

SEAFARERS LOG



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No. 28

Fighting Colin Kelly

Another eventful chapter in the story of a fighting Liberty came on June 4th near Belgium when the famous SS Colin Kelly hit a mine and was badly damaged.

Bound up the Straits of Dover for Antwerp on her way from Boston, the Kelly was nearing the river when an oyster type mine made contact with the hull at the engine room and blew a hole in the ship big enough to drive a truck through. Fortunately, none of the men below was lost or injured.

Like many Liberties which have had holes blown in them which would have sent other ships diving to the bottom, the Colin Kelly stayed afloat, some of her crew remained aboard, and she was towed to Tilbury.

With the vessel scheduled for an indefinite stay in England, the crew was repatriated on the SS William Patterson, enjoying the luxurious accommodations of number three hold.

Said the first group back: "We really hated to leave that ship. She fed well, she had a swell

bunch of officers, and an engine that ran like a clock."

Nine Nazi swastikas were painted on the Colin Kelly's stack, a record of action-packed voyages to the Mediterranean. She took part in the invasion of Sicily and her gunners shot down five planes in one day of heavy air raids. Subsequent events in the Kelly's career included a heavy storm in the Atlantic last December when two men were washed overboard from her deck and lost.

Members of her crew who stopped in the New York hall before shipping out again were John M. Fassett, AB, Henry S. Odom, Oiler, John Gorgei, Ordinary, Joseph W. Carey, Oiler, Edward P. Malley, OS, and W. H. McDonald, Wiper.

COLIN KELLY CREW TELLS OF MINE



Back again in New York after a short but eventful trip on the Colin Kelly are these members of her crew, the first to arrive. Left to right, standing, are J. P. Morris, Deck Maint., Leonard R. Johnson, Messman, and Malcolm E. Rahn, Messman. Seated, left to right, Meyer H. Black, Messman, Aubrey R. See, FWT, and Henry G. Quirk, AB.

NMU Marches Phony Picket-line To Cover Past Bonus Sell Outs

By JOHN HAWK

This week the National Maritime Union threw a phony "picket line" around the Maritime Commission offices in New York, Washington and the other major ports. It was a phony picket line because it was merely a publicity stunt to cover up the real facts of the bonus struggle. It was phony because while the NMU men were marching in front of the RMO in New York, NMU dispatchers continued to call for replacements

from that very agency. It was phony because the line could not possibly effect the course of the bonus struggle, but could only serve to confuse the rank and file seamen as to who was really responsible for winning the bonus in the beginning, and who would be responsible for increasing basic wages to compensate for the loss in take-home wages.

In this complicated picture it is best that we let the actual record speak for itself. In doing this we will be able to see just who has always fought for the

scamen, and just who has sabotaged them.

Since the bonus is part of the seamen's wage, let us first look at the record of wage increases over the past years, and see what union was responsible for winning the present standards.

The SIU-SUP is directly responsible for the present maritime wage scales—and all rank and file seamen know this to be a fact.

Let's start with 1940—May, to be exact. In that month the SUP led the industry in winning a \$10 increase in the basic wage, and 10 cents an hour increase in overtime. That was for the West Coast.

On the East Coast the NMU began to scream, and wanted to get in on the increase won by the SUP, and finally got the \$10 increase, but settled with no increase in overtime. Despite this precedent, which was used by the shipowners as a weapon against us, the SIU walked out and won the \$10 increase plus the 10 cent increase in overtime. This meant that the SIU led in winning the highest wages in history on the East Coast.

In February, 1941 the SIU-SUP won another \$7.50 increase in basic wages. Again the NMU rode in on the gravy won by the militancy of other unions, and got the \$7.50 boost. This time it finally won the 10 cent increase in overtime. Thus, from May, 1940 to February, 1941, NMU men had been forced to give up the 10 cent overtime increase simply because the phony policies of the NMU leaders had failed to win for them what all other seamen enjoyed.

In October, 1941 the SUP won another \$10 basic boost and a 5 cent increase in overtime. The SIU won \$10 basic boost and a 10 cent increase in overtime. After much wailing and moaning, the best the NMU could do was to get the SIU basic boost, but only half of its overtime boost.

So much for the recent history of wage increases. Now, how about the bonus rates? Here again it was the militant strug-

gles of the SIU-SUP which won the various bonus increases.

To begin with, in September, 1939 there was an industry-wide meeting in Washington to consider the bonus rate. At that meeting the AFL maritime unions went after the operators and won from them an admission that the seamen deserved a 50% bonus rate. That afternoon Joe Curran double crossed the rest of maritime labor, and accepted a 25% bonus. This sabotage temporarily kept the bonus rates down. But the SIU-SUP immediately won \$5,000 life insurance for its members.

Throughout 1940 the SIU-SUP membership hammered away, striking a ship here and a ship there, and by militant waterfront action increased the bonus gradually from \$30 to \$40 to \$50 and finally to \$60.

The militancy of the SIU membership finally resulted in the Washington politicians again calling an industry-wide conference

(Continued on Page 5)

MERCHANT MARINE INCLUSION IN GI BILL IS BACKED

PRINCETON, N. J., July 6 — The weight of opinion in the country today is overwhelmingly on the side of including the members of the United States Merchant Marine under the GI Bill of Rights—a proposal embodied in a bill which has the support of Admiral Emory S. Land, head of the Maritime Commission, and is now before Congress.

The public has always had a rather hazy idea of the relation between the merchant marine and other branches of service in wartime. A survey by George Gallup shows, for instance, that about one person in four believes that the merchant marine is actually a part of the armed forces today, and nearly one in five believes that the GI Bill of Rights already applies to men in the

(Continued on Page 5)

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Entry As Second Class Matter Pending

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Slave Labor

Labor throughout the country has been vehemently protesting the practice of using prisoners of war to take jobs from the American working man, particularly at a time when layoffs and cutbacks are steadily building up a growing list of unemployed.

Seamen know how these POWs have been assigned to do work aboard ships, taking needed dollars out of their pockets. Labor is opposed to this practice, because it is opposed to slave labor in principle, not only in this country but abroad.

Demands are being made by several European countries to use the German civilian as well as the military population in slave battalions to repair the damages of war.

It is well to remember that slave labor is bad not only for the slave but for the man he supplants. No lasting progress can be made in building a stable economic economy in Europe, if the European worker will be tied to the subsistence level of an industrial slave—and an unworkable economic system is the forerunner of the next war, despite all the pious phraseology of Breton Woods, Dumbarton Oaks and San Francisco.

The European war has ended. There is no need to keep these POWs in this country. They should be sent back as soon as arrangements can be made, to rebuild their war-battered cities, and to rebuild their free trade unions as the only practical bulwark against their own fascists and war makers. A free Europe cannot exist without free unmolested trade unions, composed of free workingmen who want only peace, security and freedom—even as you and I.

The Delegates School

A motion for a school to train the membership in the duties of ships delegates has been passed unanimously by the New York membership meeting, and has been sent to the other ports for action.

Long a recognized need, the delegates school proposes courses in the history and principles of trade unionism, SIU contracts, public speaking, duties of delegates, the settling of beefs and other subjects.

Conspicuously absent from the courses of study is a political line, which in the case of the NMU turns communist politics into porkchops for Joe Curran and his Moscow mates.

The proposed school will mean the strengthening of the union. An informed and active membership is the best hope for the future of the SIU. A strong union is an informed union jealous of its rights and prerogatives.

Make way for the delegates school! Make way for a stronger, streamlined SIU, which will lead the waterfront to postwar jobs, higher wages, and better conditions!



"I JUST DARE YOU!"

TRIBUTE

(To Seamen of the SIU-SUP)

They sailed on deathtraps through the years;
They gave their lives, their blood and tears!
Through calm or tempest, steel or flame,
They sailed the ships and played the game.

The Nation's peril their only thought;
What price the wonders that they wrought?
Through day and nights, through months and years
Grim courage rode o'er human fears.

Sail On! Sail On! Into the night
To heard foul tyrants in their might;
And some returned and some went down
Where wild seas swallow ships and sound.

Oh silent ships, and silent men
Who ne'er may see Home kin again!
Who man our shuttles on oceans wide
And leave their mother or their bride.

Like ghosts they vanished from our shore,
And some our land will ne'er see more;
As ghosts they came—as silent go:
The sinews of red wars ebb and flow.

Our merchant heroes in dungarees
Who brought the tyrants to their knees!
No need have these of speech or pen
Who've earned the tribute of all men.

Yet—somewhere—through this mighty land
Each seaman dead is near at hand
As loved ones pray with empty heart
To honor men who played their part.

Yes, in the seaports of the world
Where ships are gathered—flags unfurled—
Shipmates will speak of those who've gone
And rise in toast—"We'll carry on!"

Old Glory's there! It flies on high,
The colors billowing to the sky!
Our hope—our future—from the brave
And warning to the power drunk knave.

So stranger, plying trade on shore,
Safe from all dangers, wrecks and gore,
Give thought to men who sail the sea
Whose lives and cause were spent for thee.

—Bard of Avonport.

FORE 'n AFT

By BUNKER

Last week I went over to the Marine Hospital with Joe Volpian, the Patrolman who hands out the happy cabbage, dispenses the Logs and talks over beefs with the men at the various hospitals.

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Many of you men who sailed out of Baltimore will remember Zack Cullison, one of the boys who made the run to Russia in that hard-luck convoy of July, 1942. Zack won the Mariners Medal on that trip. His story, typical of many SIU heroes who took the ammunition over in the early days, will be told in a forthcoming issue of the Log.

~ ~ ~

The "splint and cast" deck at Staten Island looks more complicated than the cargo gear and standing rigging of one of those old Luckenbach ships, with booms, toppin' lifts, block and tackle and stays enough to rig a skysail yarder.

Recently out of this deck, and now following the pretty nurses around in a wheel chair, is Jack Johnson, who made a rough trip on the Russell R. Jones this past April.

All the hazards of the sea aren't from bombs or torpedoes, as Johnson can well testify.

When three or four days out of Southampton the Jones hit a storm that rose to howling fury in a few hours time, scattering the convoy and compelling the ship to heave to.

George Kane of Tampa was bos'n on this ship and on the 8th of April, with the vessel rolling her bulwarks under and taking seas fore and aft, the mate called him out to lash some steel pipe that had broken away from its lashings on the fore deck.

While trying to wrestle with this dangerous deck load in the dark, the bos'n was smacked by a piece of rambunctious pipe and almost knocked overboard.

On the second day of the storm, with the ship still hove to, Johnson went on deck to secure a loose fire hose and was caught by a heavy sea which threw him against number five hatch, breaking his leg. He says "hello" to Blackie Hall and other friends in Mobile.

~ ~ ~

The TB patients at Staten Island are shortly to be moved to a new hospital at Rockaway Beach, which will be run as a convalescent home, with the patients spending part of the time on the beach.

~ ~ ~

Best joke of the week is at the expense of two New York Patrolmen who went down to pay-off a ship in Weehauken. Getting on the right pier but the wrong ship, they listened to a flock of sad beefs, let some of the lads cry on their shoulder about bum food and overtime and were all ready to beat up the Steward when one of the crew threw in his book and said, "Here, how much do I owe?" One of the Patrolmen looked at the book. He looked again. Then, very quietly he packed his brief case and beat it. You guessed it... they were on an NMU ship.

CLEARING THE DECK

By PAUL HALL

GOOD CLEAN FUN

There are good beefs and bum beefs and just plain beefs. All seamen are going to beef about something. That's OK, the business of beating your gums is a damn good practice so long as it doesn't reach the stage of flipping your lid. Getting back to the point of beefs, however, it is well to illustrate a few classics that have come up recently.

A ship came in a while back and the ABs had an overtime claim for burying the Bos'n at sea . . . now by the widest stretch of the imagination that's a bum beef of the bummiest sort. Another ship came in and the Steward, who incidentally was a trip card man, had an hour a day down for figuring out his overtime . . . (No comment). Just so we won't skip any departments let's look at a black gang beef that popped up last week. Three oilers put in overtime for keeping the bell book on the grounds that they were doing engineer's work.

Fortunately, however, the good beefs outnumber the bad by far. Al Stansbury and Blackie Mobley, old SIU men, came in a short while back, on a Mississippi wagon with a Bell-to-Bell Chief and First. This First was a wise guy who spent his watches with a paint brush in his hand. The result was that Al and Blackie had overtime they hadn't even put in for.

FOULING YOUR SHIPMATES

Some "upgraded" cadets got tickets and shipped on a Robin ship. Being typical wise guys, they put the oilers and firemen on the butterfly and spent their time in the machine shop manufacturing souvenirs in typical cadet style. The result was that the boarding SIU Patrolman collected a bunch of overtime that hadn't even been claimed.

A helmsman on a Morgan Tug got sentimental on Christmas and said, "Merry Xmas Captain" to his rum pot skipper. The skipper logged him two hundred and fifty bucks, for talking at the wheel. Needless to say that log was beat in a few seconds.

Another ship came in with the deck engineer cooking, the cook wiping and the wiper serving meals. This was all straightened out on the payroll in short order, to the men's satisfaction.

The point of all this is that bum beefs have a tendency to kill good beefs. For example any AB, mess boy or fireman, might have several hundred hours of border line overtime that is collectable. The company paymaster and personnel department look it over searching for just one flaw. The WSA phoney do the same. If these bums find that one flaw they hit the ceiling and use that as an excuse to protest all the good legitimate claims.

We have printed agreements. These agreements are our contracts with the company. Naturally these agreements can't cover everything, if they did they would have to be the size of an encyclopedia. The use of plain common sense is the answer to most of our problems. In many cases it's a point of give and take and the side that uses the best logic does the most taking.

RECORDS ARE IMPORTANT

Time and time again we have pointed out that overtime payment is a protection against overwork, undermanning and bulldozing. When we can reduce our working hours, put extra men on the ship and raise the base pay scale then we have achieved another gain for the industry.

An Eastern wagon came in a while back after nine months on the Normandy shuttle. The crews overtime sheets were clean and accurate, but they didn't jibe with the ship's log. The result was that an investigation prompted by the pay-off Patrolman proved the log phoney. A few midship tickets fell in the ensuing controversy and the overtime records were accepted as the bona-fide log and these boys are collected all they had coming. This is a perfect example of why a crew should keep complete overtime records.

This Eastern beef is also a good example of good clean cut unionism. On this beef just a few phoney hours could have meant the loss of thousands of dollars to the crew. The Patrolmen representing you aren't supermen. In almost every case they take your word and fight for what you claim. You are doing yourself, your shipmates and your union, a service when you make your claims genuine and keep your records accurate.

In the meantime this war isn't going to last forever and with the end of the war comes the end of bonuses. Our job for the future is to get larger crews, shorter hours and increased base pay. Four watches are worth fighting for . . . Even though we know the ship-owners would like to see the two watch system back again. Three hours on and nine in the sack makes life a hell of a lot sweeter and longer.

Observer Finds NMU Convention Far From Democratically Run

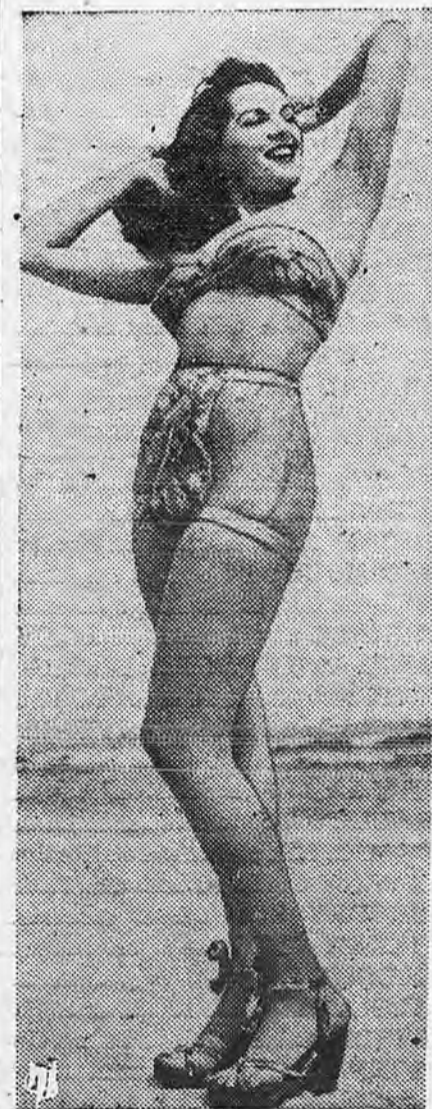
At this writing the NMU convention is still going on, and it is too early to offer a comprehensive report and analysis of what was done—and more important, what was not done. That will have to wait until the next issue. However, we offer the following story written by a visitor to the convention, on the typical NMU lack of democracy and the bureaucratic way in which the officials ran the convention, effectively stifling the voice of the rank and file.

The NMU convention is one of the most amazing conventions I have ever attended. The conduct of the chairman, Joe Curran, and the subtle intimidation of delegates who refuse to fall into line, would be hard to beat.

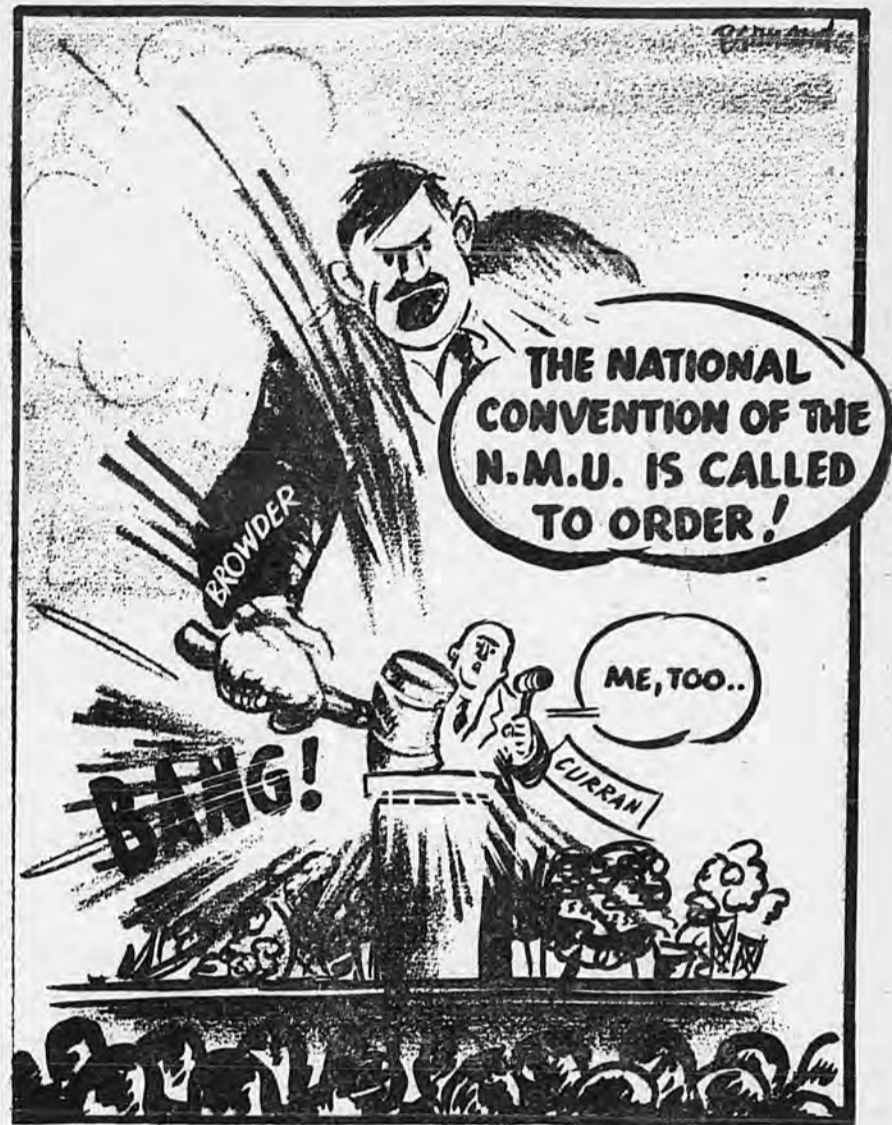
One of the basic principles of parliamentary law is that the chairman of a meeting is supposed to be impartial, and refrain from comments on motions. If he wants to comment, he must relinquish his chair to the vice-chairman before he can take the floor. This is done every so often by most chairmen—but not by Joe Curran.

Joe speaks on just about every motion that's made. If he likes it, he tells the delegates what a fine motion it is and how necessary it is that it be passed. If he doesn't like a motion, he not only speaks against it, but insults the maker of the motion, and makes him feel like two cents. Frequently he fails to bring it up for a vote, even though it is a legitimate motion with a second.

It is not at all unusual for Curran to stand up as chairman and tell the maker of a motion that he's a jerk, making a lousy motion, holding up the convention,



The swim suit Frances Vorne models is made of spun glass. It's reinforced with opaque cloth though to quiet objectors.



and acting against the best interests of the NMU. On other motions, amendments were made which, though they received seconds, Joe completely disregarded and failed to put up for a vote.

This convention is also characterized by a most amazing record of unanimous votes—something you only see in controlled meetings. I have spoken to several delegates who disagree with various motions, but failed to vote against them for fear of reprisals from the entire officialdom of the NMU and their loyal hacks.

Some delegates who voted against official resolutions, got nothing but cold stares after that from old friends who had shipped out and been very close to them for long periods of time. In other cases, loyal NMU men, who voted in a minority on certain questions, were called "fifth columnists" by delegates who learn their slogans in the *Daily Worker*.

This intimidation of a delegate who disagrees with a motion that Curran favors is so great that the dissenter is forced to keep his silence and refrain from voting.

The tie-up between the convention and the communists (called a fink outfit by the Buffalo CIO Council for their record of strike-breaking) is very obvious. The *Daily Worker* lies on almost every table. The Press Committee officially hailed the *Daily Worker* for its coverage of the convention in a manner that was obviously "inspired."

The postwar no strike pledge, a recent commie favorite, was not brought up even once at the convention. The CP line is being changed but Curran and his Moscow mates won't know just how far to turn until the Commies hold their convention at the end of this month.

PAPERS RETURNED

There are still plenty of good samaritans in this world if the pile of seamen's wallets and other personal papers in the New York hall is any indication.

Picked up on the streets, in subways, bars, restaurants and other places, these personal articles have been sent in over a period of several months by people who received no remuneration for the effort other than the satisfaction of doing a good turn.

Occasionally, the finder encloses a letter, expressing the wish that the loser will find them. Most often the articles arrive in the mail without any explanation.

The following men can pick up personal effects belonging to them by calling at the New York hall, 51 Beaver Street.

Andrew Ahlstrom, Allen Bryant Workman, Edmond Belkofski, John S. Sweeney, Wm. E. Giebel, Norman Dukes, John Untich, Graydon Rawls Suit, Wm. Chas. G. Lingard, James Patnick Newman, Theo. Harrette, Joseph B. Glovier, Philip O'Conner, Robert Bryum McCorkel, Wm. Chas. Leitch, Paul L. Yancy, Frank Kolk, Thos. P. Korol, Victor B. Cooper, Joseph A. Spaulding, Eddie F. Holec, Chas. Colletti, Jacob F. Moser, Lyle Wesley Krause, Henry Foy, Harry C. King, Frank Plum, John Stever, Laurence Makowska, John B. Wilkes, Alfred McDonald Robertson, Adrien Cloutier, Edward Burke, Jose Manuel Castell, Henry Paul Jandrys, Edward Apel, John Henry O'Brien, A. E. Anderson, Henry Fulton Talbot, Peter Edward Fember, and James Lester Chalfant.

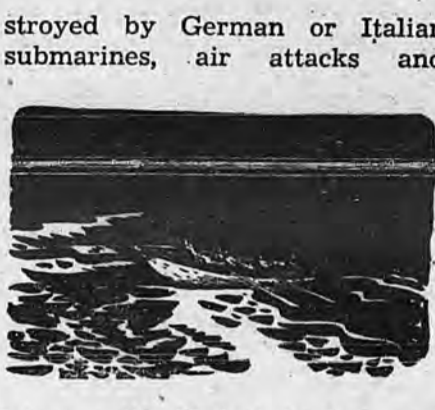
Keep In Touch With Your Draft Board.

—T.B.F.

Ship Casualties In The Atlantic

Loss of 1,554 United States flag merchant ships of 6,277,077 dead-weight tons from war causes and marine casualties largely due to war conditions, was announced last week by Vice Admiral Emory S. Land, Chairman of the United States Maritime Commission and Administrator of the War Shipping Administration. The losses occurred during the period from September 1, 1939 to May 8, 1945.

The bulk of the tonnage was accounted for by the 570 ships lost from direct war causes.



mines, with 68 lost in Japanese areas. The most extensive destruction was in the North At-

lantic where wolfpacks of U-boat prowled against convoys to the British Isles and North Russia until curbed by fast-expanding Allied naval and air power, including the use of escort carriers.

The dark days of 1942, before new methods of combating enemy attacks on shipping had been perfected, witnessed the height of the German and Italian attempt to halt the transport of troops and munitions to the European war theater. In the five months from March through July, 204

sunk follows:

Date	Name of Vessel	Area	Date	Name of Vessel	Area	Date	Name of Vessel	Area
1940			Mar. 21—OAKMAR	Northwest Atlantic	May 24—BEATRICE	Caribbean		
Dec. 8—CITY OF RAYVILLE	Pacific		Mar. 23—NAECO	Northwest Atlantic	May 26—ALCOA CARRIER	Caribbean		
1941			Mar. 26—DIXIE ARROW	Northwest Atlantic	May 26—CARRABULLE	Gulf of Mexico		
May 21—ROBIN MOOR	Caribbean		Mar. 27—CAROLYN	Northwest Atlantic	May 27—ALAMAR	Northeast Atlantic		
Sept. 7—STEEL SEAFARER	Red Sea & Indian Ocean		Mar. 28—EFFINGHAM	Northeast Atlantic	May 27—CITY OF JOLIET	Northeast Atlantic		
Oct. 19—LEHIGH	Approaches to Mediterranean		Mar. 30—CITY OF NEW YORK	Northwest Atlantic	May 27—MORMACSUL	Northeast Atlantic		
Nov. —ASTRAL	Undetermined		Mar. 31—ALLEGHENY	Northwest Atlantic	May 27—SYROS	Northeast Atlantic		
Nov. 17—TURECAMO BOYS	Northwest Atlantic		Mar. 31—BARNEGAT	Northwest Atlantic	May 28—ALCOA PILGRIM	Caribbean		
Dec. 3—SAGADAHOC	Approaches to Mediterranean		Mar. 31—MENOMINEE	Northwest Atlantic	May 28—NEW JERSEY	Caribbean		
Dec. 8—NISQUALLY	Pacific		Mar. 31—T. C. McCOBB	Caribbean	May 30—ALCOA SHIPPER	Northwest Atlantic		
Dec. 12—LAHAINA	Pacific		Mar. 31—TIGER	Northwest Atlantic	June —L. J. DRAKE	Caribbean		
Dec. 12—VINCENT	Pacific		Apr. 2—DAVID H. ATWATER	Northwest Atlantic	June —TILLIE LYKES	Caribbean		
Dec. 17—MANINI	Pacific		Apr. 2—OTHO	Northwest Atlantic	June 1—HAMPTON ROADS	Gulf of Mexico		
Dec. 19—PRUSA	Pacific		Apr. 3—BYRON D. BENSON	Northwest Atlantic	June 1—KNOXVILLE CITY	Caribbean		
Dec. 20—EMIDIO	Pacific		Apr. 3—WEST IRMO	Approaches to Mediterranean	June 1—WEST NOTUS	Northwest Atlantic		
Dec. 23—MONTEBELLO	Pacific		Apr. 4—COMOL RICO	Caribbean	June 2—CITY OF ALMA	Caribbean		
Dec. 31—CAPILLO	Pacific		Apr. 5—CATAHOULA	Caribbean	June 2—JLLINOIS	Caribbean		
1942			Apr. 6—BIENVILLE	Red Sea and Indian Ocean	June 3—AEOLUS	Northwest Atlantic		
Jan. 1—MALAMA	Pacific		Apr. 6—EXMOOR	Red Sea and Indian Ocean	June 3—BEN AND JOSEPHINE	Northwest Atlantic		
Jan. 2—RUTH ALEXANDER	Pacific		Apr. 6—SELMA CITY	Red Sea and Indian Ocean	June 3—M. F. ELLIOTT	Caribbean		
Jan. 18—ALLAN JACKSON	Northwest Atlantic		Apr. 6—WASHINGTONIAN	Red Sea and Indian Ocean	June 3—STEEL WORKER	Northeast Atlantic		
Jan. 19—CITY OF ATLANTA	Northwest Atlantic		Apr. 9—ATLAS	Northwest Atlantic	June 4—VELMA LYKES	Caribbean		
Jan. 20—FRANCES SALMAN	Northwest Atlantic		Apr. 9—ESPARTA	Northwest Atlantic	June 5—DELFINA	Caribbean		
Jan. 21—NORVANA	Northwest Atlantic		Apr. 9—EUGENE V. R. THAYER	South Atlantic	June 5—MELVIN H. BAKER	South Atlantic		
Jan. 23—VENORE	Northwest Atlantic		Apr. 10—GULFAMERICA	Northwest Atlantic	June 6—GEORGE CLYMER	South Atlantic		
Jan. 26—FRANCIS E. POWELL	Northwest Atlantic		Apr. 10—MALCHACE	Northwest Atlantic	June 7—COAST TRADER	Pacific		
Jan. 29—FLORENCE LUCKENBACH	Red Sea and Indian Ocean		Apr. 10—TAMAULIPAS	Northwest Atlantic	June 7—EDITH	Caribbean		
Jan. 30—ROCHESTER	Northwest Atlantic		Apr. 12—DELVALLE	Caribbean	June 7—SUWIED	Caribbean		
Feb. 2—W. L. STEED	Northwest Atlantic		Apr. 12—ESSO BOSTON	Caribbean	June 8—FRANKLIN K. LANE	Caribbean		
Feb. 4—INDIA ARROW	Northwest Atlantic		Apr. 12—LESLIE	Northwest Atlantic	June 10—HAGAN	Caribbean		
Feb. 5—CHINA ARROW	Northwest Atlantic		Apr. 15—MARGARET	Northwest Atlantic	June 11—AMERICAN	Caribbean		
Feb. 5—MAJOR WHEELER	Northwest Atlantic		Apr. 15—ROBIN HOOD	Northwest Atlantic	June 11—F. W. ABRAMS	Northwest Atlantic		
Feb. 16—AZALEA CITY	Northwest Atlantic		Apr. 16—ALCOA GUIDE	Northwest Atlantic	June 12—CITIES SERVICE TOLEDO	Gulf of Mexico		
Feb. 16—WEST IVIS	Caribbean		Apr. 19—STEELMAKER	Northwest Atlantic	June 12—SIXAOLA	Caribbean		
Feb. 19—LAKE OSWEYA	Northwest Atlantic		Apr. 20—CONNECTICUT	South Atlantic	June 13—SOLON TURMAN	Caribbean		
Feb. 19—MAUNA LOA	Pacific		Apr. 20—WEST IMBODEN	Northwest Atlantic	June 14—SCOTTSBURG	Caribbean		
Feb. 19—PAN MASSACHUSETTS	Northwest Atlantic		Apr. 21—PIPESTONE COUNTY	Northwest Atlantic	June 14—LEBORE	Caribbean		
Feb. 20—DELPLATA	Caribbean		Apr. 22—SAN JACINTO	Northwest Atlantic	June 15—CHEROKEE	Northwest Atlantic		
Feb. 21—J. N. PEW	Caribbean		Apr. 23—LAMMOT DU PONT	Northwest Atlantic	June 15—KAHUKU	Caribbean		
Feb. 21—REPUBLIC	Northwest Atlantic		Apr. 26—ALCOA PARTNER	Caribbean	June 15—WEST HARDAWAY	Caribbean		
Feb. 22—CITIES SERVICE EMPIRE	Northwest Atlantic		Apr. 29—MOBILOIL	Northwest Atlantic	June 16—ARKANSAN	Caribbean		
Feb. 22—LIHUE	Caribbean		Apr. 30—FEDERAL	Caribbean	June 16—CHANT	Mediterranean-Black Sea		
Feb. 22—W. D. ANDERSON	Northwest Atlantic		May 4—EASTERN SWORD	Caribbean	June 17—MILLINOCKET	Caribbean		
Feb. 22—WEST ZEDA	Caribbean		May 4—JOSEPH M. CUDAHY	Gulf of Mexico	June 17—SANTORE	Northwest Atlantic		
Feb. 24—NORLAVORE	Northwest Atlantic		May 4—MUNGER T. BALL	Gulf of Mexico	June 18—SEATTLE SPIRIT	Northwest Atlantic		
Feb. 26—MARORE	Northwest Atlantic		May 4—NORLINDO	Gulf of Mexico	June 19—CHEERIO	Caribbean		
Feb. 27—R. P. RESOR	Northwest Atlantic		May 4—TUSCALOOSA CITY	Caribbean	June 21—ALCOA CADET	Northeast Atlantic		
Feb. 28—OREGON	Caribbean		May 5—AFOUNDRIA	Caribbean	June 21—WEST IRA	Caribbean		
Mar. —P. A. F. NO. 11	Pacific		May 5—JOHN ADAMS	Pacific	June 22—E. J. SADLER	Caribbean		
Mar. —STEEL AGE	South Atlantic		May 6—ALCOA PURITAN	Gulf of Mexico	June 23—RAWLEIGH WARNER	Gulf of Mexico		
Mar. 3—MARY	Caribbean		May 6—GREEN ISLAND	Caribbean	June 24—JOHN R. WILLIAMS	Northwest Atlantic		
Mar. 4—ALBERT F. PAUL	Northwest Atlantic		May 6—HALSEY	Northwest Atlantic	June 24—MANUELA	Northwest Atlantic		
Mar. 5—COLLAMER	Northwest Atlantic		May 6—LAIDA	Pacific	June 26—POLYBIUS	Caribbean		
Mar. 6—MARIANA	Northwest Atlantic		May 8—OHIOAN	Northwest Atlantic	June 27—EXPRESS	Red Sea and Indian Ocean		
Mar. 7—BARBARA	Caribbean		May 12—ESSO HOUSTON	Caribbean	June 27—POTLATCH	Caribbean		
Mar. 7—CORDONIA	Caribbean		May 12—NORLANTIC	Caribbean	June 28—RAPHAEL SEMMES	Northwest Atlantic		
Mar. 10—GULFTRADE	Northwest Atlantic		May 12—VIRGINIA	Gulf of Mexico	June 28—RUTH	Caribbean		
Mar. 11—CARIBSEA	Northwest Atlantic		May 13—DAVID McKELVY	Gulf of Mexico	June 28—SAM HOUSTON	Caribbean		
Mar. 12—OLGA	Caribbean		May 13—GUPPENN	Gulf of Mexico	June 28—SEA THRUSH	Caribbean		
Mar. 12—TEXAN	Caribbean		May 15—NICARAO	Northwest Atlantic	June 28—WM. ROCKEFELLER	Northwest Atlantic		
Mar. 13—JOHN D. GILL	Northwest Atlantic		May 16—GULFOIL	Gulf of Mexico	June 29—THOMAS McKEAN	Caribbean		
Mar. 13—NUMBER FOUR	Pacific		May 16—RUTH LYKES	Caribbean	June 30—CITY OF BIRMINGHAM	Northwest Atlantic		
Mar. 13—NUMBER TWO	Pacific		May 17—CHALLENGER	Caribbean	July 1—EDWARD LUCKENBACH	Gulf of Mexico		
Mar. 14—LEMUEL BURROWS	Northwest Atlantic		May 17—FOAM	Northwest Atlantic	July 1—WARRIOR	Caribbean		
Mar. 15—ARIO	Northwest Atlantic		May 18—ISABELA	Caribbean	July 3—ALEXANDER MACOMB	Northwest Atlantic		
Mar. 16—ALKALINER	Gulf of Mexico		May 18—MERCURY SUN	Caribbean	July 3—NORLANDIA	Caribbean		
Mar. 16—AUSTRALIA	Northwest Atlantic		May 18—QUAKER CITY	Caribbean	July 4—CHRISTOPHER NEWPORT	Northeast Atlantic		
Mar. 17—MUSKOGEE	Northwest Atlantic		May 18—WILLIAM J. SALMAN	Caribbean	July 4—WILLIAM HOOPER	Northeast Atlantic		
Mar. 18—E. M. CLARK	Northwest Atlantic		May 19—HALO	Gulf of Mexico				
Mar. 18—PAPOOSE	Northwest Atlantic		May 19—HEREDIA	Gulf of Mexico				
Mar. 18—W. E. HUTTON	Northwest Atlantic		May 19—OGONTZ	Gulf of Mexico				
Mar. 19—LIBERATOR	Northwest Atlantic		May 20—CLARE	Caribbean				
			May 20—ELIZABETH	Caribbean				
			May 20—GEORGE CALVERT	Caribbean				
			May 21—PLOW CITY	Northwest Atlantic				
			May 23—SAMUEL Q. BROWN	Caribbean				

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



QUESTION: What, for you, are the most attractive features of sea life?

LEONARD POLLACK, FOW— Getting a good payoff and the chance to spend it after the trip is over is mighty attractive to me. During a three or four months' trip you plan all the time what you will do with your payoff when you get back, and during this time you have to do without many ordinary pleasures. When you work ashore you get so used to amusements and conveniences that you don't appreciate them. Being at sea makes you look forward to the things that a land worker just takes for granted, and you really enjoy them when you hit the beach.



HOMER TONER, Oiler— There are enough pleasant features about going to sea that I'd like to do it all my life. Sometimes the work is hard and gets monotonous but with a good crew and good officers, life on board ship is okay. Engine room experience is educational and gives a man something he can use ashore, such as mechanics, pipe fitting, boiler work, electricity and so forth. I like plenty to eat and I don't have any kick coming about chow on the ships I've been sailing.



JOE DE CARLO, Oiler— What the hell, why not admit it? The main feature to me of this sea life is meeting plenty of pretty girls in foreign ports. Sometimes it gets you into trouble, but what is trouble if you have a lot of fun? I remember one gal in Glasgow. She was pretty, but she had three children and . . . well, I'd rather forget that part of it. Brazil is the best place, though. Besides women there are other good features of going to sea. You meet good shipmates and see many parts of the world. But I still think that the haybags . . .



DON CARROLL, OS — I like outdoor work, so being on deck suits me fine. Working in an office or being cooped up in some factory wouldn't agree with me. Before the war I worked on the Lakes, but deep water is better because you travel more and hit more interesting ports, which is one feature about going to sea which will keep me sailing after the war. A seaman gets a chance for an education that other people don't get. If he keeps his eyes open and travels beyond the waterfront bars, he can learn a lot about life in other countries.

NMU Marches Phony Picket-line

(Continued from Page 1) to discuss the bonus question. Curran again sabotaged a united front of labor by saying, "I'm not here to pull anybody's chestnuts out of the fire."

This was just what the operators wanted, a division in the ranks of labor. And so the Maritime Commission then proposed that bonus rates be tied to cargo insurance rates. When the SIU discovered that the Maritime Commission had the power to control insurance rates in the first place, it refused to become a party to this swindle and in September, 1941 launched the famous bonus strike. The SIU was soon followed by the SUP, and AFL ships on both coasts were tied up.

Here again the NMU leaders acted as company agents, and failed to join the strike. Curran called the strike a "phony" and a "bum beef."

For two weeks the SIU-SUP strike held solid, receiving much support from rank and file men of all unions, despite the sell-out tactics of the Commie leaders in the NMU.

The strike ended in the National Defense Mediation Board, which promptly boosted the bonus to \$80. Needless to say, Joe Curran, who had done his best to break the strike, went running to Washington to beg for the same rate. He got it.

In December 1941, when war broke out, all operators and unions joined in the creation of the Maritime War Emergency Board. This Board's authority was specifically limited to the "arbitration of disputes between unions and operators over increases in bonus rates."

Despite this limitation, the Board has ever since (with the aid and connivance of the NMU) juggled the bonus rates around in the most capricious manner whether or not any disputes existed in the industry.

From the very beginning the SIU-SUP denied the Board had any authority to gratuitously interfere in the bonus rates. But the NMU upheld this meddling, and made it possible for the Board to usurp authority to the point where it could finally today slash the take-home wage of the seamen. The Maritime War Emergency Board is a Frankenstein, the creation of Joe Curran and his machine in the NMU. Any wails from the NMU over the bonus cut are so much hypocrisy—for it was their own policies which made these cuts possible.

Had the NMU leaders joined the other maritime unions from the beginning, and conducted with them a joint struggle in the defense of the seamen's living standards, no bonus cut would have been possible today. Today the seamen face a cut directly and solely because of the criminal policies of the Communist Party on the waterfront.

In case there are those who doubt what I say is true, let me quote from the record.

In the meeting of the Advisory Committee of the National Maritime War Emergency Board on April 12, 1944, the NMU had already given up on the question of the bonus rates, and indicated to the shipowners that it would

not fight any cuts. Said "Blackie" Myers at that meeting:

" . . . we know that this bonus thing is a pot of gold in the long run and we are not going to beat a dead horse to death."

In other words, the bonus was already a "dead horse" to the NMU over a year ago. No wonder the Board felt free to chop hell out of it. The Board knew that the NMU would make no fight.

And further at the same hearing Myers said, "We don't expect from the Board any relief as far as the bonus is concerned."

There is defeatism on the waterfront, if I ever heard it.

Despite the NMU's supine acceptance of the Board's autocratic and illegal actions, the SIU continued to denounce the decisions as illegal. The SIU continued to consider the bonus rates a living issue which had to be defended at all costs.

Finally, on June 6, 1944, the Board again called an industry-wide meeting in order to defend itself from SIU-SUP attack. Again Joe Curran became the apologist for the Board. He said at the meeting:

"Let us make use of this Board. Let us accept the fact that we cannot always be winners. We must sometimes lose out . . ."

"Our union stands unequivocally on a continuation of this Board . . . We continue to respect the decisions of the Board."

There you are. It was Curran who made it possible for the Board to continue, despite the unanimous rank and file opposition to it on all coasts. It is Curran, therefore, who is directly responsible for the present slash in bonus—in take home pay.

And so today Curran & Company, with great fanfare, throws a picket line around the Maritime Commission and the RMO (two agencies, incidentally, which had nothing to do with the bonus cut). This great show of militancy is, I repeat, phony. It is phony in the first place because Curran himself is largely responsible for the bonus cuts; and it is phony in the second place because this so-called picket line will accomplish nothing—except some cheap publicity.

Without fanfare and breast beating, the SIU has been taking concrete steps to meet this threat to the seamen's living standards. These steps were not undertaken last week, or last month — but last year!

In July, 1944 the SIU opened its contracts with all shipowners and demanded substantial boosts in basic wages. We have been fighting these cases day in and day out ever since. The cases have been heard by the War Shipping Panel of the War Labor Board, and we have now received notice that they will be heard by the National War Labor board on July 19, 1945.

We understand that the bonus rates must be absorbed into the basic wages of the seamen. And we have fought for that for the past nine months. We challenge Curran to show when he opened his contracts for wage adjustments. It was not last year, of that you can be sure.

But while we have been fighting for a basic increase, we have

not surrendered the bonus itself, as did the NMU. We recognize that the bonus is part of the take-home wage, and we fight every inch of the way to retain it.

Just what is this "picket-line" going to win for Curran & Company? Some publicity in the *Daily Worker*, but little else. What will it lose for them? It may jeopardize their cases before the WLB, and result in their members again getting a hosing.

For our part, we say to the NMU rank and filers, we intend to lead the industry in the matter of wages and conditions—just as we always have. But our task is made harder by the constant sell-outs from the CP clique. We invite you to study the record, and to reach your own conclusions as to who best represents the seamen on the waterfront.

GI BILL IS BACKED

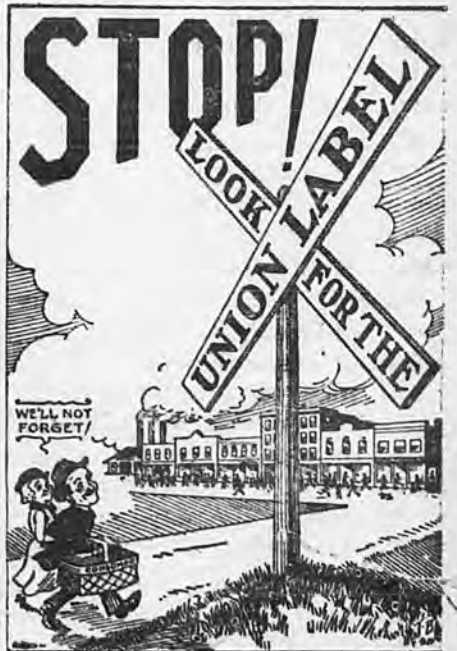
(Continued from Page 1) merchant service, whereas neither of these two things is the case.

When the opinion of "informed" voters is analyzed — that is, the voters who know the status of the merchant marine in relation to the other forces and who know that the GI Bill of Rights does not apply to merchant seamen now—they are found in favor of extending the bill of rights to include those seamen.

The vote is: Should the GI Bill of Rights be extended to include all men in the merchant marine? Yes, 60%; No, 33%; Undecided, 7%. People supporting the proposal give many reasons, of which the following are typical:

"Men who deliver the goods of war deserve just as much as men who have to fight . . . Those men on the high seas go through just as much danger as any man in the armed forces . . . The merchant marine boys aren't going to have any easier time than the rest finding jobs after the war . . . Battle casualties are very high in the merchant marine . . . They've risked their lives for their country, and they're volunteers, too."

On the other side, reasons given for opposing the idea of putting merchant seamen under the GI Bill of Rights include: "They can join up and quit as they please . . . They're not entitled to special benefits because they're not called on to fight . . . They get big bonuses for everything they do."





SHIPS' MINUTES AND NEWS

Steward Shows How To Plug Log

One of the most enthusiastic boosters for the Seafarers Log in the SIU is Steward David Henderson of the SS George W. Alther, Mississippi Liberty.

Before making the last trip on the Alther, Brother Henderson came into the Log office and took a big bundle of papers back to the ship. He reports distributing them at various places in Brindisi and Ancona, where they were eagerly read by British seamen and NMU men, as well as SIU crews.

The Alther, which paid off in Galveston, arrived at Bari shortly after the second big explosion there.

Sends His Thanks

Vincent San Juan, hospitalized after an accident in France, sends best wishes to the crew of the SS George G. Meade and would like to have his shipmates of the Mead send him some letters. His address is:

Hospital Plant 4388
189th General Hospital
APO No. 513
c/o Postmaster, N.Y.C.

Del Norte Returns Home After Seven Month Voyage

The SS Del Norte arrived in port last week after spending seven months on a shuttle run between England, French, and Belgian ports. Of her original crew, fourteen were left abroad for various reasons and she returned with men picked up in England and Belgium.

Although the Del Norte experienced no trouble herself, she was in several cross-channel convoys which lost one or two ships on each run. The crew witnessed action with German E-boats and saw other vessels sunk by mines.

Thanks to Chief Engineer William (I'll report you to the Coast Guard) Risher, the black gang did not have a happy trip on this "bell-to-bell" scow.

According to George Saucier, Deck Engineer, and black gang delegate Leslie Kolb, Oiler, the Chief made life unpleasant for engineers as well as unlicensed men. He didn't trust the officers and liked to pop up below at odd times during the day or night, trying to catch one of the black gang doing something wrong.

Because he had the audacity to talk back to this would-be tyrant, one of the wipers was taken to

Job Action On Mitchell

A good example of job action in regard to the recent beef on sailing short handed on troop-carrying Liberties, was the John P. Mitchell of the Robin Line.

This ship fitted out in New York, then moved to Boston for cargo. When it came time to sail and it was obvious that only nine men were to be carried in the steward department, the crew refused to sign articles for the trip.

Seeing that the crew insisted on signing only with a full complement as argued for by the union, and not content with assurance that "it will be remedied before the ship sails," the WSA tried a squeeze play and sent 19 men down to the ship without clearing them through the hall. This didn't scare the crew into signing on, however. They merely packed their bags and walked off the ship, letting the WSA boys take the Mitchell out.

Chief Steward John Jelletto, who stuck with the crew on this beef, was relieved by a WSA steward.

Del Sud Back

Still afloat and going strong after continuous service ever since the start of the war, the Del Sud pulled in last week and paid off with few beefs. Delegates on this trip were William G. Oswald, Oiler; D. De Jesus, AB; and William Delvin, Messman.

Frank Barbaria Shanghaied On 12 Month Shuttle Run

Brother Frank A. Barbaria, electrician, was feeling very patriotic one day last year when he arrived in Frisco from Hawaii after a six weeks' shake down run on a new C-2. An electrician was needed at once and no sooner had the C-2 hit the dock than Frank was "shanghaied" by the Frisco agent to take out a new T-2 that was held up waiting for an electrician.

Throwing his gear into a sea bag, Frank took a few minutes to call his family, and then made the tanker on a pierhead jump just before she pulled into the stream. That night she sailed on what the Frisco agent promised Frank would be "just a few weeks' trip."

It would have been a few weeks' trip all right except that after they unloaded in Australia the ship was ordered to Aruba.

In the New York hall the other day, on his way home, Frank told about making four shuttle runs between Aruba and the Mediter-

ranean on this tanker, the Owyhee, during the past eleven months.

Although they carried high test gas and called at Naples before the war ended, Frank reports the most excitement of the eleven months occurred when the old man got periodically "gun happy" and took pot shots at anyone he didn't like.

Returning from the Mediterranean last trip, the Owyhee came within about 20 feet of hitting a floating mine. Several other mines were sighted near the Straits of Gibraltar.

Repatriated from Aruba after a spell in the hospital there, Brother Barbaria rode the Esso tanker Esso New Orleans, one of the ships the NMU is trying to organize. If all the Esso fleet is as much anti-NMU as this crate, Frank says they are throwing away a lot of good Moscow money. "Those Esso men may be company stiff," says Frank, "but they know what a phoney outfit this Curran set-up is."

Quick Action Settles Beef

After paying off recently in New Orleans, the crew of the Alexander Stephens, Mississippi Liberty, still had 63 hours apiece coming to them in the way of disputed overtime for carrying penalty cargo and standing security watches.

But Agent Ed Higdon at this port went to bat for the crew at the pay-off and although this overtime wasn't paid on the spot, each man collected 61 hours out of the 63 later at the company office. "That," says AB Jack O'Brien of Philadelphia, "is what I call real shore-side action. We all thank Higdon for doing a good job on that beef."

The Stephens was out nearly six-months, with a load for India, and a return cargo of coal from Lorenzo Marks to Santos.

The Steward on this ship was knifed and killed during the voyage home by a probationary book man named Costello, a "performer" who was taken off the ship in Santos.

PHOTOS WANTED

With the war over in the Atlantic, and many security restrictions being lifted in regard to shipboard activities, crew members will likely be toting cameras before long. The Editor invites the membership to submit pictures taken on ship board for publication on this page. Mail photos to SEAFARERS LOG, 51 Beaver Street, New York City.



"Bell System" On Biddle

According to Johnny "Slim" Johnson, Oiler and engine delegate of the Robin Line Liberty Nicholas Biddle, the last run of that crate to the land of the happy Soviets was spiced by the antics of Chief Engineer J. L. Walker.

Like numerous other characters who have been in the news lately, Chief Walker ran a bell-to-bell ship and made the engineers very unhappy by camping on the floor plates all of the trip.

The third, says Johnson, enjoyed the Chief's company on every watch and wasn't even trusted to count the revolutions by himself. The Chief also got a bang out of peeking from the fidley to see if the firemen were sitting down on watch. Feeling the engine to check on the oilers was another favorite passtime of this boss spanner.

During this four months' trip, the Chief had the engine apart so many times the oilers knew how to put it together blindfolded.

Almost a match for Chief Walker, according to the Biddle's crew, was old man "Bluenose" McCormack. Not to be outdone by "Blood and Guts" Patton, old Bluenose packed a couple of rods himself.

When round the tip of Scandinavia, the Biddle went through several days of sub attacks, with one near-by ship being sent to the bottom.

SS Julian Poydras

The Julian Poydras returned last week from a Russian run, with the crew reporting an uneventful trip except for several minor beefs.

A request that the showers and heads be painted was turned down by the Chief, and it is the opinion of the crew that this should be done before another crew takes her out.

Delegates S. Jankowski, AB; A. E. Beavers, Oiler; and William Alvaro, Messman, complimented the Steward of this ship for good feeding and a well run department.

SS Arthur Dobbs

Steward and engine department meetings were held on the last trip of the Calmar Liberty, Arthur Dobbs, with beefs about overtime and working rules being straightened out okay. Engine Delegate Walter Wnarowski, Oiler, and Ed Bialon, OS, helped to smooth out beefs before the Dobbs arrived home, but reported dissatisfaction over feeding on this ship, with little variety in meats and vegetables.

The Dobbs had a breakdown and was delayed at Gibraltar for three days.

Freezers Frozen

The freezers didn't have a license and they didn't wear gold braid, so the officers of the Bull Line Hilton didn't think it was sea going etiquette that these engineers should eat in the saloon with the hoity-toity, according to freezer J. R. Wallace, who made the last trip on this old Hog.

But aside from this beef and the fact that the freezing equipment was pretty old and run down, the trip to Antwerp was smooth, says brother Wallace. The Hilton has four refrigerated holds and carries a good sized freezing outfit.

Brothers David Crow and James Purcell were the other freezers on this trip.

Senorita Run

Another old crate that was on the trans-Atlantic run before the Liberties, C-2s started taking over, was the City of Montgomery, a Waterman rust bucket.

The Montgomery is now on the South American run, a good bet for the lads who have been a long time away from those dark eyed senoritas with the streamlined hips. A sure sign that these South American runs are getting popular is the fact that no trip carders were needed to take this ship out on her last trip.

Delegates for the voyage were C. Nelson, Jose Garcia, and N. Davis.

Keep In Touch With
Your Draft Board.

THE MEMBERSHIP SPEAKS



Lowers Boom On Paid Passengers

A great many men of all departments think they are passengers and don't have to do anything, except gold brick and pass the work along to some one else. A lot of men on deck will refuse overtime, thinking that thereby they are giving the mate a headache. The same goes for the way they treat the Chief Engineer and the Steward.

I think there should be a fine for any union member refusing overtime if it is possible for him to work, and not let a few do the job when all hands should take their turn.

I suggest that a provision be made in the Constitution providing a fine for members who refuse overtime just to make it bad for the steward or other department heads or because they don't want overtime they have to work for. Of course, everyone likes easy overtime, such as gangway watch, or serving extra meals.

There are jobs which come up at sea which have to be done. The men who refuse these jobs because it keeps them out of their sack for a few hours are merely destroying the good that was accomplished by hard-fought union organization.

How about some brother helping us out on this and making such a motion as we have suggested before a meeting.

CHARLES J. HARTMAN,
JOHN D. McLEMORE,
SS Raphael Semmes

Oldtimer Has Beef

I have been sailing as Steward all through the war but now I'm in the Staten Island Marine Hospital for a little dry dock attention.

A Steward has a tough job these days. He can't please anybody and a man is crazy to sail Steward when he can go Chief Cook without any worries.

I was on the Texmar for 18 months and on the Bellingham for more than 9 months, so I have had some experience. But a lot of new men on the ships now who don't know how to boil water blame everything on the Steward. How can a Steward give the men steaks when the companies don't put them aboard? You can fry meat that doesn't mean you can chew it and when the meat is old and tough why blame the Steward?

On one ship I disrated the Chief Cook because he wouldn't take orders and he wasted food. This kind of a man shouldn't be allowed to join the union. How can a Steward run his department right when the crew brings him up on charges every time he tries to use his authority?

"OLD TIME STEWARD"

Ex-GI Seamen Bewildered By Ship Full Of Gold Braid

I went down to Philadelphia not long ago to join a ship, with my sea bag on my shoulder and my Marine Corps (over-age) discharge in my pocket. Man, was I glad to be out of the ranks and back in the merchant marine again.

Then I saw my ship. Or at least it was supposed to be my ship. But I thought I must have wandered into the New York Yacht Club regatta or the annual Annapolis cruise. There was enough gold braid leaning against the rail, wandering around the decks and decorating the bridge to outfit a cruiser of the Omaha class. I felt surprised that the bos'n didn't call out his gang to pipe me on board.

I saw one man loaded with gold braid and thinking he was the captain I asked him when the ship would sign on. But it turned out that this individual was only the third cook, better known as the galley boy.

The purser? He was really a dilly. He looked like the admiral of the Philadelphia Navy yard on an inspection tour.

After we were at sea for a few days it got hot and some of the lads broke out in civilian clothes, which made me feel at home. Having overlooked outfitting myself with a high pressure I felt very lonely until I painted some gold braid on my black fireman's cap.

One of the oilers had a very fancy single screw design on his



cap, with one gold bar. When I asked why he didn't have at least twin screws on his hat he didn't like it a bit.

I was glad to get off this ship, for I felt rather naked all trip around this splendor and sartorial elegance.

But seriously, brothers, there is danger in sporting all this gold braid. It will lead to the day when we shall be saluting and piping, clicking heels, doing calisthenics on the quarterdeck, and forming guard mount when the 8-12 goes below.

NEIL FITZGERALD, Oiler.

Ed. note: Brother Fitzgerald was in the Bougainville fighting and other Pacific campaigns before being released as over age. He put in two hitches in the Marine Corps before the war, once serving in the marine guard of honor on the Presidential yacht Mayflower during Harding's term.

WSA Has School Tankers Need SIU Seamen

The WSA has school on the brain. They would start a school to teach wipers how to clean heads if they had any instructors who ever cleaned a head.

Their latest brain storm is a school for "Stewards Training Mates." Fancy title, isn't it?

But take it from me the name is all there is to it. On an order from the company I went to this school, which consists of a nine-day course to teach steward department men how to handle troops. We studied from a sheet of mimeographed papers and after it was over I didn't learn anything that I hadn't known after my first trip as a messboy.

I think it's foolish that trained cooks should be subjected to this kind of phony schooling.

HENRY MARTIN, Chief Cook.



Bassett Crew Restricted

We would like to protest the action of the ships agents in stopping shore leave on this vessel when there was no reason for it.

The Richard Bassett of the Bull Line was at pier 22, Brooklyn when shore leave was stopped at 11 A.M., June 30. As the ship was not fully loaded, the captain extended the shore leave to 8 A.M., July 2. Then the Customs guard came on board with a notice restricting all men from 8 P.M., July 1. Bu this time almost all of the crew were ashore.

The night mate called the port director and explained it was impossible to have the ship loaded before 4 P.M., July 2.

The port director said the restriction would be lifted if the ships agents agreed, but A. H. Bull refused, thus making a small group of men stand watch for the benefit of the rest of the crew who were ashore.

Nothing can be done about this now, but how about reminding the agents that such stringent regulations which were all right in '42 and '43 can be relaxed a little now with the war over in Europe.

EDWARD J. KELLY,
DWIGHT CARROLL

PLUGS BIGGER LOG

Glad to hear you are going to improve the sheet. It doesn't need to be the Pilot's size and be full of baloney. Take it easy and build well.

Now if you are sincere citizens of the United States, you can slay the Pilot and carry a big headline across the bottom of the page something like this: "Always anti-fascist and anti-communist."

Your bonus map will probably keep the Log in more hands longer than anything else published for seamen's information.

PHIL McCANN

Good Officers Deserve Boost

It seems like most of the letters written to the Log by crews are beefs and gripes about ships or skippers and engineers.

The SIU has a lot of ships and they all aren't like you might think by reading some of these letters.

I remember one ship I sailed which was damn good and there are plenty of other crates like her. She was the William B. Giles, with C. C. Murray as Captain and Worsham Chandler as Chief. Both of these men were tops and you couldn't find a better old man than Murray. Some of you old timers may remember him from the Clearwater, which ran out of New Orleans back in the '20s.

It seems to me that it does just

Sincerely,
P.H.P. (Steward)
Blk. No. 17751

Calls NMU Line 'Moscow Music'

In picking up an NMU "Pilot" down in New Orleans last week, I was interested to see their demagogic, swindle campaign in regard to seamen's wages, in which they take credit for everything that has ever been done or ever will be done for the seaman.

The technique of this NMU-communist propoganda is simple and no seaman should be fooled by it. Briefly, it is this: to start a slogan campaign such as "\$200 a month for ABs", then, if the other unions raise a skeptical eye about it, the NMU rakes them over the coals for not being interested in the seamen. And when other unions, when the time is ripe, also go in for more practical wage increases, the drum-beating commies from 17th Street can say that they were only following the lead of the NMU.

Always the NMU technique has been the same: the use of slogans to make the membership think the leaders are doing something for them. Keeping the members hypnotized is their policy. During the past few years we have had a constant parade of NMU causes, which get the membership all hepped up and excited but which in the end do absolutely nothing for the seamen.

These rabble-rousing "causes" included "Down with the Fascists", "Elect Marcantonio", "Aid for Tito", "Aid for Red China", "Relief for Russia", "Keep 'Em Sailing", "Picket Pegler", etc., etc.

Demagogy is the art of beclouding the real issues and that is what the NMU leaders thrive on. While good old-line seamen in the NMU are sickening of this political skull-duggery, Curran and his henchmen will be thinking up a new slogan for them.

They will keep promising the membership the moon made out of green cheese, and then launching a tirade against the SIU and Harry Lundeberg's SUP if they don't get it.

As for me, I woke up to this nonsense long ago. As far as I'm concerned it's all just a lot of phony "Moscow Music".

Old N.O. NMU'er.

as much good to write a letter to the Log giving a big hand to a good skipper or a good Steward or Chief as it does to be giving these quarterdeck performers hell all the time. Let skippers like Murray know that they are appreciated and we may get a lot more like them.

Among some other good men I might mention old man Goodman, formerly of the Dynastic, and Cjerney, Chief on the Calmar Line; also Blackie Smith, who sailed Chief Mate with the Bull Line.

J. G.

French, Swedish Seamen Make Gains, Prepare For New Fights

(ITF) The French Merchant Marine Officers and Seamen affiliated with the CGT (French Federation of Labor) and the ITF, held a joint general meeting at Webster Hall in New York on June 26th. About 450 officers and seamen were present at this meeting.

Unanimously they adopted a motion condemning the activities of certain shipowners, which were opposed to the recovery of France and demanded that the public authorities take the necessary measures to purge and punish the guilty.

Other motions passed called for:

The nationalization of the French merchant marine as the only way to assure the restoration of a merchant fleet worthy of the French nation.

A wage hike of 70% on their basic wages to become effective on August 1, 1945.

The unification of their pension fund, in order that seamen may look forward with confidence to the day that they will have to leave their tedious trade.

The right for all seamen to vote while away from their country.

The International Seafarers' Charter sponsored by the ITF to be elaborated by the International Labor Organization, and quickly put into application so that the International competition will no longer be permitted to be carried out to the detriment of the seamen.

(ITF) After six months of long and tedious negotiations, the

Swedish Seamen's Union finally signed, on June 9, a new collective agreement effective from June 5.

When it started negotiations in January, the Union had based its demands on conditions laid down in the International Seafarers' Charter. The negotiations eventually became so deadlocked that strike notice was given for June 6, after a ballot among the membership. The day before the strike was to begin, a last minute conciliation proposal was put forward and although it did not reach the seamen's expectations, they were unwilling to bear the responsibility of a conflict at a time when shipping is so badly needed to relieve the distress in Europe.

The new collective agreement, however, brings the Swedish seamen a step forward towards the application of the minimum demands stipulated in the International Seafarers' Charter.

The basic wages of Swedish seamen were increased by 35%. The 20.7% cost of living index remains in effect. War risk bonuses are paid according to zones; 25%, 40%, 80%, 125%, 175% and 200%. The 200% bonus is applicable to the zone ranging between West of longitude 160° West and East of longitude 60° East.

The wages per month of an AB on a Swedish ship are now as follows:

Basic wage Kr.	250.-
Cost of living index	52.-
Total Wage Kr.	302.-
	or \$71.90

For a voyage U.S.A.-England the total earnings a month of an AB would be approximately:

War risk bonus 4 days 40% zone	
War risk bonus 5 days 125% zone	
War risk bonus 5 days 175% zone	
Total war bonus approx	\$ 32.94
Monthly wages	71.90

Total earnings\$104.84
Seamen sailing out from U.S. ports on voyages exclusive of European waters receive a compensation of 105 kr. a month or \$25.00 for higher cost of living, thus bringing their wages up to \$96.90 or approximately equal to the American seamen.

WARNS OF RACKET IN SEARSPORT

By J. E. SWEENEY

BOSTON—This little warning should be given to the membership, in the event they hit SearSPORT, Maine.

The first night ashore, and if you are one of those who take a few, you are lucky to get back to ship without hitting the hoosegow. And remember, it's just a few. You haven't made a rumpus. Just ask any of the brothers who have paid off the \$12.70 they hang on you.

If you go ashore the second night, they'll be spotting you. And it's thirty days the second time, and all the lawyers in the county cannot save you. Ask any of the boys. Even the skipper's plea of sailing shorthanded means nothing.



Men In Marine Hospitals This Week

STATEN ISLAND HOSPITAL

- P. GALLATLY
- L. R. BURCH
- W. B. MUIR
- F. SARMENTO
- H. V. WILSON
- J. M. JOHNSON
- L. G. GRAHAM
- SALVATORA BIONDA
- EMIL VON TESMAR
- L. M. MOODY, Jr.
- K. E. OLSEN
- R. C. BURNS
- B. B. LENOIR
- L. C. KATES
- BERTEL BRYDER
- J. A. SPAULDING
- Z. W. CULLISON
- L. L. LEWIS
- L. R. BORJA
- RAMON BURGOS
- J. S. CAMPBELL
- R. A. BLAKE
- E. V. FERRER
- H. W. E. FREDERICKSEN
- ROBERT POWELL
- H. S. TUTTLE
- DAVID NORDSTROM
- R. GILBERT
- B. CUCUTA
- S. RIVERA
- O. STENMO
- L. MELANSON
- W. C. WAGNER
- EVERETT KNOWLES
- PABLO ORTIZ
- JOSIAH MEGILL

- SALVATORE LACORTE
- EDWARD J. KARKELL
- JOHN NEAL
- SOL R. DURRETT
- A. M. DUCLOS
- DEAN WHEELER
- A. R. (ONE ROUND) KING
- OSCAR F. HEIL
- F. PALERMO
- R. L. HUNTER
- A. MOULTON
- V. A. KENNY
- R. A. LYNN
- F. E. SALLINGER
- B. KLIMINSKY
- H. STILLMAN

SAVANNAH HOSPITAL

- B. R. PETERMAN

ELLIS ISLAND HOSPITAL

- D. McDONALD

FORT STANTON

- ARCHIBALD McGUIGAN
- N. GAMANIN
- REMBERT G. GOODLOE

BRIGHTON HOSPITAL

The following members of Boston Branch are in Brighton Marine Hospital:

- F. ALASAVICH
- JOHN DUFFY
- PETE KOGGY
- JOHN BARR
- TOM MCCARTHY

The Jewish Welfare Board of Brookline, Mass., called the Victory 9, is doing a good job of helping the boys at the hospital, giving up their time and money, and coming up to the hospital giving out cigs, candy, and fruit. They go to the Army, Navy, Marine Hospital each month and do what they can for the boys. As all this money is their own spending money they deserve a lot of credit.

JOSEPH E. LAPHAM,
Boston Patrolman.

SAVANNAH HOSPITAL

- RUBIN HUBBARD

NEW ORLEANS HOSPITAL

We've got some men in the Marine Hospital here in New Orleans who would appreciate a little attention. How'd you feel if you were stuck in bed (even though there are some damned good looking blondes and redheads nursing you) and you didn't get some dope on how the outside world's doing without you?

Get out the pencils and paper or an old battered typewriter and write at least one letter today to one of these guys if you know him. Even if you don't know the guys, they're brothers and it won't take too much time to write a note on a card, or to buy one of those special "get well cards" just to let someone know he's still important and that the crews still sailing are thinking about him.

Address letters for the following men to 210 State Street, New Orleans, La.

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

A HARD FOUGHT GAME OF DARTS



If real dough was bet on this game we doubt if there would be such big smiles on the faces of these brothers in the New York hall's new recreation floor. But it is a far cry from the old hall at 2 Stone Street . . . the enlarged piano box with the hard benches . . . and it is something to smile about. In this friendly argument are left to right, Thomas Athey, Jr. Eng., J. F. Long, FOW, and C. B. Palmer, FOW.

AROUND THE PORTS



School For WSA Bureaucrats

By W. PAUL GONSORCHIK

NEW YORK — Shipping has been rather hectic for the past two weeks, and it will probably continue so, especially in the steward department. Manning these Victory, C-2 and Liberty scows that are being converted into troopships is a job, and the WSA is doing its damndest to make it more difficult.

The WSA claims that for certain key jobs in the steward department aboard the Victory ships, the men must go to that up-grading school for several weeks. I wonder when they will learn to stop wasting taxpayers' money (which means your money and my mine)?

What can they teach an experienced baker, butcher, chef or cook of long experience, when their instructors are men who are not even capable of making good messmen? To listen to the technical bull they throw you, you'd imagine that they've had years at sea, when a good many of them have not been out more than six months. These are the boys that are to teach the oldtime bakers and butchers how to do their jobs. It beats all hell the way some of these Government agencies can find to spend money foolishly.

What did some of you fellows learn at the Hoffman Island school, outside of drill? You've learned more at home setting the

table, cleaning up around the house, and keeping the garage tidy, before you came to sea. How about some of you fellows writing in and pointing out just what you did learn at these schools, and how much it helped you when you went aboard ship as a green hand — particularly you fellows who went to that Hoffman Island school.

Personally, to me, trying to force experienced men go to a school that is handled by incompetents is hash for the dogs. Why not send all these WSA bureaucrats to a retraining school to teach them how to run the WSA?

Red Truesdale got a letter from Blackie Gardner, from way down under. He, McCuiston and Peg Leg Anderson are all on the same T-2 Tanker. From what I can understand, Blackie shanghaied a kangaroo into McCuiston's bunk one night, and now the kangaroo is chasing Mac all over Australia.

Those of you members who are really interested in helping in the organizing drive, contact Paul Hall or the organizers on the fifth floor of the New York hall. The organizers are doing a fine job, but the work could be done much quicker if everyone cooperates with them.

If you are bringing any of your friends to join the SIU please be sure that they have a spare passport photo, so that it can be attached to the permit card.

NO NEWS??

This week we received silence from the Branch Agents in the following ports:

- PHILADELPHIA
- CHARLESTON
- JACKSONVILLE
- SAN JUAN
- HOUSTON

Chief Electrician Hides Books

By E. S. HIGDON

NEW ORLEANS — Shipping is not so good—not so bad—just fair. Most of the ships coming to the port are still in transit, but we've had several payoffs this past week—the SS Calvin Austin, SS Babcock, and the SS Leona Polk.

The beefs on these scows have all been simple ones—easily settled, as usual, to the satisfaction of both crews and companies. And since both Mobile and Tampa have had a scarcity of men on the beach, New Orleans has sent brothers to these ports to help out.

Some guys just never learn. There's a finky chief electrician aboard the SS Memon who, though asked to produce his books, hands the crew the old line of "mind your own business and I'll mind mine." The question is asked—do those books really exist—if so, where are they?

Mr. Richards of Mississippi SS Co. is going after the electrician today to clear up the case and also he's forcing the buckaroo skipper to let the men use the laundry room. Seems the skipper preferred dirty or dingy clothes on his crew up to this time.

And when it comes to an open and shut case like the SS Blue Island Victory with its transportation beef of last week — we can't get any action. The WSA

White, went out as chief slave driver. I am sure that there will be no disputed overtime when she pays off at the end of the voyage.

Information for all the P&O stiffs: There is a rumor that the company is going to revive shipping again, with one passenger from here to Havana, one from Miami and a passenger car ferry from Key West to Havana. Won't that be a day for the bean pickers?

I was sitting in the hall the other day, wondering where I was going to get enough men to crew these ships up, when some one came in and asked how shipping was and, by George, the old cock of the walk, Sonny Simmons, came in. First thing that he wanted to know was how are all the squabs, and where were they now. I gave him a telephone list about two feet long, and now I don't suppose that I will see him for a week or so.

Signed Charges Against Himself

By CHARLIE STARLING

BALTIMORE — Business has slowed down a little here, but that does not mean you can't get a job. We would like to see some old time stewards department men come this way, as we have some blow-up Liberties that will crew up in the next two weeks. We had one of the Bull Line's old tubs in last week and there was a beef thereon with all hands signing a statement that a certain Messboy was dirty, lazy and so forth. Looking over this signed statement I came across a name that looked suspiciously familiar, and on checking what do I find but that the unclean Messboy had also signed the petition. That's just another proof of the old saying that people will sign any-



thing in the way of a petition.

A word of thanks is in order to the crews of the ships that have been in this port recently, for their cooperation in keeping the proper manning scale.

Brother Dickey and myself had two good beefs from a Mississippi ship involving high slop chest prices and the breaking of the 2nd Cook and Butcher down to Messboy. The slop chest beef is getting fairly common and needs cracking down on. In this case the crew were refunded \$43 in overcharges.

The other beef was certainly a raw deal. Our man was shipped as 2nd Cook and Baker, but when he got to the ship the captain said what he wanted was a 2nd Cook and Butcher. The man told the captain he was no butcher, but the captain told him to sign on anyway and it would work out okay.

However, when they got to sea the Steward broke this man to Messman because he had a man that was a much better butcher. Then when the ship got back to Norfolk the Coast Guard put the man up on charges of incompetence as a butcher and they took his papers for three months.

The case is being appealed and we shall push it as much as we can, and show them they can't do just as they please. This sort of thing is the limit, and shows we have good reason for not wanting those people to have anything to do with us in peace time.

Shipowners' Love Song

Curran is a friend of mine:
He will do it any time.
For a nickle or a dime:
Fifteen cents for overtime.

TWO NEW SHIPS TO BE CREWED SOON

By D. STONE

GALVESTON—The 16th and 17th we will crew up two new ships for Waterman, the M. S. Cable I. out of the Houston yard and the Blackwall Hitch out of the Beaumont yard. These vessels are C1-M-AV1 Diesel type vessel. We also have two Victory ships in the Galveston yard being converted and these should be ready in the next two or three weeks and calling for crews.

This past week shipping has been very slow. We have now over a hundred men on the beach here. The draft board recently has been grabbing off some of our members who have stayed ashore too long. Five of the local boys just last week received their pre-induction notices. All five of them are now aboard ship and I doubt very much if any of them will again over stay their leave.

Psyco-Sawbones Hold Up Shipping To Stow Grub

By JOHN MOGAN

BOSTON—Shipping and business is slow. We have had several payoffs in Searsport and Portland, Maine. This coming week will be much better from reports. Several ships will hit this port within four days as of this writing.

We are having the same old trouble with the WSA psycho-doctors here in Boston and at least two ships have been delayed due to their actions. There are two of these misfits here in Boston and when the clock strikes twelve (mealtime), they both walk out for chow and leave the joint (it's rather crummy and dirty) in charge of an office girl. Consequently all shipping stops from twelve to one.

The NMU has given a story to the Boston Globe stating that the bonus is being cut 33 1/3 per cent. By their statements it is obvious that they have been collaborating with the WSA in reducing the take home money of the seamen.

Incidentally, several NMU members scabbed in our recent tiff with the WSA over a proper manning scale for the Stewards' Dept. on converted troop carriers. **SOLIDARITY!**



It's Hot Shipping In Gulf City

By JAMES TUCKER

MOBILE—Shipping has been very good in this port with quite a few jobs being called to New Orleans, and at the end of the week we still have forty-five jobs still to be filled. So any one wishing to get out in a hurry just drop in on Mobile; we run out to all parts of the world.

In the past week we have paid off five ships with all overtime beefs settled to the satisfaction of the crews. The ships that were paid off are Alcoa Cutter, Alcoa Pilot, Falmouth, all Alcoa scows; the Governor John Lind, Bull Line, and the Unaco, Waterman.

Besides crewing up these ships, we also crewed up two new ships, the SS Topa-Topa, Waterman C-2 out of Mobile; the SS Francis O'Gara, Calmar Line tank carrier out of Panama City, Fla., and the SS Cody Victory, Alcoa, which has been converted to a troop carrier.

The SS Dolmar took a crew for the Sunshine run down to Brazil. Quite a few of the fellows were getting homesick for the senoritas that abound in the cities of South America.

We are needing men for the stewards department, as we will have the Hagerstown Victory out of the shipyard just as soon as

she has been converted to a troop carrier. Anyone wanting to go back to see some Madamoiselle just drop in.

We now have Brother Tucker, the Charleston Agent, in town to relieve Brother Bales as Agent, temporarily. We wish Brother Bales a nice vacation.

NO MEN ON BEACH

By D. L. PARKER

TAMPA—Things in this port are on the boom again. We just finished crewing up two Waterman scows—that is, almost. We had to call about four different ports and were still two men short. One of them was the SS Northern Adventure, and the other one the SS William Lester. The company changed the name of the Adventure to Francis Burfley—wonder where that one came from.

I have completely exhausted the supply of seamen power here in this port, with only four men on the beach now. I suppose that we will be getting more of these baby Liberty greyhounds of the sea in the near future.

Brother Joe Lopez went out Serang on the William Lester with all Tampa boys, and one of our retired members, Perice

Slave Bill May Take A Beating

WASHINGTON (LPA)—Labor leaders this week saw a good chance that the notorious union-busting B2H Bill, authored by Senators Burton, Ball and Hatch, may never reach the Senate floor intact. The legislation, designed to create a new Federal Industrial Relations Act but denounced by all sections of organized labor as a bill to enslave and strait-jacket unions, has been sent to the Senate Education and Labor Committee.

Chairman of the committee, which is known as the nearest thing to a pro-labor committee in the Senate, is James Murray (D., Mont.) author of the full employment bill. No amendments have yet been offered to take away the bill's more pernicious provisions but labor leaders were confident

that they would be offered if the proposed law ever comes to the floor of either the Senate or House. However, it was pointed out that after hearing testimony of representatives of labor and liberal groups the Senate Education and Labor Committee may report out a greatly modified bill. There is a possibility even that the committee would refuse to report it out.

"One thing is fairly certain," declared one Congressman. "That bill is going to find damn tough sledding in the Senate Committee. Remember it was that committee that turned up the multitude of civil liberties violations and the details of how anti-union employers hired professional strike breakers and built up arsenals to shoot down their own workers."

He predicted, however, that B2H would probably not reach even a committee hearing before September or October. Its only supporters outside of Congress, so far have been the reactionary newspapers and columnists. Westbrook Pegler who has long sought the destruction of the Wagner Act and the Nat'l Labor Relations Board contended that the introduction of the B2H bill proves his contentions up to the hilt because B2H would undermine the Act and the NLRB. In addition it would practically outlaw the closed and union shop and make it almost impossible for a union to call a strike.

The Workers Defense League last week joined other liberal organizations in condemning the bill as a threat to the existence of trade unions and the democratic way of life. The WDL's national counsel, Max Delson, said that the legislation is "a definite threat to the organized labor movement in the U. S." He asserted that "if it is enacted into law it will not only impair the functioning of the Nat'l Labor Relations Act, but will afford recalcitrant employers the opportunity of intensifying

their anti-union campaigns. Since the right of employes to organize is a fundamental right, any encroachments upon this right does violence to the concept of a free trade union movement. The right to strike will be curtailed," he concluded, "in that this measure encompasses compulsory arbitration. This measure sets up a complicated set of machinery which will be resorted to for the purpose of interfering with and delaying the processes of collective bargaining."

Donald R. Richberg, real author of the B2H bill, made headlines when he offered to debate the presidents of the AFL, CIO and UMW and forfeit \$1000 to the Red Cross if he was not judged a winner by "impartial judges." The challenge, branded as "cheap publicity" by one labor leader, was not answered and expectations were that it would not be. CIO, AFL and UMW officials will undoubtedly give their viewpoints at the Senate committee hearings.

New NLRB Chief



Paul M. Herzog, appointed by President Truman to head the National Labor Relations Board, was sworn in on the same day the NLRB celebrated its 10th birthday. A former chairman of the New York State Labor Board, Herzog at 39, heads into the stormy reconversion and postwar battles between the CIO and AFL on jurisdictional issues the NLRB has never before had to confront. But almost all organized labor approved his appointment. (LPA)

SAVANNAH SHIPPING HITS A LULL

By ARTHUR THOMPSON

There was very little shipping in Savannah last week. Only eleven men in all three departments. We now have a shipping list with mostly ABs and Oilers as we had before our recent shipping spree. We did not have enough full book members, however, to form a quorum.

I spent a good deal of time on the various ships in port straightening out small beefs and I also had a few which were sent from other ports to be straightened out with the South Atlantic. After squaring these away I asked them to supply me with a list of unclaimed wages and they agreed to send it out as soon as possible. Our Assistant Secretary Treasurer asked me to get this list so that he can complete his records.

Brother Peterman is still in the hospital and last week Rubin Hubbard, who makes more noise in the Savannah Hall than the combined membership, fractured his leg while skating. We're not sure how long he'll be there but hope he will be out soon. The nurses in the hospital will have their hands full while he is there because nothing short of two broken legs can keep this boy in place for more than five minutes.

There is no sign of anything new coming in at present but we hope to have a few more ships before this gets to press.

Novel Ship In Montreal

MONTREAL, July 1 — Harbor workers got a look at something new in cargo liners this week with the arrival of the 15,000 ton Lamport & Holt ship Defoe in from Liverpool and Belfast on her maiden voyage.

Less than three weeks out of the shipyard of Harland-Wolfe, Belfast, the Defoe is the first ship to appear in port with her navigating bridge, living accommodation and dining room all inside the big streamlined smokestack. Her entire cabin space for 24 pas-

sengers form the outer wall of the big stack. Even the wireless shack, chart rooms, and other auxiliary cabins are all completely housed in the smokestack.

The Defoe carries the very latest type of lifesaving gear. Her lifeboats are unsinkable, are equipped with special wireless sets with a range of 600 miles, and with motors.

The Defoe's crew is also equipped with special lifejackets which, should the crew be forced into the sea, can be seen for some

AKRON RUBBER WORKERS STRIKE



All rubber production stopped in Akron, Ohio when members of United Rubber Workers (CIO) struck the Goodyear and Firestone plants and the remaining two tire companies closed for repairs. Goodyear workers expressed willingness to return to work after Navy seizures of the plant. Here workers picket (top) Goodyear, and (bottom) Firestone plants. (Federated Pictures)

AFL's 65th Convention Blocked By Travel Ban

WASHINGTON (LPA) — For the first time since 1881 the AFL may not hold its annual convention. President Green has advised all AFL affiliates that the Office of Defense Transportation "rejected the application filed by the officers of the AFL to hold the 65th annual convention of the AFL next October."

ODT's travel ban has prevented practically all unions from holding national conventions involving more than 50 out-of-town delegates. The August meeting of the AFL executive council in Chicago will consider what to do about the postponement of the convention and such questions as the election of officers.

Green declared that ODT was given "facts and reasons which

were considered sound for the holding of our convention." Sections of the AFL laws and constitution provide that conventions shall be held annually and that officers must be elected by delegates in attendance at conventions were presented. Probably the council will re-elect Green and its other officers to carry on the administration until a convention is possible.

Two results of the convention ban on the AFL are the possibility that it may keep the United Mine Workers out and the Int'l Ass'n of Machinists in. Prediction has been that the convention would create a new executive council position for John L. Lewis who has insisted on that as a prerequisite for the reaffiliation of the 400,000 UMN members. The IAM, with 600,000, has threatened to withdraw from the AFL because of the executive council's failure to settle a long-standing jurisdictional fight to the IAM's satisfaction.

distance due to their brilliant colors. Her builders have also looked after the safety of the crew by making it possible to turn off the ship's engines without going below. Whoever happens to be passing along the main corridor if the ship is hit by bombs or torpedoes merely moves a lever and the motors immediately come to a stop.

IN 10 YEARS
NATIONAL LABOR RELATIONS BOARD
HAS HELD 24000 ELECTIONS



CIO AFFILIATES WIN 15,000 ELECTIONS
AFL AFFILIATES WIN 8,000 ELECTIONS
INDEPENDENT UNIONS WIN 2,500 ELECTIONS



BULLETIN BOARD

—Unclaimed Wages— Mississippi Steamship Company

Walberg, Leonard C.	14.10
Wald, Leon Y.	17.72
Walker, Alton B.	15.10
Walker, Elmer R.	2.79
Walker, G.	23.78
Walker, Gus	.98
Walker, H. T.	4.69
Walker, John E.	1.42
Walker, Thomas D.	3.96
Wallace, Elmer L.	98.75
Wallace, Harvey E.	2.23
Waller, Edward E.	24.98
Walls, Edward	2.00
Walowitz, Harry	5.02
Walsh, J.	143.17
Walter, William F.	2.80
Wannall, William E., Jr.	.71
Ward, Admiral D.	21.46
Ward, E. W.	10.72
Ward, Willis	4.32
Warner, William S.	.39
Warup, Charles P.	3.71
Warren, Paul	1.05
Warren, William	.87
Washington, Wilfred	2.11
Wastenev, Richard	.74
Waters, Eugene	.99
Waters, William V.	.80
Watkins, Edward W.	2.64
Watkins, Wayne W.	3.77
Watson, A.	3.52
Watson, A. L.	1.98
Watson, F. M.	11.63
Watson, John J.	2.23
Watson, James L.	.69
Watson, Tellis L.	20.09
Wayson, John W.	71.41
Weathersby, John E.	8.89
Weaver, J. W.	70.39
Webb, John R.	4.27
Webbs, John R.	1.63
Weber, Charles	.99
Weber, Carl F.	15.75
Weber, John C.	2.54
Weber, Charles E.	65.58
Weber, M. E.	39.59
Webster, William P.	.74
Wedge, Primus L.	16.36
Weickgenannt, Albert	16.93
Weigand, J.	15.82
Weinker, William J.	11.47
Weinreich, Frederick O.	11.84
Weiss, Harold	1.42
Welch, Francis J.	11.36
Welch, Joseph	1.48

Welsch, Joseph	63.39	Williams, Alfred C.	11.17
Wendel, George R.	.04	Williams, Arthur L.	5.94
Wendell, A.	26.67	Williams, Charles	2.88
Werhan, George J.	7.34	Williams, Clarence	14.53
Wery, Edgar J.	6.00	Williams, Enos E.	.99
Wessels, L. E.	21.16	Williams, George G.	2.08
Weseltier, Richard	82.36	Williams, George R.	5.13
West, Howard E.	7.82	Williams, J.	.50
West, Lewis F.	2.96	Williams, John L.	8.06
West, Norman	2.84	Williams, Lindsey	32.46
Westhoff, Robert	9.72	Williams, Ralph L.	3.57
Weston, B. A.	9.72	Williams, O.	2.84
Wheaton, Alexander	.74	Williams, Thos. R.	11.81
Wheeler, Fredric A.	82.04	Williams, Wilbert	13.06
Wheeler, George M.	2.32	Williams, William J.	1.33
Wheeler, George	5.65	Williamson, Samuel W.	17.30
Wheran, G.	.59	Williamson, W. P.	12.47
Whitaker, Lane E.	9.86	Williamson, William	4.90
White, Amos L.	13.40	Williford, J. E.	2.23
White, Charles C.	42.18	Willik, Mikal	6.40
White, F. J.	1.20	Willis, George B.	5.94
White, F. S.	7.51	Willis, Gordon L.	2.13
White, George A.	5.69	Willis, J.	14.17
White, Herbert	98.75	Williston, Joseph V.	3.13
White, John E.	5.92	Wilma, Raymond	14.82
White, Louis M.	19.51	Wilson, Bena E.	2.82
White, Paul B.	38.39	Wilson, Bennie	6.65
White, Robert	61.68	Wilson, Ernest L.	7.19
Whited, Elmer W.	5.72	Wilson, Harry P.	17.10
Whitney, Chas. J.	.01	Wilson, John Banker	61.62
Whitney, Ivan	3.40	Wilson, John H.	2.11
Whittier, C.	.57	Wilson, John M.	4.98
Whittier, W. E.	3.00	Wilson, John W.	5.46
Whitting, C. H.	13.03	Wilson, Melvin	2.17
Whittington, Clyde W., Jr.	.79	Wilson, O. H.	10.00
Wibbleman, Roy L.	20.38	Wilson, Robert C.	7.11
Wickstaud, E.	.99	Wing, L. S.	145.49
Wiegand, J. A.	17.80	Winnick, Anthony, Jr.	8.53
Wify, L.	1.65	Winter, Henry M.	29.12
Wiggins, Gerald W.	9.10	Wipe, Max	17.79
Wiggins, Willie O.	2.23	Wittkope, Ernest D.	5.25
Wilborn, C. J.	6.67	Wittlesberger, W.	.23
Wilce, H.	3.00	Wolff, Justin T.	3.40
Wilcox, R. W.	22.52	Wolfe, John R.	.35
Wilce, Horace D.	1.98	Wolf, Moffett L.	26.46
Wilde, Guenton	5.69	Wolford, Woodrow	1.90
Wilder, R.	2.47	Wolinski, Theodore	30.59
Wilder, Roy	2.51	Wool, Leland L.	36.89
Wilding, Emil L.	28.00	Wood, P. E.	5.69
Wilkins, C. T.	3.80	Wood, R.	2.75
Wilkins, Oliver G.	23.25	Wood, William E.	3.55
Wilkerson, Walter J.	114.59	Woodby, Dewey	1.50
Wilkinson, Winston P.	13.97	Woodall, George M.	2.64
Will, John	2.89	Wood, Carl F.	12.56
Willey, Virgil W.	15.84	Woodly, Edward S.	13.60

Woods, Herbert	4.74
Woods, Richard N.	18.72
Woods, Richard	2.00
Woods, Thomas	11.85
Woodward, Rufus	8.53
Wolf, Max S.	15.64
Woollard, John R.	4.22
Workman, Charles H.	3.38
Worrel, Clarence T.	18.18
Worth	3.16
Wread, J. M.	2.23
Wright, Arthur	7.10
Wright, Geo. W.	4.27
Wright, Glen Dale	.36
Wright, John	26.14
Wright, Robert Burton	.23
Wright, Swayne	1.07
Wuartz, Clifford T.	2.80
Wunsch, A. F.	.60
X	
Xidias, Dimitrios	7.69
Y	
Yadanza, Peter A.	15.00
Yadaya, Peter	9.75
Yantz, Robert J.	5.69
Yarborough, Henry	3.28
Yarick, James W.	1.98
Yellin, Sidney	6.95
Yenna, Lucas L.	.42
Yeoman, S.	45.34
Yettaw, Cecil LL.	5.07
Yorio, Dominick	1.48
Young, Emil	9.85
Young, Harry M.	5.64
Young, Herbert	2.40
Young, Jas. M.	8.56
Young, Wm. F.	4.50
Youngberg, Lawrence A.	6.11
Youngblood, William F.	11.38
Yuknis, Alton J.	.99
Z	
Zacala, Loyola J.	5.36
Zaieski, Mike	17.77
Zahari, Z.	14.00
Zalesky, Joseph	8.53
Zane, Victor	2.13

Zanco, John	.04
Zaniewski, Walter	24.15
Zastrow, Robert W.	4.98
Zanrowski, Harry	.20
Zavrowski, H.	8.89
Zelenske, Edward P.	9.04
Zelligs, Mendel	3.33
Ziereis, John A.	2.06
Zierio, J. A.	.82
Zimmerman, John O.	114.71
Zook, Donald Milton	1.07
Zurich, Stephen	1.88
Zvnda, Vincent W.	2.38
Zwicke, Stanley F.	10.59
Zydel, Stanislaus H.	8.53
Zynda, Vincent W.	1.87

Waterman SS Corp.

A	
Abston, M.	\$ 1.80
Abston, Max A.	16.83
Ahearn, T. F.	12.06
Allen, B. L.	12.06
Anderson, E. J.	3.39
Arnold, Earl W.	7.23
Auburn, Donald E.	10.24
Aumann, C. B.	12.06
B	
Bakkerod, Bertran	25.15
Ballard, E. A.	17.90
Barnes, J. V.	29.55
Beiter, F. C.	25.91
Bell, Chas. O.	9.02
Benson, E. L., Jr.	4.70
Bergstad, Sigurd	65.40
Birch, Oscar	36.97
Blair, Paul	59.01
Boddeau, R.	10.55
Bohn, Wilbur J.	5.63
Bowden, Jay C.	5.75
Bowman, M. H.	2.68
Breeding, Newton	12.23
Brett, Stanley T.	17.90
Brockman, Wm.	1.37
Brown, W. J.	17.90
Bullock, John	12.06
Burman, V. M.	1.37
Bur, John Z.	8.26
Burns, N.	12.06
C	
Cantor, T.	2.13
Casey, Soloman	4.22
Candell, Don D.	13.56
Coulia, E.	12.06
Chadez, C.	12.06
Chavez, J.	2.30
CCook, Lawrence D.	39.92

MONEY DUE

PACIFIC TANKERS

The following men have overtime coming to them: Snyder 71 hrs; A. Satbal, 46 hrs; Reynolds, 46 hrs. Write to Pacific Tankers, Inc., 433 California St., San Francisco 4, Calif.

SS JOHN BLAIR

Ray Rife, who paid off in Boston, has three hours due. Collect at Calmar, 44 Whitehall St., New York City.

SS T. BROWN

C. Tinney has 8 hours and 1/2 day's pay of galley man coming. W. Repsher has three days' pay due for doing sick man's work. Collect at Mississippi, 17 Battery Pl., New York City.

SS COCHRANE

R. Riley, Oiler, has \$3.65 due him. See Patrolmen Algina or Volpian on 5th floor of the New York hall.

BAGGAGE AT NEW YORK

The following men have old baggage in the New York check room. Pick it up.

R. Beach, L. Cobb, O. Emberg, W. Hogan, E. E. Bailey, C. H. Toler, L. Carey, W. E. Girard, J. Hart, P. Craw, E. Crowley, F. Nitcheil, Colours, W. Foley, A. Banis.

D. Laine, McDonald, A. E. Brandstake, J. P. Fullen, J. Dougherty, L. H. Thorp, Tyler, L. M. Enright, C. E. Halgrow, V. Lopez, V. Walrath, H. Mallony, R. Cunningham, A. Coti, J. Doris, C. Glovier, O. Soranson, H. E. Meisling, R. Tharp, Richardson, H. West, G. Braden, N. O'Loughlin.

N. Stern, R. Mason, Young, R. May, Whidden, J. Bugyi, W. B. Jones, W. A. Morse, A. R. Phaneuf, R. W. Foster, E. Janeway, E. Manni, B. R. DeForrest, J. Fan-

cutt, E. L. Penn, S. Wise, P. Barrello, I. Veney, J. J. Williams, G. L. Scognomiglio, W. F. Fullbright, F. P. Schwerdt, Gardeneo, D. L. Delarie, F. Lawe, S. W. Johnson, Nagle, A. Zavacky, J. W. Jamesson, A. Thurston.

Packages are in the baggage room for the following:

James R. Tucker, Robert Burns, Chas. T. Gaskins, Fred H. Riedel, James E. VanSant, C. B. Pack, Jr., Joseph Joseph, Richard K. Boyler, T. J. Weber, M. E. Medina, John A. Ruhley, Claude A. Ray, Wm. Morris, Sam C. Trager, and Edward M. Brown.

An influx of draft classification cards are coming in to the baggage room—if you haven't received yours directed to this address, please check.

PERSONALS

ALFONS SHINKUS

Who joined the SIU in Wilmington, your books are ready for you. Call for them at the 6th floor of the New York hall.

SS PHINIAS BANNING

Will any of the former members of the crew who were on that vessel in July, 1944, when Joe B. Walton was lost at sea, please communicate with Sol C. Berenholtz, 1102 Court Square Bldg., Baltimore 2, Maryland, as promptly as possible. He represents the widow and surviving infant child.

SS PIERCE BUTLER

Will any of the former members of the crew who were on this vessel in November, 1942, when she was sunk by enemy action, at which time Felix Griffin was injured, please communicate with Sol C. Berenholtz, 1102 Court Square Bldg., Baltimore 2, Md., as promptly as possible.

SIU HALLS

NEW YORK	51 Beaver St.
BOSTON	330 Atlantic Ave.
BALTIMORE	14 North Gay St.
PHILADELPHIA	6 North 6th St.
NORFOLK	25 Commercial Pl.
NEW ORLEANS	339 Chartres St.
CHARLESTON	68 Society St.
SAVANNAH	220 East Bay St.
TAMPA	842 Zack St.
JACKSONVILLE	920 Main St.
MOBILE	7 St. Michael St.
SAN JUAN, P. R.	45 Ponce de Leon
GALVESTON	305 1/2 22nd St.
HOUSTON	6805 Canal St.
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St.
SEATTLE	86 Seneca St.
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd.
HONOLULU	16 Merchant St.
BUFFALO	10 Exchange St.
CHICAGO	24 W. Superior Ave.
SO. CHICAGO	9137 So. Houston Ave.
CLEVELAND	1014 E. St. Clair St.
DETROIT	1038 Third St.
DULUTH	531 W. Michigan St.
VICTORIA, B. C.	603 Boughton St.
VANCOUVER, B. C.	144 W. Hastings St.



UNION DEMOCRACY ISN'T THIS!

1. HYSTERICAL WAVING OF THE AMERICAN FLAG TO COVER SELL-OUT DEALS WITH THE SHIPOWNERS.
2. FINGERING FOR THE DRAFT BOARD AND COAST GUARD THOSE UNION MILITANTS WHO OBJECT TO LOVE FEASTS WITH THE SHIPOWNERS.
3. PERSECUTION OF RANK-AND-FILERS WHO REFUSE TO SIGN PETITIONS AND LETTERS DESIGNED TO PROMOTE STALIN'S FINKY POLITICAL LINE.
4. POLITICAL MACHINE CONTROL OF THE UNION AND THE SACRIFICING OF WAGES & CONDITIONS TO POLITICAL NEEDS.

UNION DEMOCRACY IS THIS (THE SIU WAY)

1. RANK AND FILE CONTROL OF ALL PHASES OF UNION ACTIVITY. SHIPPING RULES, DUES, MEMBERSHIP REQUIREMENTS, DUTIES OF OFFICIALS - ALL QUESTIONS ARE DECIDED BY COASTWISE MEMBERSHIP VOTE.
2. THE UNION STANDS BACK OF ITS MEMBERS IN BEEFS WITH THE COAST GUARD, THE IMMIGRATION SERVICE, OR THE SHIPOWNER. AN INJURY TO ONE IS AN INJURY TO ALL.
3. NO POLITICAL MACHINE DICTATION.
4. 60,000 FIGHTING SEAMEN BANDED TOGETHER FOR THEIR COMMON GOOD.