

SEAFARERS LOG



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Seamen And The Peace

.. AN EDITORIAL ..

Peace, it has been said, is the absence of war, but the military victory over Japan does not necessarily mean that peace and security will come to the American people.

The industrial cutbacks that preceded by a week the war's end hint strongly of the reconversion problems that face the nation's industries and the immediate elementary problem of groceries that face the American people, who have not the enormous cash reserves that industry has. Authoritative government sources are now predicting that there will be 7,000,000 unemployed by Christmas.

Congress, under the pressure of industrialists and reactionaries who oppose social security and reconversion legislation, preferring the hit-or-miss, profits first philosophy of "free enterprise," has left us with our economic pants down. Victory over our external enemies is ours, yet we are left facing the internal enemy—unemployment, insecurity—without a weapon.

The future that faces the country so bleakly faces, of course, the merchant seaman. In addition to the economic letdown he shares with the rest of the American people, he faces an opponent, the shipowner, who still has in fond memory the time when seamen were little better than slaves.

The merchant seaman will fight all measures which threaten to take from him the conditions he won at so great a cost. He is determined to better the wage and working

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STANDARD INLAND VICTORY MARKS A CLEAN SWEEP OF ALL PACIFIC TANKER LINES

In a final smashing victory which brought the Standard Inland Fleet of California into the SIU-SUP fold by a vote of 77%, the union completed last week its organizing drive in tankers on the West Coast.

With this election victory the entire coast is now solid SIU-SUP as far as the tankers are concerned. Standard Inland is the last of eight West Coast outfits to topple in the organizing drive. What was once a citadel of the open shop now becomes a union stronghold.

Standard Inland Fleet operates 18 towboats, barges and inland tankers in the San Francisco bay area. With no opposition on the

ballot, the SIU-SUP won overwhelmingly in a company which pays some ratings as high as \$400 per month.

In the long and often bitter organizing struggle which has now ended, the SIU-SUP faced every imaginable obstacle in its drive to make the tanker field 100% union. In some elections it was opposed on the ballot by as many as 4 other organizations. Throughout the drive the union had to fight sabotage from the NMU and from their stooges and allies in the companies and in the various government bureaus involved in maritime.

Despite all the anti-labor lies and provocations launched up

and down the coast, the tanker men showed that they knew the way to get pork chops — vote SIU-SUP.

The complete score in the west coast tanker field (6,000 jobs all SIU-SUP), is as follows:

- SIU-SUP TANKER OUTFITS**
- Los Angeles Tankers, Inc.
 - Deacon Hill Shipping Company
 - Pacific Tankers, Inc.
 - Richfield Oil Company of Cal.
 - General Petroleum Corp.
 - Tide Water Oil Company
 - Standard Oil of Calif.
 - Standard Inland Fleet of Calif.
 - Some record! Now for Isthmian!

LAND WARNED WE WON'T OPEN OUR WORKING RULES

The SIU International Executive Board, meeting last week in Chicago, threw down the gauntlet to those ship-owners and government bureaucrats who are now con-
vining to break open east coast working rules. In a sharply worded letter to Admiral E. S. Land, SIU President Harry

Lundeberg and Atlantic & Gulf District Secretary-Treasurer John Hawk warned that the rank and file seamen of all coasts would not sit idly by and allow the east coast operators to chisel conditions.

The Board pointed out to Land that the east coast conditions had been guaranteed under the Statement of Policy, and that since Land had been a signer of that Statement the union expected him to enforce its validity.

The entire question is now pending before the National War Labor Board, where the ship-owners have petitioned for the right to open the working rules.

Following is the text of the statement of the Executive Board as sent to Land by Hawk and Lundeberg:

Chicago, Illinois
August 7, 1945

Emory S. Land, Chairman,
U.S. Maritime Commission and
War Shipping Administration,
Washington, D. C.

Dear Sir:

There is pending before the War Labor Board a "dispute" case between our Seafarers' Int'l., Atlantic & Gulf District, and certain ship operators (Agents of the WSA), namely, Waterman Steam-

ship Corp., South Atlantic Steamship Co., Mississippi Shipping Co., Smith & Johnson, American Liberty Lines, Overlakes Freight Corporation, Eastern Steamship Lines, Alcoa Steamship Lines, Seas Shipping Company, A. H. Bull SS Co., Baltimore Insular Lines. This "dispute" revolves around whether these ship operators, (Agents of the WSA) can open for revision, the working rules in the collective bargaining agreements between our Union and the above-named companies. This "dispute" case went through the War Shipping Panel over our protest, the Panel ruling that these operators could open the agreement to amend the working rules. This is now pending before the War Labor Board.

It is our contention that the operators cannot open the working rules for the duration of the war, for the following reasons: In the first part of May, 1942, you called all Unions and Operators into Washington, D.C., and together with the Government a policy for the shipping industry was laid down, this policy looked towards establishment of harmonious relations between Labor and Management for the duration of the war. As a result of this conference, a document was

signed by our organization on May 4, 1942, called "Statement of Policy." This was also signed by you as Administrator of the WSA on behalf of the U. S. Government. I quote Section 2 of this document:

... "Wages and working conditions. Inasmuch as base wages, emergency wages, overtime rates, bonuses, war risk, compensation, repatriation and allotment conditions have been generally equalized in East Coast, West Coast, and Gulf collective bargaining agreements, which agreements have established equitable practices and standards in manning the American Merchant Marine, now necessary to furtherance of the war effort, it is therefore agreed that the existing collective bargaining agreements, including the wage scales therein contained, be frozen for the duration of the war."

This section was amended, via a Western Union wire, on May 8th, as follows:

... "Agreeable delete six words ... 'including the wage scales therein contained' ... from Section 2 of your Statement of Policy." (Signed Edward Macauley, WSA.)

Mr. Macauley was a co-signer with yourself on behalf of the Government to the Statement of Policy. Under this Statement of Policy, the collective bargaining

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Seamen And The Peace

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conditions they now have. What the SIU is determined to get is jobs for all bona fide seamen, wages that will give them a decent standard of living, decent shipboard working and living conditions, and end of government interference with collective bargaining.

These demands are much the same as those of the shoreside workers, and all of organized labor will fight shoulder to shoulder to attain these ends. The maritime industry, however, presents problems to the seamen which are not faced by shoreside workers.

The shipping industry is a so-called "deficit industry." That is, the bookkeeping is so rigged that the operators are able to milk the government for subsidies. The government through subsidies, therefore, is able to exert control over many aspects of the industry.

The extent and nature of government controls and regulations over shipping and thereby over maritime labor, are greater than in other fields.

To what degree these controls are imposed or relaxed in the immediate future is the seaman's concern, and vitally affects his future.

What, for example, will now be the role of the WSA? As we have pointed out before, the WSA—which has consistently acted as the voice of the shipowner—is seeking to transform its temporary wartime control over the waterfront into a permanent one.

If, despite the opposition of the SIU-SUP, it succeeds, will it continue its maritime schools where "seamen" are turned out on a mass production basis? Will it continue its upgrading schools? Its fink hiring halls?

Another question that will be of importance to SIU men is the one of trade routes. If these trade routes, as in the past, are restricted to certain operators, the limiting of competition will put a ceiling over the number of jobs available. Jobs for SIU seamen depend on the trade routes that SIU operators get. There is now frantic maneuvering by the operators behind the scenes to get for themselves either choice routes, or in the case of new companies, to have the routes declared open to all who would compete.

The attitude of the operators toward collective bargaining will directly affect the seaman in the months to come. Indications are that the shipowners will attempt to smash the SIU and other maritime unions. Attacks on overtime and the bonus, and the employers' brief before the NWLB plainly show the operators' attitude toward wage rises. Judge John J. Burns, counsel for several steamship lines, warns that the demand of maritime labor for wage increases would, if granted, "disrupt the entire labor situation."

The *Journal of Commerce*, mouthpiece of the shipowner, agrees that "The American seaman today plainly wants a better living and more security than he had before the war. It is not unreasonable of him to ask it; he should have it. *But it is not coming gratis.*" (Our emphasis.)

The price that the seamen would have to pay? Well, for one thing the *Journal* demands we adopt a seniority

"Now to Finish the Job!"



system, and do away with rotary shipping, which is the truly democratic way of dealing out jobs. And then we must do away with the "complex" contracts we now have.

"A simple contract should be drawn," it says, "specifying eight hours pay for eight hours work, at the direction of the ship's officers."—a device that could ultimately erase the lines between the various ratings: and a man could be hired as a wiper and assigned to a fireman's work, at the lower rate of pay.

By this time the American seaman knows that no one is going to hand him anything on a platter. He knows that the forces against him are powerful and ruthless, and that his friends at court are few indeed. He has learned that anything he now has he has gotten for himself through union action; and learning that, he has found the solution to his problems.

The only way to escape the economic trap closing about him is to make his own militant organization, the Seafarers International Union, still more powerful so that it can meet economic strength with economic strength: Power with power: Trade blow for blow.

The time for the operators' campaign is not yet, but it is approaching rapidly. There is still time for us to add to our ranks, to increase our resources and to map our strategy.

We have some immediate tasks before us that must be completed. First is the all-important job in the organizing field: getting Isthmian and ATP and the other unorganized lines into the Seafarer's fold.

Then we must bring home to the NMU rank and file the role that their leadership is playing on the waterfront: the subservience of their union to a finky political party, their policy of collaborating with the shipowners, the slandering, lying tactics that split the waterfront.

We must explain again what more and more of them now openly admit; that the NMU is taking them into a dark, dead-end alley, and that they must consolidate the anti-communist forces in their union and get rid of their mis-leading leaders and join with the SIU in a united stand against the shipowners.

Throughout this ensuing period we must all of us fight against the plan of the government fink agencies to retain their hold on the waterfront. The greatest pressure must be exerted to get rid of the whole kit and kaboodle of the "old men of the sea" who are fastened on the backs of the seamen: The WSA, RMO, USS, MWEB and certainly not least, the Hooligan Navy, the Coast Guard, which is trying to maneuver the civilian seaman into a military set-up.

The way of the future is still undecided. There are too many uncertainties, and the path cannot be charted too accurately, except for one thing: The Seafarers is growing stronger daily, and will continue to grow in strength. With a strong, militant union aware of the issues and the stakes, and determined in its program, the seamen cannot lose.

From The Assistant Sec'y-Treas.

By LOUIS GOFFIN

What is true democracy in a union? Such a question has been asked from time to time. There have been many answers on this subject and since it is every man's democratic right to express his opinion, I am going to try to give mine in as few words as possible.

First and foremost is the right of the worker to organize. This is his right under existing laws and when a union is formed it is his right to decide by his vote the policies of the union. Under the American system a majority vote is the final decision of the membership, but the minority always has the right to speak its piece.

Such is the way in the SIU where all voting on any point is declared a rule. However, if the majority of the members vote against such a rule, then it is out. It is always the right of the membership to bring back to the floor any item they wish regardless of whether it has been rejected or not in the past.

Such is the true democratic way of unionism.

This can hardly be said of Commie controlled organizations, where the policies are formulated at the Commie Headquarters and shoved down the throats of their misled membership without a vote of any kind. Such cases can hardly be called true democratic unionism. It is more in the nature of Fascism.

A union that operates strictly for the interests of its members will always exist, but those that operate only for the ideals of a foreign power will perish, and the men that stick with such an outfit will perish along with it.



By PAUL HALL

V-J Day, the final military victory, has come. The victory over the enemies of democracy has been accomplished, and now we can go ahead to win the other fight—the fight to maintain and improve the conditions that we have fought so hard to get against the determined opposition of the shipowners and some of their government stooges.

THE TRANSITION PERIOD

The war has seen seamen continually shoved around from the very beginning. We have been at the complete mercy of various government bureaus, which have affected our lives and livings through phony decisions, encouraging the shipowners throughout the entire industry to chisel seamen.

Now, in the next few months, we should see the seamen relieved from some of these war-time restrictions. With this easing of restrictions, there will come a dangerous period for organized seamen—a period which we must watch very closely, if we are to survive and come out on top in the post war period. It will be a dangerous transition, when the various government bureaus which have jurisdiction over this industry gradually release control to the private operators.

This period is our immediate problem. We must watch and chart our course carefully, and make sure we are not antagonized or prodded into any wildcat action which may injure us as an organization. We must group our forces and be on our guard for union-smashing moves on the part of some of the government bureaus and some of the operators.

It is well that we have prepared ourselves as we have. We have, in spite of considerable pressure during this war period, managed to keep our feet on the ground and to face the issues clearly as they come up. The membership has been well aware during the war of the struggles that we will face in the immediate postwar months. That was the reason they assessed themselves an additional \$10 Strike assessment. The assessment has added greatly to our large Strike Funds, giving us extra power, and in the event of a showdown fight on the waterfront, we shall be prepared financially as well as physically. This does not mean, of course, that we will rush foolishly at the first shipowner provocation into an ill prepared fight. This would be foolish and playing the shipowners' game. The SIU has matured considerably during the war in many ways, and we shall use this maturity we have gained to fight not only a powerful fight, but to fight a smart fight as well, for it may well mean either the taking over of the entire maritime industry by the Seafarers—or the end of the Seafarers.

HELPING THE DRIVE

At the recent Chicago meeting of the Executive Board of the Seafarers, Field Organizers from each coast consulted on the Isthmian Organizing Drive. The various problems confronted by the Seafarers in this organizing drive were discussed, and measures were taken to overcome these. One problem in particular was discussed, which the membership could be of some help in clearing up—the problem that faced our organizers in the Isthmian SS Co. drive because of the previous organizational activities of the National Maritime Union.

That outfit has for several years been promising Isthmian men an election within that company so as to get them union representation. These promises never materialized in spite of the propaganda put out by the NMU. As a result of this, some of the Isthmian men take the attitude that the Seafarers, too, may follow the same procedure as the NMU.

It is up to the membership of the union to tell these Isthmian men that this is not the case. It is up to the membership to tell these men that any time the Seafarers have gone into a fight they have won it, and the organizing drive in Isthmian will be no different—we will win that, too. We can appreciate these men's feelings after the phony promises made to them by the NMU, and we can easily understand their reaction.

One thing these seamen can and must be assured of, is that the Seafarers intend, the very day that it is possible, to force an election with Isthmian, thereby giving all these seamen the opportunity for union representation.

Land Warned On Working Rules

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agreements, working conditions, working rules, etc., were frozen for the duration of the war, leaving the question of wages open to be determined from time to time by the War Labor Board according to the National Wage Stabilization policy.

Our organization, the Atlantic & Gulf District, Seafarers' International Union of N.A., the Pacific District, Seafarers' International Union of N.A., which includes the Sailors' Union of the Pacific, at no time has violated either the spirit or the letter of the Statement of Policy which we jointly signed on May 4th. On the other hand, these companies, (Agents of the WSA) have seen fit to flagrantly violate a document signed by you on behalf of the United States Government. They are attempting to use Government Bureaus to cut down working conditions which seamen negotiated and established PRIOR to the war, and although still under the status of "Agents of the WSA" are attempting to use U. S. Government agencies to do their dirty work in reducing

conditions for seamen, while holding the seamen bound, both morally and literally to our "No Strike" pledge for the duration of the war—a pledge which has, as you well know, been scrupulously observed by the merchant seamen.

A meeting of our Executive Board, held in Chicago, considered this grave problem from all angles, and I was instructed to notify you that we expect you as chief signer on behalf of the United States Government, of this pledge to the seamen during the war, to immediately take steps to see that this document is not violated. We went on record further that should no action be taken on this issue, and should the operators (Agents of the WSA) be allowed to use Government Bureaus to breakdown conditions for the seamen, then we shall consider we have absolutely no obligation to live up to the Statement of Policy signed by you and ourselves, and the responsibility of breaking the policy established for the duration of the war will rest squarely with you, and we shall so inform all

responsible parties interested in this issue.

You may be certain that the seamen, affiliated with the SIU OF NA on a nationwide scale, will not stand idly by and see their shipmates on the Atlantic and Gulf Coasts suffer a reduction in conditions they have enjoyed for years PRIOR TO THE WAR.

We earnestly request an immediate answer from you, and that the official position of your Administration of the Merchant Marine be stated in black and white on this issue.

We remain—sincerely,

HARRY LUNDEBERG,
President,
Seafarers Intl. Union of N.A.

JOHN HAWK,
Secretary-Treasurer,
Seafarers Intl. Union,
Atlantic & Gulf District

OLD TIMERS BATTLE TO A DRAW IN N. Y.

A rivalry that had its beginning some twenty years ago, when both contestants were first shipmates, was renewed last week in the New York hall and went twenty rounds to no decision.

Chris Rasmussen, book number 36, displayed a slashing attack and an impenetrable defense against John Taurin, book number 980, who leaped into the fray with an impenetrable defense and a slashing attack.

They went at it all day Friday and most of Saturday, to the cheering of the fascinated bystanders, and each round ended in a draw. Only the fact that Brother Taurin works in the recreation room of the Baltimore hall, and had to return with the end of his vacation, brought the match to an end.

"I have to go now," said Brother Taurin, "but I'll be back next year during my vacation, and I'll beat you then. It's only luck that saves you, and has saved you these past twenty years. But, by Joe, I'll train all winter if need be, and I'll get you yet."

"I'll be waiting for you," said Brother Rasmussen. "You never saw the day you could beat me. If it weren't for my naturally kind heart, not wanting to hurt you, I'd have beat you twenty years ago."

So they shook hands, and put away the checker gear, making arrangements for another tournament next year, to determine the checker championship of the east coast.



THE AGENT'S BEEF

You ask me why I'm all upset,
Why my hair is turning gray?
Well, pull a chair up shipmate,
And listen to my say.

The grit within my oyster,
The devil of my fate,
Is not the problems of the day
It's just my delegate.

I sent him to a rustpot
That hit port the other day,
And by the time he got there
The ship had sailed away.

He always neglects the LOGS,
And he only thinks of dues,
When crews that have been weeks at sea
Are hungry for the news.

And when they ask "What's doing?"
He tells them "Not a thing,"
For he never reads the LOG
Nor cares what day may bring.

He's affected by a briefcase,
Which disease affects the mind,
He'll even smoke the skipper's cigars
The best that he can find.

I want him here, I find him there,
He's never in his place,
And when I try to advise him
He'll laugh right in my face.

He tells me "he's elected,"
Backed by the rank and file;
He'll draw his paycheck for his term
To make it worth his while.

He'll put his feet upon the desk
While he reads the "Daily News,"
All union business then can wait
While he absorbs their views.

He settles beefs upon the ships
In his own original way:
That's for the Union Officials
Is the words that he will say.

He thinks our job is now all done,
The millenium come to pass,
No need to press our struggle on
He'll just rest on his (.....).

Now this is just my delegate
Thank God it's only one,
But he's enough to clog the wheels
Where work has to be done.

And this is why I'm aging fast,
Why my hair is turning gray,
For we must solve our problems
We're still upon our way.

—Ex-Picard

Two SIU Men Decorated In Union Hall



Brother Serafin Lopez, Fireman, receiving the Marine Medal at a ceremony held in the New York Hall from Lt. Zenoff, representing the War Shipping Administration. The Mariners medal is the merchant marine equivalent of the Army's Purple Heart.



Brother John Jelletto gets his award from Lt. Zenoff. Much grief, hardship and bravery are hidden behind one of these attractive—but cold looking—medals.



Joe Algina, New York Patrolman, congratulates Brothers John Jelletto and Serafin Lopez on their awards. Brothers Jelletto and Lopez are among the thousands of SIU men who have been hurt in sailing their country's ships, and two of the lucky few who live to tell their stories.

Two SIU men, one a Fireman and the other a Steward, received Mariners Medals this week in a ceremony held in the New York Hall. Lt. Zenoff, representing the War Shipping Administration, decorated Brothers John Jelletto and Serafin Lopez and praised their war time record as merchant seamen.

Following are the stories of the experiences which won for them the decorations:

JOHN JELLETTE

When your ship gets hit by a torpedo you've got to "leave her, Johnny, leave her." It doesn't give you much time to run around hunting for your best pair of dungarees.

When the Alcoa Pathfinder received a tin fish on the dark night of November 22, 1942 off the east coast of Africa, Brother John Jelletto, Steward, was blown out of his bunk onto the deck. When he realized what had happened he barely had time to hit the water before the Pathfinder went down. All he had on was a pair of shorts.

One of the ship's two boats was blown to pieces by the blast. The survivors got in the remaining boat and a raft, making the beach at Zulu Land the following day.

With the second engineer and Oiler Louis Galvin, Brother Jelletto walked some thirty miles that day in search of help. Being without shoes or clothes, the boiling sun and the rigors of the walk were so hard on him that, after spending the night in the jungle, he was unable to get up on the following day. Brother Galvin continued the trek and eventually arrived at a Portuguese farm. The Portuguese got word to the British authorities, who sent a plane with food and supplies from Durban.

When the supplies arrived Cook Charley Stevens, according to Brother Jelletto, fixed the best chow that any of them had ever eaten, turning out a corned beef and cabbage dinner over an open fire there in the jungle.

At Durban, Jelletto spent nearly four months in the hospital, as the result of the hardships of the sinking and his experience in the jungle.

The Pathfinder was hit in the engine room and went down like a rock, being loaded deep with

ore. The entire watch below was killed by the explosion.

SERAFIN LOPEZ

Black gang men aren't supposed to be the ones who carry knives to sea, but if it hadn't been for the pocket knife of Brother Serafin Lopez, FWT, some of the crew of the torpedoed Liberty, John Randolph, might have gone down with the ship.

When homeward bound from England on July 5, 1942, the Randolph was hit by two torpedoes fired in close succession when a wolf pack attacked the convoy. The first hit at number one hold; the second blew in the ship's side directly under the bridge, almost cutting the vessel in half.

It appeared that the ship was going down fast, so some of the crew launched a raft and jumped over the side, helping each other aboard the craft after struggling in the cold water. When the men tried to pull away from the sinking ship they discovered that the raft was still secured to the deck by a stout line.

Says Brother Lopez: "It was an anxious time for all hands. The Randolph was settling fast and we were tied securely to it. I couldn't hear anything because the torpedo blast had hurt my eardrums, but when I noticed them trying to unfasten the line I remembered the knife that I always use for cleaning carbon off burners. Luckily, I still had it in a pocket of my dungarees. I gave it to one of the men and he cut the line just in time."

Life jackets in those days, incidentally, were not equipped with knives, whistles and lights.

The men from the Randolph were picked up several hours later by a French corvette and taken to Iceland. Five of the vessel's crew went down with the ship.

Undaunted by this experience, Lopez shipped out again as soon as he was released from the hospital and has seen action since then in the North Atlantic and Mediterranean.

Gives Books To Seafarers

Known to all his friends as a staunch unionist, Brother Dusan de Duisan, WT, last week gave one more example of what makes a good SIU member.

Aware that many members are stymied in their efforts toward up-grading because they do not know what sources of information are best, Brother de Duisan donated his entire marine library to New York hall, so that all interested in marine engineering can use them.

In addition to numerous books of fiction and one on first aid, the library included the following books:

"Valve Setting," "Shafting Belting Governors," "Power Catechism," "Electrical Catechism," "Boilers, Piping, Pumps"—all by Hubert E. Collins; "Marine Engineering," by W. B. Paterson,

FORE 'n AFT

By BUNKER

It's tough when a man has three wives and can't get home.

That's the situation Brother Ahmed Abdul Hamid of Alexandria has been in since he took a ship out of Alex back in 1942. He thought the ship would return to Egypt after taking her cargo of cotton and spices to New York, but a German sub made a change of plans and Ahmed hasn't got home since. Meanwhile, three pretty Egyptian girls are waiting in Alex, writing impatient letters to husband Ahmed and promising him plenty of trouble if he doesn't get home pronto.

Ahmed took the Star of Suez, an Egyptian ship, out of Alex and after stops at Aden, Port Sudan, Durban and Jamaica finally arrived in New York after a fire on board and several close calls from subs and bombers. In New York the ship loaded several thousand tons of shells and bombs for the 8th Army in Egypt and started home. She stopped for coal and water at Trinidad and was about 800 miles off the Brazilian coast when a torpedo suddenly smashed into the starboard bunker, causing a shattering explosion that tore part of the ship's side away. Fortunately, however, the coal stopped the torpedo and the men below escaped.

Two boats were launched but the crew has hardly set their course for Brazil when three big subs surfaced and commanded them to stop. "We pretended that none of us could speak anything but Egyptian," says Ahmed, "and the Germans didn't get much information from us." The German commander questioned them for a while as a gunner covered the boats with a machine gun, but he got tired trying to speak Arabic and the subs soon submerged after giving the men directions to the nearest land.

On the third day another big sub with two deck guns surfaced near by, looking them over and then disappeared.

On the tenth day, after having made more than 730 miles in the ship's boats, they sighted several big native sailing rafts, which towed them to shore. Here they were fed, clothed and entertained before being sent to Rio.

Brother Ahmed joined the SIU on the Walter Ranger, an Eastern Liberty. Having sailed unorganized and foreign ships before, he saw the benefits of union contracted conditions and has been an enthusiastic SIU member ever since.

Says Ahmed, "There is nothing like good union conditions and only a sailor who has been on unorganized ships under different flags can appreciate what a difference it is."

"Mechanical Refrigeration," by Fred Matthews; and "Audel's New Marine Engineer's Guide."

These books are now available in the recreation room of the New York hall to all members.



QUESTION: In your opinion what is the best rating aboard ship?

JOSEPH SCHWAB, 2nd Cook and Baker—From what I've seen, the easiest job on a ship, next to being an officer, is Bedroom Steward. But I think I would prefer my own rating, 2nd Cook. It's a good job, the pay is fair, and the hours are not too bad. The Chief Cook has the responsibility, and all you have to do is do your job to the best of your ability. Also some of the ship-board conditions are better for my rating than for the others—like having a washbasin in the foc'sle, where it is mighty handy. Of course each rating has its advantages and its drawbacks. But there's my vote.



FRANK AUBUSSON, AB — I like my own job best—AB. There is no responsibility. All I have to do is to get on deck and do my job the best I know how. I wouldn't like to be Bosun, because he has all the responsibility and for the pay he gets it's not worth it. He is really the most underpaid man on the ship, considering his job. Until the time that the Bosuns get a break, I'll sail AB. In the meantime I think it would be a good idea for our officials to negotiate an increase for the bosun.



ROBERT J. HOPCROFT, 2nd Cook and Baker—To my way of seeing it, even though it is not in my department, the best job aboard ship is that of Chief Engineer. He is one of the few men on ship that cannot be replaced, since he is an highly skilled technician. Not only is the pay rate high, but he is respected and looked up to, if he knows his stuff. It's really the best passenger job aboard. Despite all the strutting of the deck officers, it's really the Black Gang men who make the ship run. They can get the satisfaction of a job well done.



JEAN REMOND, AB—AB is the best job as far as I'm concerned, taking all things into consideration. I like to work on the outside and I like the opportunity of teaching newcomers the ropes. Most of the time in port an AB doesn't have to stand watches, and he is able to get around. I believe in a man getting paid for the work he does—and that is why I wouldn't care to be Bosun—he gets nothing but the headaches. When you're on deck you see more of the world than when you're below. AB is the job for me.



SPECIAL SHORE POLICE IS PROPOSED FOR MERCHANT SEAMEN; USE AS A STRIKE BREAKING WEAPON FORESEEN

By WHITEY LYKKE

War Bonus Found Fifty Percent Of Our Pay

WASHINGTON — The Labor Department reported last week that war risk bonuses for seamen accounted for approximately 50 per cent of their earnings prior to the recent cut.

Secretary Schwollenbach, in making public the result of the survey of bonuses, said the Bureau of Labor Statistics covered 990 seamen in nine different ratings aboard dry cargo vessels. It was found that bonuses constituted 46.1 per cent of all earnings in the case of ABs who worked in that rating during the year and 54 per cent of all earnings of Ordinaries.

The average number of days' work for unlicensed men ranged from 278 for oilers to 300 for messmen, and average net annual income from \$1,991 for Messmen to \$2,300 for Oilers who worked part of the time on higher paid jobs. The conclusions were based on seamen employed from eight to eleven months during the twelve months, Oct. 1, 1943, through Sept. 30, 1944.

Few Seamen Seek Aid

WASHINGTON, Aug. 12—The Office of Vocational Rehabilitation said tonight that only a "trickle" of disabled merchant seamen have taken advantage of the free Government employment help and medical care that is theirs for the asking.

The OVR helps injured merchant seamen much as the Veterans Administration assists former soldiers and sailors.

Any seaman with a disability traceable to service on a WSA ship is entitled to free medical care, surgery and hospitalization. If necessary, he can obtain an artificial leg, back brace or glasses.

If he wants to go to sea again he will be put in shape to do so if possible. If not, vocational advisers will talk to him about what

NEW ORLEANS—A new angle has now been figured out by some of the USS-WSA brain-trusters to keep seamen under control. A certain Mr. Garcia of the United Seamen's Service here in New Orleans is currently busy approaching the various seamen's unions here with a "unique scheme" to really get the seamen tied up—and I mean "handcuffed." He proposes that the unions along with the USS and WSA have a meeting in the mayor's office with the mayor and chief of police for the purpose of setting up a new system for handling seamen. The plan is to have us "irresponsible and dangerous" seamen arrested by a Merchant Marine Shore Patrol (run by the WSA), instead of by the regular police, who Mr. Garcia asserts, are beating and robbing us poor, defenseless seamen. According to him, the port of New Orleans will have the honor of being the trial ground and when it has been a success here, it will be put on a nation-wide scale. Mr. Garcia also states that Admiral Land will accept this plan and give this Merchant Marine Police the full authority of his governmental agency.

Remember what the MPs have been doing to us in various ports under military control in this war? At least we have had the right to be arrested as civilians by civilian police here at home, but if this scheme goes through as planned, we will have just as much chance of getting a square

he would like to do.

Courses include physical restoration, a change to more favorable working conditions, advice on entering a business venture, retraining in some type of shop work, a correspondence course in the home, preparation for the professions and commercial training. After his training is complete, the disabled man will be helped to find a job.

deal as the proverbial snowball. The motive behind this scheme is obvious. It is in line with all the other plans to hog-tie seamen even more than has already been done. If the government with a military police can get the authority of arresting merchant seamen, it will also be able to make its own rules of conduct for us, set up curfew hours, off-limits places, etc.—in the same way it does for the Army and Navy. And—

In case we ever hit the bricks again, this Merchant Marine Police will provide a perfect set-up for protection of scabs and for putting union men in a nice, cozy brig or guard house. It would also be able to arrest crews who refused to sail a ship because all the stores were rotten or because there were no stores at all.

As could be expected, some of the NMU and Marine Cooks and Stewards officials thought this was an excellent plan. Think of it: as their members start waking up and demanding representation, all the officials have to do is call their pals in the WSA and have their militant members put away to cool off by the Merchant Marine Shore Patrol for disturbing the peace in the union hall.

This is one of the many ways in which the WSA and other governmental agencies show their appreciation for our work. We have been taking risks for a democratic way of living, and we maintain and keep alive one of the very few really democratic unions. Still, these brass hats don't consider us responsible enough to run our own lives—they underestimate our intelligence in thinking we can't see through this scheme for enslaving us.

It is time for the Government with its USS and WSA to realize that although we gave up privileges to expedite this war, we are still the same militant body of seamen who will never be led with rings in our noses either by the shipowners or by a governmental agency.

WITH THE SIU IN CANADA



By HUGH MURPHY

There has arrived in B.C. a large number of Lascar seamen, supposedly for the purpose of manning small coaster type vessels under construction here, and which are supposed to be operated by other than Canadian owners for service in the South Pacific and China Coast. Canadian seamen locally are apprehensive of the true purpose of the presence of these Lascars, and realize that some maneuvering is taking place by local owners for the acquisition of some of these vessels for local operation.

POST WAR SHIPPING

Past experiences with our local shipowners are not easily forgotten.

Their susceptibility to hiring cheap labor, when, and wherever available, is ever present. "Atlantic Charters" and other expressions of goodwill, whether signed or verbal, mean nothing to them wherever profits are concerned.

Pre-war conditions are still very vivid in our memory. Relief, bread lines, police clubs, and intolerable conditions on the few ships available to Canadian seamen, while our tax dollars were distributed by our government to shipowners in the form of subsidiaries. These shipowners then chartered foreign shipping, manned by foreign seamen while our

own seamen starved ashore. We intend to remain alert and vigilant. We demand post war jobs, wages and conditions.

STEEL WORKERS STRIKE

Friday, July 27th, 1945, at 11:30 A.M. workers employed by the American Can Company, Vancouver, B.C., went on strike. The strike was voted for by 88% of the employees involved and is the culmination of protracted negotiation by the United Steelworkers Union for a "closed shop" clause in their present agreement.

Organized labor in Vancouver, and vicinity, pledged support to the striking union.



SHIPS' MINUTES AND NEWS

MINUTES OF WINFIELD SCOTT

The following are the minutes of a regular shipboard meeting held on the SS Winfield Scott, Bull Line Liberty:

The meeting was called to order and Brother G. E. Taylor was elected chairman, and Brother R. Gandara, secretary.

Discussions were held on the question of shipping of men, union and non-union; on the sanitary work aboard ship; on the need for conserving the water supply; and the shortage of linen. The debate continued until all questions were cleared to the satisfaction of the crew.

The union agreement with Bull Line was read for the benefit of the trip card men. H. J. Cote, Chief Cook, was elected steward department delegate, and reported that all work was progressing satisfactorily, with no complaints.

G. E. Taylor, Carpenter, was elected deck delegate, and E. L. Taylor, Deck Engineer, was elected black gang delegate. Both reported no complaints in their departments.

Fraternally submitted,
R. GANDARA, Sec.

ON JOHN P. POE



LONNIE CARDEN

"A good crew and a quiet trip," says Lonnie Carden, AB, of his voyage on the SS John P. Poe, Bull Line. The Poe signed off on July 28th, returning from Southampton, Ghent and Le Havre, with a boatload of ammunition.

SS JOHN T. HOLT

Brother Joe Rochelieu and Phillip Sniden, both ABs, were in the other day to tell about a good trip on the John T. Holt, Calmar Liberty. The Holt has been out since March, making several shuttle trips from English ports to Ghent.

Like some other ships coming into New York lately with ammunition, the payoff was held up until the ship discharged her entire cargo.

GIs Aboard Aiken Commend Entertainment By SIU Man

To the Maritime Commission she was just hull V-616, to the GIs aboard, she was their seagoing barracks, shuttling between the ETO and the USA; but to the SIU men who sailed her, she remained the Mississippi's SS Aiken, troop transport and first Victory ship converted on that job.

Into the Log office, via Brother Lonnie Grantham, comes a copy of a mimeographed news-sheet published by the army boys aboard her and on their way home from the wars. Under the headline "Highlights of the Trip" the doughboys take time out to commend one of the crew.

"Foremost in the spotlight," states the item, "were the performances of Professor Cornelius Van Dyck, our magician. Proof that the hand is quicker than the eye was placed before us time and again, and each was a most astounding performance."

Brother Van Dyck, SIU 2nd Steward, was formerly a professional entertainer of some renown. A native of Holland, he has many theatrical write-ups testifying to his excellence in legerdemain.

While the SS Aiken was docked at Antwerp, Brother Van Dyck visited Holland and on his return to the ship, reported the dire needs of the people there. In contrast to the relative abundance in Antwerp, where there was no shortage and "money talked," the Dutch people were actually starving he said.

Coming up for a second helping of compliments in the GI's paper, on the subject of seasickness, they had this to say about Van Dyck, this time about his appetite. "Prof. Van Dyck . . . ran a close second to Father Neptune when it came to meals consumed."

Brother Lonnie Grantham, former SIU Patrolman and to whom we owe this report, calls attention to the overcrowding aboard the ship. Designed to carry 1500 troops, he said, she is carrying 2,000. In addition the attitude of the army captain aboard, was crowding the crew members out of their mess-room.

"With a crew of 28," he told us, "and with only 14 seats in the messroom, the army captain insisted upon 16 servicemen getting

CITY OF ST. LOUIS

Another Waterman oldtimer, the City of St. Louis, came in the other day after a short run to Tampico and Vera Cruz. Efficient work by delegates Sagal, AB, and Caleeza, Fireman, helped to bring this ship in clean as a whistle as far as beefs were concerned.

Chief complaint of the crew was about the water cooler, which refused to function after they were several days out on this hot weather run. The cooler on the St. Louis is repaired every trip and breaks down every trip. Maybe the next crew taking her out will make Waterman install a workable drinking fountain on this scow.



their chow there instead of in the army messroom." He said that the 16 servicemen were assigned to the ship as entertainers which may account for the captain's attitude. He asked that the union check into the matter.

Add To Dope On LaFollette

More dope on the Robert M. LaFollette's skipper and chief engineer is contained in a report from members of the crew. When the last word is written about this, now notorious, paid the story will probably become a "best seller."

THE REPORT

Talk about your rationing of water, fellows, we really had a good one. This happened on the SS R. M. LaFollette, Mississippi SS Co., with a so-called Chief Engineer by the name of S. P. Snell. Four days out of the Canal, on the way to Honolulu, salt water showers were installed—no fresh water at all.

After we left Honolulu he gave us a "break" and rationed us to four quarts of water a day. We fell in line every morning at 8:00 o'clock with buckets in our hands. To be sure we didn't get more the chief stayed right there and watched us with a six-shooter in his pocket, and threatened to shoot any one who took more than four quarts. After several days of this he got tired of it, and just before we reached Okinawa he turned the water on again.

MYSTERY OF VALVES

In the forward deep tanks we had 650 tons of water which he pumped over the side. The reason he gave for that was that he didn't know what valves to turn to get it to the engine room.

This chief also had the habit of cussing and discriminating against the crew all the time. He and the Captain were 100% against unions. This was known by the entire crew because they actually told us that in their opinion the union was just a bunch of racketeers and that the union was going to kill the goose that laid the golden egg. Ed Blackman, deck delegate, told them that one almost had to be a rack-

Minutes Tell Joshua Slocum Meeting Story

Below is the very comprehensive minutes of a ship's meeting aboard the SS Joshua Slocum. We print it in full, as it came into the LOG office, as an example of what good minutes can be like. If the secretary of the meeting is pressed for time, he need not be so detailed—the important thing is to keep minutes of meetings and to send them to the LOG.

1:00 PM—Meeting opened. William Connors elected chairman, and T. A. Nielson, recording secretary.

1:05—Meeting interrupted by captain.

1:14—Meeting resumed.

1:15 — Brother Shuman: Beef against chief engineer.

1:17—Brother Caldwell: Beef against food supply; claims it is insufficient.

1:18 — Brother Alcorn: Beef against Baker for not putting out sufficient amount of bood.

ABOARD NORDHOFF



J. C. JONES

J. C. Jones, Bosun, who signed off the Charles Nordhoff, Alcoa, has nothing but the highest praise for the merchant crew and officers.

"I'd like to say something about the Stewart who was taken off at Le Havre, when an old injured leg went so bad on him that he may not ship again. He was a good man — he tried to please everybody. If you had a suggestion, he'd listen to it. He made cakes on the men's birthdays, and did what he could to make the trip pleasant. He was one of the boys, preferring to eat with them. He's now in a New Orleans hospital. It's men like him who make a ship, and make a union."

The Nordhoff returned from Le Havre with a full boatload of ammunition.

eteer to do business with people like them.

Needles to say Bob Matthews and Charlie Bremmer straightened them out when we paid off.

At this time, we the crew of the SS R. M. LaFollette, would like to extend our appreciation and thanks, for the great job that Bob Matthews and Charlie Bremmer did for us.

KAREM SHAHEEN
RAY F. SLY

Skipper Of SS Delnorte Expresses Appreciation

From the skipper of the SS Delnorte comes this letter of commendation to the SIU crew. The letter tells its own story.

Sirs:

It gives me much pleasure to report to your organization the satisfaction of the crew shipped from your hall last voyage. To the last man they proved themselves capable and willing in executing their duties and at all times were on the job.

Having expressed my appreciation to the members of the crew, I wish to extend this to the union hall from which they shipped.

It is with best regards,
I remain, yours truly,

(s) J. MORACCHINE, Master
SS DELNORTE
Thanks, Skipper.

1:20 — Caldwell: Beef against rationing eggs, etc. Says eggs were held too long and spoiled.

1:22—Williams (Chief Cook): There was a small supply all the way around; also insufficient meat supply.

1:25 — Kennedy (2nd Cook): There is a small supply of vegetables. Has never refused seconds to anyone when food was served.

1:26—Mullins: Wants to know the cause of the shortage; why the Steward did not get proper food supply before leaving. Rationing began about two weeks after leaving the States. Night lunch is kept under lock and key, and is put out for watch only. Men coming back from shore leave are not able to get into night lunch.

1:31 — Mims: Wants to know why sugar is rationed a quart per day.

1:34 — Kennedy (2nd Cook): About one case of milk is used daily because soldiers come into crew's mess. Suggests seeing the captain about forbidding soldiers from coming into crew's mess.

1:40—Bacon (Baker): He would be glad to put out bread for the crew, but cannot put out seven or eight loaves.

1:41 — Sharpe (Bosun): Agrees with Bacon that three or four loaves would be sufficient.

1:42—Grubb: Wishes to know if matters will be looked into now, or at the termination of the voyage.

1:43 — Kennedy (2nd Cook): There is a limited amount of night lunch put out because of the shortage. If more were put out, there would not be enough for the voyage.

1:44 — Alcorn: There was always some kind of night lunch when he went to the icebox.

1:45 — Caldwell: Suggests to chief mate that the box for the night lunch be kept under lock and key, because the watch was not getting any.

1:47 — Foley: Wants to know why the ship was not sufficiently stocked before leaving.

1:48—Connors: Suggests we see our delegates upon returning to the States.

1:49 — Shou: Says he heard
(Continued on Page 7)

THE MEMBERSHIP SPEAKS



Shanghaied!!

Editor, Seafarers Log

This letter deals with an incident which I think is of interest. It occurred on July 4th, 1945 (Independence Day you'll note) aboard the ship SS Robin Tuxford, at the Bush Terminal, Brooklyn, N. Y.

The Robin Tuxford signed articles on July 3rd. I had made two previous trips aboard her as a PO Messman. After she paid off, June 25th, I stayed aboard doing my own job as well as that of the crew's Messman who expected to make another trip on



her but had to go home to take care of some personal matters. I stayed aboard from the time she signed off until June 30th. When he came back he was to take care of both jobs while I was off the ship. Neither job was neglected and the company paid out no extra money.

On July 2nd I was aboard ship early in the morning but there was no notice telling us when the articles were to be signed. The notice was finally posted at about 11 a.m. that day. In the meantime I had gone ashore and was therefore not aboard when the articles were signed. When I came aboard on July 4th a sign was posted restricting the ship at 6 a.m. July 5th so I decided the best thing to do was get off the ship.

STOPPED BY GUARDS

At 5:30 p.m. on the 4th I started down the gangplank with my clothes but was stopped by the guards and told that the ship was restricted at 5 p.m. July 4th. This was the first anyone had heard about the advance on the restriction.

The sign on the gangway was never changed and we were not given any notice whatever of this change. A number of the fellows who were depending on the posted restriction time, were going ashore for the last time to bring what clothes they had ashore aboard ship. A good number of them were forced to sail with only a few items of clothing and had no way of telling their families why they wouldn't be home that night.

Even though I had not signed the articles and had no intention of doing so, I was forced, against my will, to remain aboard the ship until 11 a.m. the next morning.

This is the first time I ever heard of a man being shanghaied

Skipper Of R. A. Cram Gets Poetic Slamming

The "News for the Log" mimeo'd blanks seem to have inspired one of our Union brothers into writing verse. Anyhow, SIU member O. H. Pineo, on an eight month trip aboard the Liberty ship R. A. Cram, S&J, gives out with the following:

Our last trip was on a ship,
Which we all thought was fine.
Alas! Alack! Ere we got back,
We had a hell of a time.

The skipper was a smooth one,
The mates were quite aloof.
They brought us up on charges,
Without the slightest proof.

Now we were all a damn good crew,
Without a bit of doubt.
Just ask the boys when they're around,
And they will bear me out.

Now I could keep on writing,
And still not say a thing.
But Brother Hall passed out these slips
So now I'm going to sing.

Here's what I want to tell you boys,
Who sail upon the sea,
Never ship with a skipper,
By the name of O. Chaffee.

He'll get you 'fore the trip is done,
Much to your regret,
You'll wish you'd taken my advice,
My pay-off I will bet.

Just ask the boys who sailed with me,
On the battleship R. A. Cram,
And they will tell you O. Chaffee,
Lacks guts to be a man.

O. H. PINEO. 31144

Beachcomber Beefs Again

My Dear Brother Seafarers:

It seems ages since we sat down to spin a few yarns as to conditions on the job but before I get into my beef I would like to commend the paper (*The Log*) on growing up. Maybe I can get some of my beefs printed now and have the membership jump down my throat.

Well, Brother Seafarers, here is the set-up in the Army Transport Service, better known as the Transportation Corps. Some time ago the TC started the so-called Security Watch in which you worked eight hours but had to stay aboard that night. What did

aboard an American ship. If I had not demanded to be allowed off I might have sailed even though I had no intention of making the trip.

The Robin Tuxford was due to sail at five o'clock that afternoon, only six hours after I got off, having been held aboard her like a criminal for eighteen hours.

I would like to have this letter printed in the *Seafarers Log* and any other paper that will print it. I am willing to back up my statements in any court in the U.S.

I promised my shipmates that I wouldn't let them down so please let me know what can be done about an incident like this.

Yours truly,
MICHAEL BASAR.
Book No. 40911

you get for missing a show or a little night life? Nothing—and if you didn't stay aboard you didn't have a job.

OVERTIME NOT PAID

The overtime rate is 85c an hour for unlicensed personnel, \$1.15 for officers. Every officer that works overtime loses money. Second Mate and Engineer make \$228 a month clear of takeouts. The hourly rate is about even on overtime. The First Mate and Engineer rate is \$1.25, Master and Chief Engineer \$1.75 and \$1.65. So you see these men take a cut in working overtime. Overtime has been paid since July last year but prior to that time is, as yet, unpaid.

I want to congratulate the membership for selecting Brother Bud Ray for the office down here (San Juan, P.R.) and was it a surprise to me to meet him. It has been impossible for me to keep in close contact as I've been spending my time, this last year, combing the beaches on the east side of this paradise and just couldn't get enough hemp (or Sisal) to tie up in San Juan. I finally made the grade by arriving a few days late.

Why do a green ticket and a blue ticket AB have the same base pay? Is there a difference in the pay of an Oiler and a green ticket AB?

Well, brothers, I must make this the end as I hear the old familiar, "Stand by fore and aft." So 'till the wind changes, fraternally yours,

THE BEACHCOMBER

Seeks Union Bulletin Board On SIU Ships

I've got a suggestion and I think it's a good one. On my last trip the deck delegate nearly had to dump the mate because of an argument about posting union bulletins on the ship's bulletin board.

Since then I have been thinking about this, and I believe it would be a good idea if the Seafarers had bulletin boards made out of wood or some other material and furnished them to ships leaving the ports. They could be posted in every mess hall and would be devoted exclusively to union information. This would not only help to keep our membership better informed, but would at the same time cause numerous beefs from mates and

Philadelphia Story...

Editor, Seafarers Log:

Here's a tip to members who go into Philadelphia and would like refreshments in a cool, comfortable setting. Visit the Benjamin Franklin Cocktail Bar. However, here's the catch. Be sure to have your coat on as the bartenders have strict orders not to serve anyone in their shirt sleeves. Of course, if you're in uniform, shirt sleeves or not, they'll serve you. Woe to us poor 4-Fers who are dry.

The reason for the no coat-no drink idea is, I'm told, that the feds who patronize the place object to shirtsleeves and open collar because the hair on the chest might show. Such exposure is objectionable, they say. Tish! Tish!

It seems that many of these joints are getting independent and it reminds me of the joke in which a drunk is refused a room because of his condition. He became loud and abusive, demanding the clerk call the manager.

SS Slocum

(Continued from Page 6)

along with rest of crew that when ship returned to States the last trip, the crew had to eat ashore and put in for subsistence.

1:56—Mullins (deck delegate's report): There is no cooperation aboard the ship. He has been up to see the WSA agent about food. The slop chest prices are unreasonable and should be investigated. Sufficient supply of cigarettes were brought aboard, and crew now getting a pack a day.

1:59—Kennedy (stewards delegate's report): Put in a complaint about the vegetables to the WSA and ask them to inspect them.

2:00 — Connors (engine delegate's report): All overtime okayed. Everyone satisfied with overtime.

2:03 — Alcorn: Overtime for towels to be brought up upon return to States.

2:05—Meeting adjourned.

The manager came but sided with his clerk and the drunk was thrown out. He sat on the curb for a while, sobering up slightly, and then, realizing what had



been done to him decided to have his revenge. He sneaked back into the hotel, got behind the telephone switchboard, plugged in all the house phones, rang all the rooms. When the "HELLOs" of the guests started coming over the wire he stated firmly, "There is a man in this hotel registered with another man's wife—unless both are out within ten minutes the house detective will be up there." Within ten minutes the hotel was deserted. Even the chef left.

To become serious, things here in Philly are generally quiet, not many payoffs, but lots of work on transient ships that come here to load. It seems when time comes to sign on that is where the fun begins, as nearly everybody piles off. This doesn't do us any good as it often calls for a lot of work on the part of the office staff in getting replacements.

One of our brothers reported that he was logged 10 days' pay for alleged disobedience of a lawful command. We protested this for him and the hearing was set for the next day at the Commissioner's office. This was two weeks ago but this brother has not shown up yet. That's not the way to do things, feller.

Well, I guess I've had my say, so here's to you,

Fraternally,

No. 496

Merchant Seaman Remembers Okinawa

By BILL JOHNSON
Of the SS Robert

Thursday, April 26th

Now here it is. Okinawa! At 06000 we could see the prize island which we are taking from the Japs. It's only 300 miles from the mainland and it sure will make a difference in the Pacific war. This morning the Navy exploded a floating mine ahead of us. We can see planes bombing positions in the hills. Big shells explode as they find their mark on the island, over which planes are circling and radioing positions to the ships. The sky is alive with planes, both bombers and fighters and the roar of the guns has not ceased since we pulled into the harbor. Two of our planes were shot down this afternoon by Jap ack-ack fire.

At night we can see cruisers and battle wagons lobbing shells and rockets at the Japs while planes drop flares over the targets. The sky is a mass of flames and bright shell bursts.

Friday, April 27th

Early this morning we received our first air raid. It sure scared hell out of me as I was sound asleep when the commotion started. By the time I got to my battle station they had started laying a smoke screen and shells were hurtling over us from the warships farther out. All the crew was turned to today to help get out the cargo.



Another air raid tonight. A light wave of planes came over to bomb the airfield and a Kamikaze sunk a Liberty ship some distance from us.

One suicide plane came in very low, just missing our stern and hit another ship in the side. It didn't sink it, however.

The all clear came after two hours of bombing.

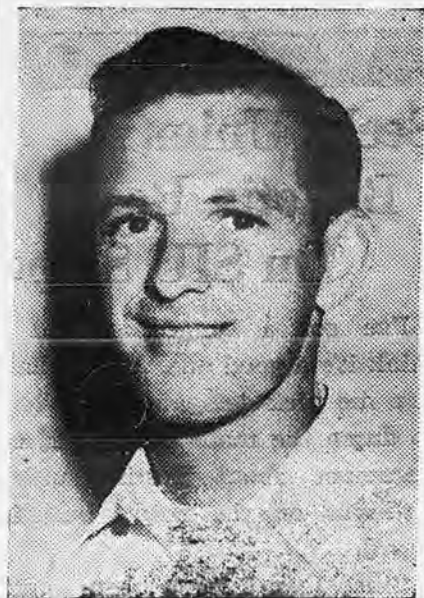
Another air raid tonight about eleven-thirty. What a racket the guns make from all the ships in the harbor. One suicide plane suddenly appeared between us and another ship, but we couldn't tell whether it was shot down.

Friday, April 27th

The smoke screen they have laid down by the small patrol boats is very heavy and if it wasn't for that, I think we would lose plenty of ships here.

Saturday, April 28th

Several alerts today, then a raid at 1930. The planes flew



BILL JOHNSON

right over us and headed toward the other island, where they sank two ships. One was a freighter and we heard that a hospital ship was also hit. Some men have been wounded from the shrapnel of our own guns. The planes tonight were pretty high as they went over and none were shot down.

Sunday, April 29th

Today is the Emperors' birthday so they say and we expected a lot of Nips to be out dying for Hirohito, but it was an uneventful day with only two raids and no bombs.

Tuesday, May 1st

The army stevedores are doing a wonderful job of discharging this cargo, considering how they are held up by air raids all the time and they deserve lots of credit. The battle wagons are shelling the southern end of the island almost continually.

Wednesday, May 2nd

Today we could see the marines making a new landing to the south of us, which explains the heavy shelling last night. The noise from the heavy guns is terrific and we sleep with cotton in our ears.

Friday, May 4th

On our ninth day here we are having some hot action. Around eight o'clock we had an air raid, with a suicide plane trying to get through heavy ack ack fire. It tried a suicide dive but missed and crashed in the water on our port beam. At nine o'clock another one came over and started to dive on our ship but he must



have changed his mind for he suddenly swung over and fired some rockets at another ship. (By coincidence one of the men who got hurt from that rocket burst was a brother of an armed guard boy on our ship.) The suicide plane then crashed into a light cruiser. I saw it very plainly and many men must have got hurt when the Kamikaze hit the cruiser's deck.

When a plane flies in among the ships it is as dangerous from the fire of the other ships as from the plane, with gunners getting excited and firing all over the place, including the gunners on the warships.

Monday, May 7th

This is our 12th day here and we are nearly unloaded, which doesn't make us a bit unhappy. Saw a Navy transport today with most of its bridge shot off. Mist and fog helps keep the Nips away.



Tuesday, May 8th

Heard today that the war with Germany is over.

Friday, May 11th

Had one raid last night and a destroyer shot down a plane very nicely. There was a big raid on the southern end of the island and they say the Japs sunk a destroyer but lost many planes doing it.

Saturday, May 12th

I was reading in my bunk when the air raid alarm went off and I ran on deck. The first thing I saw through the hail of fire were two Jap planes, one of which started a suicide dive straight into a maze of ack-ack fire, with both of his guns blazing away. He was trying to hit a battle wagon. When he was heading straight for the war ship a shell hit him and he exploded in a burst of flames. Another plane which was trying for the same battle wagon succeeded in getting through all the fire that was directed at him from every ship and hit the warship, exploding with a terrific blast on its deck.

There is something exciting, yet sobering about air raids. You see the planes high in the sky, then they dive with their guns spitting out every bit of ammunition they have. A few seconds later there is a big ball of fire and then the sound of the explosion. All the while you are standing spellbound as you watch a Nip going to join his ancestors.

It is a terrible sight. It makes you shaky and nervous and you think: "That might have been our ship." Then all hands go to the mess room and drink black coffee. No one jokes or says anything for a while except perhaps to say, "It sure was tough on the boys on that ship." There's nothing romantic about war.

Wednesday, May 16th

We are out to sea again and mighty glad to be there, for we heard that the anchorage had several heavy raids last night.

Editor's Note: Bill Johnson's story is typical of the heroism displayed throughout this war by the merchant seamen. These are the men who will shortly face shipowner offensives against their wages and working conditions. If these heroes are forced to march on picket lines they can be counted on to show the same courage and self-sacrifice as they did in the face of Nazi and Japanese terror.



LABOR ABROAD

Reports from the ITF (International Transport Workers' Federation) indicate that the upsurge of militant action on the part of organized labor in Italy, Holland and the Scandinavian countries continues despite the various obstacles being placed in their path by government and the scourge of the war which has passed over them.

ITALY

The Italian Socialists within the Government find themselves in "serious disagreement" with the Liberals over the former's insistence upon the nationalization of the Italian merchant navy.

Aided by their members in the Under-Secretariat of State for the Merchant Navy, the Socialist anticipate success in their program despite the objections of the Liberals whose main argument is that the shipowners will be prevented from carrying out the transfer of their assets abroad if the measure is adopted.

HOLLAND

Joint action by the Dutch Transport Workers' Union and the Christian and Roman Catholic transport workers' union in adopting a program to cover the working conditions of waterfront workers, will probably be successful.

They seek measures to secure the re-employment of dockers by their former employers, to have "casual workers" employment regulated by agreement with the Dockers' Unions, and immediate regulation of wages and working conditions of both groups. The demands include wage guarantees of 28.25 guilders weekly for "casual workers" and that regular workers be guaranteed their "former wages."

Negotiations are to be opened between workers' and employers' organizations for the establishment of an institution to take care of the workers' interests; the institution will be controlled by equal representation. In addition, until such an organization

has been established union representatives are to take part in all matters concerning dock work, provisions of labor, working conditions. The program also calls for an international agreement, possibly with employers, on all phases of working conditions.

SCANDINAVIAN COUNTRIES

Swedish, Norwegian, Danish and Finnish representatives of the Scandinavian Transport Workers' Union's seamen's division met recently in Stockholm to draw up plans for joint action.

First step in this direction was a resolution calling upon the respective Governments to immediately investigate all laws and regulations concerning the working hours of seamen, manning and social conditions aboard ship.

The Seamen's Charter, adopted at meeting in Britain last January by delegates from various countries, was also discussed and the conference agreed that an international agreement was necessary to prevent the poor wages and working conditions in some countries counteracting efforts to maintain and improve wage and working condition structures in others.

The meeting resolved to try to realize in every possible way the international program outlined in the Charter.

Take Your Gear

Take your gear when you go aboard! There have been many cases recently of men going aboard, waiting until they were restricted, and then announcing that they had to go ashore and get their gear. By doing this they give the WSA a chance to sneak in replacements. Often times they miss the ship and are in for a Coast Guard rap. Have your gear with you; don't let your union down.

AROUND THE PORTS



Skipper On The Shickshinny And Algic Are Lauded By The Crews

By BUD RAY

SAN JUAN—This has been a red letter week; three ships in and all hands happy.

The Algic of Seas Shipping in to discharge, then off to a South American port to load. All hands have turned to every day and the gang has plenty of praise for the officers, and the officers say this is the best bunch of men they have been with in a long time.

When the Old Man ran out of money he went to a gin mill and fixed it so the boys could get credit until the banks opened up the next morning. I was in his office when the CG came on board. When they asked him if there was any trouble he told them as the master of the ship he could attend to all his beefs, and that if all ship masters felt as he did about such matters the CG would soon go out of business. Capt. Withers of the Algic deserves a big hand.

The Bayou Chico came in from the Gulf and it is expected to run here steady. Johnny Grimes is ship delegate and he has everything under control. The only trouble was a couple of Messmen who wouldn't keep clean and tried to shirk their duties, but

Johnny had them straightened out on arrival and they were hitting the ball like seamen should. Rope Yarn Charlie is the Serang on her, out from Snug Harbor for the summer. The old story of taking the boy from the country but never the country from the boy holds good in Charlie's case. They may take Charlie from the sea for awhile, but as long as he can walk he will be with us. Many more happy voyages, Rope Yarn.

The Shickshinny came in again and is expected to run here a few more trips. The Steward is taking care of the men on this packet; they are all getting fat and it is mostly all the same crew who started her in this run. This ship has another good skipper who appreciates his crew and uses them as men and not slaves. The CG hasn't done any business with this ship since she has been running here.

One nice thing, fellows, is when the shooting is over the good officers will be the only ones to remain and the s— heels will go by the board. So let us keep a record of the good-uns, and the bad-uns as memories might lapse as the years go by.

The SS Ellenore is swinging on the hook in the harbor waiting for a berth. Expect the Washington in and as usual on the week end. There should be some more the first of the week.

The checkers and dock workers are all out on strike for more money, and all other labor organizations in the Island have pledged their support, so if they don't win in a few days we should have some excitement on the Enchanted Isle. Every strike that has been called this year has been won by labor down here, and that ain't bad in any man's country. **In Unity There Is Strength, and An Injury to One Is An Injury To All.**

MV BELLINGER IS FULLY CREWED

By ARTHUR THOMPSON

SAVANNAH—We finally got the MV Bellringer crewed-up and she is bound for New York and should be there before you read this. Outside of that we haven't done any shipping. The SS Smith Victory is still in the shipyards and should be ready the first week in September. After crewing up the Bellringer I find myself with eighteen ABs still on hand and a dozen men with engine department ratings. We have quite a few old timers who are anxious to ship out, but we have nothing in view.

Brothers Peterman and Cunningham are still in the hospital and also Vincent San Juan who was in a hospital in Belgium for sometime before being sent back to the States.

Local Items

The machinists who walked out of the Southeastern shipyards have returned to work and their case is now before the WLB.

Yesterday we had a fire which is believed to have been caused by a storm. The Wesley Monumental Methodist Church was damaged by fire. It is believed the church was struck by lightning although this has not been confirmed.

Some New Maritime Definitions Are Introduced

By HARRY J. COLLINS

PHILADELPHIA—WSA meaning We Sure Attack (the Seaman). Yes, we praise them on one hand and we cut their wages on the other. In fact we scheme all the time to do anything possible to throw obstacles in their way. Why shouldn't we? We of the WSA are composed mostly of former steamship company officials who on various occasions have had rifts with the union officials or their membership.

RMO means: Rock'em, Mulch'em, Overthrow'em. Yes, they have been trying to rook the

owners association and, of course, the WSA itself.

Now you take the WSA: As I see it, it is a waste of the taxpayers' money. All their ships are chartered to private companies or concerns; those private concerns all maintain Port Captains, Engineers, Stewards Personnel and other departments necessary to run these ships. In plain words, they are trusted with these government ships. Why, in the name of common sense is it, when the WSA maintains large offices in all the major seaports, that a duplication of all the officials is maintained by the steamship companies?

It seems to me that the company being trusted with the ship and being responsible with its operation does not need the assistance of the WSA offices to keep

these ships running. I say, do away with the WSA entirely.

Likewise in the RMO setup, the unions maintain offices in all the seaports of the country, in Honolulu and Puerto Rico. Now that there is an overabundance of seamen why continue these political ex-steamship workers in office? By doing away with this ilk, think of the break that the taxpayers will get.

And the USS! What in the Hell did we ever need this bunch of leaches for in the first place? The SIU fought them tooth and nail at their inception. We don't need any of their clubs and hotels. These same clubs can and will be used against us in case of a strike.

Well, I guess that I have said about enough for this time, so here goes for a bigger and better union.



membership, trying to Mulch us and last but not least Overthrow us.

USS means: Useless, Selfish, Shipownerstooge. They are useless because any real seaman that knows the score will not have anything to do with them, Selfish because they are always bumming through the various community chests and then requiring a poor seaman to go through an act of Congress before he can obtain assistance from them. Shipownerstooge because they have the financial backing of the ship-

NEW YORK—We had another fair week here with 30 ships paying off and 22 ships signing on.

Bull SS Company in a couple of instances lately has taken the overtime that was approved by the heads of the departments and the masters of the vessels to the company's office and run a red pencil through about 2/3 of it, without saying anything to anyone. The port purser would show up at the payoff, about 3 p.m., with no authority to re-adjust these beefs.

In most instances, the overtime was legitimate, therefore the crews refused to payoff the ships until Bull Line sent a representative on board to check the over-

time with the boarding Patrolman and settle everything at the payoff.

We cannot over-emphasize the virtue of settling the beefs before the ship pays off, for, in most instances when they are allowed to be carried over, they are a long drawn out affair with the men involved getting only part of their money at a later date.

At this time we have the SS Julius Olsen, Bull Line, in port with the crew standing by to be paid off as soon as her beefs are settled.

I note that in the *Journal of Commerce*, the shipowners to whom we are contracted have stated that the union's representatives have plenty of time to work on disputes, but that the companies can only use a little time as they also have other duties, such as keeping the ships sailing, making arrangements for cargo routes, etc.

In this we agree with the companies. They have entirely too much work when the ships are sailing to take time out to settle legitimate beefs. Therefore, the only time that the companies have to settle legitimate beefs are when there is no shipping business to attend to. The union should assist the companies in this situation by tying up all of their ships alongside of the docks,

thus relieving them from duties connected with shipping and give them plenty of time to settle their beefs. This is the only way that we will ever get full cooperation from the steamship owners.

Another instance is Eastern SS Company. We have a dispute on the manning scale in the stewards department, and to which part of the agreement these circumstances apply. The cases are on the SS Lou Gehrig and the SS Logan. In both cases the ship sailed with the regular complement in the stewards department to take care of a crew of 51 men. On the other side, these ships picked up a number of passengers. The company figured the money involved and decided it could get by cheaper with paying off a division of wages under the 64 men complement. All other companies have paid this beef, or similar beefs, under the extra meal clauses as per their agreement. The chief chiselers in the Eastern SS Company stated that this is their interpretation of the agreement and that what the union or other companies think or do makes no difference to them. We now have both of these beefs pending a decision of a referee.

Evidently the companies with whom we are contracted think that we are an organization that can be pushed around at their will. One of the quickest ways to change their minds about this is to throw an extra line on all of their scows as fast as they hit port. The evils of the war, such as the various bureau set-ups in the maritime industry, should have no part in the postwar plans of the Seafarers International Union and they must be recognized for what they really are—just tools for the shipowners.

Long Search Finally Uncovers New Chairs For Recreation Hall

By E. S. HIGDON

NEW ORLEANS, Aug. 12 — New chairs — we finally found them after calling everyone for weeks—searching in all the department stores and plowing through the collections of second hand stores without finding even one chair. Finally one day there appeared (in small print) an insignificant little ad in the *Times-Picayune* "Steel Folding Chairs for sale." Made a lunge for the telephone—called up—got a special price and now one hundred new chairs are on the first floor deck of the hall waiting to be unpacked for the next meeting.

And something else new has been added. It's the books from the American Merchant Marine Library Ass'n. There's a full 6-foot shelf of them — mysteries, Zane Grey's, short stories, some novels, things that men like to read for entertainment—waiting for a job to show up. And we're going to get some more just as

soon as replacements come down from New York.

Other than stuff like that, New Orleans has been a slow port. The weather's been hot as hell, but the shipping has left us cold. The only ship that paid off was the SS T. J. Jackson—beefs on her were small and easily settled.

However, the old beef about Messmen making up the purser's bed has come up again on the SS Francis M. Smith — Mississippi Line. According to all we can find in sea law and working rules, the purser, since he is not a licensed officer is not entitled to have his bed made up. This point has come up many times, but has never had any final settlement and now we intend to carry the thing to a successful conclusion and settle once and for all. **The Purser must develop his domesticity to the extent of learning how to make up a bed with all the wrinkles smoothed out.**

NO NEWS??

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

- BOSTON
- JACKSONVILLE
- HOUSTON
- BALTIMORE
- CHARLESTON
- TAMPA
- GALVESTON
- NORFOLK



AFL Demands Bold Program To Speed Up Reconversion

CHICAGO—The AFL Executive Council opened its summer meeting here with a ringing demand for action now to prevent a postwar depression.

The council offered the nation a challenging 6-point program to speed up reconversion and provide for human needs. This program declared:

1—A new peace production program must be launched with vigor and dispatch on a scale large enough to meet the nation's needs but without interference to the war effort.

2—Wartime government controls over labor and industry must be dropped as rapidly as the war situation permits and an effort made to substitute voluntary, cooperative methods for government directives.

3—Every reasonable encouragement should be extended by the government to private industry to expand postwar production and provide full employment.

4—The present alarming shrinkage of the purchasing power

of the nation's workers must be halted by the restoration of collective bargaining between labor and management.

5—Congress must act immediately after it returns from its summer recess to provide for human needs during reconversion by approving President Truman's recommendations for emergency supplementation of inadequate state unemployment compensation, by adopting legislation for higher minimum wage standards, by enacting the vital Wagner postwar housing bill and by extending the nation's social security system as provided under the Wagner-Murray-Dingell bill.

The council declared it will amplify its recommendations on each of the points of its program with declarations on specific policies to be drafted during the current meeting.

AFL President William Green said the council had decided to deal with the reconversion problem first because it is the key to postwar recovery. On this point the council declared:

"America is now getting too little reconversion. Unless preparations for resumption of peacetime production are speeded up, it may be too late to avoid a major postwar depression. Unless more adequate provision is promptly made for human needs during recon-

version, peace may bring economic disaster to the American people.

"This tragedy must be averted. The peace to which all Americans look forward after four years of war and sacrifice must not bear bitter fruit. The millions of American young men in uniform who have undergone the agony of modern warfare must find opportunity, not breadlines, when they return home. The millions of war workers who have labored to the point of exhaustion in a victory production drive which broke all records must not be cast off with heartless disregard of whether or not they will be able to find another job.

"America cannot afford to let these things happen because, if we do, the American way of life will be obliterated just as certainly as it would have been if Hitler had won the war. But we won the war and we can also win the peace if we plan intelligently and act boldly and confidently."

Mr. Green announced that the executive council had appointed Secretary - Treasurer George Meany and Vice President William C. Doherty to serve as the AFL's fraternal delegates to the convention of the British Trades Union Congress which will be held at Blackpool, England, next month.

VICTORY AT THE WALDORF



Now it's not only the guests at the world famous Hotel Waldorf Astoria in New York who are happy. These grinning workers are rejoicing at a 3 to 1 victory scored by Local 6, Hotel & Restaurant Employees Int'l. Alliance (AFL), in an NLRB election covering all Waldorf culinary departments. Business Agent Antonio Lopez of Local 6 (second from left, bottom) is congratulated by workers for his swell organizing drive. (Federated Pictures)

Union Dues

Your union dues pay for service. The union can do for you what you cannot do for yourself. You can do some things as an individual; but some things you can only do by joining with others who are also interested in getting action.

It is impractical for the whole work force to go to the office to talk over the work contract with the boss, and so you select your best informed and ablest spokesman to go for you. But can your ablest fellow worker afford to stand up for your rights if the employer can fire him for it? This is why the union must pay a salary to its business executive.

But to run your union your executive needs more than his salary.

He must have money in order to get the information and the assistance he needs to negotiate agreements covering your job.

He must be able to help you get compensation for accidents or for unemployment.

He must be able to protect your interests whenever changes are made in your industry.

He must work for laws to protect workers and work against laws that would interfere with your progress.

He must represent you in civic and social activities in your community in order to get for you, your wife and your children the best possible opportunities for good and satisfactory living.

Your dues are an investment in the benefits of a union—steadily rising wages as conditions warrant, greater leisure through the shorter work week and vacations with pay, committees to represent you in grievances and problems of the job, greater security and better employment relationships.

—A. F. of L. leaflet, 1937.

Foreign Seamen Seek SIU Books

The SS Alcoa Voyager, in port after 9 months shuttling in European waters, gave SIU Patrolmen some real headaches. One of them described it as the worst situation he had experienced. In addition to the beefs in overtime, division of wages, promotion differentials, Patrolman Sonny Simmons had the doubtful pleasure of pinning back the ears of an NMU upstart who was taking up space on the SIU ship.

The NMU book man, a Stanley Mills (name only mentioned for identification purposes), completely anti-SIU, wanted Simmons to settle his overtime beef and backed his demands with the threat, "If you don't get it, Joe Curran will be down to the SIU Hall to collect." To which Sonny replied, "Curran at the SIU Hall would be quite an educational job—for Curran. Better write your Congressman, bud."

Plenty T-2 Tankers

By JAMES L. TUCKER

Shipping continues to be good and will be for some time to come with about four T-2 Tankers due in the coming week and several freighters due in and about three ships in the shipyard taking a crew. So we will be needing quite a few men. We are expecting about ten T-2 Tankers in this month.

There have been some changes made in the hall so that it will be much cooler and as soon as we can get the metal chairs will have fifty of them so that the fellows can sit down while waiting to ship and not have the chairs fall down with them in it.

Will have some of the rust-buckets in from the island runs with the fellows telling a lot of tall tales of the girls down there and what the girls would do for them if they would only get on the beach.

Fifteen unlicensed personnel who left the ship during the trip had been replaced by some non-American hands all of whom asked for SIU cards. Union representatives reluctantly refused because the men lacked American seaman papers.

The group appeared very appreciative of SIU conditions aboard, and militantly stood by while beefs were settled. Until all of the numerous beefs were settled. The Patrolmen promised SIU efforts to get these men papers and expressed hope of success because they felt that the men would be a credit to the organization.

Co-operation of the skipper and the company eased some of the Patrolmen's problems and all disputes were squared away and paid aboard. The black gang delegate is to be congratulated for properly taking care of his responsibilities. All disputed overtime was in good order and all books and trip cards gathered up for the boarding Patrolmen.

Patrolmen Bill Higgs (Deck), Fred Hart (Steward) and Sonny Simmons (Engine) handled the disputes aboard the Voyager.



By FRENCHY MICHELET

Buck Newman was amusing the gang in the Bar Americano the other night with tales of the hungry scows that he's sailed in his time. Naturally, he eventually got around to rakin' old "Hungry" over the coals.

"Brothers," Buck said, "when you find two raisins in a piece of Shuler's raisin cake you better heave the damn stuff over the side because one of 'em ain't a raisin."

It's strange how seldom a seaman makes port with a cargo worth the freighting home. The world is ours for the asking. To us is given the magic carpet that wafts us to the remotest lands washed by the farthest seas, yet we seldom venture to carry away any of the treasures that lie around free for the taking home.

"Let go, let go the anchors; Now shamed at heart are we To bring so poor a cargo home That had for gift the sea.

Let go the great bow anchor— Ah, fools are we and blind— The worst we stored with utter toil, The best we left behind."

Boy, we'll be here this time next year trying to get rid of this general cargo. By the time the scow is fully discharged we'll have celebrated our 22nd birthday. (We celebrated the 21st Tuesday.)

Sign on the messroom bulletin board: "On Tuesday, July 24th our esteemed Chief Stupid will celebrate his 21st (???) birthday. Bring your own liquor. (In bottles, please) and look forward to a good time because the three delegates will bake a cake from a

recipe furnished by that master of the culinary arts, that connoisseur of fine foods, that dilettante of the galley—J. P. Shuler.

(Signed) Buck Nedman
Johnny Glass
'Whitey' Klacnowiz"

They tell us that we had a wonderful time, although we really couldn't spare the ten boxes of bicarbonate of soda that the crew used up the day after the baking.

The crew aboard this scow is one of the finest that we have ever had the pleasure of sailing with. That is, all but the finky mate. Where this screwball ever got his experience to sit for a ticket is a mystery. He can't even tie his own shoelaces. He got out on deck while we were alongside in New York to help rig the screen over the stack. After a few fancy flourishes with the tackle he told the gang to heave 'way. (We very obligingly broke out the whole Steward Department to help fish the screen out of the drink.)

The guy is a walking example of the dangers of delegating even a little authority to small minds.

While working as Food Representative for the union we naturally had occasion to do quite a bit of research work in the maritime food field. It was interesting to trace the steps by which SIU ships reached the enviable standard of feeding that they now enjoy. We feel that our many hours of diligent research qualifies us to state with authority that the greatest single contribution to better feeding on SIU ships was the master stroke of that inspired genius who dreamed up the idea of giving Shuler a shoreside job.

THE WEEK'S NEWS IN REVIEW



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

SPORTS . . .

BOXING

Jake La Motta, Bronx middle-weight, battered Jose Basora of Puerto Rico into the canvas in the 9th round at Madison Square Garden. La Motta had things pretty much his own way throughout the fight. The kayo was due to the accumulated beating that Basora was getting and not to any one punch. Jose showed much gameness, but it takes more than a stout heart to win fights. This was the fourth fight between them. Each had won one victory, and the other battle went to a draw.

In the semi-final Aaron Wade, San Francisco, knocked out Mario Ochoa of Cuba in the second round, in his eastern debut.

Other results: Buddy Hayes, Boston, kayoed Rocky Prozano, Stamford, Conn., in three. Allie Stolz, Newark, beat Wesley Mounzon, Philadelphia, in ten rounds. Hubert Hood, Chicago heavy-weight, drew with O'Dell Riley of Detroit, in a ten rounder. Danny Carabella of New York beat Red Hutchins of St. Petersburg, Florida, in eight rounds.

HEARD DOWN THE LINE

Madison Square Garden expects better than a 2 million dollar year in receipts. And seamen fight for nothing . . . Capt. Tom Harmon, former Michigan All-America halfback, got his discharge after almost 4 years of service . . . The International Olympic Committee is meeting in London to plan the 1948 games. Several American cities are bidding for it . . . Bobby Veach, famous Detroit outfielder, is dead. He was a member of the powerful outfield with Ty Cobb and Sam Crawford. Oldtimers will remember how those boys could hit . . . There isn't an outstanding boxer in the services, according to Cmdr. Gene Tunney, who might know.

A plan to form a professional basketball league to parallel the American Hockey League has been dropped for the time being. Going to wait until things jell in the immediate postwar period before proceeding . . . Henri Cochet, French tennis player, who has beaten Bill Tilden and Francis Hunter, American stars, plans to resume play again. 43 years old, he thinks he has a few more years of competition left . . . Evidence of horse doping was indicated by tests made on two horses by the New York State Harness Racing Commission. Sterling Hanover, a \$6.20 winner on July 26th, had been hopped up with benzedrine, while Josedale Lynn, \$5.10 winner on August 3rd, had a skinful of strychnine. Both

jockeys have asserted their innocence.

BASEBALL

Detroit is beginning to pull away from the rest of the league. Only Washington is still within easy striking distance . . . The Yankees have faded . . . Incidentally Joe McCarthy is back at the helm, denying rumors of rifts between Larry MacPhail and himself. Joe says he will stay . . .

In the National League, the standings are practically the same, which makes the job so much the harder for the Cards and the Dodgers, who are the chief contenders . . . Taint much time left, fellers . . . Branch Rickey and two others have bought control of the Dodger baseball club. Rickey, the guy who invented the farm system while with the Cards, has big plans for



"THE COUNTRY NEEDS 4 MILLION AGRICULTURAL WORKERS, SO IF YOU DON'T START HITTING 'EM GOING TO FARM YOU OUT AND I DO MEAN FARM!"

Brooklyn, among them a new, much bigger park. Immediately, he will enlarge Ebbets Field, but the new field will come . . . Richard C. Muckerman, St. Louis businessman, took over the Browns from Don Barnes. Says he will retain Luke Sewell as manager . . . Pitcher Jim Wilson of the Boston Red Sox, who was hit by a line drive, will be out the rest of the season. His skull was fractured.

CURRENT EVENTS . . .

AT HOME

Between the false and the real peace announcements there was much celebrating . . . Also much hangover . . . At the first sign of Japan's cracking, 12 billion dollars of war production was cancelled. Government officials expect 7 million unemployed by Christmas. At least 5 million munitions workers will be laid off within 60 days . . . Congress will return to emergency session on September 4th to try their fine hand on a solution . . . A Washington psychiatrist says Congressmen drink too much whiskey, affecting their work . . . The Congressmen denied this charge in angry whiskey tenors.

D. C. Stephenson, once head of the Ku Klux Klan and now in an Indiana jail for a sex murder, is crazy, says the attorney-general. Took them a long time to find out . . . Peace ought to put an end to war time . . . President Truman ordered a two-day holiday for federal workers, with pay . . . Log editors worked on V-J Day, but made up for it at night, on their own time . . . Rumor that John L. Lewis is slated for a big job overseas for the government. Lewis won't comment.

Soviet union officials touring the country. Dangerous business: Democracy is contagious, and they might catch it. They claim the Soviet unions are the most democratic. They just don't want to strike, and they always agree with their government because their government is always right . . . Just a coincidence.

They are predicting that peace will bring back polite service in restaurants again. That would be the real victory . . . United Press is offering a \$5,000 reward for the guy who sent a false peace story over the wires . . . The Army has discontinued the giving to servicemen of sulfa drugs for self-administration.

INTERNATIONAL

Peace has come to the world, 'tis said. But there is going to be a few unofficial wars and revolutions scattered about the globe from the looks of things. A civil war is in the offing between Chiang Kai-shek and the Chinese Communists. Both groups are racing for the coastal Chinese cities in an effort to seize them and the rich loot of Japanese munitions. Whoever gets there first will probably seize the guns and turn on the other. Odds are on the Commies . . . Discord seeths in France. The Socialists are threatening to quit the de Gaulle government if it doesn't relax some of its bureaucratic control of the country's political apparatus. It also looks as if the Socialists will reject the French Communist proposals for organizational unity of the two groups. Meanwhile Petain was convicted of "treason and intelligence with the enemy." He received the death sentence, but it will probably be commuted to life imprisonment, which shouldn't be long considering his 89 years . . . British Parliament opened this week with labor firmly in the saddle. First step by the workers government will be to nationalize the Bank of England. This will rob the Tories of a vital weapon in their plans to sabotage labor's program for a rising standard of living . . . As for Admiral "Bull" Halsey and his plan to ride the Emperor's horse, he will receive shortly a special hand-tooled leather saddle from the Chamber of Commerce of Reno, Nevada.

Major League Baseball

MONDAY, AUGUST 13, 1945

American League

STANDING OF THE CLUBS

	W	L	PC	GB
Detroit	59	43	.578	
Washington	57	45	.559	2
New York	52	47	.525	5½
Chicago	53	50	.515	6½
Cleveland	51	51	.500	8
Boston	51	53	.490	9
St. Louis	49	51	.490	9
Philadelphia	34	66	.340	24

National League

STANDING OF THE CLUBS

	W	L	PC	GB
Chicago	68	36	.654	
St. Louis	63	44	.589	6½
Brooklyn	61	44	.581	7½
New York	57	50	.533	12½
Pittsburgh	55	53	.509	15
Boston	49	59	.454	21
Cincinnati	43	60	.417	24½
Philadelphia	28	78	.264	41

Major League Leaders

CLUB BATTING

	R	H	HR	RBI	PC
New York	442	878	47	410	.266
Boston	413	934	40	373	.263
Chicago	391	875	11	352	.263
Washington	379	867	14	340	.253
Cleveland	368	841	43	341	.253
Detroit	358	830	43	342	.247
St. Louis	385	852	44	356	.247
Philadelphia	305	819	25	268	.236

LEADING BATTERS

	G	AB	R	PC
Cuccinello, Chicago	86	298	38	.325
Case, Washington	92	377	56	.316
Steinweiss, N. Y.	99	408	71	.314
Lake, Boston	82	296	60	.308
Estalella, Phila.	93	335	37	.307

RUNS BATTED IN

	R	PC
Etten, New York	66	.66
R. Johnson, Boston	61	.61
York, Detroit	55	.55

HOME-RUN HITTERS

	R	PC
Stephens, St. Louis	16	.16
R. Johnson, Boston	12	.12
Etten, New York	11	.11
Seerey, Cleveland	11	.11

LEADING PITCHERS

	G	W	L	PC
Center, Cleveland	19	5	0	1.000
Benton, Detroit	18	11	3	.786
Ferriss, Boston	25	18	5	.783
Leonard, Wash.	20	12	4	.750
Newhouser, Detroit	27	17	7	.708
Gromek, Cleveland	22	13	6	.684
Bevens, New York	19	10	5	.667
Wolff, Washington	22	13	7	.650
Lee, Chicago	21	12	8	.600
Grove, Chicago	22	10	7	.588
Christopher, Phila.	25	11	8	.579
O'Neil, Boston	18	8	6	.571
Haefner, Washington	24	11	9	.550
Jakucki, St. Louis	25	11	9	.550
Pioretto, Washington	28	10	9	.526
Reynolds, Cleveland	32	12	11	.522

CLUB BATTING

	R	H	HR	RBI	PC
Chicago	506	1015	41	463	.285
St. Louis	546	1034	45	507	.280
Brooklyn	568	1004	42	494	.276
Pittsburgh	526	999	45	484	.271
New York	476	1010	81	442	.270
Boston	528	1001	70	495	.267
Cincinnati	342	857	29	317	.249
Philadelphia	388	866	38	348	.244

LEADING BATTERS

	G	AB	R	PC
Holmes, Boston	109	447	96	.369
Cavaretta, Chicago	105	402	82	.363
Rosen, Brooklyn	99	410	89	.361
Hack, Chicago	106	422	81	.341
Olmo, Brooklyn	101	408	53	.338

RUNS BATTED IN

	R	PC
Olmo, Brooklyn	93	.93
Walker, Brooklyn	92	.92
Adams, St. Louis	87	.87

HOME-RUN HITTERS

	R	PC
Holmes, Boston	18	.18
Workman, Boston	18	.18
Lombardi, New York	16	.16
DiMaggio, Philadelphia	16	.16
Ott, New York	15	.15
Adams, St. Louis	15	.15

LEADING PITCHERS

	G	W	L	PC
Gables, Pittsburgh	17	7	2	.778
Brecheen, St. Louis	14	7	2	.778
Passeau, Chicago	23	12	4	.750
Cooper, St. L.-Bost.	21	9	3	.750
Heering, Brooklyn	13	6	2	.750
Dockins, St. Louis	19	6	2	.750
Wyse, Chicago	25	17	6	.739
Gregg, Brooklyn	28	15	6	.714
Barrett, Bost.-St. L.	32	16	8	.667
Prim, Chicago	22	8	4	.667
Erickson, Chicago	19	6	3	.667
Mungo, New York	21	11	6	.647
Derringer, Chicago	26	12	7	.632
Burkhart, St. Louis	26	11	7	.611
Sewell, Pittsburgh	27	11	7	.611
Strincevich, Pitts.	25	10	7	.588

Minor League Standings

INTERNATIONAL LEAGUE

	W	L	PC
Montreal	75	39	.658
Newark	61	51	.545
Baltimore	61	52	.540
Toronto	60	54	.526
Jersey City	57	57	.500
Syracuse	48	63	.432
Rochester	47	65	.420
Buffalo	42	70	.375

AMERICAN ASSOCIATION

	W	L	PC
Indianapolis	73	45	.619
Milwaukee	72	49	.595
Louisville	69	53	.566
St. Paul	55	59	.482
Toledo	56	64	.467
Columbus	52	68	.433
Minneapolis	51	67	.432
Kansas City	46	69	.400

SOUTHERN ASSOCIATION

	W	L	PC
Atlanta	72	38	.655
Chattanooga	66	44	.600
Mobile	65	44	.596
New Orleans	64	46	.582
Memphis	49	60	.450
Birmingham	42	67	.385
Nashville	41	67	.380
Little Rock	38	71	.349

PACIFIC COAST LEAGUE

	W	L	PC
Portland	83	51	.619
Seattle	79	55	.590
Sacramento	71	66	.518
San Francisco	69	68	.504
Oakland	66	71	.482
San Diego	64	75	.460
Los Angeles	58	79	.423
Hollywood	56	81	.409



BULLETIN BOARD

—Unclaimed Wages— A. H. Bull Steamship Company

W	
Wade, Leslie	10.03
Wade, Willy J.	8.75
Wadsworth, Thomas	113.31
Waithe, James	11.24
Waitkus, Joseph	3.00
Wall, Edward I.	11.50
Wallace James E.	3.50
Ward, Calvin	1.42
Ward, Reginald	13.62
Warren, Bobby	4.08
Waters, Wayne W.	2.25
Watson, William	3.50
Waugh, Joseph F.	17.30
Weckesser, Edward	47.56
Weckter, Ralph	.33
Weekly, Francis	42.50
Weir, Alexander	38.92
Weiser, Alfred H.	2.25
Weitzel, Jacob	8.53
Welcome, Walter	10.50
Wells, John E.	9.00
Wells, Leroy	1.42
Welters, Edward A.	21.08
Wenger, Howard F.	10.38
West, Harry	3.52
West, Harry	4.25
West, John	.87
Westra, Jacob	6.75
Wheeler, Albert	5.00
White, Gerald L.	4.62
White, John C.	3.50
Whitehurst, John	9.50
Whitt, John H.	35.55
Whittemore, Harrison	2.83
Whitten, John V.	8.53
Wicks, Allan G.	5.92
Widemire, DeWitt P.	3.50
Wilcox, Joseph	5.00
Wilezynski, Ernest	33.77
Wilfred, Ernest	33.77
Wilk, Alfred	6.75
Williams, Albert	3.50
Williams, George	15.39
Williams, Hubert	.71
Williams, Ivory	34.87
Williams, Osborne K.	1.42
Williams, Rassic L.	34.00
Williamson, Ralph J.	10.66
Willis, Dean E.	34.13
Wilson, Benjamin	4.88
Wilson, Benj. O.	3.50
Wilson, Ransom	1.50
Wilson, Richard A.	10.66
Wilson, Thomas	8.53
Wilson, W. E.	12.00
Winn, Robert	3.27
Winters, Robert	5.69
Wintzel, Henry J.	39.10
Wood, Carl	19.91
Wooten, Cameron	6.75
Worthy, Fulton	1.07
Wright, Kenneth I.	2.25
Wulff, C. E.	10.15

Y	
Yacceshyn, Nicholas	48.64
Yancy, Paul	7.37
Yant, Woodrow	2.25
Martin, John	.28
Yopps, Arnold	1.50
Young, John C.	1.50
Young, W. M.	14.93

Z	
Zaragoaz, Roberto	2.25
Zavrel, Gus	.75
Zetsh, Kurt J.	1.50
Ziereis, John	7.50
Zipf, Albert	2.13
Zoleckas, Vincent R.	2.25
Zumpft, Herbert	16.54

MISCELLANEOUS	
Carroll, William	2.00
Sutton, G. W.	190.07
Kinney, John E.	.69
Koyar, John	.69
Mercados, Tomas	12.75
McNulty, Francis	281.30
Wheeler, Robert	28.95

Lord, Robert W.	1.64
Shipman, Harold I.	170.71
Hayes, Chas. R.	16.33
Chism, Howard	4.50
Mitchell, Leonard	4.50
Johnson, Karl D.	9.60
Campbell, Francis	1.38
Davey, John	1.38
Doyle, John	1.38
Fleming, Joseph	1.38
Robert, Arnold	1.38
Strebel, Joseph	1.38
Bromley, Robert	11.02
Gaffney, James	8.26
Gomez, Emil	8.26
Hemingbrough, Wm.	8.26
Hodges, Robert	8.26
Janovitz, Mirros	8.26
King, Wm.	8.26
Adams, DoDouglas	4.47
Klem, Wm.	3.44
Ringnette, Romeo	2.06
Blessley, Raymond	3.44
Hanson, Roy E.	.69
Newton, Iivan	4.82
Baccox, Mike	22.03
Wolch, Arthur	11.71
Petersen, Stephan	16.93
Roberts, Well.	4.82
Dudder, Oral	5.51
Morris, Floyd	2.29
Schander, George	2.29
Sullivan, Frank	25.48
Smith, Marion	1.37
James, Alphonse	6.20
Smith, Marion	3.17
Smith, Marion	4.00
Watson, John J.	7.12
Halverson, Robert	8.96
Fordyce, Donald	2.22
Gentry, Allie	2.22
Honeycutt, Calvin	2.22
Malone, Joseph	4.01
Nelson, Roger	2.22
Nickerson, James	3.49
Trebetoske, Richard	2.22
Callahan, Wm.	95.62
Gala, John	95.62
Giguere, Norman	95.62
Gordon, Donald	95.62
Nickerson, James	95.62
Gentry, Ollie	95.62
Trebetoske, Richard	95.62
Nelson, Roger	95.62
Honeycutt, Calvin	95.62
Kipper, Alexander	95.62
Lewis, Gerald	95.62
Hitchcock, Martin	95.62
Jones, William	95.62
O'Hare, James	95.62
Lomas, Harold	95.62
Sexauer, Glennon	6.75
Martin, John	6.75
Upchurch, Eric	11.25
Peterson, Frederick	11.25
Halverson, David	4.50
LaCrosse, Robert	4.50
Ahlstrom, Andrew	2.25
Garcia, Seveniano	2.25
Gardner, James	2.25
Schultz, Carl	4.50
Stankoski, Edward	2.25
Tamor, Catalino	4.50
Comet, Ralph	17.00
Dembicki, Peter	3.57
O'Connor, Tim	18.13
Griffin, Walter	4.50
Gray, Robert	9.00
Hansen, Einar	11.25
Amman, W.	11.02
Habant, W.	2.75
Peters, Woodrow	2.75
McKinnon, Alex.	1.37

Earle, Allen	11.02
Miller, Ralph	1.50
Callen, Bertram	1.50
Sepulveda, Raphael	1.50
Calhoun, James	1.50
Zlatnik, Arnold	1.50
Ellingson, Gordon	2.06
Gangi, Anthony J.	266.65
Weibley, James	.69
Madsen, Filip	5.35
Colecchi, Steve	1.37
Marturano, Lingi	2.06
Eads, A.	12.00
Briggs, Alfred	1.50
Solstad, Richard	17.59
Anderson, Irwin	17.32
Vickerman, Robert	17.59
Noonan, Raymond	17.59
Johnson, Robert	16.91
Baptiste, Louis	1.26
Hannon, Leo	.84
Alto, Eino	2.64
Wanclik, Walter	.84
Balcus, Paul	28.38
Collins, Wm.	2.22
Hillard, Donald	1.50
Caraway, Earl	1.50
Jones, William	1.50
Barrett, James	1.50
Mappin, George	1.50
Carter, Elmer	1.50
Taylor, W. E.	1.50
Blackburn, John	1.50
Care, Warren	1.50
Taylor, Edward	1.50
Sapna, George	1.50
Egan, James	6.00
Ridge, Ralph	1.50
Glanville, Lewis	1.50
Johnson, Stephen	1.50
Wright, Gail	1.50
Smith, James	6.00
Kvaka, Rudolph	1.50
Mathews, Earl	1.50
Anderson, Karl	1.50
Elicerio, Ignacio	1.50
Bose, Frank	1.50
Diamond, Jack	1.50
Michna, George	1.50
Southworth, Chas.	1.50
Anderson, Lee	1.50
Byrd, James L.	1.50
Perez, Manuel	1.50
Jones, James W.	1.50
Perts, Robert	1.50
Hayes, James	1.50
Hobson, Marion	1.50

SIU HALLS

NEW YORK	51 Beaver St
BOSTON	330 Atlantic Ave
BALTIMORE	14 North Gay St
PHILADELPHIA	6 North 6th St
NORFOLK	25 Commercial Pl
NEW ORLEANS	339 Chartres St
CHARLESTON	68 Society St
SAVANNAH	220 East Bay St
TAMPA	842 Zack St
JACKSONVILLE	920 Main St
MOBILE	7 St. Michael St
SAN JUAN, P. R.	45 Ponce de Leon
GALVESTON	305 1/2 22nd St
HOUSTON	6605 Canal St
RICHMOND, Calif.	257 5th St
SAN FRANCISCO	59 Clay St
SEATTLE	86 Seneca St
PORTLAND	111 W. Burnside St
WILMINGTON	440 Avalon Blvd
HONOLULU	16 Merchant St
BUFFALO	10 Exchange St
CHICAGO	24 W. Superior Ave
SO. CHICAGO	9137 So. Houston Ave
CLEVELAND	1014 E. St. Clair St
DETROIT	1038 Third St
DULUTH	531 W. Michigan St
VICTORIA, B. C.	602 Boughton St
VANCOUVER, B. C.	144 W. Hastings St

Bose, Frank	2.75
Ridge, Ralph	11.02
Glanville, Lewis	8.95
Allman, W.	17.73
Allman, W.	6.75
Carey, Joseph	37.86
Collins, W.	14.12
Alto, Eno	16.22
Balcins, Paul	4.13
Baptiste, Louis	15.81
Hannon, Leo	4.13
Solstad, Richard	5.16
Anderson, Irwin	16.18
Johnson, Robert	26.16
Noonan, Raymond	5.16
Vickerman, Robert	4.13
Wanelih, Walter	4.13

Smith & Johnson

Kelly, Jack C.	\$ 1.42	Harvey, L. J.	2.88
Lalor, Neville	.73	Jeter, Harold D.	1.07
Mathis, Robert F.	1.72	Kocanovski, Edward	4.11
Mezick, Norman P.	20.70		
Moore, Kimbrough K.	15.89		
Onstat, John	1.42		
Baker, Earl M.	8.06		
Briant, S. J.	1.42		
Browning, Charles M.	2.04		
Barnett, Charles D.	1.43		
Condry, John E.	3.50		
Cowart, E. B.	3.50		
Dennis, Lee T.	5.69		
Hawkins, Alton L.	3.35		
Rodes, Philip D.	1.42		
Sacks, Alex G.	7.19		
Sharpff, Robert T.	15.53		
Sonza, Anthony R.	1.42		
Streeter, Harry W.	1.78		
Wilson, Bassil	3.50		
Duguid, George S.	8.95		
Lesik, Harry	6.03		
Schroeder, Elmer	3.47		
Barney, Robert	12.72		
Meisner, Wlaler	.77		
Carnes, Alfred	1.37		
Bicket, 5 hrs; H. Kennedy, 5 1/2 hrs; F. Hahn, 6 1/2 hrs; H. Hicks, 3 hrs; F. Betts, 2 hrs. Collect at Calmar office.			

MONEY DUE

SS THOMAS SULLY
Joe Faulkner, Steward, \$38.43; L. O. Morris, Ch. Ck., \$34.64; R. L. Gilbert, 2nd Ck., \$21.74; R. M. Crawford, 3rd Ck., \$22.65; M. J. Tamczak, \$31.47; Jack Sireno, \$24.61; C. O. Yacket, \$18.43; R. M. Breary, \$5.94; R. G. Crane, \$6.49.
NOTE: 5 days sick 2nd Cook pay pending a sick report. All subsistence paid at payoff.
Collect at Calmar office.

SS THOMAS P. REED
The following men who paid off this vessel on August 8 have money due:
W. D. Malpasi, 3 hrs; C. G. Bicket, 5 hrs; H. Kennedy, 5 1/2 hrs; F. Hahn, 6 1/2 hrs; H. Hicks, 3 hrs; F. Betts, 2 hrs. Collect at Calmar office.

SS FLAGSTAFF VICTORY
Three Wipers and two Electricians, who paid off in Seattle in June, have overtime coming. Collect by writing to Seas Shipping Co., 39 Cortlandt St., New York City.

William L. Crump can collect \$12.24 overtime at Moran Towing Company's office.

SS GREENVILLE VICTORY
Overtime coming to Godfrey Meeting, J. E. Glidden, J. P. Thrasher, J. H. Lane, Elkton Robinson, R. L. Milton, J. W. Rucker.
Collect by writing to William Diamond & Co., 1305 Vance Building, Seattle, Washington.

SS CAVALES
Overtime coming to Haven L. Hall and Lyle Downing. Collect by writing Pacific Tankers, Pier 24, Seattle, Washington.

SS DAVENPORT
Peter A. Steward has 64 hours overtime. Collect at Eastern SS Company office.

SS PENDLETON
Voyage No. 6
Entire crew has attack bonus coming. Collect at Calmar office.

PERSONALS

Holder of receipt No. 94595 issued in Houston June 22, 1945, please get in touch with Galveston Agent.
CHARLES LYSKY
Contact New York Agent's office.