shortt	1.00
D. F. Frase	1.00
C. F. Eberhart	1.00
S. Gaizaiski	1.00
P. Glickman	1.00
S. A. Emery	1.00
G. M. Hasko	1.00
G. Sewell	1.00

C. J. Ironwitz	2.00
C. Romain	1.00
H. H. Pope	1.00
R. Gates	2.00
W. Salamon	2.00
Seymore Katchel	1.00
G. J. Schick, Jr.	1.00
E. E. Ackley	1.00
J. W. Brown	5.00
M. H. Butilsom	2.00
Total	\$44.00

SS Hewes

(Paid off in New York)

R. Weale	\$ 1.00
L. Schutte	1.00
J. M. Rogulick	2.00
B. Adossa	1.00
A. Allie	1.00
A. Gangi	1.00
R. B. Welles	1.00
J. D. Folsom	2.00
E. Baldanza	1.00
W. Y. Lipinchy	1.00
A. Anagnostov	1.00
B. H. Lessdroth	1.00
S. Pateras	1.00
E. G. King	1.00
W. O. Dickson	1.00
H. F. Nurmi	1.00
T. M. Vlissa	1.00
L. N. Curgana	1.00
Total	\$20.00

SS Smith Victory

(Paid off in New York)

S. Pizerro	\$ 1.00
G. Lonski	1.00
G. Durham	1.00
W. Connors	1.00
J. Grubb	1.00
C. Saunders	1.00
E. Searcey	1.00
T. Smith	2.00
E. McCulley	1.00
F. Oetyn	2.00
G. Findley	1.00
R. Baniste	1.00
C. Beaver	1.00
R. Carter	1.00
J. Groover	1.00
D. Medlock	1.00
G. Corbett	2.00
E. Kirkland	1.00
M. Wells	1.00
J. Ciliffi	2.00
A. Merrill	2.00
L. McDonald	1.00
R. Wagner	1.00
Beckham	1.00
J. Thomas	2.00
S. Pearson	1.00
J. Berkehoen	2.00
R. Tucker	2.00
W. Kenley	2.00
H. Yutru	2.00
Joseph Paul Thornton	2.00
B. V. Harrison	2.00
R. K. Morgan	2.00
C. Gilvi	2.00
T. Brown	2.00
Jesse M. Gause	2.00
Jack Fitzgerald	2.00
James G. Daley	2.00
Frank Smith	2.00
A. B. Fries	2.00
Rochel Bland	2.00
Wm. Hamilton	1.00
Lehmon Rushing	1.00
S. W. Neilsson	4.00
R. W. Simpkins	1.00
E. A. Denmark	3.00
Lee Coursey	3.00
Melton Smith	2.00
John Deal	3.00
Z. B. Hartley	3.00
T. P. Jarriet	2.00
Thomas Nelson	2.00
James Sears	2.00
F. H. Bacon	2.00
Harrison Hill	2.00
T. Dickerson	2.00
C. Chester	2.00
R. J. Wells	2.00
E. Veal, Jr.	2.00
J. Williamson	2.00
C. Swinson	2.00
Total	\$105.00
Grant Total	\$442.50

Arbitrator Rules Pursers Are Not Licensed Personnel

NEW ORLEANS — In a precedent-establishing decision in favor of the Seafarers International Union, Arbitrator E. E. McDaniel awarded overtime pay for cleaning rooms and making beds of junior assistant pursers and pharmacists' mates, in a case between the Union and the Mississippi Steamship Company.

The far reaching award, besides the immediate claim for overtime pay for two members of the steward department aboard the SS George Pomutz, establishes as correct the Union's position that these grades are not licensed personnel and not entitled to such services without overtime being paid.

READS THE RULES

The Union agreement, McDaniel points out, requires that "Routine duties for members of the stewards department shall be to prepare and serve regular meals, cleaning and maintaining of the quarters of the licensed personnel and passenger quarters, all dining rooms, messrooms, washrooms and pantry and any work performed other than regular routine work shall be paid for at the regular overtime rate."

The arbitrator then turns to the U. S. Coast Guard "Rules and Regulations for Licensing and Certificating of Merchant Marine Personnel" Section 62.201 which reads, "Registered staff officers shall be the following grades: (1) chief purser, (2) pur-

ser, (3) senior assistant purser, (4) junior assistant purser, (5) junior assistant purser and pharmacist's mate, (6) surgeon."

UNION JUSTIFIED

Despite the company's argument, "that if the purser referred to herein is not a licensed personnel in the full sense he is certainly a licensed personnel for the purpose of this agreement." McDaniel's decision reads as follows:

"The junior assistant purser and pharmacists' mate referred to herein is not a licensed personnel but is a registered staff officer. Therefore, the Union's claim is justified and the Arbitrator rules that Anton Kofnovec is entitled to overtime pay for twenty-two (22) hours and Elton Mistovich is entitled to overtime pay for sixty-six (66) hours."

McDaniel was appointed as arbitrator in the case by the U. S. Dept. of Labor Conciliation Service, and both the Union and the company agreed in advance to accept his decision as final and binding.

The Union's case, argued by Secretary-Treasurer John Hawk and New Orleans Agent Eddie Higdon, resulted in a decision which should end shipowner bickering on who and who is not "licensed personnel" and whether or not overtime should be paid to members of the stewards department assigned to make up bunks and clean rooms of junior assistant purser and pharmacist's mates.



QUESTION: What is your opinion about closing the RMO fink halls?



STANLEY MIECZKOWSKI —

The oldtimers tell me that the present RMO fink halls are a duplication of the Shipping Board set-up after the last war. The Shipping Board was then used to break down union conditions. This present fink hall set-up should be closed up, since it is a positive threat to the Union and Union conditions aboard ship. As well as that, the fink halls are a factor which work against any man's independence and a seaman wants his independence more than anything. That is his freedom and something that he prizes. It is because of this that we have come into the SIU which has welcomed us and made us a part of the organization.



EDWARD H. MARCOUX—

I'd much rather sit around a comfortable SIU hall waiting for my turn to ship off the rotary hiring list than be herded into one of the RMO's dirty fink dumps where no man is certain of a job when he wants to ship. Personally I think closing up the fink halls is a good idea. I know, too, that most of the seamen, even those who have been sailing out of the RMO fink halls want to get away from them and be independent of them. I've talked to many of them, mostly all of them would rather ship out of a good clean Union hall than out of a fink dump—and you can say that again.

HOWARD KEMPER — I feel that the closing of the fink halls of the RMO will strengthen the union and put in a position to negotiate better contracts with the operators. The shipowners probably know this, too, and are trying to get this fink hall set-up to stay in existence. Many of their own trainees would like to get away from them — we see them every day around the hall when they come in and say that they want to get out of the phony fink halls and ask for a chance to ship out through the Union's hiring halls.



WILLIAM NANOFF — I think it's a good idea to close all fink halls and have seamen ship through the union hall. Then let all seamen get their papers just like they did before the war. A ship with SIU men on it always runs better than a ship where a couple of WSA guys don't want to live up to union rules. They came in with the war so let them go out with the end of it. We know that the seamen as well as the public don't want them. They are only a burden on the taxpayers and the people have got to pay for them in the final analysis. The whole fink hall set-up of the RMO is only making pie-card jobs for the government bureaucrats and should be put out of existence.



WSA Finks Are Straightened Out

Generally anonymous letters, like forbidden words written by kids on the side of fences, are ignored, they are thrown into the wastebasket without further ado—even when they are as honestly identified as this one is. However, the letter from "The Finks," which you will find in adjoining column, contains so many mis-statements and half-truths that smell of a familiar anti-union origin that we have set aside our strict rule against printing poison pen letters to try to set these boys (or is it just one boy?) straight.

BONA-FIDE SEAMAN

1. The man who wrote the article you refer to has sailed through the war years, and has been under attack many times—losing one ship from under him. He is a bona fide seaman and has been going to sea many years—both peace time in the old, tough, hungry days as well as all during the recent war.

2. You are more than slightly mistaken in saying we called all WSA trained seamen finks. We call the WSA set-up finky, because, controlled as it is by the shipowners, its purpose is to train a large pool of anti-union seamen so as to keep wages and conditions down. Some WSA seamen are finky, because they accept the conditions that the union fought so hard to get, while doing nothing to maintain these conditions. (Did you know that as recently as twelve years ago American seamen were getting as low as \$27 a month? And would still be getting that munificent wage if it weren't for the SIU and SUP?) More than that, they are voluntarily serving as a wedge for a return to the old conditions by supporting and maintaining the fink hiring halls and the rest of the anti-union apparatus.

OFF THE COURSE

3. We are not against the training and up-grading programs in principle. We think that they are fine—in principle. In practice, they are off the course. The SIU's position is that as presently constituted they are a waste of taxpayers' money, insofar as they are poorly planned and poorly run. We say that a seaman cannot be trained on dry land; that the only way to make a seaman is to send him to sea, and let him learn the only way he can, by doing. Too many of the WSA instructors are incompetents, and some of them never went to sea themselves. (The September 14th issue of the Log carried stories of two of these men, who were themselves disgusted by the teaching role they were forced to assume by the WSA.)

SAFETY FOR ALL

4. You're damned right we have a right to criticize this system. The fellows coming out of these WSA landlocked schools do not just disappear with their certificates; they work aboard ship with seamen. And as seamen we insist that the men working with us must be competent, and can be trusted on the job. The safety of the ship and the entire ship's crew depends on each man knowing his job, and knowing it well.

5. The SIU charges the tremendous sum of \$2 a month as dues, which goes to maintain an organization that fights for the members' wages and conditions; an organization that has about

Finks Deny That They Are

Seafarers Log:

I wont address you as "Gentlemen" because we haven't yet decided on the proper adjective.

A group of former SIU members have had the opportunity to survey some of your literary ignorance in current issues of your so-called newspaper in which you refer to us as "Finks." We realize naturally that the ignoramus who would write such an article and the imbeciles who would print such trash are not even worth the paper this letter is written on, not taking into consideration the time spent away from important studies, but we think it about time you bunch of phonies were straightened out. We are exchanging the word "phony" for "fink" which is our description for yourselves.

We "Finks," who have for the past few years sailed the ships and dodged bombs and torpedoes would like to know what the great SIU has to offer us in the way of an opportunity to better ourselves. We would like to see the last discharge of the man who wrote the articles. No doubt, while we were sailing, he was warming his butt at home.

When the SIU is prepared

to give us a salary, clothing, room and board plus a wonderful education, we will be ready to concede that they have accomplished something for their members. We "Finks" have earned our right to attend the Government "Fink" schools by putting in our required time and going through the mill. Has your fine organization earned any right to belittle a system which gives every man an equal chance? Have you put your pocket books where your mouth is? We'll say you haven't! All you can do is worry that some honest agency is cutting into your revenue and opening the eyes of your members as to what grafters and leeches you are. You are preaching in your paper the very things that we have been fighting against, namely Fascism and Communism.

We realize that you very little people haven't the nerve to print this in your paper because it's the truth and naturally the truth is something you shy away from but at least it may give you an idea of what is thought of you by the people who have some degree of intelligence. This is an open challenge. "Print this, we dare you."

"THE FINKS"

doubled the seamen's wages during the eight years of its existence. The SIU is a democratically run union and all decisions are made by the membership. If there is anything about the policy that you do not like, come in and express your opinion and participate in our meetings. That's where SIU decisions are made.

AGAINST BOTH

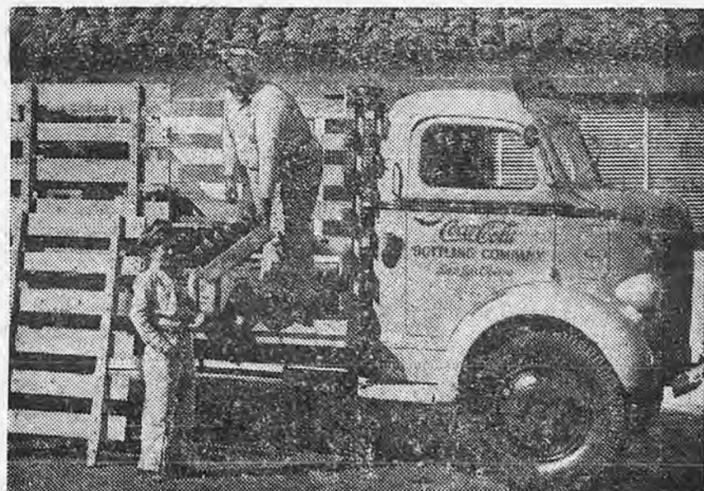
6. You're kind of wrong about that "fascism and communism" beef. The SIU is known far and wide as the foremost opponent on the waterfront of communism and fascism. We oppose the NMU because we are against the injection of a political philosophy (communism) into waterfront issues; and we oppose the WSA and the RMO because we are against government control over worker-employer relations (fascism). We believe that freedom

of action and freedom from control in industrial relations are necessary if we are to remain free from communist or fascist controls.

7. You are quite wrong: We aren't little people, we are big people—yes, indeed. We are big people because we were thousands of little individuals who grouped our strength so that we were big enough to raise ourselves from little better than slaves to the point where we are free men. Nor is that all: wait and see further advances we make for ourselves in the immediate future. Also, wait and see what happens to you who have put yourselves under the protecting wing of the shipowner and his cooperating government agencies, when the operators are hungry for more profits. Who will protect you then.

8. Think it over.

AND THEY'RE UNION MEN



Biggest and smallest teamsters in Southern Calif., is the membership claim of Local 381, Intl. Bro. of Teamsters (AFL). And here they are—80 pound driver David Canot and Tony Villa, his 280 pound helper. (Federated Pictures)



SHIPS' MINUTES AND NEWS

Officers Went Down The Line With Crew

Brothers Wm. J. Moise and Jimmy "Sloppy" Creel report that their last trip on the Bull Line's Babcock was one of the best two and a half month trips they've ever made. The ship came in clean with all beefs shaped up for the union Patrolmen.

On the payoff, chief engineer Harris and chief mate Powell went down the line with the crew to get the beefs settled at once.

The brothers say that "Buck" Stephens, popular and militant SIUer, was 3rd Assistant and "Polack" Charlie sailed on her as 2nd. Capt. Nielsen, the master, was also given a good send-off as being a "top-flight" seaman and an all round good skipper. Frank Bode was Purser and, according to Moise and Creel, put out the money when it was asked for by the crew members in Marseilles, Leghorn and Oran.

Not too many oldtimers aboard but all the crew were good union men and held to the contracts, they said.

Logginst Guy Ever; But SIU Stops Him

Loggins were the rule of Captain E. W. Staley, master of the James A. Butts of the Calmar Line. He even made a statement to the chief mate in the presence of one crew member, Joseph P. Tassin, that on the previous voyage he had over two thousand dollars worth of loggins and made every one of them stick.

It is said that he got torpedeed and lost his ship in the Mediterranean—yet he claimed to have made the loggins stick.

"Watch my smoke on this trip," Staley said. And in the eyes of the crew he tried to carry out this threat. Coming back from the Philippines, no one ordered the deck crew to turn to and paint the ship.

Naturally, the crew members in the deck department weren't going to turn to on their own time and "work for Jesus." So Staley came around and started logging the crew members for having "dirty foc's'les." Which, as a matter of fact, was an impossibility since the forecastles had just been painted and were neat and spotless.

While he gave this as a reason, the crew members say, he

Series Of Shipboard Meetings Take Up Beefs On SS Del Aires

During the last voyage of the SS Del Aires a series of meetings was held on the many beefs at sea, and the crew took action to get their disputes settled, minutes of the meetings show.

FIRST MEETING

At the first crew meeting at sea the members stated their objections to the leaving of the messroom cluttered up with cups and plates, after the men had used them during the messmen's hours below and at night.

The crew also took up the officers' beef that the Steward put out only two kinds of jam without consideration of anyone's wants. The Steward promised to reform.

Brother Blackie Crowell talked of the condition of the messhall, and it was carried that all members keep the messrooms clean by putting their cups and dishes back after using them between meals.

—Chmn Wallace, Chief Cook

SECOND MEETING

At this meeting the chairman opened the discussion with an outline of the beefs that existed among the ship's crew, so that things could be squared away right.

A motion was made by Joe Murphy that "some action be taken toward cleaning the laundry after the crew members had used it." It was pointed out that the place was in a lousy condition and decided that each department would take weekly turns in keeping the laundry space clean.

The question of ice cubes for the crew's meals was brought up, and the Steward agreed to do all he could so that the men could get cold water at mealtime for "two meals a day." It was also said that everyone was at fault, because no cots had been placed aboard before sailing for the tropical run.

Thomas Knakal, a trip carder, was brought before the body for not taking out his book after three trips and was ordered by a motion to "take out a book on returning, paying up all assessments and dues to date or get out of the SIU."

Charlie Rayfus took the floor and commented on postwar jobs for seamen and cited the many advantages of having a good Union. He listed the many things that the seamen would not have had, if SIU seamen

didn't even inspect the foc's'les, and logged the men for "not painting the ship." Later the deck department was told to paint the ship and they brought that work up to date.

The crew feel that they were logged because they wouldn't work overtime without any okays from the mate.

All loggins were beaten by Joe Wread and Red Simmons, SIU Patrolmen and all the logs were washed out when they went to bat.

hadn't stuck together and fought the steamship companies.

Several "minute talks" were given by the other brothers as to the conditions they had found aboard ships of other nations and the great difference between living on them and aboard ships under SIU contracts.

"These are good conditions that we have fought for and have gotten only by working together," the crew members agreed, and further said: "In order to keep them, we must continue to fight now more than ever. In doing this we hope to get a better outlook for a decent living with the benefits and other necessities that other working people have."

J. L. Sullivan, Sec'y.

THIRD MEETING

The Steward was hauled over the coals for his actions when the ice-machine repeatedly kept breaking down and the meeting declared that he had been given orders to report to the chief engineer every time he found the ice-box temperatures below what it should be.

Crew members alleged that every time he made such a report to the chief "it was with smiles all over his face and he seemed very happy over the fact that the ship would not have any ice that noon for chow."

Brother Rayfus contended that the Steward kept running to the chief every time there was a breakdown, instead of reporting it to the engineer on watch. Thus, said Rayfus, the job of getting the boxes down to their respective temperatures was double the work because of the delay.

The Steward agreed to notify the watch also, and it was agreed that the stewards' department men would notify the engine room at once if the temperatures were not okay when getting their morning stores. The same men getting stores also agreed to check the ice-machine and notify the enginemmen if it was not working.

J. L. Sullivan, Sec'y

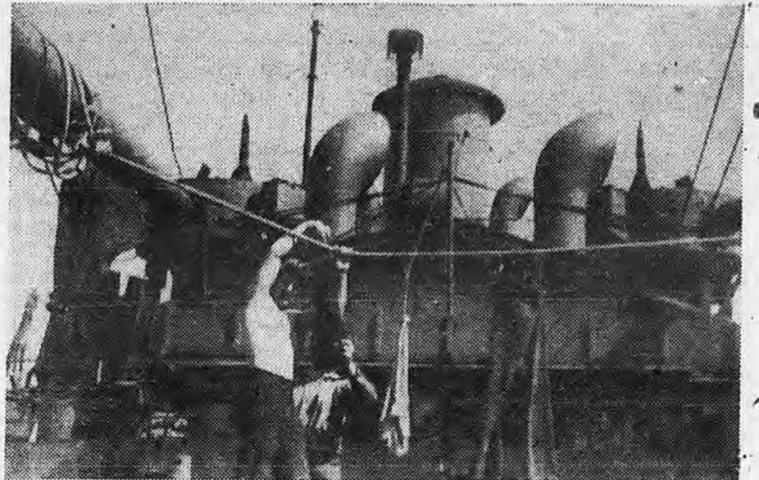
FOURTH MEETING

Chief Cook Wallace, chairman of the meeting, commented on the condition of the scuttlebutts and passageways and declared that they were sloppy. He asked that the men cleaning same take more pains at their work.

Beefs were made on the condition of the messrooms in port, and crew members were urged to get them shipshape, since they were at sea again, and keep them that way. As well as that, there were complaints that there weren't enough glasses put out and it was suggested that a list of things needed for the messrooms be made for the next time the steward opened up his storeroom.

—Chief Cook Wallace, Chmn.

IT'S WASH DAY AFLOAT



An SIU ship is a clean ship, and AB Walter Gustaffson helps keep it that way. Here he hangs out the daily wash just above No. 4 hatch on the Finley Peter Dunn.

Model Meet On Madawaska Victory

These are the minutes of a joint meeting of the SIU membership aboard the SS Madawaska Victory as held in the crew messroom. There can be no other way to come more straight to the point than by the actual reading of the minutes of the meeting, as they were recorded by the secretary during one of the most straightforward meetings that has ever taken place aboard this ship.

Here are the minutes:

The meeting was called to order by Brother McCoskey at seven-thirty p.m. Brothers Jones and Givulinovich were elected chairman and secretary, respectively. Upon taking the chair, Brother Jones called upon the delegates of each department to give a verbal report of the membership of the men whom each represented. Also, each delegate was asked to report on the union spirit as it was evidenced in his department. The delegates spoke in order from stewards department, deck department, to engine department, and reported that everything was ship-shaped.

A motion was passed to move to the next order of business.

NEW BUSINESS

Recommendation that the entire membership give a vote of appreciation to the Steward for his exceptional ability to do his duty and a little bit more besides. Also recommended that the crew give a vote of confidence in his being "one of the best."

Motion to move to next order of business.

Unfinished Business

Motion that delegates draw up a list of all complaints of last trip, combine them, list them in duplicates and give one list to the heads of their departments and give one list to the Patrolman at the time of payoff. That this list be shown crew members signing on for next trip so that it may be checked in regard to complete fulfillment of desires stated therein.

Meeting was adjourned at eight-thirty p.m.

Delegates for this trip were John Givulinovich, deck; Robert D. Jones, engine; and John C. Jones and John Koval, stewards.

New Men Taught On Patrero Hills

The following are the minutes of a shipboard meeting held aboard the SS Patrero Hills, on September 29th:

The meeting of Sept. 29 was called to order by the deck delegate, L. Clark at 6:25 p. m., with a total of 31 members attending.

The first order of business was election of a chairman to preside over the meeting. L. Clark was nominated. No other member being nominated, the motion was made and seconded that Brother Clark be chairman. All members present voted approval. E. R. Farmer was elected recording secretary by acclamation.

No old business to be transacted, the first order of new business was the discussion of the condition of the messrooms

in the morning before breakfast.

The suggestion was made that all persons using the messroom at night, clean up their mess before leaving. And instruction was given to the responsible persons, to have necessary cream, sugar and coffee in the messrooms for the night watches.

The suggestion was made to use the Navy messroom as a ship's library and recreation room. Brother Wright, Chief Steward, agreed to ask the Captain's permission on this matter. It was agreed that each of the three departments would take turns in keeping the room in shipshape.

A general discussion was held about the Union agreement aboard ship, and questions about overtime was answered.



THE MEMBERSHIP SPEAKS



KEEP FIGHTING FOR ORIGINAL SIU DEMANDS

To The Editor:

After coming in from a four month trip, the crew of the SS Richard Johnson got the "pay-off" with the news of the slash of the bonus and that the WLB approved a few crumbs off the shipowners' and government bureaucrats' table.

The crumbs (\$45 per month) they throw at us are calculated to keep us contented, but they don't fool militant SIU men. The crew of the Johnson call for a renewed militant struggle for our demands as originally presented to the WLB.

Brothers, even if the NMU doesn't know it, we do. The strike weapon is the only weapon organized labor has, so let's get going and win decent wages, 40 hour week, and Isthmian.

For the crew of the SS Richard Johnson.

Robert A. Larsen

BABOONS PULL MONKEY BUSINESS IN HOWLING GALE

To the Editor:

Last May, after returning from Cherbourg, I took one of the SUP's trans-Continental shipments to the West Coast. June 1st I signed on the American-Hawaiian operated De Pauw Victory as bosun. The ship had a good deck crew and the best mate I've ever sailed with—and that's his reputation in the West Coast halls. His name is De Moss. We didn't said till the 25th, with three "dog-houses" full of Army personnel.

At Melbourne we discharged a few Aussie fliers, and took fresh water. The skipper, whom we called the "Old Woman" gave us no draw; but we had a swell time on the town.

In Calcutta, we spent a week discharging and getting part of our deck load. We took on passengers again, about 30 China-Burma Air Force Officers mostly and 300 monkeys, for lab. use.

Then, brothers, is when the fun began, and I do not mean maybe. There is nothing in the SUP agreement covering "monkey business," but I made a good deal with the mate on overtime for myself and the two day men, plus quite a bit of cargo time for the watches, and extra carpentry for chips. (The SUP Patrolman here said it was a good deal, but I can't give you details, as you're not the only eggs that will read this but a sea-going farmer amongst us knew much about our deck "passengers," on number five hatch.)

Just as we hit a gale in the Bay of Bengal, some joker let loose one of the twelve cages. We chased the damned things from the trucks to the bilges. One jumped overboard and one died of injuries, more than half our later losses came from that cage—TB, apparently. It was

both funny and maddening, scrambling after baboons in a typhoon. One square-head was



good; he could out-climb and out-run them.

In Colombo, while we were transferring a bad actor to a special cage, one got out and scrambled down a mooring line. Half-way to the buoy, the surging line started ducking him. Bumboats gathered for the show. Everytime the line dipped, he humped his back like a cat and hung on. He would not be driven back.

He made the buoy and up the sternline of a Limey, with a Chinese crew, who put out fruit to get him aboard. The square-head went after him in a bumboat and an hour's chase was on. The Chinese finally hid him in their galley, probably figuring on a barbecue, so it took the chief mate's authority to get him out.

We celebrated V-J Day in Colombo, all over Ceylon, in fact. Dressed the ship with signal flags. It was too quiet to suit me, as I remembered the ungodly racket in New York the day of the "false Armistice" last war.

So I cut down on the whistle, and the whole harbor followed suit. Next, it was flares. Then some went for the five-inch gun.

Luckily, the gunners mutinied and stole the firing-pin, or there'd doubtless have been a battle-royal—that Limey flat-top would have made a swell target. We had plenty of grand fights ashore, however.

George W. Chamflin

CREW OF THE PATRERO HILLS THANKS AGENT

Editor, Log:

Upon instructions from the entire crew of the SS Patrero Hills I am sending this letter.

We wish to commend the Galveston Texas Agent, Brother D. Stone, for the prompt way in which he came to the ship.

We called him on Sunday while we were laying in Port Arthur, Texas, 55 miles or better away.

He came right out to the ship and got the beef settled very quickly.

This should be made known to all SIU members, also to the unorganized men, as to the way the SIU is run.

Many thanks to Brother Stone.

From the deck, engine and stewards departments of the SS Patrero Hills.

L. Clark

RANGER CREW EARNS BOUQUETS FROM EVERYONE

The following communication was brought into the Log office, and the Brother, unfortunately, left before we could learn his name. However, it gives an excellent picture of the good morale aboard the ship, and the good fellowship that existed. It sure must have been a good trip.

The letter:

The good old Walter E. Ranger is in port again. She made a trip from Brooklyn Base to Antwerp, Belgium, in record time with general cargo. Our skipper, H. E. Pickhardt, the boys call him "Picky" brought back the 750 officers and enlisted men safely and put them down in Boston.

You will hardly find another skipper on the waterfront where the sailors, black gang, and even the stewards department agree that he is a great guy (no logs) and a gentleman. We are proud to sail under such a fine skipper. Chief mate Fritz and Boatswain John Ziereis are also on our list of regular fellows.

Our chief steward Favras (Racehorse) Mondesire is still the easy going ("I want my pound of flesh") regular fellow, a good chief and a good friend indeed. Our Second Steward, Benjamin (my man Blue) Richardson is still fussing with the boys, but doesn't mean it. He is doing a fine job.

The troops had a wonderful time, they had the play of the ship. Of course, wherever the "Jolly Ranger" goes, she is remembered. Everyone tries to get aboard to find out if it is true that there is such a ship as the Ranger.

Our hospitality, sportsmanship, and good behavior is the talk of every port of call we make. Officers, crew, Army officers and enlisted men compliment us on our chow, and good will. I hope the members of the crew of the Ranger will keep up the good work in the future, so we will always come home with compliments rather than beefs.

ICEBOUND FOR A WEEK, THEY PLAY BASEBALL

Editor, Seafarers Log:

When we were on a trip to Russia on the Henry Lomb, in spite of losing eight ships of the convoy we otherwise had a swell voyage.

It was a great experience for the boats and crews which pushed through one big field of ice for two weeks steady, making only fifteen miles a day, striking heavy chunks of ice which made everyone think a depth charge had been dropped. It made a lot of extra work for the deck hands getting the ship in and out of ice covered piers of snow covered villages. Those people who live there sure are rugged, standing so much of that weather.

One night about fifteen of the boys went to a movie show

in one of their heatless wooden houses. The ceiling and walls of the building were covered with ice and frost and you sure needed fur clothing. We sat there looking at the picture but one by one we left the Russians to their movies and went out to drink vodka and get warmed up.

We had some experience getting out of the White Sea again and we struck a very heavy ice floe. We couldn't get the ship through and she was stuck there in a field of ice for about a week, during which time we walked ashore over the ice to play baseball and football with crews of other frozen-in ships. We also enjoyed some skiing and had the experience of catching baby seals and playing with them like pets. It seemed to be



the mating time and it was wonderful to see.

All in all, it was an experience well worth having, and one that a seaman might never have in years and years of sailing.

Tom Guba

CHIP, PAINT CONDEMNED SHIP'S DECK, SAYS MATE

To the Log:

When the City of St. Louis left Tampico she hit a coral reef on which the bow rested for two days and two nights until Navy officers came aboard and condemned the ship as unseaworthy.

And here's the laugh. After the ship was condemned, the mate had the deck gang chip paint on the main deck. After she had lightened herself by pumping fuel oil overboard, two tugs towed the ship into Mobile.

Pecro Contron

PHILIP LIVINGSTON CREW BEEFS ABOUT CHIEF STEWARD

Crewmembers of the SS Philip Livingston joined together in filing a complaint against their non-union RMO "trained" Chief Steward and their equally "well-trained" Chief Cook, the latter an 18 year old trip carder. "But we hope it will be his last" they state in the signed statement which follows:

Brothers:

"We, the crew on the SS Philip Livingston, have had a miserable trip from San Pedro to Newport News. Our sufferings have been caused by a useless Steward and Chief Cook.

"They both signed on in Pedro. Steward Fredericksen is one of these high pressure job

the RMO occasionally squeezes in on unfortunate ships. According to what we have learned, he apparently received his Steward's experience as a waiter in some hotel. After a trip on an Army Transport, he figured he knew enough to don a flashing three stripe uniform and try his tricks as a full-fledged belly robber. In the meantime, he worked as a ship yard welder while he waited for the RMO to place him. We happened to be his guinea pigs.

"There was much bowing and scraping by this suave gentleman the first days. We had to be "lenient" and "tolerant" until he got every thing functioning satisfactorily. But the changes never occurred, and we got impatient. When complaining about the lousy food he put out, he got smart and asked the delegates to go with him to see the captain. It turned out to be a disappointment for this big-shot, as the Old Man himself said the food was lousy and there had to be some improvements made.

"The improvements were never noticed, and the fact that the vessel was bound for the Boneyard saved the Steward and Chief Cook from getting fired.

"Chief Cook R. Boys is a young, inexperienced lad of 18. There is no hope that this individual will ever learn to cook the simplest of meals; but during our visit in Galveston he managed to get a Steward's endorsement from the Coast Guard.

"This two man team works together beautifully. They have not got the slightest idea of how to cook or prepare food, and it is disgusting to see how much good stuff they are spoiling.

"Steward Andreas Fredericksen is a true RMO character and does not even have a trip card. A union ship is no place for such a fink. Chief Cook Robert B. Boys is in possession of a trip card, but we hope it'll be his last. The life on a ship can be miserable enough without such misfits to make it tougher."

The statement is signed: Henry Stephenson, delegate; Hjalman Pedersen, Bosun; M. C. Casay, Carpenter; J. H. Wadhans, AB; Merton W. Saling, AB; J. D. Bray, OS; Cecil Alsenz, AB; James White, AB; Darrel Ryssel, AB; Edward A. Burden, Messman; Meredith D. Cassidy, Messman; Edward S. Bergeran, 2nd Cook (delegate) Frank D. Teeter, Messman; Carl E. Harmsen, OS and John F. Hayes, FWT.

Letters! Letters!

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

AROUND THE PORTS



Clean Payoffs Help Busy Ports

By JOHN MOGAN

BOSTON — We have just completed another busy week in this port. If the longshoremen's strike were to continue a while longer, with a resultant diversion of shipping to the Port of Boston, our headaches will increase proportionately.

Fortunately, most of the payoffs were very clean and were handled to the satisfaction of all concerned, everything being settled right at the payoff. Our only real trouble was the SS Gateway City, a Waterman junk-heap. Quite a few of the members of this crew stayed right with us for several days after the payoff, while we pushed the beef. One of the delegates (Deck) was H. H. Knies, who brought us as pretty a brief on the intolerable conditions aboard the Gateway City as any lawyer could draw up.

Perkins of Waterman came up from New York, and scrambled right back as soon as he knew this crew meant business. The members of the crew were plenty disgusted at his evasiveness, and finally threw in the sponge. All the men expressed complete satisfaction with the efforts of the officials here, despite the fact that we were unable to accomplish much. The Gateway City, we are led to believe, now goes to the boneyard, which is the only logical move for Waterman, as it would be next to impossible to crew up this scow from now on.

For the coming weekend many arrivals are scheduled, among them an Eastern Victory and a

big Waterman trooper. Also, at the moment it looks as though there will be at least four West Coast ships paying off here the first of the week. In connection with these SUP ships, we make every effort to give these men representation at the payoff; but when we get five payoffs at the same time with only three Patrolmen available to cover the



waterfront, it will sometimes happen that an SUP ship may pay off without a Patrolman to represent them. However, this doesn't happen very often.

Insofar as shipping is concerned, we've been making out fairly well by contacting the New York hall for men when our own pool got very low. Despite the increased shipping of the past two or three weeks, we have not found it necessary to request RMO for men with the exception of a FWT for a hot ship. There are enough kids around now just getting their entry ratings to take care of the Stewards Department situation or these Victory troopers and the converted Libertys. In line with SIU policy, we require a deposit on the trip card when it is issued, whenever possible; but rather than let a ship go short-handed, or let RMO get its men aboard, we let the entry ratings go for free—especially when they come in here recommended by members. No doubt the records will show that these youngsters are 75 to 90% good Union material; and the percentage that is not, certainly doesn't get the opportunity to freeload the second time under the system as it operates now. As a matter of fact, since the inauguration of the system whereby Headquarters sends out a list of all freeloaders periodically, and this Branch makes up a card file from this list, we have nailed any number of freeloaders.

There will be a considerable number of jobs on the board for the next few days. The dispatcher's book already shows five ships that will be crewing up Monday and Tuesday of next week. Since the shortage in black gang members is acute, no doubt we'll be getting some assistance in this department from Red Truesdale, who, we understand, has quite an "on hand" registration at the present time.

NO NEWS??

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

BALTIMORE
PHILADELPHIA
JACKSONVILLE
TAMPA

Praises Crew Of Scotts Bluff

By D. STONE

GALVESTON — the harbor here in Galveston during the past two weeks looked like a convoy port, with about thirty ships at anchor at all times—ships of all descriptions.

Last Sunday, the seventh, we had the Scotts Bluff of L. A. Tankers back with us, paying off. This ship, considering the number of trip card men, paid off in nice shape and with only one dispute hanging fire. The crew delegates this last trip did a bang-up job in keeping things straight. Only one freeloader, a donkey that was picked up in the Canal, was on board. This was an improvement over the last trip into Galveston in July, when she carried thirteen freeloaders.

Give us more ships' delegates like these, and we will have smoother payoffs all the time. We managed to crew this ship up nicely, with the help of New Orleans.

When are our members going to get smart and hold their ships down instead of forcing us to scurry around for guys to man the ships? Every day in the hall I beat my gums about this same thing, trying to get the members to ship. It's no go, though. Like all human beings they will

Follow Procedure In Overtime

By BLACKIE NEIRA

MOBILE — If you are looking for a ship Mobile, is the port for you. You name the job and we will ship you; and from the looks of things there is no let up in sight.

Many ships from Frisco are coming here to Mobile with the intention of laying up, but when they get here for that purpose they are ordered out for another trip. We had the City of Alma (Waterman) in Mobile this week. After we straightened out most of the beefs she was ordered to Charles, to unload and pay off after a five month sojourn in the S. W. Pacific. The deck department must have done all right—they never lifted the hatch covers once during the trip. They came back the same way they left.

On the question of overtime, we have had several payoffs here where some of the members hold out overtime that they are not

Runs Himself Ragged To Get Men

By ARTHUR THOMPSON

SAVANNAH — After a slow start this week a deluge hit us. We had four ships in Charleston, three of which called for nine replacements. One which is paying off next week will want almost an entire crew. On top of all this, and while I'm running myself bow-legged to find men, I get a call for a full crew for a new AVI which is coming out of the yard next week.

Since the Charleston hall was closed quite a few of our ships pulled in there. Of course it's easy enough to make Charleston from here and the companies pay transportation, etc., without any

question, but I wish they'd time their ships a bit. I get calls for fifty men or so when I only have a dozen registered. If I have a shipping list full of men there are no ships. We'll do our best,



however, to crew them up without help from any fink agency.

We have no members in the hospital this week, but we had a piece of bad news of one of our members who had just left the hospital last week. In my report then I told how Brother John A. Cail had left the hospital and signed board the SS James Miller about an hour later. Well, things went all right until the ship hit Charleston when Cail was taken off the ship again. He had had a badly cut hand before, but was released by the hospital and probably hurt his hand again and had to pay off. He hasn't come back to Savannah yet, so I haven't got the story from him.

Nothing much of interest has happened locally except that the weather turned cooler, and most of the hot weather pastimes have been discontinued.

Norfolk Gets Boneyard Work

By RAY WHITE

NORFOLK — Shipping this week has been slower than usual for this port, and there are more men around the hall than we have seen in a long time. Several old familiar faces have shown up

around, and maybe we will get a quorum for a meeting this week. It will be the first since June or July and we could do with one.

There is one Isthmian ship in, but we have been unable to contact her, as she is laying at anchor at one of the Army piers here. However, we hope she will shift anchor and, when she does, we will be ready to go "All out for Isthmian."

We are all primed and ready to payoff what will probably be one of the last of the long trips for some time to come. The Thomas Powers just came in from a thirteen-month trip in the Pacific, and the payoff promises to be some fun. However, we are all set, and will settle things in the usual SIU manner.

We have had several ships in here headed for the boneyard, and some questions as to just who is supposed to do the dismantling, and just what is overtime on this. However, the Patrolman is working on it, and soon should have some definite decision thrashed out to work on in the future.

This is an important factor now, since we handle quite a few of these beefs in the near future, as the line in the James River grows longer with the ships that have seen their day in the all out for victory which we have just achieved.

Worried Messman Drinks P.R. Dry

By BUD RAY

SAN JUAN — Things are starting to roll along like in normal times now, with some of the ships running on schedule and the shipping list changing every day. I am having a lot of trouble with members going aboard in outports trying to make jobs. When I tell the Company that the man must come through the hall here in San Juan, they give me a big story about how foolish it is to send a man over when there is already a union man in the port where the job is. Well, this is just to give those men who do these things fair warning: the next time this happens, I am going to bring them up on charges, and I am sure the charges are going to stick.

NEW APPROACH

Shipping is good now and no man should be on the beach more than a week, if he is interested in getting out. In the last two weeks we have shipped 26 men in all ratings with plenty of trip cards going out.

I have a messman with a brand new excuse for not working when his ship is in. He tells me he has a problem, and that he must get his skin full of rum to figure it out. He has been fired twice in one week and the problem isn't worked out yet. Fellows, one of these days these jobs are going to hang high, and there is a possibility that, when you go back to one of these ships after having been fired, they won't accept you because of your past record, so if you feel tired, or want to wrestle with the Old Demon why not quit and do it right?

LAST RUNS

Marory for the Bull is making her last round trip, and I hear she is to be replaced with a small new one; and I guess the Ellenor will be next for the junk pile. The Jean seems to be in good shape and they will need a few of the old ones for the fertilizer trade.

The Unaco for Waterman is on her last run. But I suppose by the first of the year both of these Companies will have their schedules worked out and we should

get three to four ships in every week here in San Juan.

The George Washington stopped in and got 200 passengers for the States, after taking a load of workers to Barbados, and I understand she will continue this for a few trips. The Alcoa Scout was in for emergency repairs and from the looks of her, the Greeks should get her soon.

HAVE IT SENT

If you come across any seamen's bars, clubs or hotels that do not receive the Log, send us the name and address and we will see that they get copies. Any place where seamen gather should get the Log, no matter what part of the world.

OK's 65c Minimum



AFL Legislative Rep. Lewis Hines (above) supported the 65c minimum wage bill at Senate hearing. The 65c minimum, he pointed out, is 22c below even the Labor department's bare subsistence budget of 87c for a family of four. (Federated Pictures)

Shipowners Use Fink Halls To Slash At Wages, Conditions

By LOUIS GOFFIN

Now that beefs are slowly but surely being reduced in numbers, we find ourselves free to write about other subjects affecting the welfare of the Union.

One of the most important issues confronting us today is the matter of fink halls. It's a subject that can't be discussed too frequently.

For the benefit of those newer members who don't know exactly what a fink hall is, we will try to briefly explain. Fink halls are hiring halls backed by the shipowners because, through them, they can pit seaman against seaman in the scramble for jobs.

The shipowners back these fink

halls because they can ship men from them anywhere and anytime they see fit. They back the fink halls because, through them, they can deal with each seaman as an individual, standing alone without the backing of his fellow seamen. They back the fink halls because, through them, they see their chance to return to the old days of dog-eat-dog among seamen which was so profitable to the operators.

CUT WAGES

In a nutshell, the fink halls are operated by the shipowners and crimp agents as a means of breaking up the unions, destroying wage rates and working conditions. They are operated so that the big shots can sit on their fat keysters, counting their profits which they increase every time they cut the seamen's earnings.

It becomes the duty of every merchant seaman to fight against any cuts in wages and any reduction in working conditions. It is the further duty of every merchant seaman, to fight for additional improvements in both working conditions and wages.

To do this, all seamen should register and ship out of Union hiring halls. Anyone that remembers the old days will tell you of the conditions we seamen had to organize and fight against.

In those days we were bathing out of buckets (if we were lucky enough to have a bucket); we had one big foc's'le for all hands, blue linen and a horse blanket for bed clothes.

NO NOTHIN'

Twice a week we got eggs, never any cold cereals, no refrigerator, no radio loud speakers, no crockery (cups and plates were enamelware and tin), and the cheapest of cold cuts for night lunches. On top of all that, we had to work up to 18 or 19 hours without overtime, and if we didn't produce, or took a day off to recuperate, we were fired without mercy.

If, because of the conditions, we should venture to talk back to the mate or engineer, we were put on the "deferred list"—which meant that we were "black ball-ed" and had a permanent deferment from the sea.

All these things were the results of the owners' successful operation of fink halls and crimp joints. Surely, no seaman in his right mind can face such a future possibility without determining to fight back with all he has.

KNOCK 'EM OUT

And having determined to fight back, the most direct and surest way to keep what we have, and to go on to better things, is to knock the fink halls out of existence once and for all. Knock 'em out and keep 'em out.

Seamen, regardless of union affiliation, must make up their minds to ship through Union hiring halls only. Boycott the fink halls and crimp joints regardless of any fancy names they operate under.

This column may harp on this subject again and again. There is good reason for it. We don't want a repetition of 1921.

Punished Three Times For Minor Offense

SIU Patrolman report that there are increasing signs of the War Shipping Administration reverting to the peacetime policies of the Maritime Commission, both of which are looking for every legal loop-hole to bind the seamen and continue their bureaucratic existence despite seamen's protests.

Recent cases show that the War Shipping Administration thinks nothing of placing seamen in triple jeopardy for small offenses. Vigorous prosecutions far in excess of the minor offenses are taking place when the hapless victim turns out to be a seaman. The Patrolmen urge the members to keep clear of the vicious machine that the bureaucrats are creating.

NO RECORD

One recent case shows the record of a seaman who is married and has three kids. He has been going to sea over twenty years and has no previous record of misconduct of any kind. Further, he has been trying to raise and feed and clothe his family on his pay as a seaman which has been reduced considerably, even though he sailed steadily during the entire war period and faced

hazards not less than men in the armed forces were called upon to face.

It appears that he entered port recently and got a little tight after payoff. When he got home his wife told him that she had no sugar. That ration stamps were not enough and many times were unable to be redeemed for sugar due to actual shortage at grocery stores.

While still lit up, this seaman went back to his ship and brought ashore ten pounds of sugar. He was seized by the Customs and fined \$21.00.

PUNISHED FAMILY

Thus the seaman had been placed in jeopardy once. He was fined \$21.00 for sugar valued at the most at 70c. But the matter didn't end there. The bureaucratic machine swung into action. The seaman was turned over to the Coast Guard.

This outfit held a hearing with one of its hearing units and his papers were suspended. Thus he is deprived of making a living for his wife and kids, since he knows only the sea. The extra "legal" lights of the Coast Guard were girded for the struggle.

They put the screws on—on a woman and three kids!

CRIMINAL CHARGES

The seaman was thus placed in jeopardy twice for the one minor offense! Not content with that, the bureaucrats pursued the matter further. The seaman has now been notified to appear before a Mr. Harold Weiss of the WSA and that criminal charges may be preferred against him.

Mr. Weiss informs the union that many of these cases have already been tried, and a considerable number of seamen are now in jail for such infractions. It appears that the WSA and the Maritime Commission bring such cases before the Court of Special Sessions and sentences of one to three months are considered light.

TURN ON SEAMEN

However, during the war there were a number of cases where such articles as sheets, pillow cases, towels, and minor goods were taken. Yet there were no prosecutions.

"The sword of war is not yet dry when it is being turned on the seamen who have done heroic work in the war," one of the Patrolmen said. "They have served and are now being put into a nut cracker by the swivel-chair bureaucrats."

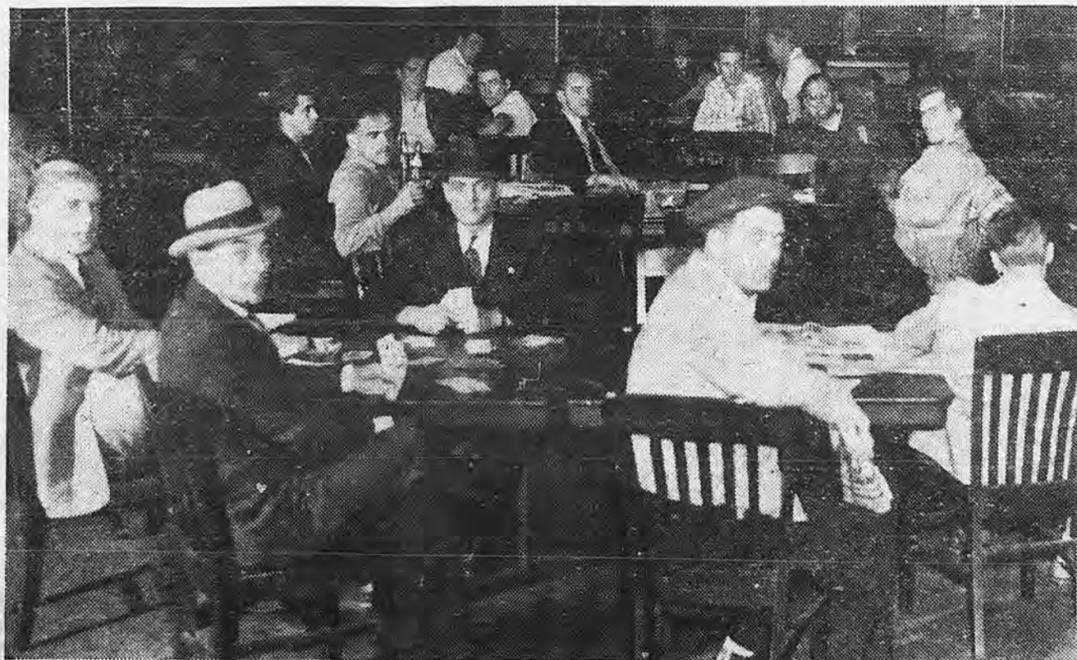
Members are warned to take note that the WSA and the Maritime Commission are tightening the screws to maintain their economic stranglehold over the seamen and will use every means in their power.

CONTINUE FIGHT

For a minor offense that was committed while drunk the seaman mentioned above was placed in jeopardy, not once, not twice, but thrice! What would have been petty larceny ashore, with the mitigating circumstances that the man was drunk and committed a small offense to provide the wants of his family, was turned into a big affair by the vicious circle that was created.

The union is continuing its fight to have this matter straightened out and the verdicts set aside.

LISTENING IN TO THE GAMES



Hearing a new champion crowned, and the end of the season. SIU members in the New York recreation room listen to the radio broadcast of the world series.

THE WEEK'S NEWS IN REVIEW



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

SPORTS . . .

SPORTLIGHT

By GRANTLAND RICE

A short time back we opened a discussion on the importance of concentration and other mental aids on the side of winning competition.

This piece seems to have developed a number of repercussions and disagreements in the scattered belief that physical superiority are the dominating points.

This doesn't happen to be true. The mental or concentrative side is still more important than the physical side. What good is a pitcher with blinding speed who can't locate the plate, who has no change of pace, who doesn't know the weakness of opposing batters?

When Lefty Grove first came along with the Athletics, I recall watching him strike out six of the first nine Yankees who faced him, and then have his West Virginia ears pinned back by the fifth inning as he headed for the cooling shower. Grove only became a great pitcher when he learned how to pitch.

Such students of golf as Bobby Jones, Walter Hagen, Tommy Armour and others have all told me that they rate the mental or emotional side of golf at 70 per cent—the physical side at 30 per cent.

Many years ago on a knoll at Oakmont, one of the great courses when not spoiled by plow share traps and ice greens, I happened to be standing with Bill Fownes, an able critic of what it takes to win a big tournament. There were nine survivors left, with only nine holes to play in this particular National Open. They were all in a seething mass.

BLOWING UP ON LAST HOLE

"This should be a great scramble," I said to Fownes.

"I don't think so," Fownes said. "There are only two men from the nine left who can concentrate through 18 holes. They are Tommy Armour and Harry Cooper." They ran 1-2. The others blew up completely.

If Sammy Snead had only had the ability to concentrate on his play as Jones, Hagen and Nelson have done, he would have been a sensation. I've seen Sammy in his prime throw away a U. S. Open and \$3,500 in cash in a Los Angeles Open by taking two 8's on two final holes where a ten handicap player would have had two 5's. The brain was still the major factor. After all, it was the brain or many brains that developed the atomic bomb.

Brains in sport have nothing to do with any intellectual trend. Fine lawyers, able writers, smart bankers, leading physicians can be extremely dumb on the competitive side of sport. Clowns

or illiterates, such as Rube Waddell and Joe Jackson, can be and have been smart baseball people.

Rube Waddell was completely dumb until you handed him a glove and a baseball. Then he became baseball smart. Joe Jackson could neither read nor write, but he was a different human being when you handed him a bat—"the big black bat his brave song sang"—or sent him to the outfield with a glove.

'ONLY ONE PLAY TO MAKE'

I asked Larry Lajoie once if he had ever pulled a boner in a ball game. "How can you pull a boner," he said. "There's always only one place to throw a ball—always only one play to make."

Fred Merkle of the Giants was known as "Bonehead Merkle," but intellectually he was far and away the smartest member of McGraw's old squad, and this included Christy Mathewson. Merkle was a keen student of Kant, Schopenhauer, Plato, pragmatic, and unpragmatic philosophers, but his competitive reflexes were slow and out of line.

Smart competitors in sport can be very dumb people in other lines of living. They can be among the dumbest. Just consider the millions prize fighters have made, only to finish broke and hungry and forgotten in their poverty.

There are those who are only equipped to make a living out of professional sport. They are



taking the hard way. For one simple reason—the time they have is short. On a general average they are fading out at 30. They are about through at 35. They are gone at 40. Then, at what is supposed to be the prime of life, they are through. Only a few smart ones have mapped out an extended trail on beyond.

GETTING AROUND

The baseball season is over, but the magnates have already started on the next one by trading their boys like they weren't anything more than war souvenirs.

Cleveland waived catcher Gene Desautels to the As. Giants sent first baseman Al Gardella to the bushes. Lt. Bert Shepard, the one legged pitcher, was dumped by Washington. (Remember the publicity they got for signing him?)

The Braves' Al Javery and Charley Cozart and the Brown's Sig Jakucki are all suspended "for insubordination and violation of training rules."

The Dodgers will have six shortstops reporting next spring. Some of them are quite good. Peewee Reese, of course, is tops.

Old time boxer Willie Lewis rates the hardest punchers he has seen: Terry McGovern, Stan Ketchel, George Chaney, Jack Johnson, and Sam Langford—"the greatest of all."



CURRENT EVENTS . . .

AT HOME

400 scientists who helped develop the atomic bomb declared that attempts to keep it a secret from the rest of the world would lead to "an unending war more savage than the last" . . . Substantial financial aid for Britain was forecast as Washington negotiations neared agreement. The bone held out to the British is that Americans would like to join in exploiting the Empire . . . President Truman is said to want to continue the War Labor Board instead of it going out of existence at the end of the year. Cause is industrial unrest" . . . Admiral King is to be replaced by Nimitz, according to Washington reports . . . Labor faces a tough battle in Washington from those who advocate the outright repeal of excess profit taxes. If excess taxes are reduced (as appears fairly certain) the loss will have to be made up, and as usual the low income groups will be the scapegoats.

Two frigates were handed over to the U. S. Navy at Brooklyn. These were the first of Britain's lend-leased warships to come back . . . German prisoners of war have helped "save New England crops again," according to a newspaper item. With thousands of unemployed available, American workers were either not given an opportunity, or the wages proposed were so low, that some 18,000 POWs are used instead. Fine pickings for the "victors" . . . At least three out of every ten workers in the country after June, 1946, will be war veterans. It is estimated that 6,000,000 vets will be seeking jobs between now and after that date. To find jobs for each 100 vets the USES (United States Employment Service) makes 203 referrals to jobs. Apparently the jobs offered aren't in much demand or carry sweat-shop wages . . . A joint Congressional committee has been assured of full co-operation by Army, Navy and State departments, in making an investigation of the Pearl Harbor fiasco. Open hearings begin in November

Former President Hoover, who should know all about it, declared that reducing the conquered states to farmers would imperil the world. He spoke for a "just peace" without vengeance, but with the punishment of people responsible for atrocities . . . The Government was attacking the problem of wages and prices in an attempt to bring about a working relationship between the two. With prices of goods soaring despite OPA, and with the constant threat of OPA's suspension, it was deemed certain that unless some administration program was adopted the strike wave would increase nationally . . . Non-agricultural employment will swing upwards from now on, according to the Bureau of Labor Statistics. "There will be more employed in November and December than are employed today," states the Bureau . . . We hope.

INTERNATIONAL

Tragi-comedy developed in Argentina as the two man military coup which ousted Dictator Peron took over all government posts except Public Works and Agriculture, which are unfilled. The new "strong man," General Avalos, has abolished censorship and some other restriction, but the new anti-Peron government is completely military with prominent civilian leaders refusing to participate in it . . . Cuban railroad workers announced they would strike unless the employers abided by President Grau San Martin's decree granting wage increases. All Cuban organized workers are expected to support the railroaders.

British dockworker soldiers were being called home from European ports to work at strikebound docks in England. Forty thousand British dockworkers show no signs of returning to work, despite being branded as wildcatters . . . The Island's food situation is reportedly serious . . . The first socialist measure to be introduced by Britain's Labor government was before Parliament this week. It proposes to nationalize the Bank of England. Prime Minister Attlee is being criticised for not following the will of the people and moving too slowly. The British feel that they voted for Socialism not Churchillism which Attlee seems to be endorsing.

In Java, the Indonesians have called for an all out war in their fight for "independence." In Indo-China RAF forces routed Annamese natives 300 yards from the Saigon airfield. In Korea, the people were cautioned against expecting self government for some time. In all cases it seems difficult to tell who's on what side. The Indonesians and the Annamese are being fought by "Allied-controlled Japanese," in Korea the former Jap politicians are running the country through the U. S. authorities. The "uncivilized" Japs are not too uncivilized when the Allies use them.

Arch-traitor Pierre Laval, former French Premier, was executed, by a firing squad following one of Frances most fantastic trials. Laval was revived after swallowing poison in an attempt to cheat the court's sentence .



BULLETIN BOARD

—Unclaimed Wages— South Atlantic Steamship Line

SS JAMES JACKSON

Adam Thomas	4.13
Chas. Swartz	2.75
Albert S. Peters	7.73

SS JEROME K. JONES

N. McLeod	3.55
A. A. Ring	4.27
William De Salme	4.27
R. E. Barnum	4.27
C. W. Billings	4.27
Alfred R. Terry	2.95
Harry W. Winfield	9.19
Horance G. Munden	9.00
Walter L. Stuart	7.11
Willie C. Thomas	7.47
James P. Reynolds	6.52
Robert R. Meyer	8.65
R. S. Carson	.28
P. J. Wiseman	3.90
R. F. Haley	7.59

SS JOHN G. BRADY

Wallace W. Lantz	74.16
Clyde C. Moon	74.16
Kenneth Freseder	2.00
Walter N. Leach	5.76
Martin A. Muir	9.36
David J. Waters	74.16
Thomas A. Murphy	1.00
Charles I. Bernhardt	12.96
William G. Limion	11.84

SS JOHN W. BURGESS

Donald Thorn	29.12
Tull Shelby	29.12
Robert L. Roper	29.12

SS JOHN GORRIE

Dewey Cannon	24.28
Leon Foucart	29.49
I. T. Roberts	19.55
Elbert J. Duffy	20.55
F. A. De Lacqueseaux	3.81
Harold C. Ivey	91.50
Perry E. Norris	32.40
Elmum Heatley	3.24
Daniel Waide	28.80
S. Selznick	1.80
Eleferios Elias	10.66
Clyde A. Depew	10.66
Herbert Craft	1.58
Raymond Shutts	2.13
Eleferios Elias	6.75
Harold C. Sedler	10.66
Fred Newcity	4.98
Leopold Pelletier	2.13
Allen D. Stewart	8.53
David D. Smart	.71
Demetrios Joannou	19.91
James F. McKillif	26.31
Carl S. Page	24.83
George Ponthriand	19.22

SS JOHN LAWSON

Phil H. Acree	57.00
C. M. Edwards	1.69
Frank Kababik	3.55
Joseph Kiwec	3.55
P. J. Pedersen	4.27

SS JOHN LAWSON

Charley Savko	31.28
William Page	11.38
John J. Mallon	8.53
Keith Baker	2.84
Ralph Chappell	6.04
John L. Bonnell	5.69
Alvin Katrous	5.69
Robert F. Nielson	48.35
Louis Prieto	.01
Cesario Nelmda	.01
Hans C. Christiansen	.01
W. P. Johnson	.01
Roland Griziani	3.55
Henry Willson	3.55
John Hudak	4.27
Glenn Murray	6.40
Peter Perlis	.09
Michael Katransky	11.02

SS JOHN MILLEDGE

Harry L. Baublitz	14.07
John Gallant	3.45
Manuel De Barros	3.45
John Hassiu	4.35
Henry J. Wyosky	3.45
J. F. Kriz	25.23
George Margarites	6.83
Robert Heyboer	4.82
Sam A. Fawcett	7.63
Joseph O'Toole	.69
C. J. Hubner	.69
William A. Gilmour	5.51

SS JOHN A. TREUTLEN

Henry A. Jeffrey, Jr.	.74
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SS JOSEPH WHEELER

James J. Adams	1.83
Charles E. Seymout	1.88
Leslie Joyner	1.46
Joseph Sprengle	4.91
Franansico Forte	2.00
Emery C. Sims	2.00
Charles W. Phillips	24.88
Anthony Dimgas, Jr.	8.61
Arthur Pratt	2.84
Bruce S. Brooks	14.60

SS JULIETTE LOW

W. R. Peterson	3.55
E. G. Akers	1.42
Stephen Grega	5.27
Guy R. Williams	4.98
L. J. Swan	.71
P. G. Bergeron	3.55
C. T. Henderson	7.47
Joseph McGinty	4.27
Elmo J. Foster	.71
George E. Berry	3.19
Charles Surrency	4.27
W. H. Hempstead	6.20
John B. Veneklasan	32.97
Charles E. Surrency	12.33
Robert Palchanes	2.75
Juan Hernandez	1.48
Robert Laliberte	14.46

SS LYMAN HALL

Leo P. McGarity	10.56
W. C. Sanders	10.56
R. Velasco	36.90
Gail W. Wright	2.82
Curtis R. Parker	2.82
Guy Whitehurst	44.84
Paul W. Gowin	13.54
Geo. J. Oehlert	13.54
Clarence B. Bregg	.84
Patrick M. Brennan	41.33
John W. Armiger	5.69
Jos. E. Scully	4.98
Robt. H. Ross, Jr.	3.91
Walter J. Kook	2.84
Chris Peralta	1.42
Jose Velazquez	.71
Chas J. Wrazen	1.42
Geo. W. Salter	15.39
J. Fleet	9.80
Wm. J. Gray	15.14
Wm. J. Gray	1.37
R. A. Keith	1.37
John White	2.75
C. W. Chamberlain	1.37
Richard Vance	1.37
R. K. Pelletier	1.37
John H. Muldoon	1.37
Kenneth Basham	1.37
Sidney Becker	1.37
John Hawkins	5.41
Earl L. Adamson	42.13

SS MARY M. DODGE

Clyde Currington	1.50
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Earl O'Neal	1.50
Daniel Farley	1.50
Ejler Vogelius	1.50
Alvin J. Madruga	1.50
Thos. C. Hopkins	1.50
Harold McBride	1.50
Floyd A. Roff	15.20
Thomas Tucker	10.69
George Doring	12.00
Kyle Hilton	7.05
Gordon Silverthorne	11.54

SS MATTHEW T. GOLDSBORO

Clarence C. Bowes	6.89
Theodore F. Cook	2.88
Arthur Ludwig Hanse	4.31
Herman Portney	2.82
William C. Donohue	3.24
Steve Novitski	2.64
Hugh T. Moore	4.79
A. E. Hicks	11.38
Carlos Reviera	1.42
Eugene Ferrine	1.42
Carlos Reviera	2.84
John Soetmuldem	20.00
Carlos Reviera	2.84
Paul W. Silva	2.80
George Gilbert	71.10
B. Trottie	56.56
J. Ykaim	54.75
Gale S. Safford	9.74
Richard A. Carter	53.45
Nathaniel Deaton	9.63
Ewell Hardin	3.39
Robert R. Paustian	10.32

SS R. McNEELY

William Holliday	3.56
William Bryant	5.26
Charles W. Cobb	4.13
Alfred Childres, Jr.	4.13
James McGee	4.13
Edwin Banion	4.13
William J. Metzger	4.13
Dennis L. Filch	4.13
Peter P. Raisch	4.13
John W. Reilly	4.13
Walter Palifko	4.13
Anthony Graziano	4.13
Howard P. Boedecke	4.13
Carlos M. Ponce	4.13
Merle L. Dunster	4.13
Clarence De Chenne	4.13
Thomas Reid	4.13
Lawrence Peterson	4.13
Alberto C. Rocha	4.13

SIU HALLS

NEW YORK	51 Beaver St.
BOSTON	330 Atlantic Ave.
BALTIMORE	14 North Gay St. Telephone Calvert 4539
PHILADELPHIA	6 North 6th St.
NORFOLK	25 Commercial Pl.
NEW ORLEANS	339 Chartres St.
SAVANNAH	220 East Bay St.
MOBILE	7 St. Michael St.
SAN JUAN, P. R.	45 Ponce de Leon
GALVESTON	305 1/2 22nd St.
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St.
SEATTLE	86 Seneca St.
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd.
HONOLULU	16 Merchant St.
BUFFALO	10 Exchange St.
CHICAGO	24 W. Superior Ave.
SO. CHICAGO	9137 So. Houston Ave.
CLEVELAND	1014 E. St. Clair St.
DETROIT	1038 Third St.
DULUTH	531 W. Michigan St.
VICTORIA, B. C.	602 Boughton St.
VANCOUVER, B. C.	144 W. Hastings St.
TAMPA	842 Zack St.
JACKSONVILLE	920 Main St.

SS RICHARD CASWELL

Robert W. Barton	98.57
Fred Kethcoat	.05
Jas. Matherson, Jr.	.06
Carol H. Andrews	.06
Solomon Suggs	.04
Dave B. McKinney	.06
Billy W. Williams	.02
Wm. A. Saxon, Jr.	47.41
Robt. H. E. Wentworth	97.80
H. D. Moehlenbrock	.04
Ralph A. Alano	.05
Paul R. Williams	.08
Francis A. Johnson	.03
Robert P. Jackson	97.32
Marion K. Cranson	142.31
Gorth G. Durham	82.16
Lucian A. John, Jr.	.05
Ben H. McLendon	108.96
Geo. A. Wessels, Jr.	.05
Wm. Daykas	.03
Henry Bozeck	92.71
Carlos M. Banquer	77.43
Douglas A. Acker	.04
Jack Holland	.03
Carl W. Beasley	89.31

SS ROBERT FECHNER

James Godsey	3.54
Louis E. Caraway	5.68
Luther B. Hall	5.73
Willie C. Sanders	2.84
Jack Buhia, Jr.	2.29
Edgar M. Giles	2.29
Edgar M. Giles	5.04
James B. Henley	2.29
Thos. L. McCulloch	2.29
Fred Hethcoat	2.49
George B. Fitzpatrick	.71
Harry Goldstein	.71
Harry Goldstein	.71
Kenneth B. Greenway	3.55
Thomas J. Shelton	2.84
Edw. Johnston	6.20
Harold W. Lawrence	6.20
J. Arpino	4.00
T. L. Cook	3.07
J. J. Boehm	78.68
H. A. Wages	42.24
A. S. Boone	2.25
James Reynolds	4.27
Geo. P. Rosaris	4.27

Notice!

R. CHARBANNEAU
Your trip card receipt A 15279 is being held for you in New York. See Patrolman W. Hamilton.

PERSONALS

DARWIN W. ATKINSON
You can get your papers by contacting Joseph F. Padelford, 339 W. 70 St., New York City.

**JACK GARDNER
HAL SHATTO**

Henry F. Hendon, your shipmate on the SS William Prescott (Amer.-President Lines), wants you to get in touch with his attorney, Samuel Segal, 11 Broadway, New York, regarding his accident while aboard that vessel.

Leon K. Lawson	2.13
Augustine Gonzalez	.71
James O. Lee	2.13
Harold Bradley	2.13
Paul Ginger	2.13
Carlos J. Crain	1.42
John Benarick	4.98
William Powers	10.94
Max G. Vogel	1.00
Milton Robinson	1.00
Dewey Rhea	2.84
Edw. F. Leasgang	9.35
Sam Y. Sherill	3.44
Melvin Mason	2.06
Wm. Siejack	6.20
Harold Kemp	2.06
Otis C. Spicer	.69
C. O. Whitley	.27
D. J. Wycoff	5.70
Lloyd E. Warden	110.16

SS ROBERT TOOMBS

Julian Riley	25.78
Thos. E. Flogg	72.11
C. A. Stubbs	.37
J. B. Sharpe	67.68
Wm. B. Grender	.37
Robt. L. Toole	13.55
N. P. Perezyuski	4.00
Dan Campbell	7.49
Santos Antonetti	.97
Davis Seitz	15.64
Burnet Gellman	28.44
Benj. Warino	7.00
Coy Paxton	20.01
John Waritez	12.09
Lawrence Frank	13.36
James Torres	40.62

SS STEPHEN LEACOCK

Wm. C. Eubanks	4.82
Daniel Collins	24.28
Robert Brennan	6.88
Harolo Bentley	.69

Maritime Commission List Allotments

The Maritime Commission has issued instructions to all shipping Commissioners and companies as to the amounts of allotments that a seaman can leave on the articles against his earnings while at sea. According to this scale the percentages start with 72% of \$100 and decline as the scale of earnings advances.

The notification carries a footnote pointing out that the amounts of allotments cannot be exceeded.

Wages	Allot.	Wages	Allot.
\$100.00	\$ 72.00	\$105.00	\$ 75.60
110.00	79.20	115.00	82.80
120.00	86.40	125.00	90.00
130.00	93.60	135.00	97.20
140.00	100.80	145.00	104.40
150.00	108.00	155.00	111.60
160.00	115.20	165.00	118.80
170.00	122.40	175.00	126.00
180.00	129.60	185.00	133.20
190.00	136.80	195.00	140.40
200.00	144.00	205.00	147.60
210.00	151.20	215.00	154.80
220.00	158.40	225.00	162.00
230.00	165.60	235.00	169.20
240.00	172.80	245.00	176.40
250.00	180.00	255.00	183.60
260.00	187.20	265.00	190.80
270.00	194.40	275.00	198.00
280.00	201.60	285.00	205.20
290.00	208.80	295.00	212.40
300.00	216.00	305.00	219.60
310.00	223.20	315.00	226.80
320.00	230.40	325.00	234.00
330.00	237.60	335.00	241.20

IN COAL TALKS



Seeking a settlement of the soft coal strike which has closed many pits, are, l to r: Chairman Ezra Van Horn of operators group, Sec. of Labor Lewis B. Schwellenbach and Pres. John L. Lewis of United Mine Workers. Strike issue is refusal of companies to recognize unionization of supervisors and foremen. (Federated Pictures)

SIU Ships Vet In Record Time

Another Army veteran, this one with three years of service, half of which was spent overseas, had his seaman's papers facilitated by the Seafarers International Union.

Master Sergeant Clarence E. Sargent of Decatur, Illinois, who shipped as a Wiper last week from the New York hall, is just one of the many hundreds of discharged servicemen who have benefited from the SIU's policy of helping veterans find a career at sea.

Sgt. Sargent whose decorations and stripes attested to his service, heard of the SIU from a friend and came to the hall to see if the Union's promises were just words or if he would really get help. By the next day he had already shipped.

Sgt. Sargent, who served in the Illinois National Guard prior to the war, enlisted in October, 1942,



and was discharged September 30, 1945.

He served with the Army Air Corps in the U. S. before going

overseas with the 8th Air Force as Airplane Maintenance Chief on heavy bombers, B 24s and B 17s. He was overseas for a year and a half.

Brother Sargent wears three Presidential citations, the Bronze Star, American Defense Ribbon Good Conduct Medal, and the ribbon for the European Theatre of Operations.

He is credited for action in the air offensives in the Battles of Normandie, Northern France, the Ardennes offensive, the Rhineland and Central Europe.

"These were all 'hot' actions," Sgt. Sargent said. "And it was our job to keep those planes in the air so that they could bomb the objective and soften up resistance against the Allied drives."

He says that the Union's program is a real one and that he intends to sail steadily and continue going to sea as a Union seaman.

52 Candidates To Run For Union Posts

NEW YORK—The final official report of the Credentials Committee reveals a total of 52 candidates will seek office in the Atlantic and Gulf District, Seafarers International Union elections to serve during 1946. A breakdown of the candidates shows 16 for Agents, 33 for Patrolmen, 2 for Assistant Secretary-Treasurer and 1 for Secretary-Treasurer.

Of the 52 candidates, 37 face the voters at the polls, the others being unopposed. One candidacy for Agent was cancelled because the office sought (Charleston, S. C., Branch) was no longer functioning.

The Credentials Committee's list appears below:

FOR ENTIRE DISTRICT

(Offices: 1 Sec.-Treas, 1 Ass't. Sec.-Treas.)

Secretary-Treasurer
JOHN HAWK*

Assistant Sec'y-Treasurer

JAMES T. BRADY
J. P. SHULER

NEW YORK

(Offices: 1 Agent, 2 Patrolmen for each department)

Agent

PAUL HALL*

Deck Patrolman

JOSEPH ALGINA
THOMAS (ROCKY) BENSON
CHAS. (COTTON) HAYMOND
JAMES SHEEHAN

Engine Patrolman

JAMES De VITO
JAMES HANNERS
JAMES PURCELL
JOSEPH H. VOLPIAN

Steward Patrolman

CLAUDE FISHER
R. E. GONZALES
FRED HART

BOSTON

(Offices: 1 Agent, 1 Joint Patrolman)

Agent

JOHN MOGAN*

Joint Patrolman

JOSEPH LAPHAM
STANLEY GREENRIDGE
EDDIE A. PARR
JAMES E. SWEENEY

PHILADELPHIA

(Offices: 1 Agent)

Agent

HARRY COLLINS
JAMES TRUESDALE

BALTIMORE

(Offices: 1 Agent, 1 Patrolman for each dept.)

Agent

WILLIAM (CURLY) RENTZ*

Deck Patrolman

R. E. DICKEY*

Engine Patrolman

DOLAR STONE

ERNEST B. TILLEY

Steward Patrolman
CHARLES STARLING*

NORFOLK

(Offices: 1 Agent, 2 Joint Patrolmen)

Agent

RAY WHITE*

Joint Patrolman

KEITH (JIM) ALSOP*
LEON (BLONDEY) JOHNSON*

SAVANNAH

(Offices: 1 Agent)

Agent

ARTHUR THOMPSON*

JACKSONVILLE

(Offices: 1 Agent)

Agent

LOUIS GOFFIN
JAMES TUCKER

TAMPA

(Offices: 1 Agent)

Agent

CLAUDE (SONNY) SIMMONS*

MOBILE

(Offices: 1 Agent, 1 Joint Patrolman)

Agent

CHARLES KIMBALL*

Joint Patrolman

CHARLES E. BURNS
ELVIS (EDDIE) HIGDON
LOUIS (BLACKIE) NEIRA

NEW ORLEANS

(Offices: 1 Agent, 1 Patrolman for each department)

Agent

STEELY WHITE*

Deck Patrolman

PERCY BOYER

CHARLES H. BUSH

FRANK SULLIVAN

PAUL WARREN

Engine Patrolman

A. M. (SANDY) SCIVICQUE

C. J. (BUCK) STEPHENS

Steward Patrolman

RICHARD W. BIRMINGHAM

TEDD R. TERRINGTON

ROBERT B. WRIGHT

GALVESTON

(Offices: 1 Agent)

Agent

D. L. PARKER
RAY SWEENEY
SAN JUAN, P. R.

(Offices: 1 Agent)

Agent

BUD RAY*

SAN FRANCISCO

(Offices: 1 Agent)

Agent

ROBERT A. MATTHEWS*

James Cobb, No. 265, nominated for Agent for the Port of Charleston, had his nomination cancelled by the Committee because the branch there was closed prior to the nominations. A resolution specifying the offices to be filled had previously been passed by the membership and Charleston will not be placed on the ballot.

*An asterisk against a name signifies that the candidate is unopposed.

Union Officers Apply For Strike Vote

The possibility of a strike of union ships' officers aboard most of the 5,000 vessels in the American merchant marine arose this week when the Masters, Mates and Pilots of America, American Federation of Labor affiliate, applied to the National Labor Relations Board for a strike vote within the next thirty days.

The union, which has members aboard 97 per cent of American-owned ships in the world, asked the strike vote in a telegram to the National Labor Relation Board after the War Labor Board rejected its plea for a 45 per cent increase in wages.

Captain Harry Martin, president of the Masters, Mates and Pilots of America, said that elimination of the war bonus for mariners on Oct. 1 by the War Labor Board order means a wage cut of from 76 to 91 per cent for 15,000 members of the union. Although the officers have been included in a \$45-a-month pay rise granted to all merchant seamen and effective Oct. 1, Captain Martin declared that the officers feel the amount is insufficient.

TALKING IT OVER



Brothers William J. Moise and Jimmy "Sloppy" Creel drop into the Log office to report on their recent trip on the Bull Line's Babcock (a habit more of you should get). They had a good trip, as you can tell by their expressions. However, turn to page six for a more complete report on the Babcock's last trip. Meanwhile, how about more of you guys dropping in and telling us about your beefs and your experiences. Your old shipmates like to hear about you.

Delegates Say Log Gets Around

(Continued from Page 1)

tic: Delegates Dan Bergen, John L. Mahoney, and Mike Soraka, saw to it that the Log was delivered in quantity to the Seamen's Club in Bremerhaven, Germany, after the crew had received and read copies. The Germans said they were glad to get reading that didn't have Nazi censorship exercised over it.

Aboard the SS Julian Poydras the delegates left Logs in the Victory Club, Rue Albert Mahien, in Cherbourg, France.

And from there we have the report from Chief Cook Wallace that he left Logs aboard another SIU ship in Beira, Portuguese East Africa on August 18. The crew of this ship also promised

to pass them along to other seamen and crews they met.

Adding "Send more," C. O. Voelker, stewards department delegate of the SS Meyer Lissner (Waterman) reports that the Logs were received and distributed.

Delegates Ted Reynolds, Carl Angenete and R. L. Starke of the Deconhil SS Mojave send their thanks on getting the paper. The crew was still reading the Log when the ship sailed, and will distribute their copies when they get to their port of destination.

From the SS Fort Donelson (L. A. Tanker) Delegates Fant, La Fare and Otterson send back word that the Union paper has reached them.