

SEAFARERS' LOG



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

Vol. VII.

NEW YORK, N. Y., FRIDAY, DECEMBER 7, 1945

No. 49

Sec'y-Treasurer Reports To SIU

By JOHN HAWK

A week ago last Saturday, Philadelphia Agent, Bill Luth phoned me that all the tug boats in Philadelphia were out on strike and that the NMU had finked four of the tugs out, and were attempting to fink them all out in an effort to grab these tugs. At my request, Agent Luth and his Patrolmen came to New York that night to attend a meeting with our Organizational Director, Paul Hall, and the New York Branch Officials, organizers and myself.

We met that night and, after hearing a full report from our Philadelphia Officials, it was the consensus of opinion that we should step into this beef and knock the NMU out of the picture, and let it be known in the Port of Philadelphia that there is a Seafarers International Union and that we stand for bettering the seamens wages and working conditions and will not tolerate any finking.

Organizational Director, Paul Hall was delegated to move into Philadelphia with as many New York Officials as could be spared and rank and file as needed to do the job. Brother Hall has rendered a full report on this beef which will be read at this meeting.

The NMU top officials, whose main interest is seeking publicity in the capitalist press and

(Continued on Page 4)

Longshoremen Ask Union Men Do Hiring

A demand that all "hiring stevedores and foremen" be union members was made yesterday by Joseph P. Ryan, president of the ILA, at the arbitration hearing for a new contract between the union and the New York Shipping Assn. Louis Waldman, counsel for the union, had requested Davis to rephrase the proposed union contract to compel ship-owners to use only union foremen. Mr. Waldman proposed that the number of "shape-ups" be cut from three to two daily, with none on Saturday or Sunday. Later, the union requested a guaranteed minimum of four hours' pay or work for each shape-up on weekdays and a four-hour minimum for overtime work.



Ships' Mail Service Regulations Changed

The mail service for crews of American merchant vessels now provided by the Navy through its Fleet Post Offices was discontinued on December 1, 1945.

Delivery of crew mail since that date is being undertaken by the U.S. Post Office Department through the domestic mails when intended for delivery within this country, or through the international postal service for delivery in foreign countries. Therefore, it is now necessary for the seamen to notify his correspondents in this country as to where his mail is to be addressed. If for delivery in this country, or if the itinerary of the vessel is not known, the mail should be addressed as follows:

Mrs. J. Q. Doe
120 Main Street
Chicago, Ill.
John Q. Doe
SS (Name of Ship)
c/o (Name of Steamship Line)
(Domestic address of SS Line)

If for delivery in a foreign country, the international postal rates and conditions will apply, and it is necessary that sufficient stamps be affixed before posting in order to avoid delay. Such mail should be addressed in the following manner:

John Q. Doe
SS (Name of Ship)
c/o (Name of Foreign Agent)
(Address of Foreign Agent)

Agents of the WSA have been directed to instruct masters of vessels arriving at a foreign port

to appoint a member of the crew with a letter of identification to call for the mail at the office of the foreign agent.

It is essential that General Agents inform their respective ships of the proposed itinerary in order that crew members may in turn inform their correspondents. Itinerary must include name of agent at ports of call, and expected date of arrival.

NEW LOG DELIVERIES

The membership is cautioned to instruct correspondents to follow directions closely — and at all times to indicate the return address — else difficulties may be experienced with their mail.

Because of these new regulations, the *Seafarers Log* will no longer be sent directly to the ships. A new delivery system is being set up, in which a responsible person in every port will either deliver the *Log* directly to the ships, or will act as a drop where the *Log* may be picked up by a designated crewmember.

More details will follow in early issues of this paper. Watch for them.

ATTENTION!

Matthew Dushane, SIU Washington, D. C. representative has resigned and the Seafarers International Union office at 424 Fifth Street, N.W., Washington, D. C. has been closed.

Labor Blasts Truman For Anti-Union Plan

President Truman this week gave the full speed ahead signal to anti-labor forces within Congress and throughout the nation, when he submitted his proposal for handling labor-management disputes.

AFL President Green denounced the plan as well as other anti-union bills in the Congressional hopper. Labor claimed the request for legislation was aimed at the destruction of unions, and curtailment of the rights of free men to work or refrain from work as the occasion demands — the right to strike—which was dearly purchased by labor through the blood and toiling efforts of many generations of workers.

TRUMAN PLAN

As proposed by the President, the plan calls for the following steps:

1. When any strike which would affect the public well-being threatens in a major industry, then the Secretary of Labor certifies that fact to the President.
2. Within five days, a fact-finding board is appointed by the President with power to subpoena records and individuals and to request information from any government agency.
3. The fact-finding board submits a report within twenty days.
4. Neither party involved (union or management) will be legally bound to accept the board's findings.
5. During the entire thirty day period (5 days for board appointment; 20 days for board investigation and submission of report; and 5 days after the publication of findings), either party is legally prevented from calling a strike or lockout, or changing the status quo as regards wages, hours of work, working conditions or other established methods.

ALL FROM LABOR

Under the Truman plan, the striking General Motors auto workers are requested to return to work for the same wages they were previously paid, while a fact-finding board prepares for the public a report on the merits of their wage demands. This special fact-finding panel will not have the power to subpoena

the company's records and profit sheets! In other words, the union is being asked to do all the giving without receiving anything in return.

General Motors has defied the union and government in their refusal to reveal their profits for the purpose of establishing the ability to pay or not pay the requested 30% wage increase. In spite of this, they are not being asked to give up anything or reveal anything by the President; they merely sit back on their haunches and sneer at government and union alike.

PLAN OPPOSED

Rank and file union members contacted on the picket lines expressed the determination to re-

Truman Plan Scored

At a New York membership meeting held Wed. night, the Seafarers unanimously approved a resolution condemning President Truman's proposal for deciding labor-management disputes. Members expressed themselves as strongly opposed to the "finky proposition," and declared that its passage by Congress and/or other finky anti-union bills would immeasurably set back the entire labor movement.

main on strike until their demands are met, or until an honest effort is made by GM to bargain collectively in good faith. Leaders of their union further rebuffed the President by stating that they were firmly opposed to his proposal.

The consensus among labor leaders and progressives is that the Truman plan is an attempt to appease big business interests in their endeavors to either smash the unions once and for all, or to legislate out of existence the unions' ability to use their economic strength as a weapon. Along with other vicious anti-labor bills in various Congressional committees, this plan would push organized labor back at least fifty years.

SEAFARERS LOG

Published Weekly by the
SEAFARERS INTERNATIONAL UNION
OF NORTH AMERICA
Atlantic and Gulf District

Affiliated with the American Federation of Labor

At 51 Beaver Street, New York 4, N. Y.

HAnover 2-2784

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HARRY LUNDEBERG - - - - - President
105 Market Street, San Francisco, Calif.

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

Entered as second class matter June 15, 1945, at the Post Office
in New York, N. Y., under the Act of August 24, 1912.

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Reconversion Fiasco

General astonishment greeted President Truman's very recent announcement that the country was ahead of schedule in its reconversion program. If the statement itself was true, we have ample warning of things to come.

Very obviously, with millions unemployed already, and millions more expecting unemployment momentarily, the President's statement can only mean that this is the kind of "reconversion" program which is scheduled for the people of America. That program, we agree, is "ahead of schedule."

Although he had summoned Congress back into session soon after victory in the Pacific, and told them to enact certain "must" reconversion legislation, not a single one of the sound and workable measures he advocated has been put into law.

Instead, we have experienced a Congressional sit-down strike, the like of which the nation has never before faced. Truman demanded legislation on Unemployment Compensation, Full Employment, Minimum Wages, Housing, Social Security and Health Insurance. He was short-changed on them all. Or so he implies.

It is significant that the sit-down strike conducted by the national legislators was suspended long enough to enact corporation-benefitting tax revisions designed to further enrich their war-profit swollen coffers. They did this with callous disregard to the urgent needs of the millions facing a future of complete insecurity.

This glaring, inexcusable and vicious strike borders on treason, in that it is directed against the very heart of the nation. It seeks to reduce the American people to more pawns in a world-wide power and profit grab of a dollar-hungry few. It seeks to create an America which will be a tail to the profitmakers' kite.

In the light of these events, and in the Truman declarations, there is good reason to doubt the sincerity of the President. Although he advocates measures which met with the approval of great masses of the American people, not once has he actually put pressure on for their enactment. The record shows that he gave more lip service in the same manner as the common ward heeler who mouths, "We're against depressions."

We had a right to expect our President—President of all the people, not a chosen few—to back up his demands with concrete action. He knew the people were behind him. We even had the right to expect him to stake his political career against the willful and destructive sabotage of the peoples' welfare.

The fact that he has not done this is enough to condemn him as a man either unwilling or unable to solve the nation's internal affairs. The atomic rearmament race which is being led by the U. S. is a direct route to another



war (this one to end all wars and all people). Here again Truman's inability to cope with international affairs will mean disaster for America and the world.

The very sorry fact is that we have set a boy to do a man's job. And he has failed.

Prelude To Reaction

Under the guise of solving Labor-Management disputes, President Truman has proposed legislation which, if enacted, will be but a forerunner to other undemocratic measures designed to destroy trade unions as we know them today. Workers would be forced to create underground organizations such as has been the practice in all countries where repressive laws were introduced.

The President's proposal that "fact-finding boards" be established, that workers be tied to their jobs while the board "fact finds" and that these "findings" will not be binding upon everyone, anyway, is a clear indication of the road he has chosen to travel.

In essence, it means he has divorced the American worker and returned (if he ever left) to his true love, big business. It is a poorly-disguised attempt to keep industrial peace at Labor's expense by appeasing his corporation friends. Coupled with other to-be-expected anti-worker measures it can really create a strikeless industrial relationship similar to that of the totalitarian countries.

The old Smith-Connally Anti-Strike Act has not done the job the labor-haters expected. Instead of stopping all strikes, it merely used up government funds. Instead of workers being misled by their leaders, as the labor-haters had charged, they found that American workers given a chance to vote favored walk-outs in NLRB-conducted elections.

Thus Truman finds the nation's most notorious anti-Labor forces lined up solidly behind his proposal.

Significantly, the President has not uttered one single word against industry's resistance to reconversion. With profits guaranteed by the law their Congressional friends so obligingly passed, the corporations are prepared "to sit this one out until hell greezes over."

Instead of getting to the source of the evil, Truman has decided to make the American worker the scapegoat.

Brother, its bad, all bad.

FORE 'n AFT

By BUNKER

Brother James C. Lyles, who is now sailing Chief Engineer, was reminiscing in the New Orleans Hall recently about old ships, old friends, and how times have changed since he rode the Jolie, the Prusa, the Elmsport, the Western Queen and other ships typical of the days when most ships fed 101% milk (100% water and one per cent milk.)

Lyles wondered how many of the *Log* readers today ever ate the "sponge bread" that was on the daily bill of fare of ships that flew the hungry house flag of the Lykes Line. On Lykes ships you squeezed the water out of the bread, gulped it down with coffee and hoped you didn't fall overboard with all that lead in your stomach.

Another "memory" from Lykes, says brother Lyles, was the time they decided to save money by doing away with Watertenders on their Hogs. The fireman tended water, cleaned floor plates, red-leaded and chipped—all for the magnificent salary of \$57.50 per month.

Lyles also remembers the "baseball bat" days of '36 and the team that held the line for the SIU along the Gulf. Among them were Buck Stevens, the Simons boys, Red Dean, Finn Shafstead, Charlie Larson, "Poker" Parker, Joe Sullivan and Curly Rentz.

Dwight T. Smith, will never forget St. Patrick's Day, for it was at 9:30 in the morning of the 17th of March, 1943, that the Maiden Creek II was torpedoed off the coast of North Africa.

The ship was hit in number four hold and settled by the stern, with all hands leaving her without losing a man.

When it was evident that the ship wasn't going to sink, Navy craft nearby ordered the skipper to return to the ship and break out hawsers for towing the ship into port. The sub was still in the vicinity and both American and English destroyers were dropping depth charges all over the place trying to get it.

Says Smitty: "We broke out the forward lines and went aft to get up the sternlines. The Deck Maintenance went below. The Chief Mate was standing on the fan tail. Several of the men were standing near me, as I started to heave up the lines from below.

"I hadn't taken more than a few good hauls when there was an explosion. A few seconds later I came to by the midships house. The blast had blown me there from the stern, and someone was bending over me wanting to know if I was hurt. I remember trying to ask them what did they think I was, a high jumper?—and then I passed out."

Smith woke up later in Djibuti Hospital with a fractured skull, broken arm, broken ribs and other injuries. During seven months in African and American Hospitals, Smitty proved to doctors and nurses that he was a tough man. Says Smitty: "I told them I was going to walk down Canal Street again, no matter what they said."

Being a tough man, Smitty did just that. Next time you're in the New Orleans Hall you'll find him handling counter beefs on the second floor.

"CLEARING THE DECK"

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

Anti-Labor Bills Face Congress

WASHINGTON—All branches of organized labor rallied their forces this week in an effort to defeat rabid anti-union legislation pending in Congress.

Most sweeping of the bills up for action is one sponsored by a triumvirate of two Democrats and a Republican—Congressmen A. J. May (D., Ky.), Howard W. Smith (D, Va.) and Leslie C. Arends (R, Ill.)

It would repeal the Smith-Connally Act and replace it with a "union-busting" law more vicious than anything proposed in years.

The other bill, almost equally repressive, is authored by Congressman Sam Hobbs (D, Ala.), another leading Dixie labor hater. His proposal would bring union activities under the provisions of the Federal anti-racketeering act.

Under the May-Smith-Arends bill, unions would be stripped of collective bargaining rights for a year if any of their members struck in purported violation of a no-strike provision in a contract, regardless of whether such walk-out was "wildcat" or authorized.

Employers or any one else allegedly "harmed" by such a strike could sue the union for damages, get a judgment against its treasury, and thereby practically put a union out of business.

Under this provision, labor spokesmen said, an unscrupulous boss could plant stool pigeons in a union, have them stir up a strike, and then drag the union through the courts. That would turn back the clock to the days when, as revealed in reports of

the LaFollette Civil Liberties Committee, it was common for crooked bosses to plant paid agents in unions as provocateurs.

Significantly, there are no penalties in the bill for employers who engage in such activities, nor for manufacturers who resort to lockouts.

In the case of the Hobbs bill, unions could likewise be undermined through heavy penalties ranging up to fines of \$10,000 and 20-year jail terms for union leaders.

Chiseling On Beefs Backfires

By J. P. SHULER

The Port of New York has shipped 1352 men during the past week and there are 500 jobs on the board at this time. We have averaged paying off 7 ships a day, having paid off 35 ships in the past week.

On almost all of these ships there have been a lot of beefs. It seems as if the companies have concentrated a drive to chisel on the agreements. But they have picked the wrong time, because shipping is very good and the men do not wish to ship on ships where they have to argue 3 or 4 days for their overtime, after having worked 3 or 4 months for it. Therefore, a lot of these ships are having trouble crewing up, simply because the company is trying to steal the justly earned money of the seamen.

OLD RED-PENCIL

The SS Ingersoll of the Waterman SS Company came in with

DRAFT ADVOCATE



Rep. Andrew J. May, (D., Ky.), chairman of the House Military Affairs Committee, is one of outstanding Congressional proponents of universal military training in peacetime. Compulsory military service in peacetime has been opposed by practically all sections of organized labor. (LPA)

Jean Ribaut Survives Gale

Managing to survive an extremely hazardous voyage, the SS Jean Ribaut, Liberty ship, crawled into Boston Harbor with her steel deck and hull almost broken in two. She was pounded for over seven days of her 22-day trip from Sweden by a high-powered North Atlantic gale which drove her some 300 miles off the regular course.

Among the crew members were a number of Baltimore lads—Walter Hess, Bill Mackin, Charles Hensley, Al Oslo, Bill Wagner, Mike Kamanowski and Kay Sherbreck. They, along with other crew members, three passengers and a valuable cargo of pulpwood were all safe and sound.

The Ribaut was hit by the furious gale on the night of November 7, but did not sustain any damage until the next morning when huge 50 foot waves smashed the hull until the break occurred. According to William Tofte of Waverly, Iowa, one of the three passengers, "The crack

sounded like the report of a big gun and the entire ship shuddered under the impact and pressure as tons of water crashed on the foredeck."

The wide open crack in the hull and deck was fastened securely by huge emergency cables which lashed the two parts in such a way that the sturdy ship was probably prevented from breaking apart and foundering.

The Skipper, H. C. Berger, immediately sent SOS messages and ordered the lifeboats prepared for action. Later, Captain Berger admitted that it was highly improbable if any of the lifeboats could have been launched in the very heavy seas.

After the accident occurred, the Ribaut managed to ride out the storm toward the African coast some 300 miles off course under low power to prevent a heavy pounding from the high seas.

First ship to answer the SOS was the SS Robert L. Stockton, a troopship which follow the disabled Ribaut until she was picked up by a U.S. minesweeper, USS Moscovite, which then relieved the Stockton carrying 560 returning GIs. She was then picked up by the SS W. R. Grace, which escorted her to Boston.

MENDING



Dan Ellsbury, AB, shipped from Baltimore to Bremerhaven and return on board the SS Spartanburg Victory. Now, Brother Ellsbury is waiting for his leg, injured as result of an attempted holdup, to heal before shipping out again.

Asks Passage Of Bill Of Rights

The following letter originally appeared in the Washington Post. We reprint it because we think this clean case made for the Seaman's Bill of Rights should reach a wide circulation if possible.

So many bids have been made recently for the title of "forgotten men" that I submit merchant seamen as my entry—not for the continuance of the title, but with the hope that America will demand that their bill of rights (H. R. 2346), scheduled for hearings on October 18, be brought before Congress and passed.

The bill will cost only about one-sixtieth as much as the G. I. bill, and the American ideal of equal reward for equal service cannot be fulfilled if these men are discriminated against—sent back to civilian life doubly handicapped by the natural advantage of civilians and the special rights of the armed forces.

The following facts prove, I believe, that this bill is an in-

tegral part of the G. I. Bill of Rights:

1. Merchant seamen, contrary to public opinion, have not been paid more than the armed forces.
2. The risk of death faced by merchant seamen was as great or greater than the risk of death faced by members of the armed forces.
3. The average seaman has spent over 75 per cent of his wartime at sea.
4. The age group comprising the Merchant Marine today is predominantly young.

It seems only fair that those merchant seamen returning to civilian life should be given the same benefits that have been given to the members of the armed forces—and those remaining at sea after facing the perils of war should be given the same considerations as those remaining in the armed forces. This group is small, but their job of transportation and supply was vital during the war.

Jacklyn B. Sanders

all kinds of disputed overtime on it, every bit of it legitimate. Capt. Perkins, of red pencil fame, disputed the overtime sheets when they were sent to the office, and refused to even discuss the matter with the Patrolmen, telling them it was a closed issue as far as he was concerned. Word got around, and there were several days here that you couldn't get a man to take a Waterman ship under any circumstances. Waterman settled the beef and paid every hour of the disputed overtime.

The SS Sidney Hampton Victory of Bull Line is in with a large amount of overtime disputed. Bull Line took the same attitude as did Waterman. The crew stood by and did not want to pay off until they got their beefs settled.

The next day, the SS Caldwell, of Bull Line, was scheduled to pay off. She had around 250 hours disputed overtime. The company never even took the trouble to send a man aboard to settle it. The crew of the Caldwell is still waiting until their overtime is settled before they pay off. This word has gotten around and at the present it is impossible to get a man to take a Bull Line ship. Apparently, the Port Officials of Bull Line have seen the error of their ways. Capt. Swinsen, the Chief Chiseler of that outfit, called the union hall today and asked us to please send someone over to settle the beefs so that they can pay the ship off.

CREW STANDS BY

Another bull-headed, red pencil artist is Port Engineer Watts, of Alcoa SS Co. He has disputed a lot of good overtime in the engine Dept. of the SS John W. Davis. This crew is still standing by until such a time as Alcoa SS Co. decides to pay the legitimate overtime. The crew has been around the hall since the ship came in and the membership knows the attitude of Alcoa SS Co.; therefore, it is practically an impossibility to crew an Alcoa ship.

Waterman SS Co. didn't make

an attempt to get men elsewhere for their ships, but paid the beef as they should have done in the first place. Their ships are now getting plenty of men aboard and sailing as before.

HALL EMPTY

Alcoa SS Co., following its usual finky tactics, is attempting to crew their ships through the WSA and the Seamen's Church Institute. Even with the finky reputations that these two outfits have as fink herders, they can't get a man to sail with outfits as lousy as Bull and Alcoa.

The hall looks vacant for the last month around here. Everyone has shipped that wants to and those who don't want to, are afraid to come to the hall for fear that they will be shanghaied. It is practically an impossibility to pick up a Balloting Committee each morning, but so far, the impossible has been performed and balloting goes on each day. Up to this date, we have around 1300 ballots cast in the Port of New York.

Every one that wants to ship please come by the N. Y. Hall.

Thanks SIU For Strike Support

Dear Brother:

I appreciate your letter of November 23 and the pledge of support of your organization in our current fight against the General Motors Corporation.

The General Motors workers realize that their fight against the General Motors Corporation is more than a fight for a wage increase. It is the fight to determine whether or not we are going to create the economic basis for winning the peace at home.

The continued refusal of the General Motors Corporation to bargain in good faith, and their arrogant attitude toward every constructive proposal of the Union proves beyond question that they are spearheading the anti-labor campaign of the National Association of Manufacturers.

I am certain that with the support of your membership and the solidarity of American labor, we shall win in this fight.

Thank you again for your support.

Faternally yours,

WALTER P. REUTHER,
Vice President,
Director, GM Department

HERE'S WHAT I THINK



QUESTION: The SIU is supporting the United Auto Workers-CIO strike against General Motors. In your opinion, should the Seafarers back other CIO or independent unions (not commie-dominated) in their just demands?



FRED SOKOLOWSKI, BOSUN—Our union, the SIU, should always support other unions in their reasonable demands, as long as those unions aren't commie outfits. Their fight against the bosses is also our fight, and we must back them to the limit of our ability. Big business sits back and laughs every time two unions fight each other and waste their strength. They like to see labor divided. I think that the AFL and CIO should get together and iron out their differences. Then, perhaps, they could cooperate on problems of mutual benefit and concern to all of labor.

JUAN VILLAFARE, CHIEF STEWARD—We should get together with other legitimate unions in our common struggle. There's no doubt in my mind that as workers we should all fight side by side to keep prices down and wages up. That's the only way to maintain decent standards of living. We won the war; now let us win the peace with decent conditions that we can enjoy. If we protect workers in other progressive unions, they'll protect us in our hour of need. The only strong labor movement we can have in the U.S. must be a united one.



CARL C. JURGENSEN, AB—My idea is that both the CIO and AFL should get together to improve the workers' wages and working conditions. All decent unions should cooperate, and not allow themselves to be split by paid agitators or union racketeers—that's only playing into industry's hands. Divide and conquer—that's what they want. We should certainly give all our backing to the auto workers, and any other unions (not commie ones) which are fighting for their demands. Their victory will help not only them, but benefit the entire labor movement as well.



JUAN HERNANDEZ, BOSUN—All organized workers in bona-fide unions should join together in order to win better working and living conditions during time of peace. I say that we should support not only the auto workers in their battle against the industrial might of General Motors, but all good working unions, regardless of whether they are affiliated with the AFL or CIO, or independent. If we don't continue to back the auto workers Union, then they might lose, and that would hurt us just as much as it hurts them. When unions cooperate, they can win against the operators.



The Secretary-Treasurer Reports

(Continued from Page 1)

stoozing for Joe Stalin, went into another dance to carry out his policy which is now to try and get our troops out of all occupied countries to enable the communists to move in with a freer hand to spread their propaganda among war-torn, starving, and confused people in order that communist forms of government can be set up. Under the slogan "Bring The GI's Home" demonstrations were held and a 24 hour work stoppage was staged on all vessels contracted to the NMU.

STILL STOOGING

In the Maritime field they were supported by other communist-dominated unions, such as the American Communications Association (CIO), Marine Cooks & Stewards of the Pacific (CIO), and by Commissar Harris, New York Agent for the MFO&W of the Pacific. These demonstrations and the 24 hour work stoppage was also a face-saving measure for the NMU and another reversal of their bold position that they advertised in a pamphlet and in the November 9, 1945 issue of their official publication, the "Pilot," in which they stated "that they could not man any ships except troop ships after December 1, 1945 unless sufficient ships are provided to bring the GI's home." The NMU officials' strategic 24 hour work-stoppage bore no fruit, for no assurances were given by the Government that more ships would be converted to carry troops. So, in spite of hearts supposedly bleeding for the GI's, the burning issue to bett them home was quickly abandoned and they are manning all ships that they are able to furnish with crews.

PRIORITY GIVEN

Nobody is more interested and ready to help the GI's to get back home as quickly as possible than the membership of the Seafarers International Union. We give all troop ships priority on crews. However, the facts are that we are now having a difficult job to furnish crews to keep what troop vessels we have now sailing on schedule. The NMU is in no better position than we are to furnish crews to any additional troop ships.

The Army and Navy operate troop transports, and they are in a position to get the troops home faster if they feel that it is to the best interest of this country. However we don't intend to tell the military authorities what to do and we don't want them telling us what to do. The SIU and SUP crews did not go for the NMU political blah-blah, and remained at work on all ships.

I had several meetings with representatives of the Chesapeake Ferry Company in Norfolk, Virginia, and did not get very far with them in reaching a complete agreement. So far we have cut the work week from 56 hours to 48 hours, and got time and a half for work in excess of 8 hours a day. Previously they worked the men as many hours a day as they pleased, with time and a half only after they had 56 hours in a week. We also got them to agree to raise the coal-burning firemen \$6.50 a month.

I stopped in Washington, D. C.

and met with War Labor Board members to get a final decision through as quickly as possible on the Calmar and Ore cases and the stewards dept. troop ship case.

ASK FOR LETTER

Brother Dushane, our Washington, D. C. Representative, resigned and the SIU has closed up our Washington Office. Take him off your mailing list.

The Cape Romain in Mobile and the Cape St. George in New Orleans had beefs regarding the stewards dept. being required to make up the pursers bunk. This beef was settled with the understanding that the Waterman Steamship Corporation will direct a letter to all their Masters, plus a copy to the Union, on the next outward voyage, instructing the masters that it is not the routine duty of the stewards department to clean and make up the purser's room. If our Agents in all ports demand a similar letter from all companies for all vessels signing on, this beef will be won once and for all.

Another beef that has been pending for some time on Diesel vessels was straightened out with Waterman and several other companies operating Diesel vessels. The Oilers on the Cape St. George were put on donkey watches. In line with the Oiler's working rules in all of our agreements, the Oilers must be put on day

work while a vessel is in port. The Waterman Steamship Corporation refused to pay overtime for work performed by the Oiler after 5 P.M. and before 8 A.M., when the vessel was not working cargo. We proposed to amend the working rules by outlining the specific duties of a Diesel Oiler in view of the fact that the duties of a Diesel Oiler are different and more numerous.

Our proposal was submitted, contingent on a \$10.00 per month increase in wages for the Diesel Oiler. Engineers on Diesel Vessels get 10% more in wages than Engineers on steam jobs. The company admitted this, but would not agree to the Union's proposal. However, they have agreed to live up to the agreement and pay the overtime to the Diesel Oiler for work in port after 5 P.M. and before 8 A.M. whether cargo is worked or not that is okay with us.

The Isthmian election appears to be drawing nearer and nearer. Because of this, our Organizational Director Paul Hall is now visiting all our Branches to set up the machinery and lay down plans of action and strategy to be followed by our officials and members, in order that our maximum efforts are coordinated to win this election. Brother Hall is also surveying the possibilities of organizing the tug boats etc. in each port.



Men Now In The Marine Hospitals

PORT OF NEW ORLEANS

F. W. MURPHY
J. E. WARD
J. A. SCARA
J. E. MCCREADIE
J. DENNIS (colored)
C. T. WHITE
J. P. SABERON

NEPONSIT

E. VON TESMAR
R. A. BLAKE
BERTEL BRYDER
J. F. CLARK
PABLO CORTES
E. V. FERRER

STATEN ISLAND

T. BRESCIO
D. G. SLOAN
E. G. WALKER
G. SMITH
W. SPENCER
J. M. MARTINEZ
R. POWELL
G. SCHULZE
L. R. KATES
C. MIDDLETON
H. J. CRONIN
L. L. MOODY
E. R. CROWELL
L. LUZI
W. E. SMITH
MASON HALL
E. F. GIBBS
L. R. BORJA
D. CARRILLO
L. VEENSTRA
W. B. MUIR
M. JOHN
L. LOFTIN

BRIGHTON, MASS.

R. INSCOE
G. PHINNEY
J. HOWARD
L. PERSICCHETTI
A. RAMOS
J. SILKOWSKI
H. GABAREE
J. LONG
A. MORSE
E. JOHNSTON
P. CONOYER

ELLIS ISLAND

R. DICKSON
LOUIS CERON
JOHN LOPEZ
D. McDONALD

BALTIMORE HOSPITAL

FRANCIS JONES
FREDERICK ROSENBAUM
ESILIO DELLAMANO

MOBILE

TIM BURKE
M. CARDANA
J. C. DANZEY

NORFOLK MARINE HOSP.

CARLTON P. BLANKENSHIP
JESS SMITH
CHARLES MIZELL
JOHN N. CONNOLLY
JOSEPH TAYLOR

SAVANNAH HOSPITAL

B. R. PETERMAN
VINCENT SAN JUAN
R. C. GRIMES
JOHN W. GREGORY

THE MEMBERSHIP SPEAKS



CALLS ROBIN ADAIR MENACE TO NAVIGATION

Dear Editor,

While tied up in Buenos Aires aboard the SS DeSoto I saw the Robin Line "Robin Adair."

This rust bucket has just come over from South Africa and looks like she is going to sink right next to the dock. Robin made a million on this scow but now they ought to scrap her.

She's a menace to navigation and a hell ship for any SIU brothers who sail her.

H. Braunstein

GETS RUN-AROUND WHEN HE TRIES TO COLLECT DOUGH

Brothers,

When a man works a couple of days on a job he is supposed to get paid. I worked two days but it took best part of a week to get my money.

On the ship they told me to collect at the company offices and when I got there they told me to go to the ship. I went up to see Captain Spearing at Waterman but he almost threw me out of his office after first yelling at me and tossing a couple of insulting remarks.

I went to the ship four times and each time they gave me the same run around.

Finally the Purser brought a voucher to the office but when I went up there they tried to deny they had it. After a lot of fuss the Chief Purser gave me my money.

Now just what kind of a phoney outfit is this Waterman?

Harold Epstein

PRAISES DANIEL HUGER OFFICERS SHIP AND CREW

The Log,

The crew and officers of this ship, (SS Daniel Huger) the food and other shipboard conditions all add up to make this a "dream



ship" for a union seaman.

Overtime has been evenly distributed with the low man turning in 170 hours and the high man 190. Watches in port during week ends were evenly divided although as usual the 4 to 8 watch was high in OT. All this is a two month trip.

Captain Sheppard is one of those rare people who does everything possible for his crew and observes the Union rules to the letter. We could usually

rely upon the old man to give us the benefit of any doubt that arose on a dispute. Shore leaves and time off were always granted reasonably.

I'm one of the very few making my first trip with this skipper and believe me I've found a home. The serang has made four trips already and is staying. The stewards dept. almost to a man have made three trips or more as have a number of the black gang.

Like the Skipper, Chief Mate Goddard is another officer who's hard to beat. He is a former SIU man and on watch or off he's just a good guy.

The only dispute among the crew was caused by AB Wagner in Sibenik, Yugoslavia, while under the influence of the local snake juice. He got into an argument regarding the WSA through which he shipped but later requested to join our Union. I asked the opinion of every member of the deck crew and all agreed to his signing up.

A few hours of overtime were disputed by the Mate because one crewmember had his OT sheet all balled up in dates and hours. After I explained the situation to the Mate he quickly agreed on the disputed hours.

This is my first trip as a deck delegate and the crew asks that the Log print this letter of praise to these officers.

The Skipper is to get married when we hit port so we join in wishing him and his bride the best of luck.

That about completes my report. No squawks, no beefs, what a ship.

Ewald W. Friedrich.

HOSPITALIZED SIU MEMBER URGES THAT YOU WRITE

The Editor,

If any of the boys are around who made the 10th voyage on the William B. Giles (Mississippi) on which I was Bosun would they write to me.

I'm one of the "hill" patients at Fort Stanton, New Mexico, where we live in small two man cabins.

I expect to be back to sea within three months. Other SIU men here are Nick Gammin and E. Hardeman. I've been here since Oct. 1st.

Until I see you in New York,

Harold Tuttle

SAYS WE SHOULD KEEP UNION HALL CLEAN AND TIDY

The Editor,

We have a nice hall here in New York and we should appreciate it and keep it clean.

We are grown men yet some of us don't act that way. Throwing butts, waste paper and other junk around the place doesn't seem to be the kind of thing a grown man should do.

How about every day being clean-up day around the hall and each one of us making sure

that we do our share to keep the place clean and tidy.

How about it brothers?

J. T. "Tex" Morton

UNITED ACTION SEEN IN PHILLY TUGBOAT ISSUE

Seafarers Log,

Just a few comments which should be of interest to the boys, especially to those who used to sail out of the port of Philadelphia. The old port saw more action in the last few days than it ever saw before.

When the NMU tried to steal the tugboatmen's jobs you would have thought that the roof was falling in on them. Not only were the tug boat boys after them, but you should have seen the Seafarers go.

The whole coast started buzzing. Lots of rank and file SIU-



ers came whirling in, we called a special meeting to take action. I won't go into details here, but it was a sight to see. I personally knew we had a good outfit, but I didn't exactly realize the type of men we had in our

ARMY OFFICER LAUDS MEN OF MARY M. DODGE

To Whom It May Concern,

During the month of November 1945, I served as security officer on the SS Mary M. Dodge. Therefore I believe that I'm qualified to comment upon the voyage in general.

It is only fitting that I should remark upon the efficiency of the ship's stewards department headed by Mr. John Hauser.

In addition to the regular crew, the stewards department had to provide for 31 passengers. There's no question in my mind that all the passengers were more than satisfied with the able performance of Carl O. Dewey, Chief Cook, and his two assistants, Lloyd Warden and Ray Fisher. Also, I'm sure, there's nothing but praise for the efforts of the Messboys, Alvin Zilinski and William Poliski, and the Utility men, William McCleary and William Case.

Alfred Goodman
1st Lt. T. C.
Security Officer

outfit. I must say that it makes a guy damn proud to see it.

If we can show that unity and action in other beefs as we did right here in this port—then the life and the welfare of our union is safe.

Now is the time when the Seafarers should make use of this militancy and energy of our organization and really go places. For instance with this spirit there's no reason why we should not knock off Isthmian as quick as we possibly can and then go after the big unorganized tanker companies on this coast.

Think it over brothers—it can be done—now is the time to move into action on all fronts.

Thomas J. Mack

LISTS SERIES OF FRELINGHUYSEN SHIPBOARD BEEFS

The Log,

This Waterman scow, the SS F. T. Frelinghuysen, is pretty inefficiently operated. For example: Fire and boat drills rang incorrectly with the exception of the last one. Lifeboat gear was not secured properly in the boats and gear was missing completely.

Another bad practice was shifting ship in inland waters without a full watch on deck.

Delegates were,

J. Keahinui (Deck)
Wm. D. Weise (Engine)
John Schalled (Steward)

SIU MEMBERS SWITCH TO ISTHMIAN SCOW

Dear Brothers,

Now that Martin O'Connor and myself have switched from one Isthmian scow to another, (from Charles Hall, which has enough holes in her to make her boneyard bait, to the George Bibb, a Liberty trooper.) It's safe to jot down some atomic facts.

We'll be at sea, Europe bound probably, when this is printed so we'll miss the beginning of the Isthmian election.

These Isthmian ships and men certainly need the SIU and a little old timer, an NMU Bosun who made the last trip and is making this one because we're talking him into it, really opened our eyes about the bad conditions aboard.

We've also listened to a young ex-NMU AB who told us his story of how he was kicked out of that organization when he blew his top about their not settling a heavy beef for him. It seems they promised a settlement while he was away on his next trip. When he returned and found nothing done (it involved money due after being torpedoed) about his legitimate beef he went on the rampage and accused the "Patriots" with "selling him out." He intends to join the SIU when he gets back. He tells us that, for a variety of reasons, most of the Isthmian men he's sailed with are for the SIU.

Well, the chow is rather bad,

most of it old and insufficient. We serve ourselves most of the meals because the stewards department is all fouled up with too many hands that aren't straightened out about their duties.

Mail us some Logs to the ship also some of those one page "Digests."

That's about all there is to say except that since we're leaving New York in the wintertime we'll keep thinking about those who're more fortunate and are spending their time in sunny climes.

While we're away we hope the NMU scientists don't monkey around too much with the atomic bomb because even their members aren't looking for Hollywood miracles — they want decent wages and conditions and their legitimate beefs settled.

Henry Piekutowski

SIU MAN MAKES SUGGESTIONS FOR UNION'S FUTURE

Dear Brothers,

Why the hell don't we get going and rig up our own training school?

I noticed an article in the Log a while back by Paul Hall. He asked for opinions among the members regarding such a project. Well it don't take long to give my opinion.

Let's do it now, we have waited long enough for this and the sooner we start the better it will be.

Not only that, but several other things as well, for instance union control of the slop chest on each ship is long overdue. Another thing we should do is run sailor's rest homes as Union operated outfits.

We should do all these things and more. There's no reason why seamen should be without a lot of things that they do without at present.

Although we have been active and successful in settling shipboard beefs for seamen and on our toes whenever some outfit threatens our security, we've been too slow on the uptake on these other things which are important to sailors.

I, for one, would like to see something done about it.

F. Redden





SHIPS' MINUTES AND NEWS

Deck Crew Ignores Joint Meeting On Francis M. Smith

AT SEA, Nov. 3 — At a meeting aboard this ship, the Francis M. Smith, members of the crew heard the deck delegate criticized for not having his department participate in the joint meeting. The recording-secretary's reports states "The deck department delegate, Brother Shouse, was asked to call a joint meeting after leaving Trinidad, to which he agreed. Later he informed Brother Mains that his dept. had no beefs or complaints and did not care to participate in the joint meeting but would hold a deck dept. meeting on Sunday, after the joint meeting."

Although the notice was posted in the messhall, no members of the deck crew attended the joint meeting.

Excerpts from minutes follow: Meeting called to order at 1.30 p. m. Nomination for chairman.

Brother Mains nominated by Molenaar and seconded by Murray. Elected by acclamation.

Nominations for recording-secretary. Brother McNatt nominated by Murray and seconded by Molenaar. Elected by acclamation.

Brothers Noles and Burton excused from meeting, both being on watch. Mains explained purpose of meeting and cooperation, for the benefit of the newcomers and trip card men.

Steward Gerdes asked if there were any complaints about his department and the steward de-

SS William Evarts Skipper Okay

The ships delegates of the William Evarts reported the following: We think we express the opinion of nearly all the crew, when we say that Knute Asslestad, the Master of the William Evarts, is a hell of a swell fellow. He is as considerate and courteous with the lowest ratings as he is with the highest officers. He continually gives seamen every break possible. All he asks is for us to live up to our agreement. We could do with a lot more like Captain Asslestad. Submitted by ships delegates, R. W. Cartwright, Edward D. Burnett, C. V. Mogan.

partment delegate, Peel, stated that none existed as far as he knew. Other members of the crew expressed their satisfaction. The Steward then expressed his appreciation for the cooperation he was receiving and stated that they were going in with one of the cleanest ships in the Gulf.

The meeting took up the question of repairing radio, correction of soap situation and supplying the slop chest with smaller size clothing.

The meeting then adjourned.

The following members attend: Mack Mains (FWT), Robert McNatt (FWT), James K. Murray (Oiler), W. T. Hunter (Oiler), Miquel Vasques (Dk. Eng.), Vernon C. Molenaar (Wiper), H. C. Benhold (Wiper), Gus Kreizer (Ch. Ck.), Henry C. Gerdes (Steward), Robert M. Pel (2nd Ck.), Harvey R. South (Asst. Ck.), C. E. Carry (Mess.), Richard Bryant (Utility), John Caldwell (Mess.) Albert Boudreaux (Utility), William Lowe ((Utility) and Henry J. Lambert Jr. (Mess).

William Lester Yokohama Report On View In N. Y.

"Beware of the ship William Lester of the Waterman Steamship Lines. She is strictly no good." That's what the SIU delegates aboard her report for the "Entire Crew." Just as a sample of what the crew has endured during the past four months, the report lists beefs in all departments, ranging from overtime distribution to union hating officers.

Mailed to the Log office, with the demand "Publish as is," the delegates' report is so long and the language so detailed that it is being held for private showings only. The condensed and de-loused version follows:

Beginning with the deck department, the chief mate is said to have proudly boasted of being a company man and a "prince." Disputing overtime was his chief form of shipboard amusement and he allegedly told the deck crew that his chief aim in life was to build himself with the company and a home with Waterman "and damn anything else."

INSULT TO SIU MEN

Insulting to all SIU men is his boast that he runs the ship without regard for union agreements and defies the union to do anything about it.

The captain when approached to settle a minor beef, showed his true colors by telling the delegates to take the union agreement and ram it. He refused to listen to the complaint saying that he was supreme law aboard and agreements with unions meant nothing to him.

Accustomed to sharing with the armed guard aboard the ship, the crew complained about the skipper's practice of abusing these men, refusing them night lunches and threatening to cut off their fresh water showers. The crew took the position that the gunners were entitled to decent treatment as well as the crew.

With both hands blistered after a night of loading stores with a handy billy, an AB became exhausted and asked to be relieved. The Mate's answer was to take him to the skipper and log him four for one. The old man wrote a log for two of the crew that night but put them on probation when they refused to sign it.

Although they were anchored near shore on many occasions, the crew of the Lester were only given two shore leaves, one in Pearl Harbor and the other at Yokohama. They got two draws and then only after almost begging for them on their knees.

STRICTLY COMPANY STIFF

The chief engineer is strictly a company stiff from New Orleans, and according to the report, wouldn't even make a good Wiper. By conniving around with promises of overtime he managed to get some of the Oilers to do outside work for him

without putting down overtime. "Just as a favor to me," he said. He lied to them though, and when the chance came, he kept all overtime away from these men. He had a Wiper painting the engine (in the 8 hours) and wanted the Oilers to keep the engine wiped clean.

FIRST TRIPS

He told the delegates that he, too, intended to build a home in Waterman even though it was obvious to all that the second assistant engineer was the one with the brains.

This is reported to be the first trip as department heads for the skipper, mate and chief engineer and the crew reports that they have spent the last months on a veritable "slave ship."

The report ends with another warning "Brother beware. Never sail with these union hating officers whose names are furnished below."

The names as received at the Log office are: Captain John Novotny, Chief Mate Pierce White and Chief Engineer G. C. Smith.

Delegates on the William Lester are Elton L. Warren (Deck) E. D. Holmes (Engine), Felton L. Hunt (Stewards). The report is dated November 10th, 1945 at Yokohama.

Mississippi Fails To Provide Milk On Milton Smith

The first meeting held aboard the Milton H. Smith, with E. C. Johnson in the chair and E. J. Albinski as recording-secretary, took up the failure of the company to obtain milk in port from Oct. 24 to Oct. 27 and failing to have milk aboard on sailing date in Pensacola.

The crew adopted a motion requesting the SIU New Orleans Agent to investigate the matter.

The Steward ordered two percolators but the meeting reported that only one had been received, placed in the saloon, and was unavailable for the watches.

A motion was passed penalizing anyone who left cups or plates etc. or cluttered up the messhall "will donate one dollar to the Seafarers Log."

The meeting adjourned after having adopted a motion recommending that no new crew sign on before the ship is fumigated.

The meeting was in session from 2 p. m. to 2.30 p. m. "Good and Welfare" was discussed after the meeting adjourned.

**HAVE
YOU
VOTED?**

Baldwin Hills Members Commend Ship's Officers

The boys on the SS Baldwin Hills feel that they have the "good fortune in having such a fine ship" and they want their SIU brothers to know about it. According to the minutes of their shipboard meeting on Oct. 21st the engine gang, the deck crew and stewards department were all enjoying the cooperative attitude of the ship's officers and were doing their part to show their appreciation.

Opened by Brother Kouns, the deck delegate, the meeting first elected Brother Felming as recording-secretary and V. R. Hickman as chairman by acclamation.

For the enlightenment of the new crewmembers, Kouns gave a talk on the SIU standards, agreements and regulations. He relinquished the floor in order for Marshall to make some remarks on cooperation between the three depts. and concluded with an offer of aid on any stewards department problem that might arise.

The deck delegate then reported cooperation by the skipper and mate particularly in regards to overtime distribution. He said that there were no cases of disputed OT and no beefs since the sign-on.

Hickman reported "no disputes" in the engine dept. and

recommended a vote of thanks to the chief engineer. Together with a request for further cooperation between the officers and the black gang, the vote of thanks was adopted.

The stewards delegate, James A. Hollen, put his department on record to do everything possible to make the voyage enjoyable for all hands. He reported "no disputed overtime."

Under "New Business" the meeting passed a motion stating that "the minutes of this meeting be sent to the Seafarers Log so that our brother members can be informed of our good fortune in having such a fine ship."

A vote of thanks was adopted for Deck Patrolman Sullivan "for the excellent manner in which he handled the business of this ship" when the articles were signed on Oct. 1 in New Orleans.

Brother Kouns then expressed a wish that more old timers would acquaint themselves with the way the SIU has improved conditions in the Tanker Fleet.

The meeting adjourned after approving a motion for a vote of thanks for Captain Harry Friedman, the master, a well known Gulf area personality. "and who we are proud to be sailing under."

INGERSOLL BLACK GANG



Left to Right Standing: L. Gordon (Fireman), Engine Delegate K. Klundt (Oiler), M. Pollet (Oiler), L. Schwander (Oiler). Seated: L. Cowan (Fireman), J. Smith (Fireman), H. Berger (Wiper), F. Leickert (Wiper). Story and other pictures on page 7.

DIGEST OF MINUTES FROM VARIOUS SIU SHIP MEETINGS

SS Roger Griswold

AT SEA, November 5. — **R. Rooney** elected chairman by acclaim and **G. Pacanonski** elected recording secretary by acclaim. Motion that the crew cooperate in keeping the messroom cleaner by washing the cups after coffee time. Delegates reported the books and tripcards all in good order. Also, requested the skipper to make accommodations for a crews laundry room amidships. A tarpaulin muster was taken to be given to the mother of the Wiper who died during the course of the trip.

SS Joseph N. Dinand

AT SEA, November 4. — Nine full book members present and four probationary. Moved that the following tripcard men be allowed membership in the union. **Joseph J. Soos, Walter Chenault, Herbert Drefin, Robert Prozinski, William Brumfield, John Williamson, Cleveland Harper, Louis Rowe, and Thomas Langen.** It was pointed out that music and other programs limited to passengers and officers, should be made available to the crew. A vote of thanks was given to Chief Steward, **Victor O'Brian** and the three departmental delegates for the manner in which they have handled their jobs.

SS James Harlan

OCTOBER 9. — **Bill Elliott** elected chairman by acclaim. **James Corriher** elected recording secretary by acclaim. Motion by **Littleton**, seconded by **Elliott** to have all stores unfit for human consumption taken from scow on arrival in port. It was pointed out that there were weevils in the flour, crackers, and cookies. A committee was appointed to inspect the passageway by the ice boxes. The committee of **Tomasik, K. Brooks, and Konieczny** later reported garbage in the passageway which the Steward agreed to have removed. It was brought to the Steward's attention about the shortage of seconds on chow, which he agreed to remedy.

SS James Harlan

Second Meeting

OCTOBER 15.—Meeting called to order by **Bill Elliott**. **Virgil Hill** elected chairman by acclaim. **James Corriher** elected recording secretary by acclaim. Motion **K. Brooks** seconded by **Bill Elliott** that any crew member leaving ship or paying off before the settling of beefs be brought up on charges. Motion was carried unanimously. **C. Payne**, Wiper, suggested that each foc'sle and head be cleaned for the next crew coming on. Also, that all delegates have everything lined up for the boarding Patrolman. In the event that the ship docks at an Army base for pay-off, call the hall and get their advice before paying off.

SS John Poe

AT SEA, November 4. — **Arthur Warden** elected chairman

by acclaim. **Victor Aviles** elected recording secretary by acclaim. Chair called on the three delegates for reports. Deck delegate, **Pedro de la Cruz** and Engine delegate **Joe Lopez** reported everything in good order. Steward delegate, **Harry Sutton**, reported his department is going to submit overtime claims for work the Deck Dept. did, washing and painting the alleyways. Several topics were discussed under good and welfare. Following things were recommended for repairs: Deck and Engine heads with steam heaters installed in each, install a laundry room, also to turn running water on faucets. (Chief Engineer previously claimed this should be closed to avoid the waste of water). After discussion, meeting went on record to instruct the Boarding SIU Patrolman to have Chief Steward make certain that he has a full of supply stores before leaving port the next trip. In the event the company refuses complete storing of vessel, the Steward notify the crew so that they may take whatever action is necessary with the shore-side officials to complete the storing of the scow.

SS Cranston Victory

AT SEA, November 11. — **Frank Alasavich** elected chairman by acclaim. **Brad Heydorn** elected recording secretary by acclaim. Brother **Edward Hedy** was appointed M. A. and did a bang-up job of keeping order. Motion that a larger percolator be provided for the night watch. Motion that the Assistant Pantryman be reminded that regardless of the misdemeanor no one was to be reprimanded by the use of physical strength. Motion to have new lights and bunk springs installed in aft quarters. Under good and welfare it was agreed that a donation be taken at pay-off for the tuberculosis hospital in Fort Stanton. Delegates **Frank Alasavich, Joe Alphis, Robert Keller** were given a vote of thanks for the job being done.

SS Spartenburg Victory

AT SEA, October 18. — Chairman **Downery**. Recording Secretary **Allain** elected by acclaim. Motion that in all ports of call where any brother is stuck for another brother's watch he shall be paid \$1.00 per hour by man who should have stood the watch. Also the man who stands the watch shall collect any overtime involved. Motion that outboard side of black gang table be left vacant for deck and engine men coming off watch for chow. Motion that fair warning be given Wipers to do their work in a better fashion. It was pointed out that the first assitant would have no excuse for calling up the delegate and squawking to him if the Wiper complied with same. Motion to take immediate action regarding the securing of different type mattresses to the ones we have on board ship. Ships delegates were: Deck **Paul James Mackadis**, Engine, **Henry Bramwell**, Steward, **I. G. Elsherry**.

THE INGERSOLL'S CREW

Members of the Robert G. Ingersoll crew go over their list of beefs compiled by the departmental delegates following their arrival in the Port of New York

aboard the Waterman vessel.

Although the main beef during the six month trip was an inadequate food supply, overtime and other beefs were created by arbitrary rulings of minor com-

pany officials. The tie-up was short-lived as higher company agents negotiated with the Union and all beefs were squared away. A picture of the Engine Department appears on page 6.



LEFT: Deck Department standing left to right, **W. Worley (OS), H. Hughes (DkMn), G. Theriot (AB), Roy Powers (AB), H. Remme (AB), (seated) Melvin Schrade (AB), F. S. Chance (OS), Delegate Justin Wolfe (AB), J. L. Anderson (OS)** and **A. F. Bankston (Bosun)**.

RIGHT: Stewards dept. Standing left to right, **H. A. Taylor (MM), E. E. Fayard (Br Util), G. P. Bergerson (NCAB), Johnny Baliday (Steward), F. J. Landry (Util), Tony Catalanello (2nd Ck), K. W. Holland (G-Util), (sitting) H. J. Gatlin (Util), J. W. Przilecki (ChCk), Delegate D. P. Korolia (MM) and G. T. Galbrath (MM)**.



Robert G. Ingersoll Crew Stands By Until All Beefs Are Squared Away

When the Robert G. Ingersoll hit the Port of New York the crew ran into a series of beefs and refused to pay off on the Waterman scow until they were settled. The entire crew stood by until all beefs were squared away despite the anticipated delay in the settlement. Although they expected to sit it out for "a month if necessary," only a slight delay was involved because of a Waterman official's decision to reverse the ruling of his subordinate.

With the beefs settled and a clean ship behind them, the crew then scattered to the respective homes, most of them announcing their intention of spending an extended vacation with their families.

During the six month trip of the Ingersoll, the men say that they experienced a "phoney chief engineer, a no-good 1st engineer and a skipper who changed from a Jekyll to Hyde during the early part of the voyage."

Main beef during the trip itself was the inadequacy of certain food stores which the skipper blamed on the WSA and the Steward. One period saw the men eating pork twice a day for 32 days.

Minutes of two shipboard meetings tell the story of an efficient group of union seamen working together for mutual benefit.

First Meeting

First order of business aboard the SS Robert G. Ingersoll, after the election of a chairman and recording secretary, took up the question of fumigation and

changing the location of the stewards dry store room, both issues brought to the floor by Bosun **A. F. Bankston**.

The chairman, **Francis Peredne**, then accepted a motion calling for the Branch Agents to remind all Stewards that all Cooks must wear jackets while on duty. The motion was made by Messman **D. P. Korolia**, the Stewards delegate.

Other motions adopted by the crew included demands for a new coffee pot, glass racks, new bunk springs, mattresses, locker screens and wind shoots. **AB H. Remmer** spoke for electrical appliances and **AB Justin Wolfe** (Deck delegate) demanded new crockery and silverware. Oiler **Klundt** then moved that drinking fountains and coffee percolator be placed in the engine room and that a new refrigerator (with spare parts) be placed aboard the vessel.

After adopting several other motions, including the recommendation that **Marcus R. Hughes (Dk Mt)** be allowed to take out SIU book, the meeting adjourned.

The recording - secretary was **Tony Catalanello**. Twenty-eight members of the crew were present. This meeting took place on November 11.

Second Meeting

At the second meeting aboard the Robert G. Ingersoll (Nov. 18) the crew elected Fireman **J. T. Smith** as chairman and **Catalanello** as recording secretary. Engine delegate **Klundt** reported eight full books and one pb, all in good standing.

Wolfe, the deck delegate, stated that his department had five full books, 5 pb and one trip card. All in good standing.

The steward dept. delegate, **Korolia**, reported six full books (one not in good standing according to the book) and five pb books all in good standing. The member whose books showed dues and assessment missing declared that he had passed a committee in New Orleans before shipping.

Under "New Business" Brother **Peredne** introduced a motion "That all WSA riders be eliminated and that company cash and union riders be used instead." The motion was adopted.

The same brother then moved that all depts. turn in a repair list before reaching port.

Bosun Bankston then introduced a motion that all members of the crew make it a point to have all focst'les clean and in order for "our brother members on the next voyage."

The meeting then adjourned. 28 members attended.

SS Ward Hunt

AT SEA, Nov. 17.—**Tom Coyne** was elected chairman and **Edward Knoles** to the post of rec-sec., both by acclamation.

Most of the meeting was devoted to a discussion of the trip card men and the chairman gave the members a talk on union responsibility.

He cautioned against the practice of free-loading.

Great satisfaction was expressed at this first peace-time meeting aboard the ship.

The Man Asked For It--And He Got It

PHILADELPHIA — The Log now has the doubtful honor of adding another name to that infamous group known collectively as Bucko Skippers, Inc. With a great deal of displeasure, we submit for dishonorary membership Captain T. Anderson of the SS Matthew Brady, (Smith and Johnson).

After having been asea for some ten odd months, touching 29 ports, the Brady returned to Philadelphia with a 100 per cent perfect record—every man on the ship had been logged!

The Brady was the world's hungriest ship — Anderson took care of that. When on her way outward bound, the Skipper started a one man crusade to solve the world's food shortage problem. His idea was an excellent one:

Whenever anyone seemed to the Captain's eye, to be a little on the stout side, he would haul out a slightly moth-eaten tape-measure (even moths can eat only just so much on an Anderson ship) and whip it around the guy's waist. If he took a millimeter more than what Anderson thought he should — bingo! the guy was on rations.

For some obscure reason, the Wiper was placed in handcuffs. Later he was told to go down to



the engine room and call the Fireman on watch. When the Engineer said he couldn't let the Fireman off, the Old Man called the Engineer and threatened to put him in chains, also.

MEN CHAINED TO SCUPPER

Two crew members were chained to the water scupper, and when the Patrolman pointed out at the investigation that the deck was cold and damp, the Captain replied that he had made the men comfortable—he had thoughtfully placed onion sacks on the deck for them. Considerate, wasn't he? In addition, the brave Skipper, accompanied by his stoogie Chief Mate, pulled his gun on the chained men, and threatened to shoot them if they moved!

On another occasion, the Skipper ran up on the bridge shouting, "Look, I have a gun!" He kept the gun in his belt, gangster style, and for target practice would fire at the bumboats.

SUSPENDED ONE YEAR

After landing at Philly, charges were preferred against this Buffalo Bill Skipper, and both Patrolman and Agent declared they were going to ship, as Bosun and Deck Engineer, if he ever went back to sea. The Patrolman claimed it was a good crew, and that they went down the line with union officials. When the men saw how their beefs were handled, they decided that the SIU was really on the ball.

As a result of these charges,

and substantiation of same, the Captain has been suspended for one year, and there are four damage suits facing the Company for false imprisonment and injuries sustained in chains. To show it's



impartiality, the SIU went to bat for the Engineer, and settled all his beefs satisfactorily.

This should serve as an object lesson to other would-be-buckos that they can't beat their men, not when those men belong to the Seafarers and know how to fight shoulder to shoulder against any and all injustices. SIU men know

their contracts, live up to them, and expect Captains and other owner representatives to do likewise. Whenever they step out of line, SIU Delegates, Patrolmen and Delegates know what to do. And they do it!

The Patrolman denies rumors that he was influenced in this case by the fact that the engineer has a pretty daughter. But who wouldn't deny it? — And who wouldn't be influenced?

Have YOU Voted?

If you haven't voted as yet in the annual SIU elections, do so at once. Polls will continue open until December 31st, and each member of the Seafarers in good standing should exercise his democratic right and privilege to vote.

The men elected will represent the entire Union, and should be chosen by all who are eligible to participate.

Panorama Of Italy And Sicily

If I were an artist with nothing to do I would paint a picture: A composite view Of historic Italy, on which I would show Visions of contrast, the high and the low.

There'd be towering mountains, a deep blue sea, And filthy brats yelling "Caramella" at me; High-plumed horses and colorful carts, Two toned tresses on tarnished tarts.

I'd show Napoleonic cops, the carabinieri, Dejected old women with too much to carry; A dignified gentleman with a balbo beard, Bare bottomed bambinos both ends smeared.

Castle and Palace, opera house too, Hotel on a mountain, with a marvelous view; Houses of wood, brickettes and mud, People covered with scabs, scurvy and crud.

Chapels and churches, great to behold, Each a king's ransom in glittering gold; Poverty and want, men craving for food Picking through garbage, practically nude.

Stately cathedrals with high-toned bells, "Ricoverta" shelters with horrible smells; Mouldering catacombs, a place for the dead, Noisy civilians, clamoring for bread.

Palatial villas with palm trees and all, A stinking hovel, a mere hole in the wall; Tree-fringed lawns, swept by the breeze, Goats wading in filth up to their knees.

Revealing statues, all details complete, A sensual lass with sores on her feet; Big breasted damsels with never a bra, Bumping against you—there should be a law.

Sweeping boulevards, a sjaangled team, Alleys that wind like a dope fiend's dream; Flowers blooming on the side of a hill, A sidewalk latrine with privacy nil.

Two-by-four shops with shelving all bare, Gesturing merchants, arms flailing the air; Narrow gauge sidewalks, more like a shelf, And puffing youngsters, scratching themselves.

Lumbering carts, hogging the road, Nondescript trucks frequently towed, Diminutive donkeys loaded for bear, Horse drawn taxies seeking a fare,

Determined pedestrians courting disaster, Walking in gutters where movement is faster; Italian Drivers all accident-bound, Weaving and twisting to cover the ground.

Homemade brooms, weeds tied to a stick, Used on the street to clean off the bricks; Bicycles and pushcarts, blocking your path, Street corner politicians needing a bath.

Arrogant wretches picking up snipes, Minature flats of various types; Young street singers, hand organ tunes, Shoe shine boys, sidewalk saloons.

Barbers galore with manners quite mild, Prolific women all heavy with child— Il Duce's secret weapon, kids by the score, Caused by his bonus which is no more.

A beautiful maiden, a smile on her face, With a breath of garlic fouling the place, Listless housewife, no shoes on her feet, Washing and cooking out in the street.

The family wash, a tattle tale gray, Hung from the balcony, blocking the way; Native coffee—God, what a mixture! Tiled bathrooms with one extra fixture.

Families dining from one common bowl, Next to a fish store—a terrible hole; Italian zootsuiters flashily dressed, Barefooted beggars looking depressed.

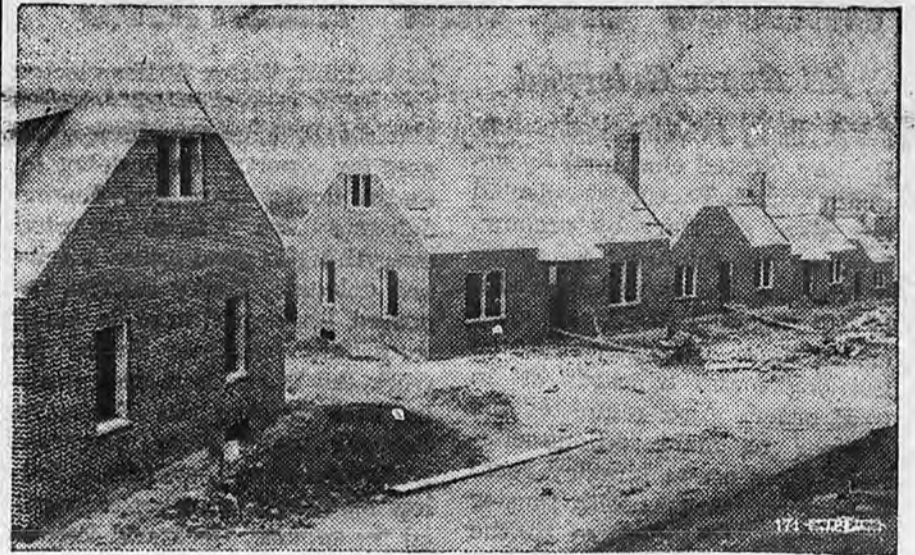
Mud smeared children, clustering about, Filling their jugs from a community spout; A dutiful mother with a look of despair Picking the lice from her small daughters hair.

Capable craftsmen, skilled in their art, Decrepit old shacks falling apart; Intricate needlework out on display, Surrounded by filth, rot and decay.

Elegant caskets carved by hand, Odorous factories, where leather is tanned; A shoemaker's shop, a black market store, Crawling with vermin, no screen on the door—

I've tried to describe the things I have seen; Panorama of Italy, the brown and the green. I've neglected the war scars visible yet, But those are the things we wish to forget. I'm glad that I came, but anxious to go; Give it back to the natives, I'm ready to blow.

UNIONS OPEN A NEW FRONT



FRONT ROYAL, Va. — Textile workers will move their families into these homes before Christmas. Built under union sponsorship, these well-planned homes will cost about \$5000 in contrast to the \$8000 charged for the same size houses of much poorer construction by private speculative builders. Cooperative or mutual housing enterprises, such as this one at Fort Royal, can be duplicated all over the country if the Wagner-Ellender-Taft bill now before the Senate is passed. The homes have full cellars, two bedrooms, a living room, full equipped kitchen and bathroom, and two unfinished rooms upstairs. (LPA)

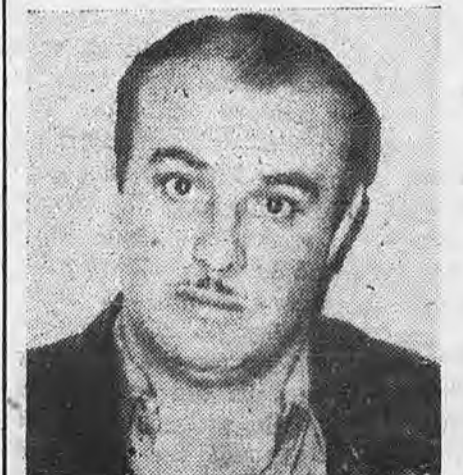
Wins Meritorious Service Medal

WASHINGTON — Still another SIU member has been singled out for merit, and joins the ranks of those Seafarers who have been honored for their unselfish disregard of their own life or safety. In recognition of services, Brother Clive C. Boyer, AB, has been awarded the Meritorious Service Medal by the Merchant Marine Decorations and Medals Board.

Brother Boyer was sailing aboard the SS Matt W. Ransom enroute to Casablanca when she was hit in the number one hold by an enemy torpedo. As the ship began to settle, all hands were ordered to abandon ship.

After the crew left the vessel, it became apparent that she was settling no further, and that there was a possibility of her remaining afloat. As a result of this, the Captain called for volunteers to again board the ship, and Boyer was one of the six men selected to accompany him. Steam was then raised, and the skeleton crew proceeded at great risk to navigate the Ransom safely into port, with the balance of the crew following in an escort boat.

CAUSE AND EFFECT



Mike Hook, Oiler, is one of the many SIU volunteer organizers, on Isthmian ships. Mike says that the Isthmian men are impressed by the way that the Seafarers pressed its beefs and by its contracts with the shipowners.

Philadelphia Gets New System

By BILL LUTH

PHILADELPHIA — This Port has seen considerable action over the past few days as a result of the Tugboat beef. As most of the fellows are aware, the NMU attempted to scab on the tugboatmen in this port. The funny part of this beef is that it was the result of another CIO union, the MEBA, supporting the tugboatmen that in a large part, defeated the move of the commies to try to take over. Some note, eh? Looks like that recent article in the Log to the effect that "a good union is not to be judged so much by its affiliation as it is as to whether or not it is a good union" is really true in this case.

We have made several changes down this way, in between business. First of all, we have changed our business system to a considerable extent, so as to give still better representation to our members. We have also changed our shipping Dispatcher's system, and have rigged up a counter for him to work behind. This is about the same set-up as they have in the Baltimore Hall. It should be beneficial in assisting the Dispatcher in his work.

There is a shortage of men here now, with few takers for the many jobs we have coming in. However, in spite of this, we are keeping all the scows moving. If any one wants a job in a hurry — this is the place to come to.

We have had several of the old-timers through here recently — among them were Paper Bag Wilson, Don Hall, Eddie Abauly

Intercostal Trade Booms Port Baltimore

By CURY RENTZ

BALTIMORE—Shipping is too god in this port, and the dispatcher is tearing his hair in desperation crewing up some of these scows. We could certainly use some rated men here, as it makes it tough to fill the regular orders and put men on unorganized ships as well. However, we are managing to get by, and that's what counts in the long run.

Around the beach, things are comparatively quiet now compared to old times. There's a few of the boys around — among them Tuna Fish Tunison, Heavy McVey, Bob O'Toole, Walter Hess and Shorty Miller. Although there aren't many other Baltimoreans in, these lads manage to circulate around enough to take up the slack (if you know what I mean).

Repeating again, shipping is very good, and we gather from talking to operators and others that it will continue busy. Baltimore is a key port in the intercoastal trade, and they are starting this shipping route once again.

At this writing, we have a Smith and Johnson rust bucket hung up on account of the operator's refusal to settle beefs before the vessels pays off. The crew insists that their beefs be settled at once, and like all Seafarers, are of the opinion that inasmuch as they don't squawk when they do their work — then the operators shouldn't squawk when the time comes for them to pay for that work being done.

and last, but certainly not least, Johnny Marciano.

We are looking for a new hall in this port, and when we do



get it, we intend to rig it up first class. So New York, Baltimore, and New Orleans: You had better look to your laurels as to the "best looking Hall in the Seafarers."



NO NEWS??

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

- BOSTON
- MOBILE
- TAMPA
- GALVESTON
- SAN JUAN
- JACKSONVILLE
- NEW ORLEANS

Savannah Still Asking For Men

By ARTHUR THOMPSON

SAVANNAH — Business was exceptionally good this past week. We paid off the Del Ouro, a Mississippi SS Co. Hog Islander, in Charleston and we have the Eastern SS Co.'s William Bevan to pay off in Charleston Monday.

The Augustus P. Loring is still waiting in the stream, ready to sail except for part of the crew. This ship has been delayed two days already. We have about 35 jobs on the board and no takers.

The SS De Soto left Charleston short-handed, then came to Savannah and left here short-hand-

ed and proceeded to Jacksonville. We notified Red Morris and we hope he had the men to crew her up.

We have an Isthmian ship in port with a majority of the men aboard for the SIU, and a good man aboard her is doing some organizing work — Edmund Fanning, a regular member of the SIU. He has pledge cards signed by most of the crew with the exception of one NMU member, who still thinks the commie leadership of that outfit is working for his interest. He may be converted before the trip is over.

Norfolk Makes Needed Changes

By RAY WHITE

NORFOLK — The impossible (and the best possible) has happened — The SIU is dispossessing the WSA in this Port, and is taking over the building they used to have. We are now preparing to move our gear into the joint and, needless to say, when we finish up with the place we will have a really decent Hall in Norfolk — something that the SIU should have had a long time ago.

We should not forget that, in these days and under the existing set-up, it is absolutely essential that we have attractive and comfortable halls in, not just one port, but in every port.

We should not forget that we are a responsible organization and must operate as such. We must be equipped in each of our ports to operate in the most efficient manner; and, in order to do so, we must be rigged for it.

Norfolk, like all of the ports on this coast in recent weeks, has been busy as hell. We've just had another record week; and, from the looks of things, next week will be even busier.

The recent attempt by the NMU leadership to scab on the tugboatmen of Philadelphia should be a lesson to all Seafarers — let us not be fooled by the idealistic slogans that these parasites of the labor movement

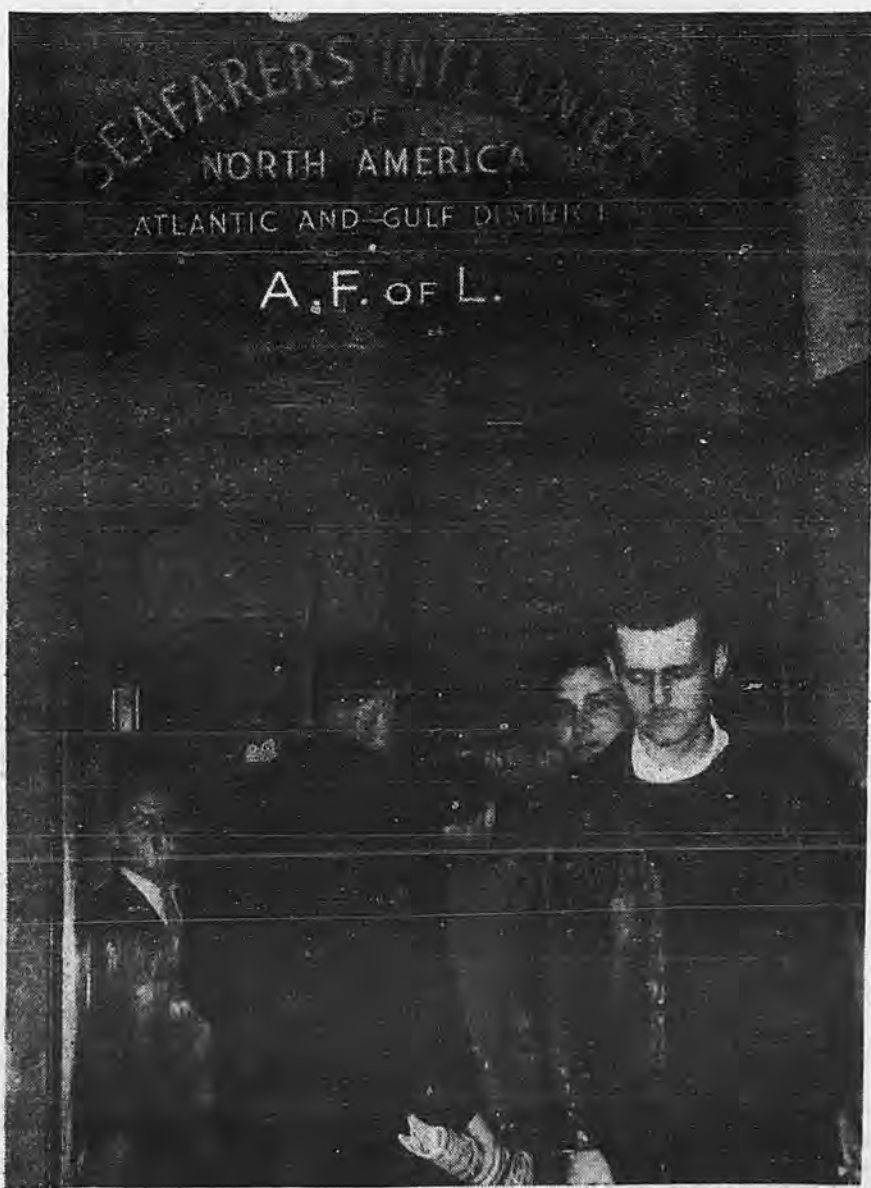
sometimes throw around. These commies (leaders and ordinary members) use these high-sounding words like some women use make-up — to snare a poor, unsuspecting fool.

To scab on a fellow-worker is the worst thing one working-man can do to another — taking his job away — but the commies take it as easily as a professional pimp selling his sister to the highest bidder. It's all a matter of business. But their business does not rest on the welfare of the American worker, and that is not our way of doing things. Let us be on guard!

Antwerp Dockers Idle While POWs Work

The discontent of Antwerp dock workers against the increased use of German prisoners of war as slave workers on the Antwerp waterfront has increased considerably in recent weeks. The secretary of the dockworkers' union has stated that a strike vote would soon be taken if the authorities don't reconsider their decision to use POW's as dockworkers: There is already considerable unemployment among the dockworkers because of the employment of German slave labor. (LPA)

"THROUGH THESE PORTALS . . ."



Yes, through these doors pass the staunchest union men in the world. Pardon us for pointing, but in the few short years of its existence, the Seafarers has proven over and over again that, for militancy based on honest trade unionism, it has no peers.

Cooperation Facilitates Payoff

By LOUIS GOFFIN

In the past week I assisted quite a bit in paying off ships here in New York, due to the great number of vessels that came in at about the same time.

Along with Sonny Simmons and William Hamilton I covered the payoff of the SS Andrew Jackson, a Waterman scow. This ship paid off in first class shape. We congratulate the department delegates on their complete cooperation and the manner in which they handled their duties. On the SS Williams Victory, Smith & Johnson, the same action, with three first class delegates; everything squared away at the payoff.

On the SS Robert Ingersoll, a Waterman scow — and I mean scow — we struck a snag. Old Red Pencil Perkins tried to pull his old trick of cutting out legitimate overtime. With the complete cooperation of the entire crew we held this payoff up until all beefs were squared. After a bit of discussion with Captain Anderson, all beefs were settled in favor of the crew. Militant action such as this, at the payoff, by all hands, means that all beefs will and must be settled before any ship pays off.

On the SS Wacosta, another Waterman ship, we ran into something that should be done away with, and that is turning

in disputed overtime after the payoff, especially when it's the kind that isn't authorized by the head of the department.

We have always informed the crew members that at no time are they to work overtime without prior authorization from the heads of their departments; also that the Bosun aboard during regular working hours is not to work anyone on overtime without making sure that the Chief Mate is advised first.

In order for overtime to be collected without any trouble, it should be turned in to the department delegate every day, and the delegate should make it his business to turn it in to the head of his department at least every week. Each crew member should also keep a duplicate record for the boarding Patrolman. If all this is done, payoffs will be easier and quicker.

The beefs from Philadelphia off the SS Daniel Willard are settled and the men involved can pick up their money at Calmar in New York. The Bull Line has informed me that the voyage of the SS Ferdinand Hassler which paid off in December, 1944, has an explosive bonus which is payable to all hands. There are still some minor beefs which I hope to have cleared away soon. Those involved will be notified.

THE WEEK'S NEWS IN REVIEW



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

SPORTS . . .

ARMY WHIPS NAVY, 32-13

Winding up the 1945 grid season in smashing style, Army defeated a scrappy Navy team by the score of 32 to 13, marking the first time in West Point history that they have gone two straight years without a loss—18 wins in a row. Before 100,000 fans who filled the huge Philadelphia Municipal Stadium, Army's outstanding back, Glenn Davis, scored three touchdowns to climax a brilliant grid season. Army was heavily favored to win, and it is to the credit of a game Navy team that they scored twice against the Army juggernaut.

Rose Bowl-bound Alabama put on a great show in crushing Mississippi State, 55-13 . . . The Yale Elis scored a one-sided victory over Harvard to the tune of 28-0, with Fitzgerald providing the winning spark in three scoring dashes . . . With halfback Trippi of Georgia tossing three pay counters and scampering over for a fourth, Georgia whitewashed Georgia Tech, 33-0, at Atlanta . . . Baylor 17, Rice 14 . . . An underdog Great Lakes team soundly trounced Notre Dame, 39-7, to wind up its World War II career . . . LSU 33, Tulane 0 . . . SMU whipped Texas Christian, 34, 0 . . . Maryland 19, South Carolina 13 . . . Tennessee blanked Vanderbilt, 45-0 . . . North Carolina 27, Virginia 18 . . . Tulsa beat Hondo Army, 20-18.

WITH THE PROS

The Washington Redskins rolled right over a helpless Pitt Steeler team, 24-0, to move into undisputed possession of the Eastern Division leadership. With Bagarus and Akins plunging, and Slingin' Sammy Baugh doing the tossing, the 'Skins were just too much for the Steelers . . . Detroit's Lions came roaring back to upset the Green Bay Packers, 14-3. The Lions made three magnificent goal line stands to stop the Packers and save the game . . . Western Division champs, the Cleveland Rams, wound up a very successful season of nine victories and one loss by whipping the Boston Yanks, 20-7.

With Sid Luckman heaving the pigskin, and George McAfee scampering, the Chicago Bears counted 28 to the Cardinals 20, to round out their cellar scrap . . . The New York season ended in a flurry of fists as the angry Philly Eagles resorted to that medium after being knocked out of the Eastern crown by a rejuvenated Giant team, 28-21. Rangy end Frank Liebel of the Giants was the star by virtue of catching three counters from the aging arm of Arnie Herber during five minutes in the third period.

THE SPORTS PICTURE

Rickshaw Derby at Shanghai was watched by 1,500,000 as 33 year old Chang won the 3 and 3/10 mile foot race through the

crowded city streets pulling his flag-bedecked vehicle . . . Pacific Army Olympics will be held in Japan, Manila, Honolulu and the Mariannas in January 26, 27 and 28 next year . . . Navy won over Army, 12-0, in the China Bowl game at Shanghai . . . Veteran football center Mel Hein of the Giants is still going strong after 15 seasons of the pro game, as witness his winning of Football Form's most valuable player award . . . Walter Trojanowski of Univ. of Connecticut was officially crowned as the country's leading grid scorer, he piled up the total of 132 points.

Jack Dempsey and the association he represents are seeking the



NHL Brooklyn Americans franchise, and also plan to build a new arena in New York . . . The 1948 Olympics are scheduled to be held at London or Lausanne, Switzerland according to Gustave T. Kirby of the American Olympic Committee. Lack of finances will prevent Europeans from coming to U. S. . . . Missouri, Big Six champ and Texas, Southern Conference winner, are scheduled to tangle in the Dallas Cotton Bowl on Jan. 1st.

VETS PROTEST OPEN SHOP HOTEL



Servicemen entering Hotel Governor Clinton in New York stop to sign a protest to management for refusing to bargain collectively with New York Hotel Trades Council (AFL). One of few remaining open shop hotels in city, it has been charged with unfair labor practices by State Labor Relations Board for refusal to recognize union as certified bargaining agent. (Federated Pictures)

STILL MARCHING AT MONTGOMERY WARD



While a line of cops watch closely, members of United Retail Wholesale & Dept. Store Employees picket Montgomery Ward plant in Chicago on 1-week work stoppage. Stoppage was called to protest Ward Chairman Sewell Avery's refusal to arbitrate wage demands. (Federated Pictures)

CURRENT EVENTS . . .

AT HOME

The brave, new, peaceful world to come was pushed one step nearer when new offensive war weapons were promised by Admiral Nimitz, who also urged that the Navy's striking power should not be interrupted by the proposed unification of the armed services in the name of "undemonstrated economies" . . . The Senate Committee, which is investigating the Pearl Harbor disaster (and making the job a permanent one), was told by General Marshall that "considerations of secrecy" impelled the withholding of intercepted Jap messages from Army commanders and Roosevelt . . .

Presidential Envoy Byron Price told Truman that Eisenhower had done a splendid job of denazification in Germany. Allied "Potsdam" policy had been stalled, however, by French attempts at "economic dismemberment of Germany" . . . Truman declared that our policy towards the Chinese government remains unchanged and that instructions handed to General Marshall, who replaces Hurley as Ambassador, will be made public . . . Meanwhile, both houses of Congress heard demands for an investigation of the Hurley charges that certain State Dept. members were sabotaging U. S. policy in China . . . Truman indicated that he considers the UNO bigger than the "Big Three," and that it should soon be able to take over matters hitherto handled by the three chiefs of state.

Labor leaders who have in the past advocated collaboration with the Democrats (or the Republicans) are considerably embarrassed by the turn of events that show Truman in his true colors. Moving in on the strike situation, he has made common cause with anti-labor forces—Republicans, Democrats and sundry. He has advocated anti-labor legislation of the type to be expected only from the most fervid of the nation's labor-baiters. Observers declared that Truman "is in 'good' company with Clare Hoffman, Senator Taft, Senator Ball, Howard Smith, Clyde M. Reed and a host of other enemies of the working people on his side" . . . What now, PAC? What now, the Murrays, the Hillman's and those others who have sabotaged every attempt of the workers to organize their own political party?

The General Motors proposal to the automobile workers that some 20,000 return to their jobs and produce parts used by other manufacturers was termed "generous" by UAW President Thomas. He is refusing, however, to "arbitrarily and immediately" order the return without giving the workers involved the final word on the matter . . . The steelworkers have called a meeting to map strike strategy following a five-to-one vote in favor of the walkout . . . The Washington Labor-Management Conference has ended without any real advancement being made. Anti-labor legislation is expected to be hastened as a result.

INTERNATIONAL

France has nationalized the Bank of France and four major deposit banks. More than 80% of the country's bank deposits are now under State control . . . Rudolph Hess, Hitler's No. 1 boy, told an astonished court that he had "simulated" loss of memory, but was now ready to stand trial before the intl. court trying German war criminals . . . Scores of German industrialists have been arrested by the British as "leading members of the most dangerous class in Germany" . . . General Doster, the German corps commander who ordered the execution of fifteen U. S. Office of Strategic Service men, was executed.

Chinese Communists raided Haiyang and kidnapped four Nationalist officials . . . U. S. General Wedemeyer disclosed that arms and ammunition were still being sent to the Chinese National Government under extended lend-lease . . . Soviet newspaper Pravda attacked General Hurley as a "mouthpiece for United States imperialist elements striving for unlimited domination of Asia" . . . Chinese communists declared relief over the Hurley resignation. He is regarded by them as a strong backer of the Nationalists.

In Java the British were again in action against the Indonesians, using rocket firing planes in the drive towards Bandoeng. The British warned that all native troops in the northern part of Batavia would be shot on sight . . . General MacArthur ordered war criminal charges placed against fifty-nine top flight Japanese . . . Premier Shidehara of Japan rejected a proposal to form a special court to fix war responsibility, and a vote, calling for resignation of all legislators who helped bring on the war was side-tracked.

Yugoslavia was seen as a Soviet front in proposing that territories be controlled under UNO trusteeship. If adopted, such a plan would involve Soviet participation in islands seized by the U. S. from Japan . . . Yugoslavia abolished the monarchy and deprived King Peter of his vested rights. It established a Federal People's Republic of Yugoslavia . . .



MONEY DUE

R. Epps\$ 26.55
 O. Thompson 26.22
 W. Staine 26.22
 A. Walker 26.22
 E. Holland 26.22
 R. Ross 26.22
 J. Usher 26.22
 Collect at Calmar SS Company.

Tarochione, \$19.28; Alfredo Cuadra, \$19.28; Leland Henderson, \$19.28; Edmund Olofson, \$19.28; John Hansen, \$19.28; Donald Henderson, \$19.28.

SS DASHING WAVE

Lawrence J. Arnesen, \$21.34; Alphas Everet, \$24.79; George A. Kakavogannis, \$24.79; J. T. Squyres, \$24.79; Ing Ekeland, \$24.79; James B. Rodgers, \$23.40; Edward Hulecki, \$24.79; Floyd Chevenger, \$24.79; Edward Weimer, \$24.79; Jack T. Gardner, \$35.80; Harvey J. Wilson, \$33.05; James B. Ryan, \$22.03; Gordon L. Dodson, \$19.28; George L. Lancaster, \$22.03; Raymond L. Michener, \$36.49.

SS FERDINAND HASSLER

All crew members who paid off in Boston Dec. 5, 1944 have explosives bonus coming. Collect at Bull Line, 115 Broad Street, New York City.

SS WALLACE TYLER

Gilbert Moore, paid off in Boston, has two hours due. Collect at Smith and Johnson, N. Y. C.

SS MURRAY M. BLUM

The following is a list of money covering overtime due from Mississippi Shipping Company for week-end watches stood on beachheads in the South Pacific. It can be collected by contacting Port Purser, General Steamship Co., 465 California Street, San Francisco.

SS SANDWICH

Any member who was aboard this ship in 1942 when transportation was in dispute from Portland, Maine to New Orleans, La., please contact Mr. Ben Sterling in the New York office.

Notice!

SS SANDWICH

Any member who was aboard this ship in 1942 when transportation was in dispute from Portland, Maine to New Orleans, La., please contact Mr. Ben Sterling in the New York office.

PERSONALS

That member who made the last trip on the Matthew Brady with Captain Anderson, and was put in chains, please contact the Philadelphia Patrolman, as it is very important.

berg, \$5.00; J. Randolph Lemkin, \$2.00; J. Colgrove, \$1.00; L. D. Smith, \$2.00; S. A. Tennes, \$1.00; H. J. Smyth, \$2.00. Total—\$25.00.

SS WALTER RANGER

Louis Morocco, \$1.00; Robert Judy, \$1.00; A. E. Carlson, \$2.00; John E. Mackay, \$1.00; Robert Layko, \$1.00. Total—\$6.00.

SS VASSAR VICTORY

Edward Vrablits, \$1.00; Robert A. Keenan, \$1.00; Lawrence G. Ebberts, \$1.00; Harold Freeberg, \$1.00; William T. Mackin, \$1.00; Ralph G. Weideman, \$1.00; Carl N. Ferbee, \$1.00; Charles Kauffman, \$1.00; Fred C. Brown, \$1.00; Daniel B. Krug, \$1.00. Total—\$10.00.

TOTAL—\$581.25.

SIU HALLS

- NEW YORK51 Beaver St. Hanover 2-2784
- BOSTON330 Atlantic Ave. Liberty 4057
- BALTIMORE14 North Gay St. Calvert 4539
- PHILADELPHIA6 North 6th St. Lombard 7651
- NORFOLK127-129 Bank Street 4-1083
- NEW ORLEANS339 Chartres St. Canal 3336
- SAVANNAH220 East Bay St. 3-1728
- MOBILE7 St. Michael St. 2-1754
- SAN JUAN, P. R.45 Ponce de Leon San Juan 385
- GALVESTON305 1/2 22nd St. 2-8043
- RICHMOND, Calif.257 5th St.
- SAN FRANCISCO59 Clay St.
- SEATTLE86 Seneca St.
- PORTLAND111 W. Burnside St.
- WILMINGTON440 Avalon Blvd.
- HONOLULU16 Merchant St.
- BUFFALO10 Exchange St.
- CHICAGO24 W. Superior Ave.
- CLEVELAND1014 E. St. Clair St.
- DETROIT1038 Third St.
- DULUTH531 W. Michigan St.
- VICTORIA, B. C.602 Boughton St.
- VANCOUVER144 W. Hastings St.
- TAMPA842 Zack St. M-1823
- JACKSONVILLE920 Main St. 5-1231

SS HENRY RICE

(Paid off in New York)

R. Hobart, \$2.00; P. Caldwell, \$3.00; R. King, \$3.00; J. Dunlap, \$2.00; M. McLaughlin, \$2.00; P. Edwards, \$2.00; E. Savoya, \$4.00; W. Lawton, \$5.00; H. Grun, \$2.00; R. Singlepry, \$3.00; C. Mitchell, \$2.00; J. Jackson, \$2.00.
 M. J. Malvure, \$2.00; E. W. Griffin, \$2.00; S. E. Mallatt, \$3.00; Leroy Manus, \$2.00; E. Terrell, \$2.00; A. J. Richmond, Jr., \$2.00; D. Cinco, \$2.00; R. Tolbert, \$2.00; J. J. Keys, \$2.00; R. H. Hicks, \$2.00; S. Watson, \$2.00; J. E. Grimes, \$2.00; G. Curry, \$2.00. Total—\$59.00.

SS B. HITCH

(Paid off in New York)

C. M. Atkins, \$1.00; R. O'Brien, \$1.00; L. J. Gallagher, \$1.00; W. Bobalek, \$1.00; J. R. Ingram, \$1.00; F. Powel, \$2.00; R. Davis, \$2.00; P. Taurasi, \$2.00; J. B. Zigman, \$2.00; R. E. Hoey, \$3.00; D. Cain, \$1.00; D. L. Salisbury, \$1.00; D. Day, \$3.00; J. E. Faulpner, \$1.00. Total—\$24.00.

SS JOSEPH NICOLETT

(Paid off in New York)

I. Bridges, \$2.00; Wayne Hatfield, \$1.00; Julius Jowrkert, \$2.00; M. Davis, \$2.00; E. Kelley, \$2.00; Adolp Anavitarte, \$2.00; M. E. Weise, \$2.00; F. Reynolds, \$10.00; James Rose Wack, \$3.00; H. Koenig, \$1.00; W. Gustowson, \$1.00; R. I. Bowen, \$1.00; E. Wilisch, \$2.00; E. McClam, \$2.00; W. A. Cannon, \$2.00; C. D. Danforth, \$2.00; M. E. Lang, \$2.00; R. Huntington, \$2.00. Total—\$41.00.

SS JOSIAH PARKER

(Port of New Orleans)

Chas. R. Swain, \$2.00; B. P. "Bum" Terrien, \$2.00; J. "Rip" Briant, \$2.00; L. "Red" Baxely, \$2.00; F. Yard Bird" Yarborough, \$2.00; Jimmy Braithwaite, \$2.00; J. "Sully" Sullivan, \$2.00; Louis R. Plummer, \$2.00; Chas. S. Finkle, \$2.00; Wm. "Red" Walsh, \$2.00; Ernest M. Metts, \$2.00; Taddeusz S. Stopa, \$2.00.

Joe Moliegus, \$2.00; Louie H. Daniels, \$2.00; Charlie H. Price, \$2.00; Thomas B. Linker, \$2.00; Chas. H. Kirby, \$2.00; Harry Huston, \$2.00; Wm. C. McManus, \$2.00; John Abate, \$2.00; Cletus J. Conaghan, \$2.00; Robert Ramler, \$2.00; Roscoe Canada, \$2.00; Roy G. Stockton, \$2.00; Frank T. Campbell, \$2.00. Total—\$52.00.

LOG DONATIONS FROM THE PORT OF BALTIMORE

SS Alexander Brown: J. T. Repanshek, \$2.00; Wm. Saule, \$2.00; Thomas Clark, \$2.00; Albin Landis, \$1.00; Wm. McAdams, \$2.00; R. N. Hunter, \$2.00; Herman Graf, \$2.00; Herbert, \$2.00; Louis Doherty, \$6.00; Joseph Bartlett, \$1.00; J. Roush, \$2.00; Ray Ballard, \$1.00; Stan Gavres, \$3.00.

J. A. Karlsen, \$2.00; Fred O. Hart, \$1.00; J. E. McGuffy, \$1.00; Alfredo Rios, \$1.00; Joseph L. Lewis, \$1.00; Monsenate Solina, \$1.00; Harry N. Smith, \$5.00; John Goenik, \$2.00; H. R. Nault, \$2.00. SS Elenor Crew, \$14.00; N. Calzia, \$1.00; Bill M. Flinn, \$2.00; Donald B. Richelle, \$1.00.

Haywood Rittman, \$1.00; Paul C. Calden, \$2.00; Raymond Tuedel, \$2.00; James Sheeley, \$2.00; A. B. Sellers, \$2.00; Oliver Springle, \$1.00; James M. Haines, \$2.00; Wm. Washkauth, \$4.00; Ladense Lukasik, \$2.00.

SS James Gillis, \$22.00; R. A. Damms, \$13.00. Total—\$137.25.

SS HAGERSTOWN VICTORY

(Paid off in Boston)

Mrs. J. J. O'Mara, \$2.00; J. Gramble, \$1.00; Marvin P. Kemerly, \$1.00; Robert Ellsperman, \$1.00; Basil C. Skelos, \$1.00; Richard Rasmussen, \$1.00; Marshall Mlot, \$1.00; Peter C. Edwards, \$1.00. Total—\$9.00.

SS WILLIAMS VICTORY

(Paid off in New York)

W. Holliday, \$1.00; J. Troast, \$2.00; H. V. Grimes, \$1.00; F. Olsen, \$1.00; P. P. Petratis, \$1.00; C. Long, \$1.00; R. G. Blackstock, \$1.00; G. Gunderson, \$1.00; T. Brescia, \$1.00; J. Hudak, \$2.00; K. M. Bymaster, \$1.00; E. W. Shollenberger, \$2.00; C. A. Hancock, \$5.00; D. E. Walker, \$2.00; J. A. Schelke, \$1.00; M. L. Schrade, \$2.00; A. Bankston, \$1.00; J. J. Flaherty, \$2.00. Total—\$28.00.

SS WAYCROSS VICTORY

(Paid off in New York)

D. Anderson, \$1.00; A. Minnik, \$1.00; R. C. Borchard, \$1.00; C. R. Trotter, \$1.00; J. A. Paine, \$1.00; H. Stone, \$1.00; A. F. Koch, \$2.00; R. Isaacson, \$2.00; T. Linderman, \$2.00; C. R. Mundis, \$1.00; John Bourgois, \$2.00; W. Kahl, \$2.00; Francis Di Callo, \$2.00; S. Clark, \$1.00; J. Ridgway, \$2.00; W. Miner, \$1.00; S. Ballaban, \$2.00;

H. Miller, \$2.00; V. C. Widdler, \$2.00; F. Hays, \$2.00; J. Lopointe, \$2.00; H. Peszatowski, \$2.00; C. T. Stephens, \$2.00. Total—\$37.00.

SS CLAYMONT VICTORY

(Paid off in New York)

Thomas Ranger, \$1.00; M. Silovik, \$2.00; E. W. Ralko, \$1.00; E. J. Amerault, \$1.00; R. A. Bystrom, \$1.00; J. J. Huddle, \$1.00; W. C. Vanderpool, \$1.00; J. Mahoney, \$2.00; A. Gayke, \$2.00; R. A. Hendrickson, \$2.00; V. Birte, \$2.00; C. Zellman, \$2.00; G. Arena, \$2.00; W. A. Pennock, \$2.00; J. Matre, \$2.00; Donald Shea, \$2.00; M. Fields, \$2.00; S. Pinto, \$2.00; P. Yula, \$2.00; M. J. Godbut, \$2.00. Total—\$34.00.

SS R. E. INGERSOL

(Paid off in New York)

T. Calalanebes, \$2.00; J. W. Przelacki, \$2.00; P. Y. Bergeron, \$2.00; J. P. Baliday, \$2.00. Total—\$8.00.

SS CORNELL VICTORY

T. E. Barringer, \$2.00; R. Piefer, \$1.00; S. Cohen, \$1.00; H. Foster, \$1.00; J. Meghrian, \$1.00; C. Lygmont, \$1.00; R. A. Singer, \$1.00; J. Knapik, \$2.00; C. Reiff, \$2.00; O. Sorenson, \$2.00; J. T. Skaylem, \$1.00; R. Peterson, \$2.00; E. N. De Capua, \$1.00; S. Brown, \$2.00; R. Burnidge, \$2.00; J. W. Corrigan, \$2.00; K. Nielsen, \$2.00; R. R. Cullun, \$2.00; F. Bagnasco, \$1.00; E. Tonisson, \$2.00; Howard Warsinger, \$2.00; H. Scholes, \$2.00; Robt. K. Barwick, \$2.00.

O. Sarkan, \$1.00; A. Nilson, \$2.00; T. Wilson, \$3.00; J. Donfris, \$2.00; H. Beckman, \$2.00; H. Kowalski, \$2.00; J. Shiber, \$1.00; T. E. R. Back, \$2.00. Total—\$52.00.

SS MARIE MALONY

(Paid off in New York)

M. Antonio, \$2.00; P. J. Dennis, \$3.00; T. E. McHenan, \$2.00; D. Roberts, \$3.00; H. H. Niemuller, \$7.00; O. G. Broomer, \$3.00; D. Van Aakt, \$5.00; B. Edwards, \$7.00; F. Lassiter, \$2.00; J. P. Taylor, \$3.00; H. Muncie, \$3.00; U. P. Smith, \$7.00; D. B. Mince, \$7.00; W. Saylor, \$3.00; J. H. Allen, \$2.00. Total—\$59.00.

SS WILLIAMS VICTORY

(Paid off in New York)

L. P. Holland, \$2.00; G. Griffith, \$1.00; T. Rosenorans, \$1.00; S. Miksza, \$1.00; S. Ross, \$1.00; R. Michalek, \$1.00; G. Johnson, \$1.00; G. De Luca, \$1.00; S. A. Rembetski, \$1.00; O. D. Wallore, \$1.00; J. U. McManus, \$1.00; W. Eisen-

NMU Uses Political Strikes As Weapon To Foster Communism

BALTIMORE—Ask any GI you see on the streets, what union did the men belong to on the ship on which they returned to the states? The answer will be, in two out of three cases, the SIU.

We stand on this. There is no question but what we want these soldiers returned home, as many of these soldiers are our brothers and friends. We know the hardships that they have been through — we should know, for the Seafarers has lost two thousand members in this war as a result of enemy action.

But, we absolutely refuse to take part in any phony political demonstration, aimed at serving the commissars of Joe Stalin in their political aims, aimed at confusing the entire issue. Their desire in this is to create as much confusion as possible, so as to more quickly cause discontent among all peoples, and to assist the communists in taking control of those areas on which Russia has designs.

We as Seamen, and maritime workers, refuse to be a part of such a phony and scabby philosophy.

Four hundred members of the SIU in the port of Baltimore, at a special meeting today went on record branding such actions as the commies used today as phony

and of a political nature — not used for the purpose of bringing the soldiers home, but for political issues only.

This action was also taken by 60,000 members of this Union, representing the most powerful Seamen's Union in the world, at special meetings held in the 28 different branches.

Not To A Dog!

Blackout Murphy, a "Russian" Spitz dog, joined with the parading NMU comrades in their flag waving demonstration the other day. The hound was marched along with social inferiors wearing a sign which read, "Bring my master home"—while his master walked beside him.

At last report, the Russian Spitz was following the commie-dominated parade blindly down the street in the usual Stalinist, stooge manner.

From One Who Knows

The SIU has often expressed strong opinions—opinions based on its public acts about the sellout tactics and phony characteristics of the National Maritime Union. Our position has been further substantiated now that Ralph Rogers, former National Director of NMU, has resigned his position in protest over what he terms collaboration with the bosses and many membership sellouts on beefs.

His letter, printed in full in last week's issue of the LOG, merely repeats what we have been saying for a long, long time. Certainly, this corroboration from one who has been part and parcel of NMU's inside machine, and who has definite inside knowledge to support his contentions, cannot be treated lightly. Whenever a piecard such as Rogers resigns his job to become a rank and file member, that is strong evidence in favor of his statements.

The labor movement as a whole always suffers whenever a "union" subordinates their members' best interests to outside influences and politics. However, maritime labor has nothing to lose, and everything to gain over these exposures. A solid labor front of decent, progressive trade unionism depends upon the destruction and repudiation of such worthless organizations as NMU.

SEAFARERS SERVICE



Al Kerr sorts the mail in the New York Hall. This is where you come to get your sugar reports—and as far as the SIU is concerned, there is no rationing.

Reports From His Isthmian Scow

By HENRY PIEKUTOWSKI

The cold weather is biting and the winds are blowing, but somehow life seems warm, although a little strange aboard this Liberty. From what we've heard aboard this and other Isthmian scows, the coming Isthmian election looks bright for the Seafarers.

But although the future will probably find this fleet union, the present is strange—I am rather

unused to sailing without the protection of that little "piece of paper," the Union agreement. As uncomfortable as it may be at times, the little beefs and laughs fortunately keep us in union stitches. A sense of humor is really a life-saving device.

After several Isthmian trips, pipe-smoking, bemustached Bosun Edwin Christian knows how these sailors are reacting to the SIU and the NMU appeals and to their own present conditions, and his guess (and personal choice, of course) is that the SIU has the support of the majority of men.

One of his shipmates, Thomas "Gabby" Fraley, is pledged to vote SIU and join it and help us all the way this trip. It was good to hear him report how the crew of the James McCosh rejected the NMU's literary prayers and promises which filled their mailbags.

Martin O'Connor, who keeps us exploding with laughter; Messman Teddy Charete, a little guy who needs a close shave too often; Messman Robert McQueen, whose standing beef with Bosun Chris is over who is handsomer, and myself will have many future laughs over the antics of the black gang 17th Street communist professors who came aboard.

The black cat we have aboard brought us luck—the crew didn't go for them, and threw the NMU garbage overboard. One good thing that came out of it—the cockroaches that infested the lockers took one smell of the stuff and turned up their curly toes.

Saturday's dinner was rather tough. The sausages must have been around since the last trip, and the pudding could only have been sent from the Women's Auxiliary Baking Club of the NMU. How we wanted to yell out, "Hey, Steward, what's this garbage doing on the menu?"

But the Steward was stewing somewhere in deep sleep, no doubt regaining his lost strength. So I just eat with the saving thought in mind: Someday this stuff is going to be put out by a Union Cook under a Union Steward on a Union Isthmian ship.

Reverts To 'Good Old Days' Joe Curran Finally Makes It

BY A CREW MEMBER

From all accounts it seems as if the Ore Steamship Corporation is going in for reconversion in a big way—to the detriment of the seaman. And while we regret that Captain Hector of the Steelore was hospitalized at Cuba on the home-bound passage, we still feel that some of the happenings during the voyage should be brought to the attention of the membership.

On the Steelore most goods from the slopchest were sold at higher prices than is ordinarily charged on other ships; as an example, cigarettes cost the sailor a dime more. Now, they are supposed to be sold to the sailor at a profit of 10% over a reasonable wholesale price at the port of signing articles, and there is the possibility that they cost more in the port of Baltimore. However, chocolate bars were sold for a \$1.20 per carton of 24. These are not required to be carried in the slopchest, but they are carried on most ships and sold far cheaper. Other articles in the slopchest were by and at large sold at the same high rate. The slopchest on this ship is the captain's investment and the captain's profit — and apparently quite lucrative.

During the last voyage the 2d mate, H. S. Clarry, and the 3d mate, H. S. Fischer, were turned to on the bridge with chipping hammers, scrapers and paint pots. While they were supposed to be on watch, they were actually doing the work of a seaman, and no one was on watch. It is quite

reasonable to expect that in a few trips the AB on watch will be doing the navigating.

Hector was busy during the entire trip with an air hammer, chipping, or busily engaged in wielding a paint brush. The captain topped it all off by spending a day with a spray gun painting the after house. In addition he interfered with the deck gang all of the time. The bosun made the mistake of taking exception to this interference, and was accordingly demoted "for incompetence." If there is so much work to do on these ships, it is only reasonable to expect the mate to break out a couple of extra men—but not the captain.

The run down to Chile and back is about 40 days, but darned if this tub doesn't run out of linen. The company may have excuses for this, but they must have a red face trying to justify the shortage.

For the entire trip the crew were treated to only one fire and boat drill. A good many seamen look at these drills as a damn nuisance, and the master did so, too. His attitude was that for every drill an hour's working time was lost, and that wasted hour is far more important than the safety of the crew.

To many, the above may seem trivial. It is needless to say though that if these abuses are allowed to continue and expand, conditions in the merchant marine will fast revert to what they were twenty years ago. Now is the time for action, let's stop them.

The Log apologizes profusely for being slightly remiss in its social news reporting. By that, we mean that our Society Editor, Miss Sally Heighbagg, has been under the table — er, er, weather—for the past several weeks, and our society gossip just went to hell. We know all youse guys will forgive us, especially when we give youse stiffis this juicy little tid-bit, slightly delayed.

We have it on reputable authority (a national weekly) that Joe "No Coffee Time" Curran, that sterling leader of the working class, was received at cocktails by the Duke and Duchess of Windsor, no less, while aboard the Argentina bound for France early in October. 'Tis our understanding that Joe is now thinking of changing his



monicker to "Some Cocktail Time" Curran as a result. He and some of the "boys" were on their way to the International Labor Conference at Paris when this event took place.

We always knew you'd make the grade some day, Joe. You've been crusty for years; now you've made the Upper Crust!!

