

SEAFARERS LOG



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

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No. 36

SIU Brief Wins \$45 Wage Boost

Papers Arrive On Ships Late; Post Office Says 'Unavoidable'

Climaxing a series of complaints regarding the failure of mail and Log deliveries at various ports comes this complaint from Brother Irving Weinstein aboard the City of St. Louis at Vera Cruz, Mexico.

In a letter to the New York hall, Weinstein says, "It is my opinion that the fellows have a legitimate beef against Waterman, if not according to the letter of the law at least according to the spirit of it. Down here in Vera Cruz after five days we haven't received any mail and after checking with some of the boys who have been aboard for a few trips I find that after the gun crew was taken off no mail has been delivered here. It's all piled up in New York until the end of the voyage.

"I asked the skipper about this and he said he was getting his mail sent directly to Vera Cruz and not the postmaster in N. Y. like the rest of us. He says we'll get our mail in New York.

"Where does Waterman get off not making any attempt whatever to see that the boys sailing their ships get a chance to hear from their folks back home. And don't we have a right to get our union paper on time? Just because the war is over doesn't

mean that the mail has less kick in it for us than it used to have."

A check of the complaint in New York reveals that the fault this time does not lie with the ship operators. It appears that the U. S. Post Office is responsible. Their explanation of the trouble was that no regular service has been reestablished to ports in Mexico and that the only facility available was courier service. This was deemed impractical and the alternative being to hold the mail for a ship going to the same port as the addressee making it quite probable that latter would be headed home before the arrival of the mail carrier.

The post office has assured the union that it is making every effort to see that personal mail and each issue of the Log is forwarded to the men in the promptest manner.

CIUDAD TRUJILLO SERVICE

The Alcoa Steamship Co. has received authorization from the War Shipping Administration to resume regular steamer service between New Orleans and Mobile and Ciudad Trujillo, Dominican Republic, it was announced here yesterday.

MWEB Cuts War Risk Bonus Again

WASHINGTON, August 31 — The bitter, unending fight of the Seafarers International Union to raise the seamen's basic wage paid off today when the National War Labor Board ordered a flat \$45 a month increase for all unlicensed seamen, to begin October 1.

Also effective the same date, the Maritime War Emergency Board eliminated all voyage bonuses and cut the area bonus from \$5 to \$2.50 a day, narrowing the coastal areas in which these bonuses are payable. The attack bonus of \$125 and the war risk insurance are still in force.

Both the SIU and the SUP were parties in the cases before the Board, and their comprehensive briefs and were mainly responsible for the favorable ruling. The industry members, of course, voted against granting the increase.

While the increase did not meet all of the SIU's demands, it may be considered a definite victory inasmuch as the \$45 is now part of the base wage, and will serve as a starting point for future contract negotiations with the shipowners.

This was the WLB's first important dispute case under the new wage policy, which permits it to take into account the loss of take-

home pay resulting from elimination of overtime or bonuses. On this point, the WLB said:

"The main assumption of the board in determining what wage increase is appropriate and the effective date thereof is the complete elimination of the voyage bonus.

"Weighing all of the equities in the case arising out of the issues of substandard wages, overtime and the elimination of the bonus, and considering the fact that the wage increase will not be retroactive and the prospect that no part of the increase will take effect for at least thirty days, the WLB is of the opinion that a fair and equitable determination of all the wages and overtime issues in dispute calls for an increase of \$45 per month in the base rate for all classifications."

An examination of the wage briefs submitted by the various unions involved shows that the only effective arguments presented to the WLB were those made by the SIU.

In its brief presented to the Board on July 19 by Secretary-Treasurer John Hawk, the Seafarers made not only that point but several other important ones that completely and effectively covered the seamen's case for wage rises.

The SIU brief pointed out that not only were the wages substandard, but in addition the seamen have to support themselves while away from their homes and therefore were doubly hit by the continually rising cost of living; and that on top of that they were burdened, under the 1943 tax laws, by taxes even when they spend more than six months at sea.

With the recent bonus cut the seamen's take-home wage was cut much beneath a decent standard, Brother Hawk said, and the effect would be to drive the more skilled seamen from the ships to shoreside jobs that would pay them more. Unless increases were granted, the brief added, shipping would come to a standstill at a time when it was most important that it increase.

One of the important points raised by Brother Hawk, and one quoted by the Board in its decision was that a precedent had been set by President Roosevelt when he granted the railroad workers a 5 cent an hour increase in lieu of the 40 hour week, and that the same principle was applied by the WLB in the trucking industry.

Another argument recognized

by the WLB was that an increase in seamen's wages would actually save the government money, since it would help keep the old, experienced seamen on the ships, saving the millions now spent in recruiting and training and transportation of new men, half of whom, unfit for the sea, would quit after the first trip.

With this increase the Seafarers has taken the first step into the

(Continued on Page 3)

Three Fink Halls Sink As All Seamen Cheer

NEW YORK—Three RMO port offices have been sentenced to death, it was announced this week by the WSA, the execution to take place at the end of September.

Amid the enthusiastic cheering of thousands of union seamen, it was announced that the three fink halls located in Jack-



sonville, Florida, Savannah, Georgia and Portland, Maine, would close their doors forever.

With the exception of the immediate family — assorted office holders, and NMO officials—there seem to be no mourners.

It is requested that jubilant waterfront survivors do not send flowers.

A survey of waterfront opinion on the closing of three RMO offices disclose the following comments:

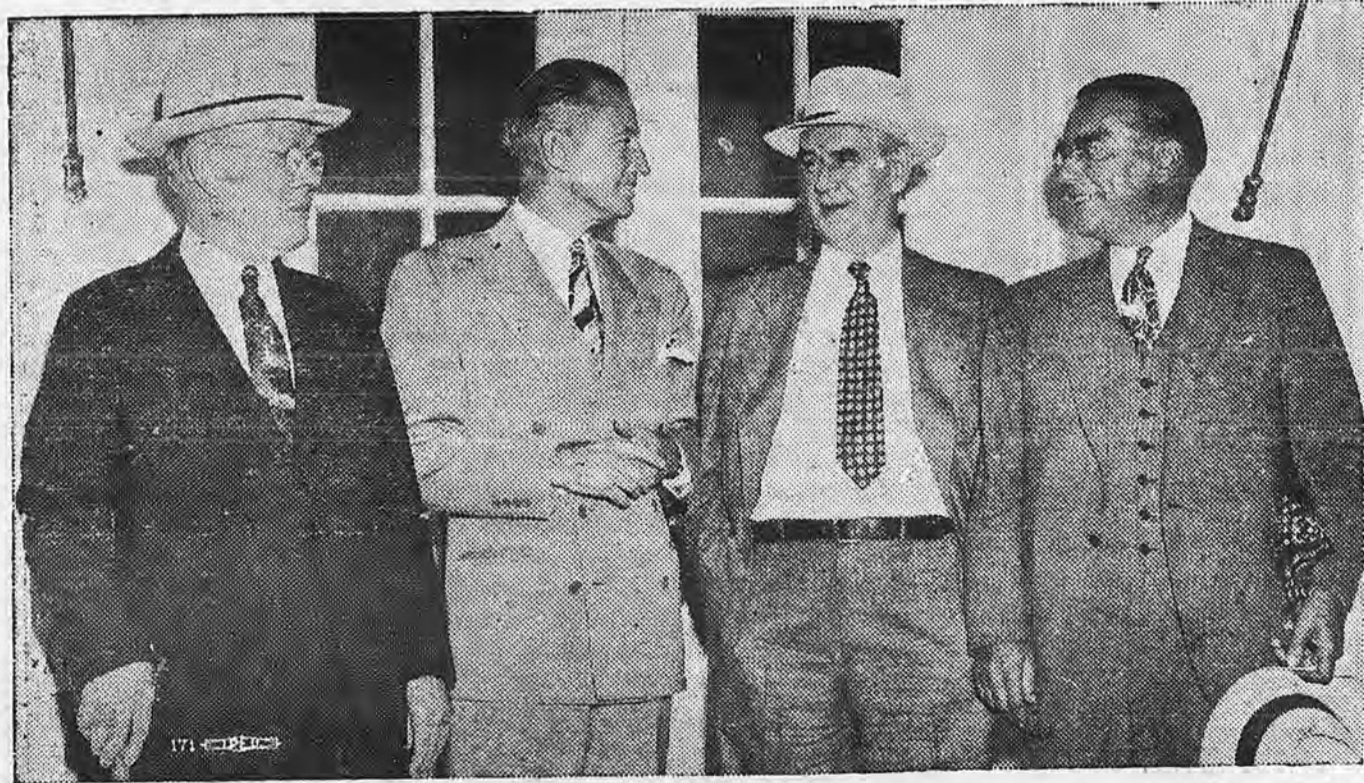
PHILADELPHIA—Joe Smith, AB: "Why did they stop at three?"

TAMPA — John Brown, FWT: "The greatest thing to happen to merchant seamen since the founding of the SIU."

BOSTON — Tom Jones, Chief Cook: "A damn good thing."

NEW YORK — Joe Curran: "What will we do now?"

WHITE HOUSE CALLS IN LABOR, INDUSTRY LEADERS



No blows were exchanged at the meeting of labor and management representatives at the White House last week, as this photo shows. Emerging from the Presidential offices, after a planning session on the projected labor-management national conference, are: (l-to-r) AFL president William Green, U. S. Chamber of Commerce president Eric Johnston, CIO president Philip Murray, and Nat'l Ass'n of Manufacturers president Mosher. Probable date for a full-dress meeting is now set at early November. (LPA)

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"TWO-EDGED SWORD"



Risk Is Still There

The shooting war is over for the hosts of men in naval and military uniforms even as it is for the hundreds of thousands of shoreside workers who, finding themselves displaced by the cut-backs in war production, are frantically scanning the want ad columns in a search for security in a peacetime economy.

But the shooting war is not over for the men who sail the nation's ships and seek their livelihood on the waterways of the world. The fact that it is not over is well testified to by marine insurance underwriters who know the score. They know—because these men deal in that "most important" commodity called "gold." And they don't take chances nor do they expect to be called "strikers" for sitting down on their money bags when the chances are too great.

The underwriters, quite by accident, of course, find themselves making a case for the continuation of the seaman's war risk bonus, for when they say that the war risks continue they know what they're talking about. These men are trained experts in watching their companies' dough and seeing that the hazards of the sea are well paid for by the shippers.

When we read in the newspaper that the marine underwriters expect ship losses due to enemy action to continue long after the peace declaration because of the vast number of mines on the loose in waters all over the world, we know that they know that seamen are risking their lives every time they ship out.

Every indication shows that the danger from mines is at least as great as it was following the last war when, during the years of 1919 through 1922, some 350 ships were sunk by mines. (Some of these were missing ships and presumed lost to mines.) Edward R. King, American Institute of Marine Underwriters' expert, in an article in the *Journal of Commerce* writes, "In this war, mining has been done on a world-wide scale. Mines have been laid by airplanes and submarines and, while every effort will be made to clear up these mine fields, many months will elapse before the mine hazard is removed."

No Shoreside Seniority For Seamen Who Leave Sea Before Official Victory Proclamation

A statement that merchant seamen who leave the service before the end of the Unlimited National Emergency, declared by President Roosevelt, May 27, 1941, will forfeit their reemployment and seniority rights in their former shore jobs was issued this week by H. Chase Stone, assistant deputy administrator for Recruitment and Manning, War Shipping Administration.

In a telegram to Craig S. Vin-

cent, Atlantic Coast Regional representative of Recruitment and Manning Organization, Mr. Stone added that merchant seamen in the age group 18-26 who leave the merchant marine are still subject to induction by Selective Service.

"The end of the National Emergency is not V-J Day but will be a later date to be proclaimed by Congress or by the President," Mr. Stone said. "Moreover,

Concrete Ships OK

Not much has been heard about the concrete ships built by the McCloskey yards in Tampa, but according to some of the boys who have been riding these stone scows, they are pretty good jobs.

Built on the theory that they save steel, are quickly constructed, and will stand a lot of punishment in rough weather, four of these steamers were turned out at the McCloskey yard, in addition to many concrete barges. All of them, the John Smeaton, Joseph Aspidin, Lechantelier, and Thaddeus Merriman, were operated by the Bull Line before being turned over to the Army Transport.

Brother Francis Knight, Oiler, rode both the Lechantelier and the Merriman on their maiden trips from Tampa to Cuba and New Orleans and reports them good sea boats, riding heavy weather like a water soaked log.

Built like tankers, with engines aft, these ships have roomy crew quarters, but narrow engine spaces make them hot jobs for the black gang on tropic runs.

should the seamen's War Services Bill be passed by Congress, it is not likely that those merchant seamen who do not stay in the service until the end of the emergency period will be entitled to its proposed benefits."

To qualify for reemployment and seniority rights, a seaman is required to possess a certificate of wartime service based on substantially continuous service during the emergency period, according to Stone's statement.

LABOR ABROAD

BRITISH UNION CONGRESS OPENS MEET. SEPT. 10th

LONDON (via British Information Service)—The 77th Assembly of Britain's annual Trades Union Congress opens at Blackpool on September 10. The famous "Parliament of Workers" is scheduled to last for five days. Its agenda contains 78 resolutions from affiliated unions. The report of the General Council to the Congress on its activities during the year is another formidable document of over 200 pages. There are in addition a series of supplementary reports dealing with important matters of policy remitted from the last Congress to the General Council. These deal with the question of equal pay for men and women, public ownership of transport and the fiscal policy. Another somewhat lengthy statement of the General Council's views upon the problem of trusts and cartel is contained in the General Council's report.

As many as a dozen resolutions from unions deal with matters relating to social insurance, safety and welfare conditions in various industries. Among another dozen resolutions dealing with wages, hours and conditions of employment is one from the National Union of Mineworkers

calling for legislation to ensure that all wage contracts shall contain the principle of guaranteed wages. Several other resolutions in this section urge the principle of the equal rate for job for women workers. The **United Rubber Workers** have put down a resolution calling for a statutory 40-hour week in industry and the abolition of all overtime.

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FRENCH SEAMEN RECEIVE SPECIAL ALLOWANCE

(ITF)—The special allowance granted previously to the French seamen has been increased to 20 percent of gross for men fed by the owners. The allowance may not be less than 750 francs in the case of wages of 2,800 francs or more; 670 francs for those over 2,300 francs but under 2,800, and 550 francs for those under 2,300 francs.

Where men are not fed by the owners, the allowance is increased by 14 francs a day for officers and 10 francs for other ratings.



CLEARING THE DECK

By PAUL HALL

At the New York meeting of August 29, there was a discussion by the membership that was very interesting. The point was brought up that some of the steamship operators had been using the war as an excuse to not make the necessary repairs in crews quarters, etc, and have been abusing the wartime conditions so as to save their hard-earned (!) pennies. Now that they no longer have the war as an excuse they may as well start getting busy and cooperate with the union—as we intend to rectify this situation.

One member brought out something at this same meeting which should be taken seriously by all Seafarers members. That is, regardless of what the crew wants in the way of conditions, it is practically impossible to get them unless the crew itself is a good union crew and will cooperate with the shoreside officials by going down the line to whatever limit necessary to gain conditions.

This means that before any crew signs on articles they should have proper time to shape up the beefs for the union to take action. In this manner we will have plenty of time to have the necessary repairs made before the ship is scheduled to sign on articles.

It is good to see the membership take an interest in points of this kind. As long as there is cooperation between crew members and officials we can go a long way in remedying the problems created by some shipowners screaming, "Don't you know there's a war on?"

WHY NMU IS FAILING

We had a fine example here the other day of just why the NMU is not making any progress with the Isthmian men. To get a good picture of the entire thing, let us go back a few months. When the SIU organizing drive first started, invitations were offered by the Seafarers to Isthmian SS Co. men if they cared to come in the SIU halls and ship. Quite a few of these men shipped into the SIU and many of them are even now riding SIU ships. On the other hand, there was a comparatively small number who took up the NMU invitation and rode NMU ships. Typical of these men was Donald McFarlane. This man went to the NMU for the simple reason that he was an ex-member of the UAW-CIO outfit. He went to the NMU hall after getting off the SS Marine Fox and shipped as Messman on the SS Abangarez. Then his troubles really began. Besides losing about \$70.00 in legitimate overtime, he was thoroughly disappointed in the NMU style of unionism and what he had seen on that ship.

Not wishing to be classed as a freeloader, however, because of his union background, he paid the NMU Patrolman \$20 for making the trip, and then made up his mind never to sail an NMU ship under any condition. He then went back into the Isthmian SS Co. because he could get better conditions there than on an NMU ship. He went back into the same ship he was on previously, the SS Marine Fox. On this ship's last voyage in New York, he was contacted again by NMU organizers.

These fellows, not knowing that McFarlane had been on an NMU ship, immediately gave him a sales talk on the benefits of being an NMU member. He didn't go for it and told them just what was wrong with the NMU and how he lost plenty of dough by riding their ship. This alarmed the NMU organizers because they knew that if this fellow were to talk of his NMU experience the NMU couldn't even get one signer for their petition on board the ship. They then went so far as to take him back to the hall and introduce him to all the picards, including Port Agent Stack and Jimmy Campbell, Port Committeeman.

They gave him a lot of rosy promises about settling his beef and that was all. The NMU organizers were all worked up by this time and they told the other officials that the organizers could do nothing in the organizing field because of the NMU officials' inability to settle the membership's beefs. But more important than that, their inability to settle beefs was causing their own union members to leave them in big droves.

Hearing the organizers tell off the NMU officials made up McFarlane's mind, and he left there in a hurry. He asked one of the SIU men on the Fox if he could help in the Seafarers' drive as he felt the SIU could benefit not only the men on his ship, but on all Isthmian ships. He asked to work for the SIU in the coming election for this company and this he is doing now.

McFarlane is now doing a good job for the SIU and, because of men like this, Isthmian is going SIU.

\$45 Wage Boost Is Won By SIU

(Continued from Page 1)

peacetime years. The WLB order has the effect of a contractual obligation upon the part of the operators. When the contracts are up for renewal, the Seafarers will have a starting point from which it can go after the rest of the SIU demands on behalf of the working seamen.

WAR LABOR BOARD BONUS DIRECTIVE ORDER

August 31, 1945

By virtue of and pursuant to the powers vested in it by Executive Order 9017 of January 12, 1942, and the Executive Orders, Directives and Regulations issued under the Act of October 2, 1942, and the War Labor Disputes Act of June 25, 1943, etc.

I. Effective from the date of elimination of the present "voyage bonus," each classification shall have added to its present base wage the sum of forty-five (\$45) dollars per month.

II. The foregoing terms and conditions shall be incorporated in a signed agreement reciting the intention of the parties to have their relations governed thereby as ordered by the National War Labor Board.

III. Since this directive order may involve a question of increased cost to the United States, the directive order shall become effective only if also approved by the Director of Economic Stabilization.

Representing the Public — George W. Taylor, Lloyd K. Garrison, N. P. Feinsinger, Jesse

Freidin.

Representing Labor — Van Bitner, John Brophy, Robert J. Watt, Paul Chipman.

Representing Industry (Dissenting)—Clarence Skinner, Vincent P. Ahearn, Earl Cannon, W. B. Maloney.

MARITIME WAR EMERGENCY BOARD DECISION 2 D BONUS

Article I.—AREA BONUS AND VESSEL ATTACK BONUS REQUIRED

Area bonus and vessel attack bonus shall be paid under this Decision to licensed and unlicensed personnel employed as regular crew members on United States flag vessels of the American Merchant Marine.

Article II.—AREA BONUS

A.—Amount of Area Bonus—Area bonus at the rate of \$2.50 per day shall be payable to each crew member of a vessel within any of the areas specified in Paragraph B of this Article II, including periods during which the vessel is in port or at an anchorage.

B.—Areas

1. **European Area.**—All waters within the area bounded on the east by 60° east longitude to its intersection with the north coast of Russia and thence following the coast of continental Europe and Africa to its intersection with 12° west longitude; and bounded on the west by 12° west longitude.

2. **Mediterranean Area.**—All waters within the Mediterranean Sea, including the Adriatic Sea, the Aegean Sea, the Black Sea, the Sea of Azov, the Sea of Marmora, the Dardanelles and the Bosphorus.

3. **Pacific Area.**—All waters within the area bounded on the north by 60° north latitude; on the east by the 180th meridian; on the south by 13° south latitude; and on the west by 90° east longitude to its intersection with the coast of continental Asia and thence following the coast of continental Asia to its intersection with 60° north latitude.

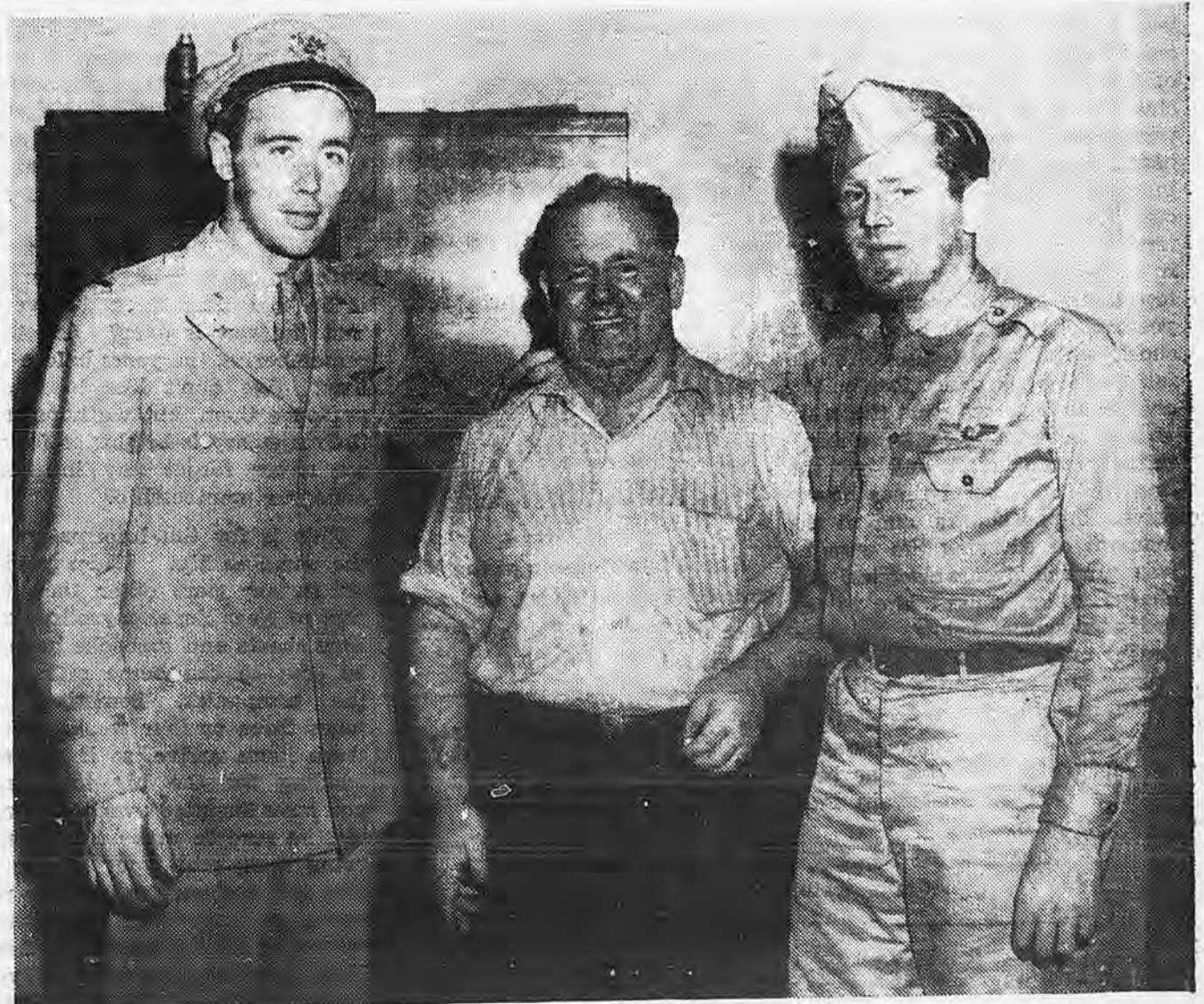
C.—Time When Area Bonus Payments Start and Stop—Area bonus shall commence as of midnight prior to the day during which the vessel enters the area and shall cease at midnight of the day during which the vessel departs from the area.

Article III.—VESSEL ATTACK BONUS

In addition to area bonus, vessel attack bonus of \$125 shall be payable to each crew member of a vessel (1) which is destroyed or substantially damaged as a result of direct war hazard or (2) on which any person is killed or seriously injured as a result of direct war hazards or (3) which is otherwise subjected to extreme and immediate danger of destruction as a result of direct war hazard. Vessel attack bonus shall be payable whether the vessel is within or without any of the areas specified in Paragraph B of Article II above, and whether

(Continued on Page 9)

SIU OFFICIAL WELCOMES BROTHER BACK FROM WARS



Sgt. Walter Stewart, brother of SIU pie-card Jimmy Stewart, visited the New York hall last week after liberation from a Nazi prisoner-of-war camp. He brought with him to the hall Lt. Peter G. Rutledge, bombardier of the B-17 in which Walter was gunner. Both soldiers showed keen interest in the new SIU building and

in the operation of the union. The soldiers in Europe are not being taken in by all the anti-labor propaganda being fed them, according to Walter, and the record of the merchant seamen is certainly "well known and appreciated."

It was on January 10, 1944 that Walter and his ship were over Brunswick, Germany on a bomb-

ing raid. The flak was thick and the plane kept at 23,000 feet. Suddenly a shell caught their ship, exploding the incendiaries aboard and killing 4 crew men outright. Walter and five others managed to bail out. It took them almost 25 minutes to float down to earth, all the time the air was filled with exploding anti-aircraft shells.

Coveted "Meritorious Service Medal" Awarded To SIU Man

The first indication that we had another SIU medal holder among us came when a shipmate of Lex Fanjoy asked if we had seen the latter's Meritorious Service citation and medal. Chances are that, had we waited for Brother Fanjoy himself, this story would not have appeared in print.

It seems that while the SS Lawton B. Evans was anchored off the Italian coast at Anzio, a "violent gale and electrical storm" broke. The SIU brother volunteered to cut the cables on a barrage balloon when the cable, charged with static electricity, threatened to ignite the gasoline cargo.

Bosun Fanjoy went aloft and despite several electric shocks, cut the balloon adrift. It was after this that he was struck by an electrical discharge which stunned him and caused him to fall to the crossrees. Fortunately the brother was not seriously hurt and the commendation states that his action may well have saved the ship from disaster.

The text of the citation appears below:

The Administrator, War Shipping Administration, takes pleasure in Commending LEX FANJOY for Meritorious Service as set forth in the following citation:

His ship, SS Lawton B. Evans, was anchored off the Anzio beachhead when a violent gale and electrical storm broke. A barrage balloon floated from the stern of the ship at the end of a 1,000 foot cable. This wire was anchored to a winch with the lead running up the after mast and through a fairlead at the top of the mast. It became heavily charged with static electricity which discharged near an open hatch containing gasoline cargo in cans. Fanjoy volunteered to cut the balloon adrift, but the terrific strain on the wire caused it to jam in the fairlead at the top of the mast. Disregarding the possibilities of electrocution, a shock which might cause him to fall to the deck many feet below, or dismemberment from the whip of the released wire, he unhesitatingly went aloft and cut the line adrift. Several times he received minor shocks, and at the moment of severing the wire he was stunned by an electrical discharge which caused him to fall to the crossrees below. Escaping death only by a miracle, his courageous action may well have saved his ship from disaster.

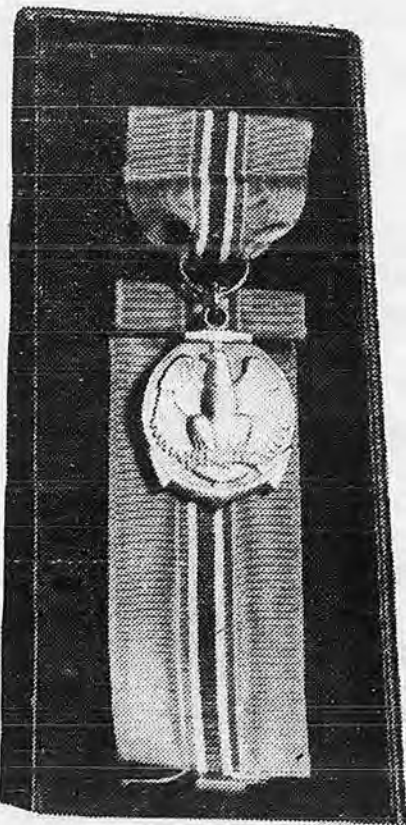
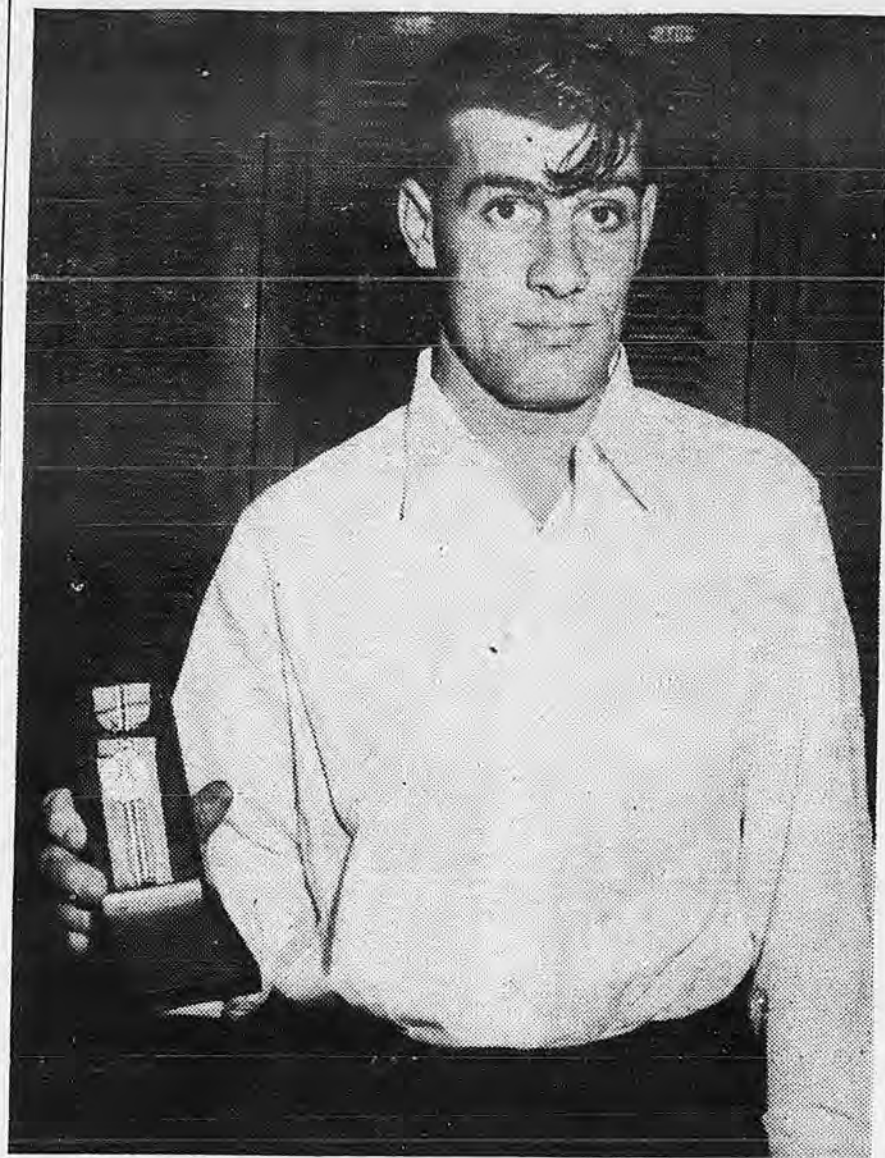
A copy of this commendation for Meritorious Service has been made a part of Boatswain Fanjoy's official record.

Emory Scott Land,
Administrator

Curran In A Jam

Charging that he had been illegally suspended from the NMU on "unspecified charges and without due or sufficient cause," Samuel Levin through his lawyer, named NMU President Joseph Curran as defendant in his suit brought in Supreme Court on August 23rd.

The case as it develops should prove interesting to all seafaring and union members.



Above is a close-up of the Meritorious Service Medal, and a picture of Brother Fanjoy holding his award.

Maritime Authority To Be Dissolved

WASHINGTON, Aug. 27 — The United Maritime Authority, for six months after the formal surrender of Japan, probably will be dissolved by Jan. 1, a high Government official said today.

The informant, who asked that his name not be used, said the date of the dissolution would be decided after a general survey of shipping needs by the military forces.

A War Shipping Administration official said the break-up of the UMA would mean the end of the war shipping pool and the return of vessels to private ownership for domestic and foreign trade.

Calling All SIU Men

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



From The Assistant Secretary-Treasurer

By LOUIS GOFFIN

Outport beefs are still coming in; however, they are few in number. I note that the shipowners are beginning to try new tactics when settling beefs. They now call me "Mister," where not so long ago they had other and not so flattering names for me. As a matter of fact, they treat me with the greatest of courtesy: can it be that they have discovered that the war is over? Are they remembering the years before the war? We don't like to inconvenience them, but we hope that their memory is bright; as for us, we never forget any injustices done our membership.

This is for the information of the membership. When paying off in any port other than the port of New York, payrolls, overtime sheets and logbooks have to be sent to the home offices of the companies. Sometimes it takes three or four weeks before these items arrive, so if you are heading for the big town and you have disputed overtime pending, be sure to make a copy and bring it up with you. This will give me a chance to analyze the beefs, so that when the sheets do arrive I'll be ready for them. Final settlement of all beefs will be in the Money Due page of the *Seafarers Log*. The above applies only to the companies with home offices in New York, with exception of the South Atlantic, with home offices in Savannah; Eastern with home offices in Boston, and Mississippi whose home office is in New Orleans. Beefs concerning these companies must be forwarded to the three above ports and takes a little more time. As soon as they are settled the

men involved will be notified by mail and through the *Log*.

I've been notified that the guys who I have to contact have now completed their vacations, and this will give me a chance to square away the few beefs that I have on hand.

All this set me to thinking of the wartime sailor and how he is going to react: The old soogee bucket and paint brush will be working plenty of overtime. I can see the old overtime hogs really on the ball. I can also hear the wails of the chief mate howling that the boys can't paint a straight line.

Yes, it looks like the good old days are here again.

In the early years after the first World War, the run was Hamburg and Bremen, Germany. Those tow towns were a sailors' paradise. Wine women and song were so cheap that the average American seaman with a ten dollar bill was a big shot; with a few additional bucks a guy could damn near buy the town.

The difference between now and then is the fact that these two towns are so bombed out, that a guy would have a hell of a time finding a decent joint. Also the prices are so high now that a sailor finds it much cheaper to spend his time and money here in the U. S. A. Anyway, it's good to rehash the so-called good, old days



FORE 'n AFT

By BUNKER

Only a few years ago Smith and Johnson had one little ship, a laker called the Raritan. Now they operate 35 Liberties.

Brother Edgar LaBadie, Steward, was on the Raritan in February, '41, when her career was ended while bound north along the coast with a load of coffee. Unknown to the skipper, the lightship off Frying Pan Shoals had been withdrawn and the little vessel came too close to the shoals in heavy weather. Before the officers could get a bearing and sheer her off, she hit hard and fast. All hands got off safely before high tide lifted her off the shoals and carried her to deep water, where she sank.

Brother Ed Harrison believes in getting on a ship and staying. He spent over a year on the William B. Giles, making a Cape Horn run to India, and five Mediterranean trips on her. His next ship was the James Caldwell, Bull Line Liberty that was rammed and nearly sunk off Gravesend recently; and if this ship hadn't been wrecked Ed says he would have spent a year on her, too. Al Noble, FWT(also put in a year on the Giles.

If any old timers start sounding off in the messroom about the "good old days" at sea, ask them if they remember when the crew couldn't get any coffee after the dishes were washed; when there was no night chow except bologna sandwiches, which were kept in the galley for the night watch; on many an old tanker the chow was carried to the messroom in tureens, getting well chilled by this process in the winter time; and very often dumped on deck when the messboy didn't jump quick enough from a boarding sea. On many scows one cook did all the meat cutting, cooking, and baking; and a favorite-trick of stewards was sorting out the apples and oranges—the big ones for the saloon, the little ones for the crew's mess.

You can call Eddie 'Seesholt, AB on the George Washington, a sailor in the true sense of the word. Eddie, who is from West Palm Beach, has sailed AB on two of the world's largest sailing yachts, the square riggers Joseph Conrad and Seven Seas.

Other Floridians on the George Washington recently were Johnny Lopez of Key West and Charlie Kellogg of Miami.

They say that ship's loading military supplies in the Mediterranean were going to the Pacific by way of the Panama Canal, to avoid paying the heavy duties slapped on American ships by French-British canal authorities. Another British way of marking off lend-lease was by charging for every American soldier going to their aid in British ships!

For several weeks now Brothers Parker and Kerr at the Tampa hall have been trying to ship "Nellie" aboard some outward bounder. Nellie is a Zack street character of the Greenwich Village variety who waltzes past the hall at least once a day, pats his well oiled permanent, swishes his hips in a "come hither" way and rolls his eyes at the men inside. So far Nellie hasn't done much good, but if he ever gets inside the door, Parker and Kerr swear they'll shanghai him on one of their concrete scows.



QUESTION: Some of the letters coming into the Log office beef about how seldom seamen see their families and therefore should receive additional money in compensation for their hardship. How often have you seen your family in the past year and what about this question of more money?



IVAN USERA, OS — The last time I saw my mother was three months ago when I got in from a four month trip. I stayed on the beach for a month before I shipped out again. Now I'm back after another forty days or so and I'm shipping almost immediately. It is lucky for me that my family lives nearby and when I do hit New York I can see them for a few days anyway. I always feel sorry for the fellows who come from inland towns where it takes days and days of travelling if they want to get home and back. Without the bonus it's impossible to live like men. Married men will have no way of keeping their families decently unless we get more money.

EDWIN VELEZ, AB — I saw my family eight months ago when I came back on the SS J. Willard Gibbs. I haven't seen any of them since. I hear a lot about getting a raise in wages and I was wondering how anyone could properly estimate in any fair manner how much an hour, a day or a month it was worth for a man to be away from his loved ones. It seems to me that none could possibly measure this. It's my opinion that an AB should get a big enough base pay so that the married ones can support their families properly and the single ones think about wives and children.



JOHN YUSKIS, AB — I'm one of those guys that's more fortunate. I've been able to see my people a few times in the past year. After coming in on the City of St. Louis which ran to Brazil on a three month voyage I was lucky enough to get the Del-Aires, a Mississippi C2 on which I put in six months. Being on a C2 I was able to get home about three or four times in the last few months. I think we should have higher basic wages instead of bonus because your bonus is only good at sea and there are many ports where bonuses don't apply. If you get stuck in those ports you're out of luck on the bonus system.



ALEX STEWART, Bosun — I saw my family after returning from the Murmansk run on the SS Phillip Thomas after six months at sea. After nine days on the beach I again shipped, this time on the SS George Washington and haven't seen my family since. Which makes it a total of nine days out of 365. About seamen's wages, of course they should be raised. We can't save any money what with living costs so high, living away from home, and all the other things that eat up your pay. It's tough sailing for the single man and much tougher for the guy with a family to support.



Gulf And Island Rivers Found Ripe For Seafarers Org. Drive

After a complete survey of the barge and towboat field on the Gulf Coast, the special organizing committee set up to investigate these boats is convinced that a wide open opportunity awaits SIU organizing efforts, and that Gulf Coast tugboatmen are willing to cooperate in improving wages and conditions in this industry.

Principal seat of operations for barge and towboat outfits in the Gulf is New Orleans, which is the home port of more tug and barge companies than any other port in the country, comprising river, deep sea, and inland waterway lines.

Gulf Coast and harbor boats alone employ approximately eight to nine thousand men. In addition, there are a large fleet of boats of all kinds running from New Orleans up the Mississippi and tributary rivers, offering a huge field for organization.

An inland waterway system, which stretches all the way from lower Texas at Corpus Christi al-

most to Tallahassee in Florida offers a continuous, protected, chain of navigable waterways which, connecting with the river system, provide an artery of commerce unequalled anywhere else in the world. Using this waterway system are steam and diesel tugs and self-propelled barges, carrying oil and miscellaneous freight.

Ranging from small three or four man boats to big tugs which carrying ten to fifteen men, the inland water boats offer jobs for Engineers, Mates, Deck Hands, Cooks, and Oilers; jobs which could be made very attractive under SIU wages and conditions.

Both steamers and diesel tugs

and diesel self-propelled barges comprise this waterways fleet.

No seaman's papers are required on boats navigating the inland waterways. Deepsea jobs, of course, require regular endorsements.

In addition to the tow boat field, a number of unorganized tanker companies are still operating on the Gulf, using Beaumont, Port Arthur, Houston, Tampa, Mobile and New Orleans, ports all handy to SIU halls, thus facilitating an organizational effort on these boats. Besides the unorganized ships there are also several NMU contracted companies running under open shop agreements.



By FRENCHY MICHELET

NEW BUG KILLER PROMISES US SCRATCHLESS DAYS

If all the advance raves that have preceded civilian production of DDT, the new miracle insecticide, are true then the seamen's life will indeed be more bearable in the postwar years, as far as shipboard insect nuisances are concerned.

Used exclusively by the military during the war years, DDT has proved to be the deadliest bug killer yet invented. Harmless to man and animal, DDT is sure death to marauding cockroaches and night raiding bedbugs. One treatment will last as long as three months, and any bedbug which tries to return to



his former home will join his ancestors upon mere contact with the treated area.

Sprayed in a room, DDT will continue to kill flies and mosquitos for many days after. Now mixed with a flat paint, DDT may be applied directly to a wall, keeping its lethal power almost indefinitely.

Combined in paint it will also give complete protection to ships for six months against barnacles, mollusks and other marine pests, saving millions of dollars in barnacle extermination.

What with the RMO beginning to close its doors, and the use of DDT aboard ships, insect life in the United States, at least, faces complete annihilation. It's affect on communists has not yet been tested.

From the deck of an approaching ship LaGuaria, Venezuela, resembles a Swiss mountain village, except that the architecture is tropical rather than Swiss. The mountains are green-covered, rolling affairs rather than the rugged giants of the latter country, and the atmosphere is glutinous rather than pellucid: well, anyway, you gotta climb like hell to get to a decent gin mill in either place!

We are arriving here on the morning of the day sacred to the memory of Simon Bolivar, the great liberator. The bells of the innumerable churches are busily summoning the faithful to prayers of thanksgiving, and making quite a bit of noise about it too. We'll be happy when they get everybody inside because, as Washington Irving has noted in his Sketch Book, when the great bell of St. Paul's is tolled it sours all the beer near and far. It would be horrible if such a calamity overwhelms the city while the Del Rio is helplessly moored in the nearby stream.

The Del Rio is scheduled to lie at anchor for ten days while awaiting berth. No shore leave, either. Oh, well, the rest will do us good. This will be a wonderful opportunity to mediate . . . to commune with nature as it were. (We've got a whole case of nature's sweetest nectar to commune with, too.)

Buck Newman and the bucko mate are at it again, hammer and tongs. We never weary of watching this pair go through their little weekly comedy of checking the overtime. Buck breezes topside bright and early every Monday morning, fully resolved to use a tactful approach. Half an hour later he comes storming down the ladder again blowing a gale of uncomplimentary remarks about mates generally and the tack-head topside in particular. Reminds us of the story of the tactful policeman! It seems that an officer of the law was killed in line of duty and it fell to a brother officer, a man who combined a tactful nature with a disposition to anger easily,

to break the news to the widow. The brother officer naturally disliked the task but, steeling himself to the effort, he finally approached the widow.

"Does the widow Callaghan live here?" inquired the officer in his most tactful manner.

"Mrs. Callaghan lives here." replied the lady haughtily.

"Mrs. hell," exclaimed the easily angered officer, "Wait until you see what we're bringing up the stairs."

The reader probably realizes than one of our favorite pastimes is baiting the Sheepshead Bay bureaucrats. We like to ridicule the miserable job that these donkeys have made of training personnel for the Merchant Marine and to bewail the cost, which is 'way hell and gone out of all proportion to the pitiful results obtained.

All of which is by way of preface to an observation that a WSA big shot made to us recently. We were beatin' our gums about the quality of cooks turned out in their Brooklyn ink factory, when the aforementioned big shot observed, "I doubt if you could do half as good a job of training cooks, Mr. Michelet."

Touche!

It's quite true that we can't run a school for cooks: we can't lay an egg either, but we can damn soon tell you when a professional hen has made a mess of the job. Yessir, we can't lay an egg, but we don't go around billing the Government for squatting on the nest, either!

The SIU is by no means the petty caviling group that the bureaucrats would make them out to be. They had concrete proposals for the training of new personnel at the outbreak of the war. They proposed putting the trainees right on the ships as observers where they would get real steamship knowhow, and not a lot of theoretical nonsense that looks swell on paper, but contributes little in practical steamship operation.



SHIPS' MINUTES AND NEWS

JAMES M. PORTER REPLACEMENTS COME EASY

After loading at St. Rose and spending two weeks in New Orleans—time enough to let the boys hit all the juke joints along Dauphine Street, the Smith and Johnson Liberty James M. Porter finally headed down the river on the first leg of a long haul to Okinawa.

With all her holds full of high test gas in drums and with a deck load of jeeps, the Porter will carry fuel to Okinawa because a lack of pumping equipment and storage facilities prevents tankers from unloading there.

When Captain "Log Book" Sullivan paid off the Porter here, along with the two radio operators, some of the crew argued that the articles were automatically broken and left her for an island run. She had no trouble getting replacements, however, as some of the boys aboard let it be known that this scow has an A-1 steward department and good officers.

SS Robert Toombs Minutes

REPORT SHOWS CLEAR PICTURE OF UNION MEETING HELD ABOARD SHIP

It's pretty nice when you can read the minutes of a meeting and get a mind picture of everything that happened there. We got this feeling when we read the minutes of the meeting held on August 12th aboard the SS Robert Toombs. As we read we could see the faces of Garret and Swain, of Bacon asking the Bosun about overtime; we could feel the indignation of the crew as they talked about the Navy crew coming to the messroom in underwear, and the man who jumped ship and the trip carders who didn't attend the meeting.

Here are the minutes, see if you feel the same way about them.

Meeting was called to order at 1.30 p.m., by Brother R. Garret. Brother Miles Swain then took the chair. Reading of previous meeting minutes dispensed with on account of lack of records.

NEW BUSINESS

Recommendation that the trip cards of John Daly and John Pitts be pulled because of their refusal to attend the meeting. Report on cleanliness of messroom. Should be kept cleaner. Messman has agreed to soogee and paint mess hall. Steward OK'd this. Crew to cooperate in keeping mess hall clean.

Motion to condemn Lewis Jay Torres, former Steward, who jumped ship in Santos, Brazil; for the general way he fed the crew and handled the Steward Dept. Also for striking a few members of the Steward Dept.

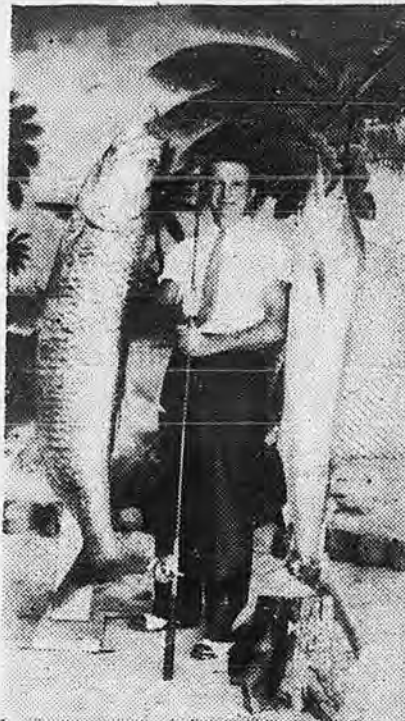
Crew Renames Montauk Point Gulfport Express

After wearing out her hawsers at the Dumain Street docks while the Navy decided whether to send her to Europe, to Tokyo, or on another canal boat run to Gulfport, the Montauk Point paid off in New Orleans last week with no one yet knowing what will become of this big tug.

Better known to her restless crew as the "Gulport Express," the Montauk has, in five weeks, made two trips from New Orleans to Gulfport, about half a day's running time each way. The first trip turned out to be just for the exercise, as she took down the wrong tow and had to bring it back. The barges are still laying in the river, waiting for the Navy to discover who they belong to and where in hell they might be bound.

Four of the Montauk's steward department who sailed together on a four month's trip aboard the Meyer Lessner are Harold Karlsen, Steward; Albert Buckworth, relieving Steward; George Hodak, Messman, and Freddie Kline, Pantryman.

FISH STORY



Although his friends here insist that he went to Miami for other reasons, Bill Zobrosky, (center), Book 1G, displays this fine catch as evidence of his prowess a la Issac Walton. "We know," say his old shipmates, "that Bill really went to Miami to reenact those scenes we used to enjoy on the old UK run."

TRIP MESSBOYS MESS UP GALLEY ON WILLIAM NOTT

The schoolboy cooks couldn't cook. Worse than that, the first trip messboys in a week's time turned a brand new galley into something out of a grease-lined tramp. The result was that most of the crew of the William Nott piled off her when she reached Gulfport last week on her maiden voyage from Tampa.

Last of the small Laker-type freighters to be turned over to SIU operators from the McCloskey yards in Tampa, the Nott is loading Budweiser beer at Gulfport and is scheduled for a long run to the south Pacific.

In all, fifteen of these small four hatch ships were turned out in Tampa, seven of them going to SIU companies, and all of them proving handy little jobs, economical and seaworthy. They are of 1,900 net tons, 352 feet over all, and equipped with high speed uniflow engines that give them a fourteen knot cruising speed. Originally built for the "British," most of these coasters were retained by the Maritime Commission when the European war ended.

The Northern Wonder, one of the fleet which came out about two months ago is now in the South Pacific on an inter-island shuttle service.

Brother B. E. Sheeley, FWT, who has made two of these ships, says they can't be beat for firemen, with only four fires, and an automatic water system that is really automatic.

turn to on gravy overtime but refused difficult OT. Bosun asked for complete cooperation in the Deck department by which he meant everyone should do his part then overtime would be distributed evenly.

Meeting adjourned at 2.45 p.m.

SS William B. Allison Survivors Come Home

While SIU men aboard the SS William B. Allison, Waterman Liberty, lived on K ration and canned hash, the Navy officials debated and debated whether to repair their ship or declare it a total loss after a torpedo had torn out her port side boiler and settling tank and wrinkled the plates on her starboard side.

—Anchored at Okinawa, the Allison along with the other ships, fought off the daily air raids that came with clock like precision but it was a night attack that finally laid her low. On the evening of May 24th there had been two raids and everyone thought they had received their quota. But at three in the morning of the 25th without a GQ alarm or for that matter without any warning at all an aerial torpedo hit the port side of the Allison with a deafening roar. The plane got away without a shot being fired at it leaving three dead and four wounded aboard the ship.

TAKE OFF WOUNDED

Four LSMs pulled alongside to take the wounded and 300 Seebees off the ship, and a Navy tug stood by with everyone expecting the ship to sink. While the crew were given coffee and water etc., the Navy officer in charge at Okinawa surveyed the damage and decided to make the repairs there. The crew stood by eating K rations the first day, canned hash and canned stew after that. Some of the Navy officials apparently disagreed with the decision to repair and the debate went on and on, and the SIU men ate canned stew and hash.

Meantime, the ship's power being out, there was no electricity, no means of communication between ship and shore or other ships and to add to their troubles some of the ship's guns had gone out of action. The only thing that seemed to work according to schedule was the Jap planes with their regular daily raids. The ship was not able to properly defend itself during these attacks and the crew just sweated it out.

SHIP GOES FOR REPAIRS

This state of affairs continued until June 5th when it was decided to take the ship to Karama Retta for repairs (35 miles or so away). There the ship, and the crew, lay for a whole month with nothing being done about repairing her. On July 6th she was towed back to Okinawa where she now lays after WSA men came aboard and condemned her.

On July 25th, twelve of the Allison crew were put aboard the Alaskan Steamship's Lib-

erty Frank McFay for their return to the U. S. But the McFay hadn't even started to unload its cargo and was still scheduled to make Pearl Harbor and pick up a cargo of pineapples for the States. This was the first class passage for the 12. And they haven't arrived yet.

FOOD WAS GOOD

Sixteen other Allison crew members were a little more fortunate. On July 28th they were taken aboard the APA ship Neshoba and hit New York this week. Among them were: Chas. Zeitler, AB; James E. Mann, Dk.M.; Lindsey Williams, Bosun; Wm. Logan, AB; Hans Rasmussen, AB; Fred Reth, AB; Fred Allen, Ch.Ck.; Al Robbins, Chas. Reyes, Richard Baierlein, Kenneth Kline, all Messmen; and Roger Fontaine, AB.

They reported that they slept in canvas racks without blankets, mattresses or any bedding of any kind. They did say that the food was great, though. They say they even got steaks for breakfast.

Tugs Point Lomas And Race Point Idle In N. O.

Although there is supposed to be plenty of salvage work at various places around the world where the tides of battle left their toll of bombed and torpedoed ships, two big Moran tugs, the Race Point and the Point Lomas have been laying in New Orleans for weeks with no place to go.

Two months ago the Race Point started down the Mississippi with barges but broke a fuel line at Pilot Town, which seems to be a favorite breaking down point for many ships. A Navy tug picked up the tow and the Race Point came back to New Orleans.

John Ferensky, who copped the "Canal Street Beachcomber's" title during a nine months spell on the beach in New Orleans is bosun on this tug. Others in the crew include Jack Westfall, AB, Robert Young, Wiper and Ed Fry, AB. Cyril Arbour is Steward.

Also plagued with engine trouble, the Point Lomas, which came in here after an eleven months trip to Australia, is berthed beside the Race Point. Helping to "hold down the fort" on this Moran tug are Brothers John Tilley, Steward; Hulet Higgenbotham, 2nd Cook and Baker; Fred Gandara, Messman; William Kay, Messman; Junion Cullen, Oiler; and Dalton Morgan, Oiler.



THE MEMBERSHIP SPEAKS



USMS GRADS WANT TO SAIL SIU, NOT NMU

by Seafarer's Int. Union:

We would like very much to know if we can ship out of the SIU hall on SIU ships. We have graduated from Sheepshead Bay and were shipped through the NMU into one of their ships.

It so happens that this NMU ship, the SS Andrew Barnes, to which we were assigned was tied up alongside the SS William Wert, a SIUer, and we had to cross the Wert to get ashore.

In going aboard the SIU ship we were really impressed with the difference between the two ships. It was this that convinced us that we ought to get into the SIU. There was absolutely no comparison in the cleanliness of the two ships or the conditions aboard, as we saw them.

What's more there was such a difference in the crew personally—the gang on the Wil-



liam Wert seemed to be a real group of good fellows. We would certainly appreciate it if you could arrange for us to become members of your union for if what we have seen so far, since we came from Sheepshead Bay, is what we have to expect by way of conditions aboard ship, in our opinion there is only one way for us to go—and that's to the SIU.

FRANKLIN P. KELTERBORN and MATTHEWS J. GILSON

Both these men have since become SIU members and have shipped on SIU ships. Their experience should be no surprise to anyone who has had the opportunity to compare.—ED.

LIKES "SEAMEN AND THE PEACE," LOG EDITORIAL

Dear Editor,

I'm after reading your editorial, "Seamen and the Peace." It is very good. Life is a battleground; you will seldom get anything that you don't work or fight for.

Now that you've gone after it, I don't see why with your fair democratic, hard-hitting methods you shouldn't eventually make a clean sweep of the whole maritime situation.

Even the big dictators got licked, so I don't see why the little ones shouldn't be fairly easy. We're just after licking the three big ones, the fourth is in the process of being placed on his pants. There's very few

people who understand what the doing or not doing of this last job might mean.

JOHN CAMPAIGN.

TO LICK LABOR "PROBLEM" BY LICKING LABOR

The Editor, Seafarer's Log.

According to an article that appeared in Cosmopolitan Magazine, the cure for the "Postwar Shipping Problem" (the name of the article) can only be made by the following:

(a) Lick the labor problem by getting the sailors, officers, and shipowners to work together as one team and successfully compete with foreign shipping.

(b) Turn all government-owned ships over to the shipowners at a fair price (about one-fifth of the actual cost and this to be paid in "notes").

(c) Continue subsidizing the shipowners so that they may compete with foreign shipping.

That, my brothers, is the program laid down in the article which obviously speaks the operators' point of view. They say that this way they will be able to solve the postwar shipping problem.

They complain that American seamen are unwilling to work for coolie wages and under bad conditions. They're right, we are unwilling. This is a quotation: "Do you think a Norwegian seafarer expects to get \$200 a month, plus overtime. His idea of good pay is only a fraction of that, and he is willing to work seafaring hours." I think they're wrong about the Norwegians too.

We must not be fooled by the sentimental drivings of the operators and their stooges. This working together in unity for the national interest has caused too many union men to



be soft-soaped into complacent stupor by these palsy-walsy operators only to be rudely awakened from their pipe dream—without a union. In any case its doubtful that the unity worked in the national interest at all. The longer we delay the counterattack, and attack we must for nothing can be won by defensive measures, the worse it is for us. If we wait before taking action and making demands, until they scrap three-fifths of the present merchant marine, the resultant shortage of jobs will reduce our effectiveness.

Not only will we have to fight the operators and the government but also the thousands of

See What We Mean

Trying to dig out a story for the Log, our reporter approached a couple of the boys in the shipping hall. "How about a story, fellers?" No one answered. "Didn't anything ever happen to you guys?" No answer.

Just as he was leaving one of them, very quietly, said, "I don't suppose any of the Log readers would be interested but we just got back after a trip on the Allison."

Well, the story that he and his shipmates told appears on page 6. It's a tale of torpedo, air raid and K ration. In the opinion of the guys who went through the experience, "no one would be interested." What do you think?

The moral is STOP TRYING TO JUDGE WHAT THE OTHER GUY THINKS IS NEWS. Give your story to the Log and let the readers be the judge.

WSA scabs on the beach. The operators are joyously aware of our problems, they say "... and the tremendous number of qualified seamen available after the war will restore a better balance to labor relations."

This is what they mean then when they say "Lick the labor problem." Brothers, are we going to wait until we are whittled down to a disunited mass of humanity, acting individually, kissing some engineer or mate in the rear so that we may make another trip or we are going to act now, union style, one for all, all for one?

NATHAN WEINSTEIN, Oiler.

WANTS PATROLMAN TO SETTLE HEAT PROBLEM

Dear Brothers,

A few lines to let you know how we are. The crew is getting along fine and we have a good captain. The extreme heat is our only beef and I guess the Patrolmen can't do anything about that. Or can they?

If its possible we would like to have the Log sent to us as we are going to be away a long time. There's a muttering and grumbling because we don't get the Log.

If you can get it to us, the address is SS Tulsa, c/o Postmaster-general, N. Y.

JOSEPH W. JAMES

ASKS SPACE TO LAUD STEWARDS DEPARTMENT

Editor, Log:

Could you find space in the Log for a few words and a slap on the back for our steward department and especially Steward John Szanderak and the Chief Cook, E. W. Herring?

Having these men on the job made life on the Cape Borda very pleasant.

The Steward really puts out the grub and sees to it that the crew is well taken care of. The Chief Cook is A-1. Neither of these men are paid enough for their jobs (as neither are the rest of the seamen) so the only way the rest of the crew can make up for it is through the Log.

C. A. CORBICKLEY

There's the space, Brother: ED.

COMPLAINS THAT WSA ROBBED HIM OF HARD CASH

The Log.

This is how a government agency reached into my pocket and robbed me of hard cash. They didn't operate that crudely, they didn't have to. They use finesse and leave the cruder methods to the professional dips. But the effect upon me was just the same for when they had passed over me, like locusts, I was out money.

Here's how it happened. I was supposed to get a promotion to Storekeeper aboard the SS Madawaska Victory, so I put in an appearance at 107 Washington St. (WSA Medical Dept.) where they broke out a slip saying they couldn't pass me be-



cause of the results of my blood test. At no time before that had my blood been anything but negative.

In the meantime the ship was being held up because of the shortage of ratings and knowing I had passed in excellent health only thirty days earlier I rushed over to the Marine Clinic at Hudson and Jay Streets. There I took another test and came through with the report I expected—negative. A return engagement with 107 Washington followed and I got the answer from them "So sorry, a mistake, y'know."

It was too late now to get the promised promotion (it had been necessary to fill the job with another man) so I shipped as Linenkeeper. The loss of pay because of all this is what I meant when I said they had reached into my pocket and robbed me. The phony set-up of the WSA has forced me to work for less money just because of their "mistake."

I know this is not the only case that has been reported, but

it is surely about time that these wartime agencies get off the taxpayer's necks and out of the seaman's pocket. These quacks should be sent to some place where they can be beneficial to mankind instead of detrimental.

THOMAS MAYNES.

BEEFS ON WAGES; WANTS \$200 BASE PAY

Dear Editor,

I'd like to say a few words about the nice trip and good crew aboard the SS Robin Doncaster. I hope to sail again with these guys whom I spent over 100 days with, on the trip which took us to Pearl Harbor, Manila and Leyte.

My main beef though is about wages. A lot of our brothers are family men and have to maintain two homes when they're on the beach away from their home port. With transportation, hotel, clothing, eating and other bills to take care of I don't think the average seamen can get by under \$200 a month and I'm sure none of them could get rich on such pay.

K. BYMASTER

TALK OPENLY; DON'T TORPEDO SHIPBOARD MORALE

Brothers,

Don't torpedo shipboard morale by beeing about crew members or conditions under the surface. If you have a beef, talk about it, but openly.

Now that the war is over, shipboard meeting are perfectly OK and no trouble can ensue from holding interdepartmental meetings or discussion groups.

It should be the duty of all delegates to make sure that at least two meetings are held: one going over and one on the way back. Chief purpose of these meetings is to have open discussion of beefs. If a man doesn't air his troubles or his opinions before the crew at a meeting he should shut up about them or consider himself subject to being suspected thereafter if he persists in under-hand agitation.

Meetings are proving grounds for democracy the SIU way. It gives every man a chance to be heard. And the chairman of the meeting, provided a man is in order, should give him a chance to be heard. This is the American, the SIU way, the opposite of the NMU-communist-fascist way and by use of shipboard meetings we can keep SIU traditions alive.

In case you don't know, the folder called "Order," available in the packets of SIU organizational literature placed on ships, tells how to run a shipboard meeting.

JOHN MARCIANO

Even Beachcombers Were Shipped In Mobile To Meet Shortage

By JAMES L. TUCKER

MOBILE — When the news came in here last week to hold a meeting regarding the wage adjustment, we looked around the hall and couldn't see anyone but Brother Lewis Noira and Phillip Monssen, who were cooling their feet in the breeze from our new fan after a hard day pounding the bricks in the port of Mobile trying to crew up our flock of Victories and T-2s. In fact the hall was as bare of members as the galley of one of those Munson ships used to be bare of food.

Whenever anyone shows his face in the Mobile hall these days dispatcher Bob Jordan has him on the way to a ship before he knows what hit him. Even the bars are deserted because, much as we hated to, we even shipped out the beachcombers and shore side stiffs. We just got tired hearing them blow off about "the days when I went to sea."

Not being able to drum up any members for a meeting we did the next best thing and typed out copies of the new regulations, posting them on every one of our ships in port.

As usual, we have plenty of ships on the board. In fact the only old timers in this week are the Falmouth and the Alcoa Pilot, which is covered with ore dust and filled up with sad-eyed first-trippers who thought every

ship would be like the Queen Mary.

Strangely enough, we always send the little Falmouth out with a few book men because some of the old timers have a yen for those sawed off tubs on the island run. Why they pass up new ships like the Chisholm Trail and the New Zealand Victory for old rust buckets is more than we can understand.

We are still shipping out Junior Engineers on the Victories, although the WSA wanted to cut out this rating on everything but transports.

The last visit to the Marine Hospital here revealed only three men: E. E. McCarthy, Pac. 385; M. E. Cardena, G-91; and C. M. Dowling, 7654. Two of these men are scheduled to be released next week and as soon as they show up in the hall we'll ship them out.

Shipped out George Thomas, who was acting Patrolman here, on the new Iberville, Waterman C-2. J. E. "Hambone" Watler, went out on her as Serang on the same ship.

It's beginning to look, at last, as though the War Shipping has got so many ships it doesn't know what to do with them. They're accumulating here, including two of the Tampa concrete ships that have been sitting here ever since their first trip.

AROUND THE PORTS

NO NEWS??

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

HOUSTON
GALVESTON
BALTIMORE
JACKSONVILLE
SAN JUAN
BOSTON
NORFOLK
CHARLESTON

Tampa Plans Harbor Expansion

By JOHN BUNKER

If present plans of Tampa's Economic Development Commission are carried to a successful conclusion, the port of Tampa may, within the next two or three years, become one of the most important in the postwar activities of the SIU.

Never yet having realized its full geographic and commercial possibilities in becoming the port that it could be, Tampa, at long last, shows signs of coming into

its own. An outstanding achievement toward reaching this end was the passage, during the last session of the Florida State Legislature, of a Port Authority Bill, which will create a central agency for handling Tampa's port development, something the city has never had. This bill comes up for referendum in the fall elections and SIU men living in Tampa should talk it up among their friends and neighbors.

Another advantage in the bill is that it will remove the Port Commissioners from politics and will do away with the old political job of Harbormaster.

Plans have been approved to widen Tampa's harbor and to dredge it to a depth of 32 feet in the Ybor Channel, thus making the harbor accessible to Liberties and other large ships carrying a full load.

Equally important is the recent adjustment in Florida's favor of the freight rates which hitherto discouraged shippers from using Florida ports.

The most ambitious plan of the Tampa Economic Development Committee is for a modern basin and docks at the site of the present municipal pier and the Tampa Marine yards.

This projected port improvement would include the latest fruit handling equipment, a union truck terminal, railroad storage yards, warehouses, storage sheds, and a turning basin to accommodate large freighters.

Among other encouragements for shippers to use Tampa will be a large grain elevator to fill the holds of grain ships moving to South American ports and stockyard facilities to facilitate the export of beef, hides, and meat products. Previously, Tampa's principal exports were phosphate and lumber.

The port also has a good chance of becoming a lumber importing center, it being only a four days' run to the mahogany forests of Central America.

Beware: This Skipper Will Log You For Breathing Too Heavily

By WILLIAM C. LUTH

PHILADELPHIA — Beware, boys, beware: There is a Captain Bligh on the loose again. He stalks through the alley-ways in the wee hours of the morning with his log book under his arm, logging to the right and logging to the left. In fact, when he brought the Sea Falcon into this port, I thought she was a lumber camp, there was so much logging going on aboard there. He had about thirty separate loggings in this little book, with the customary hearing before the Hon. "MUD GUARD."

It was brutal, boys—He logged men when they weren't working, which he can't do much about; but he also logged men when they were working, which is a different story. He even tried to log a guy for playing a flute. (Really can't blame him for that.) This Captain Bligh — whose name, by the way, is E. B. Hudgins, Master Mariner — myself, and the Commissioner had quite a session, and we finally showed him the error of some of his ways. We had quite a few of these phony logs scratched, which made some of the brothers very

happy, as some of these fines amounted to over fifty bucks.

Now, lads, if you ever have the misfortune to be shipmates with "Old Log Book," you had better walk slow and talk softly,



or you will find yourself in his book for a Coast Guard hearing.

The old Algic came in right behind this SS "Lumber Camp" and what a difference in Skipper! Captain Withers of the Algic came in without a beef and the crew pulling with him 100%. It was really a pleasure to pay that crew off.

In closing, boys, it all boils down to the old saying, "It takes all kinds of people to make a world."

Ships Not Crewed Fast Enough In New Orleans

By E. S. HIGDON

NEW ORLEANS — This week the WSA here called a meeting of all the Union agents and told them that since the ships were not being crewed up fast enough that "every order not filled 24 hours before sailing time, should be turned into the pool." We, of course, can not agree on this set up and are turning the orders over to the WSA only when we definitely can not fill them in the hall.

Even then too many orders have had to be turned into the pool, because we have not enough men in the hall to take the jobs.

The Purser beef we have mentioned before in this column is still a live issue and is coming to

a head quickly. Last week, we had a meeting with the Mississippi SS Co. officials in their offices. A conciliator was present and though he could not hand down a written decision, he told us that, as far as he could see, the decision should be with us and that the Purser was not entitled to have his bed made or room cleaned since he was merely a staff officer and not a licensed officer. The case will be put before an arbitrator and then we know "the Purser will change some of his habits."

John Bunker, Log journalist, was down here this week—he had some pictures taken of the hall with her face lifted—so expect to see something of our

renovated shore-home in the near future in the Log. Bunker has been doing some articles on the Gulf area and working on a way to facilitate news gathering from aboard ships. All towards making a bigger and better Log for the enjoyment of the membership.

Our financial reports may not show it, but New Orleans has been busier than she has been for months and months. We have even had to put on a new man. Sandy Scivicque is our new dispatcher and Smitty has now taken over as a counter Patrolman upstairs.

So—farewell, me hearties—and remember if you want a ship in quick order—come south, young man, come south.

WSA Leaving Savannah; Union Needs Money For Postwar Period

By ARTHUR THOMPSON

SAVANNAH — Last week was another slow one in here. We shipped three replacements in port, two to Mobile and four to Charleston. We have a SUP ship in port with a young mate who's still wet behind the ears and doesn't know what a boatswain is for yet, but we hope to teach him in time. The machinists had a strike in one of our local shipyards which has delayed delivery of the SS Smith Victory. We went on record to support the strike but the trouble seems to be over now and maybe the Smith Victory will be calling for a crew next week. Most of our members registered here are looking for a job on her and we hope it gets out soon.

We had fifteen foreign ships in port in a week which doesn't mean jobs for our boys and some of them have been waiting longer than they like.

The WSA is leaving Savannah on the 20th of September, and have already stopped paying transportation. We are not sorry to see them go. We no longer have to depend on the WSA for seamen's papers either. Quite a few ex-service men in town here been given papers merely by applying to the U. S. Steamboat Inspection Service. That's the best bit of reconversion we've seen yet.

Some more of our ex-members who were conspicuous by their absence during the war are applying for reinstatement. One came to our last meeting and was

turned down. Our members who sailed thru the war are not anxious to take these peace time seamen back in the ranks and I certainly don't blame them.

I think Brother Collins' column concerning the Union's finances is one which deserves a lot of consideration. It's true that the union should not build up a fund merely to have a large bank account but I believe we should take it easy until we find out what kind of a deal the ship-owners intend to give us now that the war is over. If we have to fight them as we always did in the past we'll need plenty of money but if we get a square deal from them we'll need that money to expand. If we slow down on the spending until shipping gets back to normal we'll be better off.

I'd like to see some reports in the Log about what is being done to war criminals. Many of our members have suffered much during the war and I'm sure they would also be interested. They are not here everyday to get the daily papers but they'll always pick up back issues of the Log and can keep in touch with what's going on.

Good news is that our only members in the hospital are Brothers Peterman and San Juan.



Big Plans For New Union Hall

By AL KERR

TAMPA—Well, at long last A MEETING! That's right, for the fourth time in a period of four years, the port of Tampa held a meeting. With a goodly number of men on the beach here and a bunch of the boys in off of one of the Moran tugs we were able to get together a quorum for a meeting. Naturally the first thing that was brought up in under New Business was the motion for a new hall. A building committee was elected to seek a new location and several places were mentioned. At the present time the building that the Union is located in is a disgrace to the Union.

Having enough men to form a quorum shows, without a doubt, that the port of Tampa is already starting to come alive again as it was in peace time. It only remains for the coastwise trade to start again and everything will be back on a pre-war basis. At the present time we are working on several problems that will make more jobs for the port of Tampa.

Among some of the old timers that were in this past week were Nevins Ellis and Ralph Ashby. Ashby helped us get caught up on all of the news of the Islands, particularly Georgetown, B. G. Seems that the Savoy and Paris Hotels are still doing a rushing business, with Burl and several other of the dusky maidens inquiring about some of the brothers.

Thanks to having run aground in the Demerara River the scow Ashby was on, laid alongside for nineteen (19) days so a joyous time was held by all. When Frenchy reads this he will without a doubt have Buck Newman down on his knees saying his prayers for something along the same order.

BULL LINE JUNE sent in a letter the other day requesting a copy of the *Seafarers Log*, seems that she wants to be able to keep track of Sonny Simmons so that if he comes back down this way she can find him. At this time she is in Atlanta, working, but not in jail.

Seatrain New Orleans Back In Old Run

The Seatrain New Orleans is back on her old peace time run out of New Orleans to Havana and she will be a happy home for the boys who like the sugar run and a quick turn-around between ports. The other ships of the Seatrain fleet were converted into baby flat tops early in the war and so far no news has come in about the Havana, Texas and New Jersey.

Another ship now on the Cuban run out of New Orleans is the J. Miller of the Bull Line, which was operating for a while out of New York to the islands.

Rudolph Miller, Oiler, is one of the men who have been on this ship for several trips and he reports her a nice job for anyone hunting a berth in the Caribbean trade. She makes a 12-18 day trip, calling at Havana and one or two other Cuban ports.

FOR FOUR WATCHES



Nathan Weinstein, above, called for the four watch system and increased manning in the Steward Department in a motion, at what is reported the first ship-board meeting, on the SS *George Washington* in almost two years. Both motions passed. A letter from this brother on page seven is headed "Owners Lick Labor Problem."

\$45 Wage Boost Is Won By SIU

(Continued from Page 3)

the vessel is in a port or at an anchorage or on the high seas, Only one vessel attack bonus shall be payable in the course of any passage of the vessel between ports or anchorages. A passage between ports or anchorages shall be deemed to commence at the time the vessel departs from a port or anchorage and to end at the time the vessel departs from its next port or anchorage. Shifts in berth shall not be deemed passages between anchorages.

Article IV.—PERIODS DURING WHICH AREA AND VESSEL ATTACK BONUS PAYABLE

A.—During Ordinary Course of Voyage—Area and vessel attack bonus shall be payable to a regular crew member of the vessel on which he is employed during the course of his employment aboard such vessel.

B.—When Bonus Payable After

Separation From Vessel and During Repatriation

(1) If a crew member is separated from his vessel as the result of a peril described in Article 3, as amended, of the form of insurance policy attached to Decision 1A, area and vessel attack bonus shall be payable to such crew member until midnight of the day on which he reaches a port, but area bonus shall be payable only while within a bonus area.

(2) If a crew member is repatriated to the United States after separation from his vessel as a result of either:

- (a) a peril referred to in paragraph (1) above, or
- (b) illness or injury incurred in the service of his vessel and not occasioned by his wilful misconduct, area and such vessel attack bonus shall be payable to such crew

member during his repatriation, from midnight of the day prior to which the vessel or other conveyance on which he is being repatriated departs until midnight of the day of arrival of such vessel or other conveyance at a continental United States port, but area bonus shall be payable only while within a bonus area.

C.—When Bonus Not Payable After Separation From Vessel

- (1) Bonus shall not be payable while a crew member is on land after separation from his vessel.
- (2) Bonus shall not be payable during the period that a crew member is detained either by capture by an enemy of the United States or by internment.
- (3) Bonus shall not be payable to a crew member:

- (a) after voluntary termination of his employment aboard his vessel for a reason other than one set forth in Paragraph B (2).
- (b) after desertion or discharge from his employment aboard his vessel,
- (c) after a crew member accepts employment on another vessel for a purpose other than to be repatriated,
- (d) after a crew member refuses without good cause to be repatriated to the United States.

(4) A crew member repatriated after occurrence of an event specified in subparagraph (3) of this Paragraph C is not entitled to bonus from his original vessel during repatriation. If such crew member signs on as a replacement in the crew of the repatriating vessel, he shall be entitled to bonus from the repatriating vessel. If such crew member signs on as a workaway on the repatriating vessel, he shall not be entitled to bonus from the repatriating vessel.

D.—No Double Bonus — If a crew member signs on the vessel on which he is being repatriated, either as a crew member or workaway on such repatriating vessel, he shall not be entitled to bonus from such vessel in addition to bonus payable under Paragraph B of this Article I.

E.—Death of a Crew Member— Bonus shall not be payable for any period after death of a crew member.

Article V.—EFFECTIVE DATE

This Decision shall be effective at 12:01 A. M. October 1, 1945, as to all vessels whether at sea or in port. The provisions of this Decision shall not be retroactive.

Article VI.—REPEAL

Decision 2C, previously issued by the Maritime War Emergency Board, is repealed as of the effective date of this Decision, except as to any voyage, area and vessel attack bonus payable for any period prior to 12:01 A. M. of October 1, 1945.

MARITIME WAR EMERGENCY BOARD

(Signed)—John M. Carmody, Chairman

(Signed)—John R. Steelman

(Signed)—Frank P. Graham

Dated: August 31, 1945.

Mahogany Figureheads Better ABs Than Those Produced By The WSA

When shipping gets tight in Tampa and Captain Hudgins of the Bull Line can't get men enough to crew up one of his ships, he always threatens to ship Sujie and Woojie.

Neither of them has been to sea for a long time, not in fact since about 1890, but Captain Hudgins, like the WSA, believes in having replacements always at hand regardless of cost and keeps his two aces-in-the-hole on the qui vive, ready to ship at a moment's notice. They almost got shipped several weeks ago when agent Parker phoned every port but Puerto Rico trying to crew up the little William Nott. In fact, Captain Hudgins ordered them out of the Bull Line warehouse and had them dusted off, but last-minute replacements prevented Sujie and Woojie from making the trip.

Although Sujie and Woojie are carved out of mahogany and are about three quarters life size,

Captain Hudgins maintains that they are as good as the ABs coming out of the training schools.

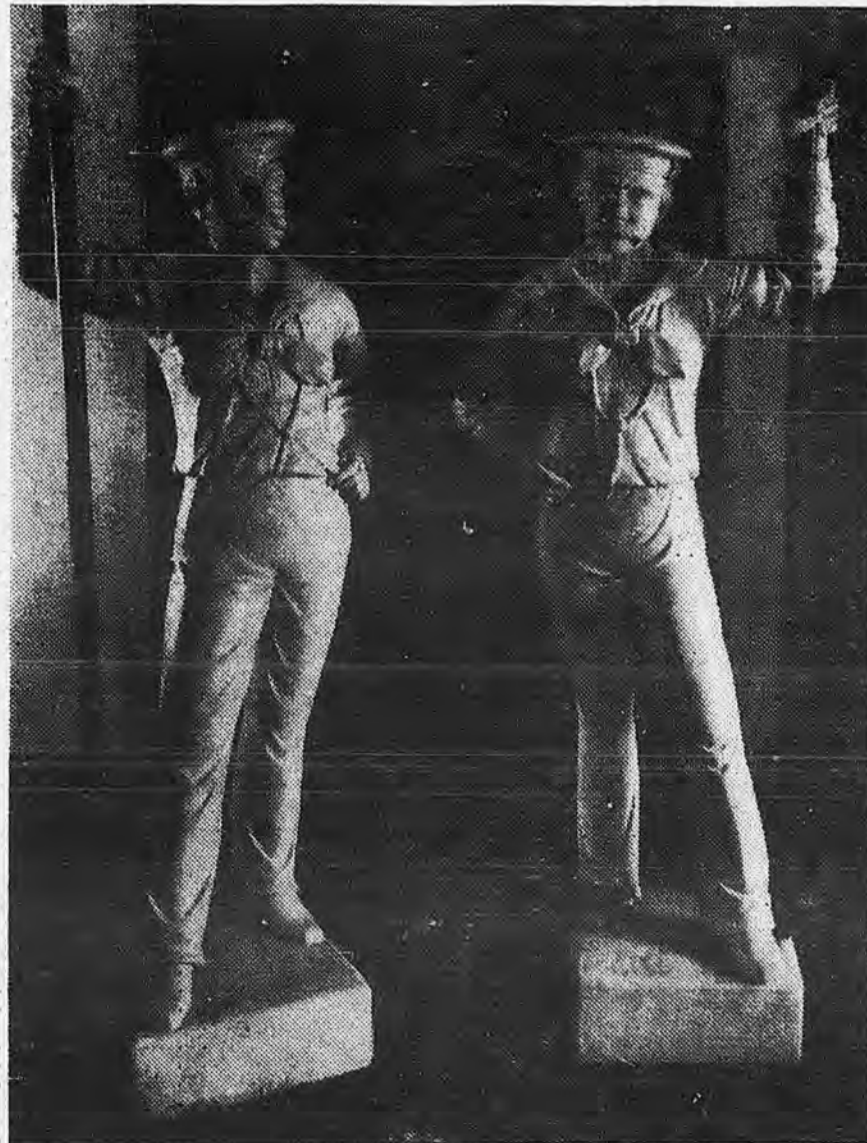
Garbed in sailor outfits of 1860 and carved from solid blocks of wood, Sujie and Woojie once belonged to a Chesapeake Bay steamboat captain. They are the likenesses of his two sons and, holding boat hooks in their up-raised hands, they once adorned the port and starboard paddle boxes of the Captain's proud Chesapeake Bay packet.

When the steamer was dismantled many years ago the Captain gave them to Captain Charlie Wright, steamboat inspector in Baltimore, who later passed

them on to Captain Hudgins.

A hurry-up call for men from Captain Hudgins to agent Parker in Tampa generally ends something like this: "All right, Parker. Send those men and send them fast. I've got two men standing by here and if you don't send over two good ABs in a hurry, these boys get the job. They've been up-graded by the WSA, by blazes, and they're the best damn ABs on my list."

Say Parker, "The next time Captain Hudgins threatens to ship out Sujie and Woojie, I'm going to say, 'O.K., skipper, send 'em out. But first send them down to the hall for a trip card.'"



Sujie (left) and Woojie (or vice versa), oldtimers, are the Bull Line's aces-in-the-hole. Although then went to sea in 1860, they have just been up-graded by the WSA.

Even Commies Don't Want The Dynastic

Brother Charles Christian, AB, was in the port of New Orleans last week to register after a leisurely trip back from the west coast, where he paid off the old Dynastic early in the summer.

After leaving New Orleans in January this famous old Waterman rust bucket broke down at Pilot Town before she cleared the river, a breakdown which kept her in port for two weeks.

The shipyard men patched her up well enough so that she made it through the Canal, but according to Christian the old Dynastic broke down in every port on the west coast of South America and at various points in between. Several times steam from the engine room turned the crew's mess into a Turkish bath.

Although the Russians were supposed to get this ship, along with the Campfire, Bayou Chico, and several other tubs that Waterman is unloading, they took one look and said "No, thanks."

THE WEEK'S NEWS IN REVIEW



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

SPORTS . . .

BASEBALL

Trying to expert the baseball situation for our palpitating public is a trying job. No matter how well one experts, the teams pay no attention and go on their merry way. We figured it was about time that the baseball picture was clarified so that our readers could go on with more important sports, like football, hockey and women; but the runners-up in both major leagues refuse to cooperate, and the winners are still undetermined. All we can say is that there must be one winner in each league.

In the National the Cubs have taken some of the heat out of the Cardinal threat, although they are not breathing freely, not by a long shot. The Dodgers and the Giants are battling it out for third place, with the Brooklyn edge over the Giants—they have already won 12 from Ott's boys—the decisive factor.

In the American, the Tigers are still up there, and meet the slightly revitalized Yankees in a seven game series. The Tigers won the first, 10-0 behind Trout with Cramer and Greenberg homering. The Senators are right where they were last week, in second place, but have lost a little ground.

Wartime travel curbs still go as far as the world series is concerned. The first three games will be played in an American League city. . . Americus Poli, veteran Jersey City pitcher, hurled his third no-hitter. The Newark Bears were the victim. . . Bob Feller has won his second game for the Indians since his return. . . Dodgers beat the Phils for the 13th straight time, 2-1. Both Dodger runs were unearned, but their Indian sign still works.

FOOTBALL

We hate to say it, but autumn is practically upon us. Even if the weather acts like mid-summer, the football season is here, and the beef boys are pushing themselves around under the broiling sun. . . The football Giants have started practice, with 37 men reporting to Bear Mountain. At least it's cooler there. . . Up in Buffalo, the Cleveland Rams lowered the boom on the Pittsburgh Steelers, 21-0, in an exhibition game. Hehrke, former Utah star, went 54 yards for a touchdown the first time he handled the ball in the second period. Folella, of Cansius, reversed his field and went 58 yards for a score in the fourth quarter. The Rams, working from a T formation, gained 349 yards to the Steelers 138.

A football war looms between the newly organized All-America Football Conference and the National football league. Commissioner Jim Crowley of the new outfit warned that they were going to raid the National League

for players, saying that the latter had refused to "cooperate." The A-A plans to operate in eight cities in 1946, and has more than 150 players under contract, including six former NFL men.

BOXING

Artie Levine of Brooklyn, a short-ender at 5-8, knocked out Georgie (Sonny) Horne of Niles, Ohio, in the fifth of a scheduled 10 rounder at Madison Square Garden. The fight was stopped by the referee when Horne bled freely from a sut over his eye. Up to that time, however, Levine led on points. Horne, a rugged puncher, is always a threat and might have turned the tables. Both boys, middleweights, are ex-servicemen recently home from the wars, and they put up a good scrap.

In the semi-final Vinnie Rosano, Brooklyn middleweight,



beat Johnny Lawer of Cleveland in eight rounds. Lawer was dropped twice in the first, but recuperated quickly and put up a good showing.

Phil Terranova of New York put the slug on Jean Barriere of Montreal in the fourth round of a ten round go. Phil weighed 130, and Jean 132. Terranova sent Barriere to his derriere with a left and finished the job with a hard right.

Ike Williams, NBA lightweight champ, outpointed Gene Burton in ten rounds. Billy Graham, undefeated New York lightweight, stopped Donnie Maes of Los Angeles in one round.

CURRENT EVENTS . . .

AT HOME

While U. S. armed forces were occupying Japan the cause of our Pearl Harbor disaster was being made known in Washington. Blamed in the reports were army and navy top officers and former Secretary of State Cordell Hull. The public must share the blame, said President Truman, because of the vilification of President Roosevelt every time he urged preparedness in the days before the debacle.

Organized labor renewed its demands for basic wage increases as Truman abolished the forty-eight hour work-week in war plants. . . Navy plans for over 5,000,000 men, 12,000 planes and 12,000 ships in peacetime, are meeting with stiff opposition. . . Word comes that several hundred survivors of the U. S. Cruiser Houston are still alive and at a Japanese prison camp. The Houston disappeared without trace in the Java sea in February, 1942. . . New York's Mayor LaGuardia predicted that the nation's housing shortage would continue until 1947.

Labor Day traffic accidents reached the highest level since the nation marched to war. . . The military's bug killer, DDT, now available to the public, will eventually save one to three million lives a year from insect carried disease according to Swiss chemists. . . Used car prices beginning to fall off as new cars are rolling off assembly lines in Detroit.

A B-29 landed at Washington setting a new record for non-stop flight. Honolulu to the Capitol in 17 hours, 21 minutes. . . LaGuardia says that meatless Tuesdays and Fridays must continue until meat supplies increase while Washington announces the freeing of vast food stocks to the public. . . John L. Lewis, UMW President, has embarked upon an intensive organizational drive among railroad, air transportation and chemical workers. The catch-all District 50 conducting the drive looks like beginning of a new labor federation. . . Those who have that homesick feeling can put in a bid for a patrol wagon at the N. Y. C. Police used car auction.

INTERNATIONAL

Fat Hermann Goering, Hitler's right hand man, and 23 others have been indicted by the Allies as major war criminals. Half of them have got religion and, anticipating an imminent interview with God, are calling for bibles. . . Russia is giving daily and prominent attention in its press to the unemployment situation in the U. S.

Nagasaki, blasted by an atomic bomb, looks like a city of death. The area where the bomb hit is absolutely level. Newspaper comment: "This is destruction. . . never imagined by man and therefore is almost indescribable." State Department announces it will renew diplomatic relations with Finland. . . A general election is planned for Japan in the near future. The new premier is making words like a democrat. Time will tell.

Reports by American newspapermen on the behavior of Russian soldiers in Hungary have resulted in firmer Red Army discipline. . . The NKVD (Russian secret police) have taken over control. They better be good now. . . Ramonotwane, an African native credited with being 130 years old, died this week. Probably decided it wasn't worth it. . . Harold J. Laski, chairman of the British Labor Party, bawled out Pietro Nenni, Italian socialist leader, for playing with the commies.

Max Schmeling, who has been playing marbles with the Nazis these many years, confesses that he has always been a democrat at heart. He wanted to publish books to teach Germans the democratic facts of life, but the Allies turned thumbs down.

Major League Baseball

MONDAY, SEPT. 3, 1945

National League

STANDING OF THE CLUBS

	W	L	PC	GB
Chicago	77	47	.621	
St. Louis	76	50	.603	2
Brooklyn	69	55	.557	8
New York	69	58	.543	9½
Pittsburgh	69	62	.527	11½
Boston	57	70	.449	21½
Cincinnati	49	75	.395	28
Philadelphia	39	88	.307	39½

American League

STANDING OF THE CLUBS

	W	L	PC	GB
Detroit	70	54	.565	
Washington	71	57	.555	1
St. Louis	67	58	.536	3½
New York	65	58	.528	4½
Cleveland	64	58	.525	5
Chicago	62	63	.496	8½
Boston	60	68	.469	12
Philadelphia	40	83	.325	29½

Major League Leaders

CLUB BATTING

	R	H	HR	RBI	PC
Chicago	600	1188	49	548	.279
Boston	619	1211	86	581	.273
St. Louis	616	1193	58	571	.272
Pittsburgh	632	1215	59	582	.272
New York	564	1197	97	525	.271
Brooklyn	651	1165	48	575	.271
Cincinnati	416	1052	39	377	.250
Philadelphia	452	1019	46	405	.244

CLUB BATTING

	R	H	HR	RBI	PC
Chicago	479	1070	15	434	.262
New York	536	1073	63	519	.261
Boston	494	1135	48	449	.260
Cleveland	497	1047	56	442	.257
Washington	506	1115	26	453	.256
Detroit	482	1043	39	456	.253
St. Louis	497	1069	50	463	.253
Philadelphia	388	1030	29	338	.242

LEADING BATTERS

	G	AB	R	PC
Cavaretta, Chicago	110	416	84	.361
Holmes, Boston	130	537	116	.359
Rosen, Brooklyn	119	401	102	.336
Ott, New York	118	409	72	.328
Hack, Chicago	127	503	94	.326

LEADING BATTERS

	G	AB	R	PC
Cuccinello, Chicago	101	340	45	.318
Case, Washington	99	405	60	.309
Stirweis, N. Y.	125	520	86	.308
Boudreau, Cleve.	97	346	50	.306
Moses, Chicago	119	476	66	.303

RUNS BATTED IN

Walker, Brooklyn	108
Holmes, Boston	104
Olmo, Brooklyn	101
Adams, St. Louis	101

RUNS BATTED IN

Etten, New York	85
Binks, Washington	77
York, Detroit	75
Stephens, St. Louis	75

HOME-RUN HITTERS

Holmes, Boston	27
Workman, Boston	22
Ott, New York	21
Adams, St. Louis	21

HOME-RUN HITTERS

Stephens, St. Louis	20
York, Detroit	14
Cullenbine, Detroit	14

LEADING PITCHERS

	G	W	L	PC
Brecheen, St. Louis	18	10	3	.769
Passseau, Chicago	27	14	5	.737
Gables, Pitta.	23	11	4	.733
Cooper, St. L.-Bos.	23	9	4	.692
Burkhart, St. Louis	32	15	7	.682
Mungo, New York	25	14	7	.667
Herring, Brooklyn	17	6	3	.667
Wyse, Chicago	31	18	9	.667
Brewer, New York	20	6	3	.667
Dockins, St. L.	22	6	3	.667
Barrett, Bos.-St. L.	37	19	10	.655
Derringer, Chicago	30	14	8	.636
Erickson, Chicago	22	7	4	.636
Prim, Chicago	27	10	6	.625
Adams, New York	54	10	6	.625
Sewell, Pittsburgh	28	11	7	.611
Gregg, Brooklyn	33	15	10	.600

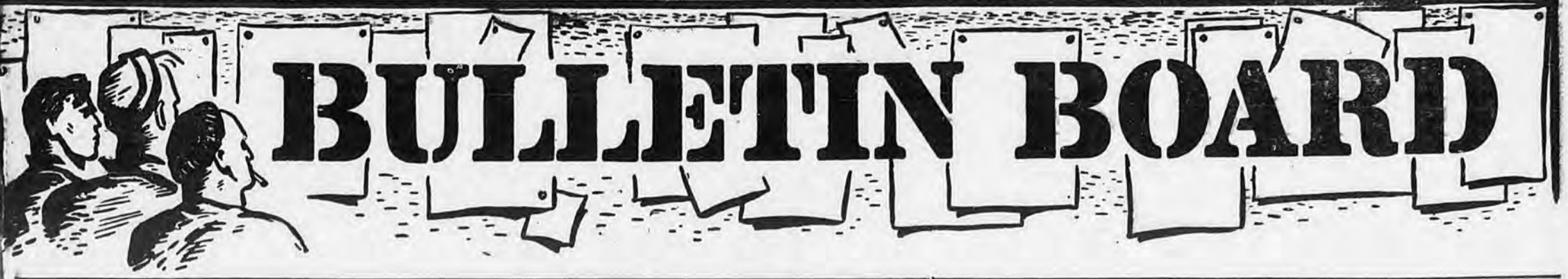
LEADING PITCHERS

	G	W	L	PC
Muncrief, St. L.	22	10	2	.833
Center, Cleve.	25	6	2	.750
Ferriss, Boston	31	20	7	.741
Newhouser, Det.	32	21	8	.724
Leonard, Wash.	25	15	6	.714
Groniek, Cleve.	28	16	7	.696
Benton, Detroit	23	11	5	.688
Bevens, New York	24	12	6	.667
Gettel, New York	24	9	5	.643
Hollingsworth, St. L.	21	10	6	.625
Wolf, Wash.	27	15	10	.600
Lee, Chicago	23	13	9	.591
Reynolds, Cleve.	38	14	11	.577
Grove, Chicago	27	12	9	.571
Christopher, Phila.	29	13	10	.565
Jakucki, St. L.	30	12	10	.545
Potter, St. L.	26	12	10	.545

Minor League Standings

INTERNATIONAL LEAGUE			AMERICAN ASSOCIATION				
W	L	PC	W	L	PC		
Montreal	89	55	.618	Milwaukee	86	59	.596
Newark	82	60	.577	Indianapolis	82	62	.569
Toronto	78	65	.545	Louisville	80	64	.556
Baltimore	73	68	.518	St. Paul	72	69	.511
Jersey City	68	75	.476	Minneapolis	68	76	.472
Buffalo	61	82	.427	Toledo	66	77	.462
Rochester	61	83	.424	Kansas City	60	81	.426
Syracuse	59	83	.415	Columbus	59	85	.410

SOUTHERN ASSOCIATION			PACIFIC COAST LEAGUE				
W	L	PC	W	L	PC		
Atlanta	89	43	.674	Portland	99	61	.619
Chattanooga	82	50	.621	Seattle	94	66	.588
Mobile	71	60	.542	San Francisco	84	76	.525
N. Orleans	70	62	.530	Sacramento	83	76	.522
Memphis	64	69	.481	Oakland	78	82	.488
Birmingham	54	79	.406	San Diego	74	88	.457
Nashville	52	78	.400	Los Angeles	67	94	.416
Little Rock	46	87	.346	Hollywood	61	97	.386



—Unclaimed Wages—
Alcoa Steamship Company, Inc.

SS ALCOA PILOT	
McInnis, Harry J.	3.01
McCabe, Alber	2.88
Devitt, Lloyd L.	8.87
Harvatin, Albert J.	5.69
Wolf, George F. E.	5.55
Shannon, Raiph	5.35
Rooks, Richard P.	5.35
Boulris, Norman E.	5.36
Castell, Jose M.	42.47
Martello, Joseph	1.46
Klincher, John W.	33.21
SS ALCOA PIONEER	
Walls, Charles E.	4.65
Lane, T. W.	1.19
Jacobs, George	1.19
Livengston, J.	1.51
Lenior, E.	3.28
Mayer, A.	3.28
Wernick, Abraham	66.71
Parga, A.	1.69
Henrich, Hans E.	33.60
Sitiriche, F. R.	24.44
R. W. Jacobson	24.44
Bell, William B.	33.60
Wernick, A.	21.14
Vasseur, Paul A.	1.97
Ronan, Donald A.	75.00
Bluhm, Malcolm W.	3.33
Nicholson, Wm. F.	24.66
Murphy, John J.	23.61
Lessick, Theo. J.	6.00
Toole, Robert L.	75.00
Nunninger, Martine H.	32.38
McFaul, Joseph M.	66.33
Ingebrigtsen, Karl M.	25.00
Short, Lloyd	59.22
Willis, Charles M.	6.99
Winkelman, Charles M.	18.73
Bryant, Wesley C.	1.74
Lennan, Wm. K.	23.09
SS ALCOA PLANTER	
Ward, William L.	6.75
Onstat, J. H.	.68
Chagestumatoglov, E. J.	4.96
Faraola, L.	2.10
Madora, N. H.	1.40
Onstat, J. H.	1.40
Sorenson, S.	1.40
Ridland, J.	1.40
Marshall, J. M.	1.40
Stange, A.	2.10
Moeller, G. A.	7.14
Schoenstrap, L.	10.75
Larson, A. T.	5.26
Benson, K. N.	6.32
Nelson, H.	14.04
Nicolaus, M.	17.56
Rudat, A.	19.66
Hardin, G.	14.04
McAllister, W.	7.02
Neal, H.	4.40
Beckley, E.	4.40
Stevens, E. N.	4.40
Overton, Robert	10.00
Barnard, E.	4.40
Gonsalves, T.	4.40
Gilbreath, W. E.	4.40
Florens, N. Jr.	4.40
Luff, K.	4.40
Johnson, R. L.	4.40
Berg, L.	4.40
Frey, J.	4.40
Allumbaugh, R. A.	4.40
Magnan, Raymond	3.67
SS ALCOA POINTER	
Cleary, Raymond	.26
Reynolds, James	3.16
Gentes, Joseph A.	1.12
Thopson, Winfield	1.25
Kolbush, Alvin	1.91
Peterson, Ernest	3.49
Cleary, Raymond	3.22
McDermott, Raymond	4.88
Parsons, I. H.	5.19
Pereira, Antoine	10.00
Graves, Charles H.	16.54

Kolsaskolsky, John	2.50
Cole, Thomas	2.89
Jeffers, Joseph O.	5.74
Johnson, Harold	10.00
Rodriguez, Vincent	12.00
Messerschmidt, Kai	12.00
Howard, Richard	2.00
Reyes, Jose A.	2.00
Rasmussen, Hans	4.00
Helgeson, Alden	4.00
Overton, Robert	10.00
Lachanski, Ladislaus	10.78
Chiotos, Roy H.	5.06
Pearce, Ashley M.	5.65
Weaver, Jack B.	5.65
Janisch, William J.	14.75
Gallagher, John J.	8.16
SS ALCOA PROSPECTOR	
Sullivan, Robert	140.10
McCantz, R.	187.61
Wolfe, W. J.	25.37
Paconowski, G.	3.47
SS ALCOA POLARIS	
Field, John F.	5.50
Hyde, Whitman	2.00
Woodward, W. N.	2.00
Bivin, K.	2.00
Malue, E. P.	2.00
Smolders, Jan	2.00
Tomer, E. J.	2.00
Humphries, E. E.	2.00
Leiby, H. K.	2.00
Walsh, H. J.	2.00
Sessa, R.	2.00
Brennan, T. J.	2.00
Torrence, F. J.	2.00
Bond, W. A.	2.00
Scheer, L. J. K.	2.00
Schroer, H. J.	2.00
Maekins, R. J.	2.00
Barciszewski, L.	2.00
Marcy, D.	2.00
Dahlstrom, S.	2.00
McAuslin, W.	.70
Burgos, Ramon	1.88
Carty, Harold	1.88
Rennie, Wm.	1.88
Pelletier, F.	1.88
Malfara, J.	1.88
Lamm, W. Jr.	1.88
Wilson, J.	1.88
West, William	1.88
Cooper, S. G.	5.92
Dunham, M.	6.32
Hall, M. L.	5.92
Duncan, William	3.22
SS ALCOA PURITAN	
Harrison, J. P.	2.67
Steward, L.	2.77
A. Kronlinski	3.61
Nerio, C.	2.77
Rateak, C.	2.87
Dunn, P.	3.12
Wynkoop, R.	2.77
Zitelli, A.	3.22
Sundberg, C.	2.77
Morine, K.	2.67
Claffin, H.	2.57
Grimes, J. F.	8.86
Condon, W. F.	6.39
Pohlman, E.	5.08
Kerry, T. L.	4.86
York, T.	2.77
Stanley, G.	2.77
White, R.	1.98
Carreon, F.	1.98
Brady, W. H.	7.42
Murphy, M.	1.39
Owens, L. C.	2.11
Ingersoll, E.	2.47
Murchinson, W.	1.98

Wright, W. W.	2.47
Crisman, F. E.	1.98
Drennan, Jack	1.98
Melvin, L. F.	1.98
Werner, J. J.	1.98
Ebeling, E. R.	1.98
Rodriguez, J. H.	1.26
Gibbs, I.	39.28
Willer, Edward	1.06
Pasinovsky, Nickolas	1.06
Bowden, Herman	1.09
Enright, Leo	1.06
Henry, James	1.09
Gibbs, Israel	1.09
Horton, David	1.09
Coffill, Andrew	1.06
Porter, Henry	1.02
Ross, Louis	1.09
Martin, Homer	.96
Wehner, Joseph	.99
Sousa, Harry	.99
Massey, Alfred	1.09
Roman, Manuel	1.02
Olsen, Fred	.47
Robinson, Frederick	1.09
Henry, Charles	1.09
Burnfield, Paul	1.06
Douglas, Cleophas	1.02
Henry, James L.	34.65
Gibbs, Israel	34.65
Ross, Louis	38.11
Olsen, Fred	2.31
Sweeny, James	2.54
Keough, Benjamin	9.50
Monson, L. A.	6.00
Lindsey, D. A.	6.00
Martin, C. H.	19.73
Hall, W. E.	16.65
Knight, W. O.	15.80
Davis, William R.	10.00
Antonio, Juan San	10.00
Moran, John H.	10.00
Smith, V. C.	566.31
Mathews, Lyle	12.64
Mathews, Lyle	29.66
Bothman, John	7.12
Dolloff, Chris	10.00
Gustafson, Walter	10.00
Spijker, William	10.00
Mayhorn, Willis	10.00
Pooler, Curtis	10.00
Masterson, Richard	10.00
Thomas, Gordon	27.30
Pooler, Curtis	20.73
Masterson, Richard	20.73
Bedsworth, Billie	20.73
Fladeland, Earl	20.73
SIU HALLS	
NEW YORK	51 Beaver St.
BOSTON	330 Atlantic Ave.
BALTIMORE	14 North Gay St.
PHILADELPHIA	6 North 6th St.
NORFOLK	25 Commercial Pl.
NEW ORLEANS	339 Chartres St.
CHARLESTON	68 Society St.
SAVANNAH	220 East Bay St.
TAMPA	842 Zack St.
JACKSONVILLE	920 Main St.
MOBILE	7 St. Michael St.
SAN JUAN, P. R.	45 Ponce de Leon
GALVESTON	305 1/2 22nd St.
HOUSTON	6605 Canal St.
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St.
SEATTLE	86 Seneca St.
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd.
HONOLULU	16 Merchant St.
BUFFALO	10 Exchange St.
CHICAGO	24 W. Superior Ave.
SO. CHICAGO	9137 So. Houston Ave.
CLEVELAND	1014 E. St. Clair St.
DETROIT	1038 Third St.
DULUTH	531 W. Michigan St.
VICTORIA, B. C.	602 Boughton St.
VANCOUVER	144 W. Hastings St.

Culbertson, Leroy	20.73
Gustafson, Walter	20.73
Burleson, Rufus	20.73
Christianson, Norman	20.73
Brennan, Earl	32.15
De Shane, Archie	20.73
Cassani, Louis	20.73
Spijker, William	20.73
Bradley, Henry	20.73
Claude, James	8.74
Rumsey, J. A.	.70
SS ALCOA RAMBLER	
Laskowski, Edwin	1.19
Bryours, Skyros	6.93
Pond, Bert C.	4.46
Wheeler, Onie	.15
Sharkey, James	.15
Lowery, Benjamin	.05
White, Albert	60.00
SS ALCOA RANGER	
Wright, S.	30.00
Gilesche, J.	6.89
Wickham, F.	7.90
Santiago, Jose	14.93
Pickett, Richard E.	13.97
Bentham, Alfred	12.70
Curry, George	12.70
Allen, E. M.	96.23
McCarty, J.	15.01
SS SANDWICH	
Surhans, R.	1.58
SS ALCOA SCOUT	
Gates, H.	1.58
Coffey, J.	2.77
Bush, C.	3.17
Doyle, J. J.	1.58
Morel, W.	1.58
Lynch, L.	1.58
Parent, A.	2.77
Brooks, J.	5.16
Parin, L.	16.67
Prestigeacomo, S.	2.77
Sweedler, J.	2.48
Brown, T.	2.58
Dwyer, G.	2.58
Scheer, A.	2.58
Lorenzo, J.	2.48
Melia, J.	2.48
Vogel, E.	2.48
Day, W.	2.48
Breslo, J.	2.48
Scaranzi, L.	2.93
Wade, A.	2.33
Matais, R.	2.33
Israel, A.	2.33
Van de Worken, M.	2.33
Benthof, G.	2.33
Savino, C.	2.43
Torres, S.	3.53
Mtichell, F.	3.43
Stanscheck, F.	2.63
Johnson, J.	2.63
PERSONALS	
HARRY J. CRONIN	
Get in touch with Miss L. Gowan, 550 New Chester Road, Rock Ferry, Birkinhead Head, Chester, England	

Goldstein, L.	2.53
Polson, H.	3.03
Collins, A.	86.97
Fletcher, E.	.56
Rletcher, E.	.78
Pelligrano, A.	27.95
Bryors, S.	8.89
Martin, J.	20.32
Main, A.	16.17
Lersch, F.	38.75
Tipping, E.	36.63
Iremonger, A.	36.63
Iremonger, A.	1.38
Iremonger, A.	68.50
Hardman, G.	6.46
Kontis, Nicholas	9.80
Espinosa, Rafael	2.68
Harmon, Alfred L.	4.91
Booker, Joseph H.	6.93
Cato, Knut B.	4.02
McGillan, Cocneil	3.71
Pond, Bert C.	23.01
Fischer, Henry L.	6.96
Noel, Lawrence	3.44
Halbach, John C.	3.44
Renny, Winston E.	2.75
Maraszal, William	6.54
Kantson, John	5.51
Urgitus, Charles	3.44
Lewis, Edward F.	3.44
McDonald, James	2.88
Wheeler, Charles	4.32
SS ALCOA SHIPPER	
Seymour, Charles E.	3.17
Chapman, Roy	6.34
Codenhead, Charles W.	1.98
Naugle, John G.	7.52
Kohn, Frank	.82
Mains, Mack N.	.82
Isaksen, Thomas	.91
Desimon, Walter F.	11.54
Vanderwoort, Roy R.	11.54
Larsen, Knud B.	11.54
Russell, Lawrence O.	12.70
Ihm, Carl	15.88
Hiatt, Chester E.	13.57
Morrissey, Nicholas C.	11.54
SS ALCOA TRADER	
Farmer, Dillwyn	15.50
Murphy, A. J.	2.38
Stanford, Frank	2.53
Boris, A.	2.43
Flood, G.	2.53
Wood, W.	2.53
McIver, S.	2.43
McIver, S.	2.43
Dooley, C.	2.53
Parades, A.	2.43
Welles, J.	2.53
Ferrill, T.	2.43
Wernick, A.	2.53
Wolfe, I.	2.33
Gomez, E.	2.33
Costelas, A.	2.33
Stovick, E.	2.53
Balino, M. Lopez	2.33
Annapolin, I.	2.33
Hahn, Paul	2.33
Brown, F.	2.33
Cooper, A.	2.33
Thurston, W.	2.33
Wysocki, J.	2.33
Scholl, R.	2.33
Byrd, C.	2.33
Strawn, P.	7.13
Barton, E.	9.86
Johansson, T.	8.91
Rodriguez, G.	3.12
Waits, H. G.	5.06
Glynn, M.	3.56
Welch, L. A.	9.23
Leys, J.	9.23
Carpenter, E. K.	3.62
Morse, W. A.	3.56
Gordon, J. P.	42.30
Puthe, F.	5.08
McElrath, Richard	1.98
Munchiger, H.	14.51
Cox, Arnold K.	2.68

ISTHMIAN MEN—



Donald McFarlane Knows The Score!

McFarlane first went to sea on an Isthmian ship (Marine Fox) in May 1945. Aboard her he ran into a Commie wind-artist who sold him a bill of goods on the NMU. His next trip was on the NMU ship SS Abangarez. And did that open his eyes! Listen to what he has to say —

"Ashore I belonged to the United Auto Workers — CIO and we got a fighting outfit. I figured when I went to sea that the CIO maritime union would be the fighting waterfront organization. Was I wrong! The NMU stinks on ice, and no guy with any guts could stomach the stuff they hand out. I was Messman on the Abangarez and was put to work cleaning sailors' quarters. I put in for overtime and it was OK'd by the Steward. But when I got ashore the NMU patrolman kicked it out. Said it was NG. The NMU smells to me almost like a company union."

The work done by McFarlane is strictly overtime on SIU ships, and is paid for on the barrel head. McFarlane heard about the SIU record of settling beefs and came up to the New York hall to look over the records of overtime won by our members. What he saw convinced him that the SIU was his outfit, and he returned to the Isthmian Marine Fox as a volunteer SIU organizer.

McFarlane's experience on Isthmian and NMU ships is typical of the experiences of hundreds of unorganized men who are turning to the SIU for representation.

\$20.00	TWENTY DOLLARS	\$20.00
\$17.50	SEVENTEEN FIFTY	\$17.50
\$15.00	FIFTEEN DOLLARS	\$15.00
\$12.50	TWELVE FIFTY	\$12.50
\$10.00	TEN DOLLARS	\$10.00
\$7.50	SEVEN FIFTY	\$7.50
\$5.00	FIVE DOLLARS	\$5.00
\$2.50	TWO FIFTY	\$2.50

This receipt is for a sum not greater than the amount indicated above.

147395

DONALD MCFARLANE
Name
Please Print

F 79178 Dollars 20 Cents 00 1945

DECK ENG. May Dec.
 Jan. Feb. Mar. Apr. Nov. INT.
 July Aug. Sept. Oct.

Other Income Describe

NATIONAL MARITIME UNION, C.I.O.

1945 JUL 26 Date

Port Issued ONLY TO ACCREDITED PATROLMEN and
 PAY DUES ONLY IN EXCHANGE FOR OFFICIAL RECEIPT

NOT GOOD OVER \$50

I HEREBY CERTIFY that the above entries were made by me and are correct and that the signatures hereon were witnessed by me.

Dated this 26th July 1945

United States Shipping Commissioners
(or Master of Vessel)

NOTE—Whenever a master performs the duties of the shipping commissioner under this act, the master shall sign the certificate on the line designated for the shipping commissioner's signature.

Here are reproductions of McFarlane's discharge from the NMU ship SS Abangarez, and his dues receipt on an NMU trip card. "About all the NMU is, is a dues collecting agency," said McFarlane after his experience with unsettled beefs.

Serial No. G 3126006

Name of Seaman Donald P. Mc Farlane (In full)

Citizenship USA Certificate of Identification No. 2-619648

Capacity in which employed Crew Messman

Date of Shipment 6/11/45

Place of Shipment New York

Date of Discharge 7/25/45

Place of Discharge New York

Name of Ship S.S. Abangarez

Official No. 212612 Class of Vessel Steam (Steam, Motor, Sail or Barge)

Nature of Voyage Foreign (Foreign, Intercostal or Coastwise)

Climb Aboard Brother! Bring SIU conditions and wages to all Isthmian Ships.