

# SEAFARERS LOG



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No. 51

## SIU Guards Demand Raise On West Coast

SAN FRANCISCO — At a special meeting held on December 4, members of the Seafarers Guards and Watchmen's Union voted unanimously to demand a fifty cent hourly increase in wages. The companies involved have until December 22 to comply with this demand.

At the present time, three companies are being negotiated with. They are American Patrol, Young's Patrol Service, and U. S. Protective Service.

Pledges of all-out support for the Guards and Watchmen were immediately forthcoming from the Masters, Mates and Pilots, and other AFL Unions.

According to the Taft-Hartley law, guards and watchmen are not allowed to belong to any international union. This leaves those workers no way in which to gain the same conditions and wages which union men and women receive through the unions representing them.

The Seafarers Guards and Watchmen's Union, affiliated to the American Federation of Labor, has declared that it will continue organizing and fighting for union wages and working conditions for all Guards and Watchmen.

## AFL Pursers Win Election In Grace Line

After a two-year organizational drive, the Merchant Marine Staff Officers Association, the Pursers Division of the SIU, won a smashing victory in an NLRB election held aboard the ships of the Grace Line.

The Company received just two votes to 50-odd for the Union, Tom Hill, the division's east coast representative, revealed. Although 15 votes cast by Chief Pursers were challenged by the company as being cast by supervisory personnel, the vote as it stands is sufficient to assure recognition for the Union.

As soon as the Union is certified, the Staff Officers will begin negotiations with Grace, and will seek the standard rates for Pursers and Purser-Pharmacists Mates which are provided for in other contracts.

The new rates will mean raises in excess of \$20 a month for Grace Pursers who will also demand improved general working conditions.

## "Mr. Chairman"

Seafarers, as well as members of other unions, have a chance to learn Parliamentary Law and Public Speaking under the leadership of Joseph Glass, prominent labor attorney. The classes are held each Tuesday evening from 6 to 8, in the SIU Hall, 51 Beaver Street, New York City.

All Seafarers are urged to attend so that they can learn how a meeting should be conducted.

Other unions have been invited to send members, and the class, which had a preliminary session on December 16, will start in earnest on December 23.

Here's a chance to become a real smooth orator at no cost. And in addition, coffee will be served and the television set will be turned on after school.

# Poor Ship Construction Has Been Responsible For Many Sea Accidents

By W. J. BRADY

Accidents occurring aboard freighters seem to happen too often to say they are just acts of God.

We hear of a ship breaking in two, of a ship traveling without ballast or cargo in heavy seas and losing its propeller, and of still many other ships having engine trouble which delays them for days.

Of course, it would be foolish to expect a perfection in which there are no accidents but, the

percentage is too high to blame Mother Nature for all of them.

If some ships last 30 and 40 years without breaking, and others break up in a few years, that certainly is indication that a weakness exists in either the design, the construction or the material. This kind of weakness is pure carelessness.

A tanker lying in Boston for repairs split in two injuring 14. The press report on the accident says, "Built in 1944 at a California yard, the Ponagansett was of all welded construction and officials said splits were not uncommon in such type of ships. One such occurred at Swan Island on the west coast in 1943."

Here we have a clear admission on the part of officials telling us there is weakness in the construction.

### BELLY BANDS

Another clear admission of this weakness concerns Liberty ships. Because they were originally weak, many Liberty ships had to have an addition of strength.

This addition is the belly band, even with the main deck on the outside of the hull running from forward of No. 2 to aft of No. 4 hatch.

In some cases this addition is placed on deck running fore and aft from No. 2 to No. 4 hatch.

Just what happens to ships at sea with this kind of weakness is best understood by the reports of accidents.

The press reported in the month of November that a Victory ship operated by the Army Transport Service broke in two in heavy seas off the coast of British Columbia.

Only a few of the crew were saved. As further illustration of what I'm driving at, I myself

Because of the recent "ruptures" and "splittings" suffered by a number of T-2 tankers, the Coast Guard has ordered that all vessels in the T-2 classification be strengthened. The strengthening will consist of steel straps an inch thick and 18 inches wide riveted to the deckplates inboard of the gunwhales and similar straps in the bilges. All vessels will be permitted to complete current voyages.

have seen old ships take a torpedo better than a war built ship.

I refer to one old rustbucket, the SS Greylock. I saw her get hit coming back from Murmansk. All hands had ample time to make for the life boats.

And again I have seen Liberty ships get hit and disappear like magic with high loss of life. I am not saying here we ought to build ships to stand the rigors of war, I am just pointing out

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## AFL Asks UN Investigation Of Slave Labor In Russia

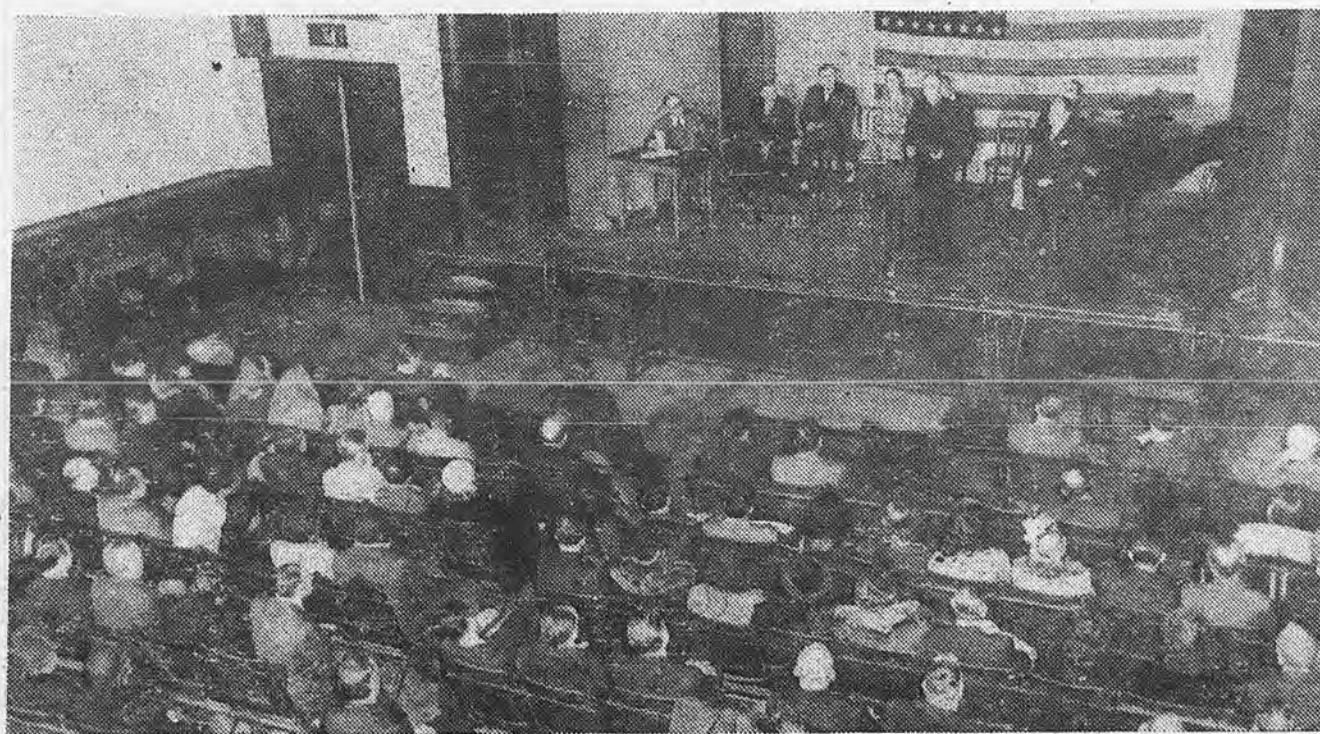
NEW YORK — The American Federation of Labor's proposal that the United Nations investigate slave labor conditions is scheduled for review by the Economic and Social Council on Feb. 2, it has been announced by Matthew Woll, chairman of the AFL International Relations Committee.

Charging that probably 10,000,000 persons are now in Russian concentration camps, Woll, a consultant to the Council, stated bluntly that the investigation, if

launched, would be directed chiefly against forced labor in the Soviet Union.

Woll's proposal was a follow-up to the resolution adopted at the October convention of the AFL in San Francisco. The resolution referred to conditions found in several countries after the war as "a callous and crass violation of the Geneva Convention of March 1940 and a deliberate flouting of the Nuremberg verdict against forced labor."

### SOLID LABOR SUPPORT



Labor leaders gathered on Thursday evening, December 9, to spark the drive of New York's hospital workers for a forty-hour week and increased pay. One of the featured speakers was a representative of the Seafarers International Union.

## Membership Says Very Merry Xmas To Ill Brothers

With true Christmas spirit, the membership of the SIU, assembled in regular meetings on Wednesday, December 17, voted to give all bookmembers and permitmen in hospitals an additional \$10.00 for the holidays.

Speakers who took the floor on the motion pointed out that just sending money to the hospitalized Brothers is not enough. What the men in the hospitals need, they said, was more letters from their old shipmates and friends.



# REPORT FROM HEADQUARTERS TO MEMBERSHIP

By J. P. SHULER, Secretary-Treasurer

## Negotiations

The Negotiating Committee for the Union has met twice with the Calmar and Ore Steamship Companies. The steamship companies have agreed to the overtime and wage increase which is now in effect with the other operators, but no progress has been made in the General and Working Rules. There is a meeting scheduled for Tuesday, December 23, 1947.

## Expenses and Finances

As recommended by the last Quarterly Finance Committee, Headquarters Office has reduced its personnel by three persons. The work in Headquarters is now being laid out so that in the future it will be possible to let a fourth person go.

I have received letters from the Branch of New York and the Branch of Baltimore stating that they are making arrangements so that they can let a man go from each port, week ending December 19, 1947.

As recommended by the Committee, the Hall in Marcus Hook is being closed as of week ending December 19, 1947. The membership has previously gone on record to close this Hall as soon as it was possible without interfering with Union representation in that Area.

It is recommended to the membership that Steve Cardullo, Agent in the Port of Marcus Hook, and Bob Pohle, Patrolman in that Port, be transferred to the Port of Philadelphia as Patrolmen. Philadelphia at this time is operating shorthanded, and these two men will replace the part-time Doorman and Patrolman, and the staff will consist of Agent Ernest B. Tilley, who recently relieved Organizer William Higgs, Dispatcher Bill Brown and two Patrolmen, Cardullo and Pohle.

This will be a saving of approximately \$350 weekly to the Union and will give proper representation in the Philadelphia area, including Marcus Hook, Camden, and Delaware.

This matter has been discussed with the Marcus Hook and Philadelphia officials and meets with their approval.

## JACKSONVILLE TO CLOSE

As per the Committee's recommendations, the Jacksonville area has been surveyed and it is found that the NMU no longer has a Hall in that Port, and that ships are no longer being put out in the Brunswick, Georgia, Shipyard.

Those were the primary reasons for opening the Jacksonville Hall. There are hardly any payoffs in the Port of Jacksonville, and most of those ships that are in transit in that Port hit other A&G Ports where we have Branches.

Therefore, it is recommended that the Port of Jacksonville be closed and that James Hanners, Jacksonville Agent, be assigned to the Port of Savannah as soon as the Union's affairs can be wound up in Jacksonville.

The Port of Savannah will be instructed to notify Headquarters whether they can still operate at the same weekly expense they now have after Hanners has been assigned to that port. If any representation is necessary in the Port of Jacksonville, it can easily be covered by some other Port.

Headquarters Office is investigating other recommendations made by the Quarterly Finance Committee, and will be able to report further on this at the next regular meeting.

## Assessments

Stamps for annual assessments are being sent to all Ports now, and assessments for the year 1948 can be paid in any Port where we have Branches.

## Next Regular Meeting

The next regular meeting would fall on New Year's Eve, December 31, 1947. Because of the fact that a lot of the guys want to be home with their families, or celebrating, it is recommended that all Ports hold their next regular meeting on Friday, January 2, 1948.

# Many Accidents Caused By Poor Construction

(Continued from Page 1)

how war exposed the weakness of some vessels.

The responsibility for safe construction of ships rest largely with the government, and the best our Union can do is to put pressure in this direction by exposing this deficiency.

Looking over the issues of the LOG for November 28 and December 5, I find two articles written by seamen exposing the shortcomings of freighters at sea.

The SS Alexander S. Clay reports she lost her propeller in a moderate gale off Brindisi, Italy. Can it be that these Liberty ships are reaching the straining point and that they fall apart through lack of care?

## QUICK PROFITS

Many companies, in their desire to make quick profit with little expense, run ships without ballast when they can't get cargo. Running a ship light too often in heavy seas is bound to strain its machinery.

A ship may go through some tough crossings this way but sooner or later it has its effects and you may lose a propeller like the Clay did.

I don't think it is asking too much for the law to compel ships to carry ballast when they have no cargo, especially in the north latitudes in the winter months.

The other story in the LOG which seems to me to indicate neglect in care of ships was the story sent in by M. O. Carroll, Chief Steward on the MV Cape Horn, Mississippi.

The story relates the plant broke down, making all facilities useless and spoiling the food. The crew and passengers also had to drink brackish water and catch rain water as a substitute.

The story does not say their supply of water was limited, but everything points in that direction. The first thing that struck me when I read this story was that it looked like a case where fuel and water were sacrificed to put on more cargo.

My reason for this opinion is based on my own experience aboard the Nelson W. Aldrich, South Atlantic. While taking coal in Charleston for Trieste, Italy, the Chief Engineer was asked to take off 100 tons of water to make room for 100 tons more of coal.

A ship running with a limited supply of fuel and water, with the possibility of a breakdown, is gambling with the life and health of seamen.

## JUSTIFICATION ENDED

If more cargo has to be transported, that's a very easy matter to settle. Instead of laying up ships in the boneyard, put more ships back into operation. In this way the health and life of seamen will have better safeguards, and the sacrifice of fuel and water won't be necessary.

The four mishaps referred to in this article have all occurred in a very short space of time. At

this rate, the statistics must be very high over a period of a year. The weakness in ship construction may have an excuse, because the ships were built for a war emergency.

However, a ship-building program of the future could not justify bad construction in the light of present experience and knowledge.

If accidents through carelessness continue to be too high, the Union may be forced to take on the added responsibility of insisting on greater safety in the care and operation of ships to protect its members.

As one who was lucky to miss having the foremast of the Mandan Victory fall on him, I feel justified in submitting my criticism for better safety at sea for seamen.

# ITF Meeting Notes Growth In Strength

The General Council of the International Transport Workers' Federation, meeting in London, November 25 to 27, noted with great satisfaction the substantial increase in membership which the organization has enjoyed during the past few years. The membership of the organization now stands at 3,000,000, with over 100 unions affiliated in 35 countries.

Since the end of the war two member organizations from Austria and one from Greece have been reinstated, and seven groups of merchant marine officers have joined the ITF since the dissolution of the International Mercantile Marine Officers' Association.

There have further been admitted thirteen new organizations in Ceylon, Denmark, Egypt, Greece, Ireland, Jamaica, Lebanon, St. Lucia, and the United States.

Recently the Masters, Mates, and Pilots and the Railway Labor Executives' Association joined the Seafarers International Union as affiliates of the ITF.

## DECISION OKAYED

In a far-reaching move the Council endorsed the decision of the Executive Committee to readmit the German trade unions of transport workers and welcomed Adolf Kummernuss, the leader of the transport workers and seamen of the Hamburg area.

Affiliation of the German trade unions covering seamen will become effective only with the approval of the Seafarers' Section of the ITF, and only after it has been established that the unions have taken steps to deny membership to war criminals, especially the officers of U-boats.

The next Congress of the ITF will be held in July, 1948, probably in Oslo.

# Seafarer Got Bad Deal In Hospital

"Be it ever so humble, there's no place like home."

That familiar tune is now the favorite song of Seafarer Matt Fields, and after reading his story, it will be easy to see why.

Matt took sick while in Antwerp, Belgium, and after arguing with the Captain and the company agent, was finally allowed to go to the hospital. There, instead of the care he needed, he was treated so miserably that within two weeks after he entered the hospital, his weight dropped from 155 pounds to 122 pounds.

Another seaman who was in the hospital the same time, Anthony O'Brien, a member of the Irish Seamen's Union, became so angry at the way Fields' case was being handled, that he went to the hospital director and complained. After that the nurses took slightly better care of Brother Fields.

In a letter to the LOG, O'Brien states the case plainly. "Being as I am a seaman myself," says Brother O'Brien, "and belonging to the Irish Seamen's Union, and knowing Fields for five weeks in the hospital, and knowing him to be a strong SIU man, I could not, on principal, stand by and see him treated so bad by people who are supposed to be kind to the sick. It would not have been just of me if I had not complained to the director. I was not asked to complain, but it was my duty."

When Matt came into the LOG



Matt Fields, right, and friend Bill Wild.

office to tell his story, he made the point that if O'Brien had not come to his support, there was no telling what might have happened.

"I was dying, and nobody gave a damn," he said. "The company agent and the American Consul were only interested in getting me out of the hospital as fast as possible. The USS man didn't care what happened to me and if Anthony O'Brien hadn't helped me, I sure would have died."

As soon as he was able to move, Brother Fields checked out of the hospital and went to stay at a hotel. However, his

condition was still bad and so a few days later he went to the St. Vincent's Hospital.

The difference between the two hospitals was like night and day. Under the care of Dr. Bruno Fierens, Fields soon recovered enough to be able to return to the United States.

Right now Brother Fields is in the Staten Island Marine Hospital, and it will be a little while before he can turn to again. But as he puts it, "It doesn't make any difference which hospital I'm in as long as it's in the United States."

# HERE'S WHAT I THINK...



**QUESTION:** What suggestions do you have to heighten interest at shipboard meetings?

**CLARENCE LOHNE, Wiper:**

At present, there is too much talk in shipboard meetings about things we newcomers know nothing about. I've only been in the Union eight months, and there is a lot I'd like to know about small details of everyday Union life aboard ship that we don't hear about in the meetings. Another thing: the way some of the meetings are run there are too many people talking at once. You hardly get a chance to open your mouth to ask a question or get something off your chest before everybody chimes in.



**ALBERT BAGLEY, Wiper:**

I think more coordination is needed between the action decided upon at the meeting and what takes place. Many times the crew votes to do something or to take action on a beef, but after the meeting it is forgotten and nothing comes of it. Delegates should be instructed at the meetings to carry out the expressed desire of the crew. At the meetings it is a good idea to call upon oldtimers to tell what they know of the Union's waterfront record. All of us can stand more knowledge of the Union's past.



**NICK CALZIA, AB:**

There should be some time set aside at the meetings for educating the new members and permitmen. The Union should put literature on the ships pointing up the Union's history, policies, etc. Many men, being at sea so much, cannot keep up on what is taking place in the Union. I believe two meetings a month are sufficient to handle most matters and if something unusual arises, a special meeting can be called. Most of all, sound off at the meeting if you have a beef; don't wait until later and beef in your foc'sle.



**HAROLD SHEPROW, Oiler:**

If the meetings can be kept orderly to insure the quick disposal of business, I believe that there will be interest enough from the crewmembers present. At the first meeting the procedure for holding a meeting should be pointed out; after that all business will be handled smoothly through the chair and eliminate a lot of confusion. I believe too much time is spent on discussing communism. If that time were devoted to discussion of the Union and its structure a lot more would be gained by SIU members. Education is always in order at any meeting.

## Heyward Men Play Santa To Ft Stanton

Desirous of doing their bit to make Christmas more enjoyable to their hospitalized brothers, the officers and crewmembers of the SS Thomas Heyward donated \$164 to the SIU-SUP brothers in Fort Stanton (New Mexico) Marine Hospital.

At the payoff in Galveston on December 13, a muster of the entire crew and officers was called, out of which was produced the money to be given the hospitalized Seafarers for Christmas presents.

In turning the money over to Galveston Agent Keith Alsop for transmission, the crew enclosed a note which read:

"Season's Greetings to our Brothers at Fort Stanton Hospital. The officers and crewmembers of the SS Thomas Heyward desire this donation to be given to our Brothers suffering from tuberculosis. This donation is to be used for Christmas presents of their choice.

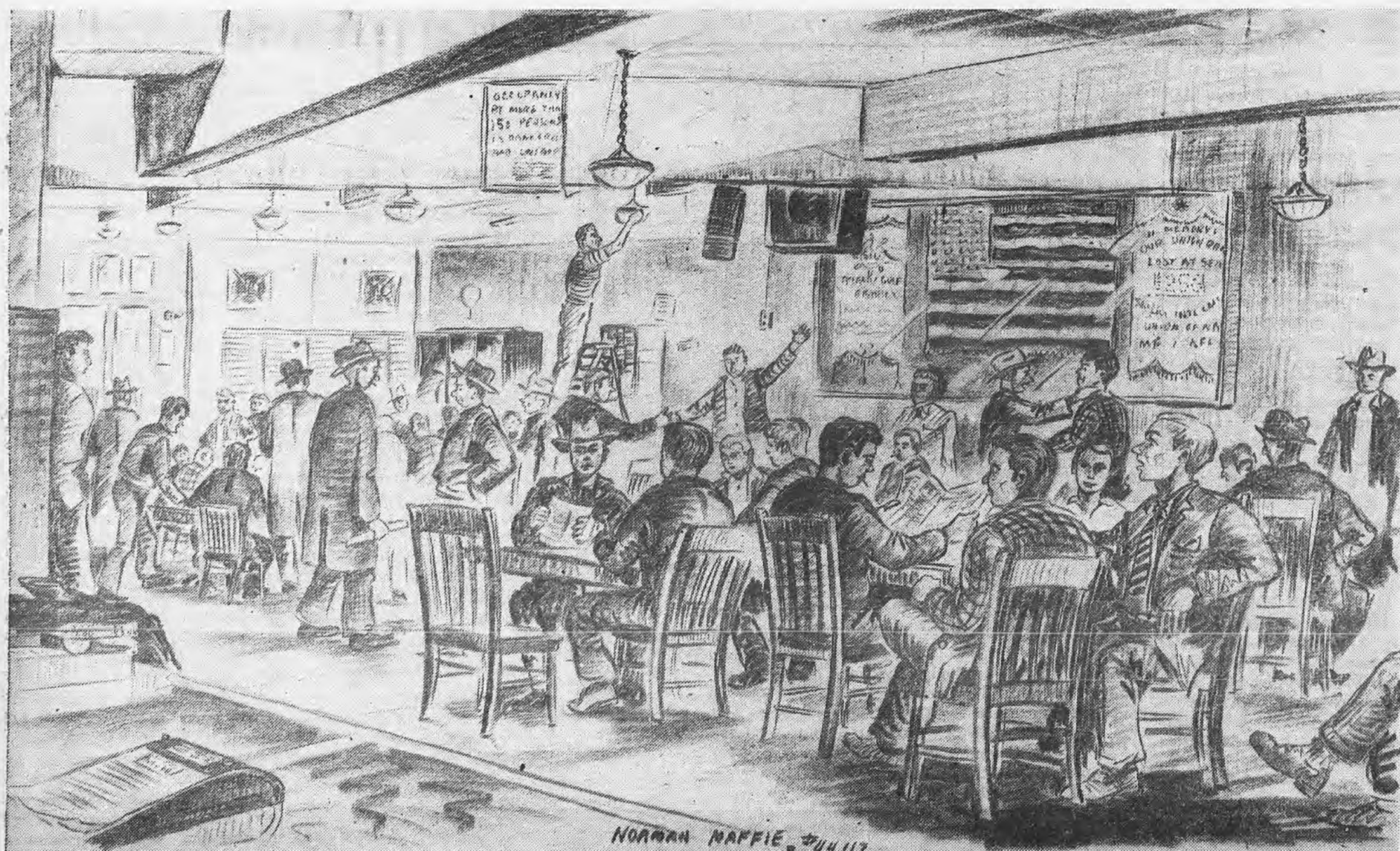
### SPEEDY RECOVERY

"We sincerely wish our Brothers a Merry Christmas, a Healthy New Year and Speedy Recovery. May you soon return to us."

The Seafarers members now undergoing treatment at Fort Stanton are: John P. Williamson, R. B. Wright, Clifford Middleton, Archie McGuigan, R. S. Lufin and Julius Supinski.

Handling the ship's muster were the Heyward delegates: R. Garofalo, Deck; Joe Martin, Engine and J. Rowan, Stewards.

## New York Recreation Deck As Seen By Seafarer Maffie



A busy day on the New York Hall's third deck viewed by a talented Seafarer artist, Norman Maffie. A full page of photographs of activities in the

Headquarters recreation room appears on page 16 of this issue. Additional sketches by Brother Maffie will appear in later issues.

## Ship Union's Plaque To Baltimore Is Testimonial To Waterfront Unity

By WILLIAM (Curly) RENTZ

BALTIMORE — The plaque given to us by the CIO shipyard workers for our aid in their beef is now hanging on the wall here in the Hall.

It was a nice gesture by the shipyard workers and one we think highly of, but when we went all out to give them aid it wasn't with the thought in mind of receiving any reward or award.

The plaque is there though, for all to see as proof that there can be unity on the waterfront in legitimate beefs.

When they gave us the award at our membership meeting two weeks ago they went on record to support us in any battles we may have on the economic front.

This is a far cry from the inter-union battling the shipowners would like to see, and bodes good for the future of maritime unionism.

On the shipping front we handled payoffs on seven ships—one less than last week—but on sign-ons we handled eight which was double the previous week. At the same time we handled six vessels stopping off in transit.

### SIMPLE WAY

Of the ships handled, we had no cause to complain about overwork. They came in clean for the most part and those with beefs had everything ready for the Patrolmen.

Being able to get right at the heart of a beef instead of spending an hour rounding up guys to get the full story, makes for fast payoffs and quick beef settlements.

Most of the crews realize this and cooperate right down the line. It shouldn't be too long before all SIU crews will be able to hit port and go straight through a payoff in short order. It just takes a little order and systematic presentation of beefs and repair lists.

In spite of our cautioning men to stay away from Baltimore due to the slow shipping, more and more men are streaming in here for ships.

We can't stop them from coming, nor will we try to do so, but unless you have a hatful of dough, and are prepared to spend quite some time on the beach, it is still a good idea to stay where you are.

When we hit a boom week and run short of men we will put out a call—that day, however, is rather remote.

### NEXT OBJECTIVE?

Now that Isthmian is safely nestled in the SIU fold, the members here are asking what the next organizing objective will be. Well, I can't give them a direct answer, but they can rest assured that the organizing department is not snoozing.

It takes time to put an organizing drive into action and it takes men to do the job. When the next target is announced, all Seafarers will hear of it, and I know the membership will respond as it has in all former drives.

Everyone knows now how important it is for us to continue growing and the one sure way is to go out and bag these remaining unorganized companies.

# AROUND THE PORTS

## Shipping On The Rise In Port Of New York And Men With Ratings Are Quickly Placed

By JOE ALGINA

NEW YORK—Before plunging into the week's activities of this buzzing port, in behalf of the New York Branch and Headquarters piecards, I want to wish every member of the SIU a Merry Christmas and Best Wishes for the New Year.

It is fast approaching the time for summing up the year of 1947; and when doing so garlands are more than due the membership of the SIU.

Someone else will cite the record of the Union during the year; one of victories and advancement. But no matter how glowing the words are, the credit goes to the men who make up the Union: the membership.

We can all be proud of what we have accomplished during the past year, and in the year coming up I'm sure we will add more trophies to our growing list.

### SHIPPING CLIMBS

Slowly but surely, shipping is climbing to the level it held a couple of months ago when there were jobs for the asking. This week jobs were more abundant and rated Engine and Deck men had little trouble in taking ships;

Stewards Department bookmen also got out with little difficulty.

I'm not stating that shipping is assuming boom proportions—it's far from that, but there are jobs enough around for the fellows who have cooled their heels on the cold New York beach for a week or two.

During the past week we met several Isthmian ships and tankers. The number of tankers hitting this port has increased quite a bit and account for a good part of the men shipped.

On the Isthmian ships, all of which paid off under the old set-up, the men were in good spirits. They had just sailed their last trip under Isthmian without a full Union contract, and that's reason enough for rejoicing.

Next trip—as the old saying goes—will be different.

In the payoff parade we had some fine ships. An Alcoa ship, the Charles Nordhoff, came in

members. This is what usually happens:

A fellow will come in saying he is quitting his ship so a replacement is dispatched, but when the replacement goes aboard, the man reconsiders and decides to make another trip.

Once a man informs the department head of his desire to quit and a replacement is ordered, he should pile off. The man coming aboard as a replacement has probably been on the beach for a few weeks and is probably hard pressed for cabbage.

Moreover, chances are that he has probably lost out on other jobs he could have taken in the meantime.

### THINK TWICE

Men piling off ships should bear this in mind and give it a second thought if there is a possibility of their changing their mind.

If you give notice of piling off and your relief appears, pack your gear and hit the gangway.

Tip of the week: Men paying off ships in New York should register for a ship and then apply for unemployment pay at 277 Canal Street. Even if you expect to be on the beach only three or four weeks, it will pay you to apply.

No money is paid for the first week after applying, but after that you are due \$21 a week. This money is yours, having been deducted from your pay, so go after it.

## LSU Is Greatest Enemy Of Lakes Seamen

By HERBERT JANSEN

CHICAGO — Considering that Great Lakes shipping is practically over for the year, with a few hardy exceptions, shipping has been fair for the past week. Shipped 3 Firemen, 3 Oilers, 4

## Jacksonville Expects Spurt

By JAMES HANNERS

JACKSONVILLE—Shipping is still slow in this port, but every indication is that there will be a real supswing in the near future.

The Southwind, South Atlantic, is scheduled to hit here the first of the week, and we will be able to get rid of most of the gang now on the beach. It's about time, you can be certain.

In addition, we have the New London in the shipyard here for repairs. She will be around for another week or so, but when she is ready to sail there will be a few jobs on her.

As a matter of fact, shipping here should be picking up enough to be called good for the next few weeks, according to all reports.

The New Northland, Seaway Lines, sailed from here on December 8. There were a lot of beefs on her, but we got them all settled okay.

We still have not been able to get a balloting committee together in Jacksonville, but we hope to have one going by the end of the week.

ABs, 4 OS, 1 Cook and 6 Porters.

Among the ships laying up in the Chicago area and nearby are the Gilbert, Daniel McCool and the Boardman. The Gilbert will make her Winter quarters at 95th St. and the River; the Boardman at Muskegon; and the McCool at Manitowoc. The SS Boardman was a 1947 newcomer to the SIU as a result of winning the Huron election.

Both the SS American and the SS Michigan will wind up their season this week. Rumor still has it that the American will be heading for the Coast where she will do some fill-in work. As for the Michigan, she'll be moving again as soon as the ice is over.

Continuing operations during the Winter will be the SS Denville. She also pumps sand in the Lake, and was another newcomer to the SIU Great Lakes District this year.

### LOOKING BACK ON '47

Now that the 1947 season is practically over, SIU Great Lakes members can sit down and review the SIU organizing program on the Lakes this past season.

We signed the best contracts on the Lakes, forced the Lake Carriers Association to come through with an increase on Sept. 1, and won some new additions to the SIU.

Sure, we ran into some tough opposition from the finky Taft-Hartley Act, the powerful shipowners' union—the Lake Carriers Association and the so-called "Independent" Lake Sailors' Union. Certainly, the Lakes seamen

are going to have to open their eyes to this child of the shipowners, the LSU, or they will have this phony outfit crammed down their throats whether they like it or not.

Any time that the bosses and their stooges on the ships start pushing for any outfit, you can be damn sure that it isn't in the interests of the crewmembers on the unorganized ships. That's why all the stooges were shouting for the LSU. Orders went out from the various companies that the SIU Great Lakes District must not win!

It's up to the SIU members—who know the score—and the men sailing the Cleveland-Cliffs ships under the LSU to let all Lakes seamen know how dangerous this Lake Sailors' Union really is.

It's time for all Lakes seamen to realize that when you start organizing on the Lakes, you're up against each individual company, the LSU and the LCA.

Together, this is a powerful gang which will stop at nothing to prevent the SIU Great Lakes District from organizing the Great Lakes. We, in the SIU-AFL, have met tough competition before and come out on top. With the cooperation of all SIU members and union-minded men on the Lakes, we'll whip these open shop advocates to a frazzle.

Meanwhile, the members of the Chicago Branch extend to all SIU Districts and affiliates within the AFL Maritime Trades Department our warmest wishes for a Merry Christmas and a Happy New Year.



and paid off without any difficulty. This is almost an unbelievable occurrence on an Alcoa ship, but it happened.

The crew had a good word for the Skipper and the rest of the officers topside. We have a lot of trouble with Alcoa but when one of their ships has a good payoff, we are always ready to give credit where credit is due, and in this case it is due to the men and officers of the Nordhoff.

### THREE SMOOTHIES

Two Waterman ships, the Warrior and City of Alma, had good payoffs as did the Janeway, Smith and Johnson.

The Janeway came in, paid off and signed on immediately, so we didn't see much of her. She was in fine shape which accounts for her ability to make a quick turnaround.

We crewed up the Evangeline once more and saw her off on her southern rum run. She is in and out of this port more than the harbor tugs, but she never gives us much trouble—so who are we to complain.

On the other two score or more ships in port this week, the Patrolmen ran into the usual beefs and problems, but like men who know their business they disposed of everything thrown their way and the world once more revolves on its axis.

Speaking of beefs, there is one which is causing considerable hardship to the membership due to the thoughtlessness of a few

## Duluth Shipping Ends For Season

By EINAR NORDAAS

DULUTH — Shipping on the Upper Lakes is now through for the year with the last ship leaving this Port on December 10. No more ships are expected to arrive until the opening of regular navigation once again in the Spring.

Two ships are at the Knudsen Shipyard. They are the SS Crescent City (Browning) and the SS Nettleton (Great Lakes).

A few SIU members have been coming this way since laying up their ships. However, we don't know whether we'll have enough for a quorum to hold meetings or not.

Our Duluth area AFL Maritime Port Council is functioning quite smoothly now, and we are holding regular monthly meetings. The next meeting is scheduled for Tuesday, Dec. 16, and will be held in the Port of Superior.

As for the weather, it's settling into a typical Minnesota winter with plenty of snow, ice, and sub-zero temperatures. That's how we breed men in this North country.

Either you can take it, Brothers, or you don't survive long!

## Miami Spends Very Hectic Week, Good Future Is Seen For Port

MIAMI—After a hectic week of shipping, this port has slowed down somewhat and we are able to catch our breath long enough to take stock of what took place.

Last week we had five ships in, four of them at once. To one of the ships we dispatched a full crew and several men to the others. For a while things were pretty muddled and confused in the confined spaces in which we operate, but everyone cooperated and we got the jobs out of the way.

Now we have two ships in the Florida and the Winslow Homer, Waterman. I found a fine bunch of men aboard the Homer who had put everything in order for my arrival. In no time at all everything was squared away.

As for the Florida, it is never any problem. The Florida men have homesteaded this ship so long that there never is any trouble that they can't handle.

### CAVALIER DUE

We have been awaiting the arrival of the Cavalier, Wilkerson Steamship company, for a long time and have now been assured that she will be here in a few days.

Yesterday I spoke to the Engine Delegate who had flown in from Central America. He told me that she definitely will be in the first of the week.

He also told me that this ship makes thirty knots. I didn't believe my ears the first time he said it, but after he repeated it a few times I got the fact through my head.

Thirty knots is a fast baby. She must make real time; no wonder the delegate had to fly here to beat her.

When she arrives she will take general cargo to the islands and will carry bananas on her return. With her speed she should hit this port every two weeks once she hits schedule.

When this company puts into operation the rest of the ships contracted for, this port will be a busy place just handling Wilkerson ships.

It's hard to believe that Christmas is just around the corner. Here the warm weather makes



it seem more like the Fourth of July. We haven't even had a cool day to break the monotony of the heat.

### TOURISTS SCARCE

The outlook for a good tourist season is not too good. Last year there were ten times the number of tourists in town as there are now. Money is scarce in this town, but prices continue to be terrific.

Even the racetrack at Gulfstream is feeling the pinch; the owners claim they're dropping 50 grand a day.

If there is any indication of

the end of the lush spending days, this place is it.

Florida is a good barometer for the rest of the country's purse strings. The boys with the dough to throw away hit this place every year, but the little guys in between who managed to come to Florida during the war years are not coming this year. They've had their fling and can't afford it any more.

This place may be a holiday paradise, but it's no place for a working stiff. The best thing for a seaman to do in this town is to grab a ship quick—a few days here will clean out any ordinary guy.

## Port Tampa Has Mainly Transits But Florida Weather Is Perfect

By C. SIMMONS

TAMPA — In general there hasn't been too much going on in this port, but we can report that there have been quite a few coast-wise jobs in and out, and a few ships on foreign runs.

We had the SS John Barton, Waterman, but she only needed one replacement. We shipped Brother Buddy Bass on her as Oiler.

We also had the George Prentiss, another Waterman, loading rock for Japan. Naturally, she was on foreign articles and there was a little trouble on her.

The Prentiss was already to sail Thanksgiving Day at dawn. I was called out at five in the morning by the Port Captain and the Shipping Commissioner.

They wanted me to replace three Cooks and two Firemen who had gotten gassed up and walked off at sailing time. We got the new men, but we had to hold the ship until three o'clock in the afternoon.

### HAPPENS TOO OFTEN

Other than the three men who fouled up the sailing, the Prentiss crew was 100 percent okay. However, this sort of thing has happened on other ships and has happened too often. Something ought to be done and is going to be done to keep it from happening in the future, especially on ships on foreign articles.

Another ship we had was the Gateway City, also a Waterman vessel on foreign articles. She had a hell of a lot of trouble aboard her through the fault of the Skipper, an old "Captain Bligh" who has given us trouble before.

But through the cooperation of the crew, articles were broken and men were replaced. That was the end of the trouble.

Two of our Brothers who dropped in to see us the other day were Don Hall, the whip-cracking Bosun, and Bill Hall, the head Pearl Diver. Right now we have quite a few men on the beach, mostly oldtimers ready to ship.

### HOPES FUTURE BRIGHT

The easiest thing for anybody to do in Tampa, however, is to enjoy the sunshine and hope for the best.

We have noticed here in the Gulf that some of our northern Brothers have been taking blasts

at us and our ports, especially Tampa and Miami.

We do not think this is fair since, as most of the Brothers know, Tampa is largely a transit port and the collections are accordingly small. For this reason, Tampa has been running in the red for quite a spell.

Miami has been going better recently, and we should all give our thanks to the Miami Agent for the job he has been doing in that high price port. In the near future, we hope to be able to help ourselves out in both Miami and Tampa.

## No Pact Changes At Expense Of Seamen

By FRED J. FARNEN

DETROIT — During the past week, we have met with the D&C management on three different occasions. So far, nothing has resulted from these meetings other than that the company is making it's usual plea of poverty as an excuse for not wishing to meet the union's demands.

This particular company, the D&C Navigation Company, seems to think that they exist in a vacuum. By that, we mean they desire special consideration and special treatment despite the fact that they are engaged in a highly competitive business. We believe that the new President and General Manager, Mr. George Kolowich, is endeavoring to put D&C on a paying basis.

Certainly, the SIU Great Lakes District is willing to go along with Mr. Kolowich in an effort to put D&C back on its feet financially, but we do not intend to sacrifice the rights of our members in so doing.

Members of the SIU—who sailed on the five D&C ships have to pay the same high prices as other workers today. Just because this particular company has been unfortunate enough to remain in the hands of the McMillans for five generations is no reason why SIU members should be penalized.

### LARGE DIVIDENDS

For many years this company has paid large dividends. They have taken all of the benefits, and put very little back into the operation and improvement of their ships. As a result of this milking over a long period of time, the D&C ships are in poor

condition and require plenty of improvements.

Costs of the improvements and modernization of the D&C ships should have been spread over a period of many years. Now, at a time when this company is in poor condition due to the shortsightedness of the former owners, the SIU members who sail these ships are being asked to take it on the chin.

If they expect to operate during the 1948 sailing season, the D&C management must realize that they will have to pay wages and provide conditions equal to that of other SIU contracted ships.

As far as we are concerned, no special consideration which will reflect itself in smaller pay checks for D&C employees can be given to this particular operator. D&C, like other Great Lakes operators, must meet the going scale on the Great Lakes.

### TRANSPORTATION BEEFS

Recently, we have been confronted with several beefs from the Browning ships, that SIU members have been paid off these vessels without the inclusion of transportation costs due them.

Definitely, this is against the law, and Browning representatives must be made to realize that transportation for seamen who are being paid off must be paid according to the SIU contract with this company as well as the law.

The latest of these transportation beefs developed last week aboard the SS Hewitt at Buffalo. An SIU member who paid off this ship before laying-up was refused his transportation home by Captain Thorpe, who appar-

Members of the Deck Gang aboard the SS Niantic Victory hold a bull session on deck (below) while they enjoy the warming rays of the sun.

In photo at left, crewmembers are seen celebrating Thanksgiving Day with a sumptuous meal served up unsparingly by a crack Stewards Department. All hands were equally unsparing in their deep thanks to the ship's Chief Steward Hannegan, the Chief Cook and all the other members of the galley gang.

Photos were sent in by the SIU's San Francisco branch.



### FULL PROTECTION

Chiseling operators and Skippers should realize that it does not pay to try and break either the law or an SIU contract because SIU members are fully protected at all times by competent Union representation.

A couple of other beefs with this same operator (Browning Steamship Company) regarding transportation are still pending, and we expect to make the same speedy settlement of these grievances, too.

Whenever a Great Lakes seaman carries an SIU book, he is fully protected against any chiseling like the above. An SIU book is your insurance policy for job protection, job security, and Union representation on all legitimate beefs.



## Norfolk Seamen Stay At Home For Holidays

By BEN REES

NORFOLK—Santa Claus has knocked the socks off the Union business in this port.

Mamma has been telling Papa, "Darling, don't ship out 'til after Christmas." Papa, ever on the alert for an opportunity to toast his toes at the family fireside, is happy to get Mama's sanction.

Not many members are worrying about the situation. However, in the last week, Jimmie Bullock, Norfolk Dispatcher, pried himself loose from home berth 124. Moreover, there is quite a bit of activity around here although we had no payoffs last week.

### BLACK DIAMONDS APLENTY

Several ships which had been lying around unassigned, waiting for Congress to make up its mind what to do about Europe, slipped their rusty moorings, loaded coal and sailed.

Since there are several thousand cars of coal sitting on railroad sidings in this area, we expect more activity of the same kind next week. We also look for two Bernstein ships and one Waterman ship to arrive here for payoffs.

The Robin Kirk, a baby flat-top converted in a Norfolk yard into a fine freight and passenger vessel for the South African run, is having her shakedown cruise this weekend.

If accepted, she will call a crew Monday. A good many Brothers are waiting for her.

## The Patrolmen say

### Stick To It

NEW ORLEANS — One of the contract provisions our negotiating committee fought for and won is that which reads: "In port when sea watches are broken, a gangway watch shall be maintained at all times. A sailor shall be assigned to maintain this watch..."

During negotiations the companies opposed the inclusion of this clause, but the Union stuck to its guns and it was finally written in. The committee felt it had done a good thing here as it provided extra work and pay for the deck department.

Now the shoe is on the other foot. The companies are insisting that the crews live up to this clause; but, for unknown reasons, men aboard some of the ships are not abiding by the agreement.

During the past few weeks ships have arrived in port with logs against men for leaving the gangway without being properly relieved.

It is understandable when a man leaves for a few minutes to get a cup of coffee or a smoke, but the majority of the logs have been levied against men who have been caught in the mess-room playing cards or in their foc'sles grabbing forty.

In several cases we have managed to have the logs lifted and the offender let off with a warning.

If this beef continues to arise we are going to find ourselves on the short end of the stick.

Every log slapped against a crewmember for missing or leaving the gangway watch is a contract violation by the Union. We can't very well press company violations of the contract if we, too, are guilty.

If someone with a legitimate gripe gets a quick shuffle by the company, he may find the blame lies in the fact a fellow crewmember decided to knock off his gangway watch for a few hands of poker.

This matter has been the topic of considerable shipboard comment and in every case the men agree that a man who leaves the gangway is as guilty as a man who leaves the wheel, lookout or the fire room without being properly relieved.

This beef came up recently here aboard a ship from New York in transit to the Far East. The crew, however, had a stopper. When they found they had a gangway watch with the urge to travel, they called a special meeting for the Deck Department and warned the itchy footed brother.

Too, they told him if he was guilty of leaving his watch again, he would be taken off gangway watches for the remainder of the voyage.

The crew's fast action on what could have become a thorny beef is commendable. This ship is now enroute to the Far East, and I'm sure that when she hits the States again this beef will not come up at the payoff.

Johnny Johnston

## San Juan Branch Has Trouble With Island Marine Hospital

By SAL COLLS

SAN JUAN—We have had so many odd things happening these past few days that we don't know exactly where to start or what to tell you. Perhaps the most important story is that the Bull Line seems to want to run the San Juan Marine Hospital. And the hospital itself is another important story.

One of our Union Brothers from the SS Beatrice, a Bull ship, fractured a finger. He went to the Marine Hospital. When he returned to his ship, Dr. Springer's slip stated that he was to remain ashore for a period of four weeks during which time his finger was to be kept in a cast.

So far so good, but it seems that the Chief Mate of the Beatrice was determined to live up to a reputation which was strictly N.G.

As soon as he saw this letter from Springer, he blew his cork. He tried to accuse the injured

replace him to top and lower booms, and so on.

At the same time, the Bull company and its stooges would have the satisfaction of setting a precedent that would take away some of the hard-won rights of seamen.

In addition, the company would set a precedent of telling the staff of the Marine Hospital where to get off and how to do their work.

### DOC A CALAMITY

This would come on top of the fact that we have been getting very little cooperation from this calamity named Dr. Springer they have at the hospital and his stooges. We have had nothing but complaints lately from this so-called Marine Hospital. Most of the patients call it the "Springer Concentration Camp."

I have been down there quite a few times and I am inclined to agree with what the boys say. The doctor has gone so far as to damned near pick guys up out of bed and throw them out of the hospital.

I have also heard that he has called a lot of men names which the law prohibits from dictionaries. All in all, some of the patients refer to him as "Heil" Springer.

If any institution is to be investigated by the Commissioner of Marine Hospitals, this hospital in Puerto Rico certainly ought to have top preference.

(Ed. note: As the first step of an investigation of conditions at the San Juan Marine Hospital, Union Headquarters has written a letter to the Surgeon General of the United States Public Health Service in Washington.)



Brother of attempting to fake sickness in order to get a day or two off.

### "LIGHT DUTY"

Next, the Mate took the doctor's statement to the Beatrice's Captain. Between them, they decided to send the Purser over to the Hospital to get a new slip stating that the man with the broken finger might stay on the ship to perform only light duties.

Now a man assigned to "light duties" would impose a hardship on his fellow crewmembers because somebody would always have to stand his wheel watches,

## Check It - But Good

Check the slop chest before your boat sails. Make sure that the slop chest contains an adequate supply of all the things you are liable to need. If it doesn't, call the Union Hall immediately.

## Why Bosuns Get Grey Hair

Well, Brothers—suffering Brother Bosuns—what do you think of the idea of this column? The LOG is looking for additional contributions from the wealth of your practical experience.

I know a lot of you can tell some rare yarns.

About that schoolboy Mate I mentioned last week, the one who wanted to lash a seaman's ankles together so he could climb a topmast: Finally there came the day in a U.S. port when he wanted to discontinue fixing up

By G. W. (BILL) CHAMPLIN

the lifeboats until "we got to sea and have time." This was just before V-E Day.

What he wanted us to do instead was turn to on long-splicing a wire spring-line that had parted ten feet from the eye!

I quit and called for a Patrolman. The latter called the Coast Guard. It shouldn't be any surprise to hear that the schoolboy Mate was thrown off pronto and that sailing was delayed until the lifeboats were okayed.

I think one of the funniest boners ever pulled on me was on a Victory ship on which, as most of you know, the lifeboats use the gravity davit.

Well, we were on the home stretch from the South and East African coasts with the old girl freshly painted. We were cleaning up odds and ends of work including stencilling.

I was sitting in my cabin making up stencils for the boys and having a bad time of it, because I was short of letters and had to do most of the work in bunches.

At the moment, I was making up small ones, possibly one-inch ones or thereabout. I called to one of the acting ABs and said:

"Son, take this foot-rule and let me know how high those lifeboat letters are: the forward and of No. 1 boat has the cover unlaced."

"How do I get at it?" he asked.

"Go on the cabin deck," I told him, "step across onto the boat and reach down."

### "I'M SORRY"

About half an hour later he came back.

"Bosun," he said, "I'm sorry I took so long, but I had to get a heaving line."

"What for?"

"To measure with. The rule wasn't long enough."

"What?" I yelled.

"Bosun," the lad said, "I measured those letters all right. They're 14 feet above the boat deck."

And they wonder why Bosuns' hair gets gray.

## Shipping Boom Hits Port Mobile, Seafarers With Ratings Needed

By CAL TANNER

MOBILE—Shipping here really is booming now and we have them going out of here to almost any place a man could want to go.

In fact, at present our main trouble is a shortage of qualified men, especially ABs and Oilers. We have plenty of unrated men, but there just aren't enough rated men right now.

If the expected relief cargoes ever start rolling, Mobile is going to be one of the busiest ports in the country, mark my words—so all you rated men who want to ship before Christmas come on down and see us.

The Patrolmen report that last week was a busy one with six payoffs and eight sign-ons. Fortunately, most of the payoffs were very clean.

We had an Isthmian scow in here this week with the usual old story of scratched-out overtime. However, we straightened things up as much as we could, and shipped a real SIU crew on her.

When she gets back from the new trip it will be a different matter, because the new crew is working under the new contract.

Brother Morris Weisberger of the SUP was in town for a day and gave the SUP members here a chance to cast their ballots. We hope Brother Weisberger will be able to get down this way again in the near future as we really enjoyed his visit.

There are only a few of the boys in the hospital in Mobile, and since they are all scheduled to get out in a day or two we won't bother to list their names.

## Galveston Shipping Takes Jump; Port Is Host To Three Payoffs

By KEITH ALSOP

GALVESTON—The old shipping barometer swung around from cloudy weather to fair during the past week, when three ships came in for payoffs.

The Legion Victory, Isthmian; Nathaniel Currier, Waterman; and the James J. Westervelt, Mississippi, terminated trips here and in Houston. Immediately the Currier took on a new crew and prepared to head out for another trip.

While she was here we handled beefs pertaining to shipboard duties. The air was much clearer after we showed the Engineers that Oilers standing throttle watch, and the Mate that non-routine duties on deck while standing gangway watches, were taboo without the payment of overtime.

Another similar matter occur-

red on the Westervelt, where the Mate had the gangway watch riding herd on a stowaway instead of watching the gangway.

The work involved amounted to 180 hours of overtime all of which was collected.

### YOICKS! YOICKS!

The local boys who have been seafaring into the hinterland for wild game have been grounded for the past week due to rain.

Our supply of jerked venison and bird is getting mighty low, but if the weatherman is right, things should be better as he predicted fair and cold weather.

Maybe I'll oil up the old fouling piece and stalk a bird or two if the huntsmen come back with empty bags—I'm beginning to cultivate a taste for game.

Organizing work is pretty much at a standstill here for the simple reason that no unorganized ships of the fleets we are working in are in port.

This won't last long, however, as these ships hit this area pretty regularly and, in all likelihood, a swarm of them will hit port all at once.

With Christmas just around the corner, the gashounds have become scarce. Not that they're laying off for the holidays, it's just that the local law enforcement boys are doing their shopping early and seem to be concentrating on the gashounds.

If you want to enjoy Christmas, be on your good behavior in this port—Santa Claus finds it kinda rough in squeezing through those bars.

## Savannah Calls For Seamen As Shipping Takes Upward Turn

By CHARLIE STARLING

SAVANNAH — Things have tarted rolling here at last, and we all hope it stays that way.

We have learned that we will have two more payoffs in Charleston this month than we expected. One will be December 26, the other on or about December 30.

These will bring the total payoffs in Charleston in the immediate future to four, and perhaps

### Get A Receipt

Every member making a donation to the Union for any purpose should receive an official receipt bearing the amount of the contribution and the purpose for which it was made.

If a Union official to whom contribution is given does not make out a receipt for the money, the matter should immediately be referred to J. P. Shuler, Secretary-Treasurer, SIU, 51 Beaver Street, New York 4, N. Y.

In advising the Secretary-Treasurer of such transactions, members should state the name of the official and the port where the money was tendered.



**IS MARRIAGE NECESSARY,** by George A. Bartlett. Pelican Books, 179 pages, 35 cents.

The author, who as a Reno judge granted thousands of divorces and performed almost as many marriages, believes the house of matrimony is an institution worth preserving.

But Judge Bartlett has reservations. "...any old institution that is governed by a narrow, hidebound, inelastic limitation is not healthy," he points out.

Anything that is wrong should not be compelled to remain permanent, the judge says, and divorce is one way of righting a wrong.

Bartlett's treatment of the subject that has been a storm center of controversy ever since Adam took a bite out of Eve's apple makes this book thought-provoking reading, regardless of what side you take.

**THE ABORTIVE HUSSY,** by James Woodford. 191 pages, Avon, 25 cents.

The story of two "professionals" who give up their plush parasitic trade of consorting with fuddy-duddy business men and frustrated old women to live together and heal the wounds of their past.

Virginia, a southern gal who made good on Park Avenue, abandons her mink for a book-

store job and Duke, a paid escort, swaps his dinner jacket for mechanic's overalls.

The trials of this new strange life of living together for love proves to be most difficult at first, but in the end they find true storybook happiness.

**YOUNG LONIGAN,** by James Farrell. 186 pages, Penguin, 25 cents.

The first novel in James Farrell's trilogy tracing the tragic life of Studs Lonigan in Chicago's Irish slum. From the end of his formal education in grammar school through his experiences exploring life with a local gang, the author develops the character of Lonigan with the strength and realism which made him one of the outstanding writers of the '30s.

Farrell, in this his first successful novel, convincingly makes Studs a prototype in an environment which breeds bigots and criminals.

**SHORT STORIES,** by Thomas Wolfe, 158 pages, Penguin, 25 cents.

A collection of some of the best short stories by the well-known author of "Look Homeward, Angel" and "You Can't Go Home Again." Among them is "Only The Dead Know Brooklyn," a masterpiece in Brooklynese dialect.

Sometimes called the Prose Poet, Wolfe was a master of description and often in his books took a chapter to describe a single person. Taken in smaller doses, as in this book, he does not become boring and is easily digestible.

**RELIGION AND THE RISE OF CAPITALISM,** by R. H. Tawney, 235 pages, Penguin Books, 35 cents.

This reprint of a searching study first published 20 years ago is especially timely. Highly readable despite the formidable title, it probes the historical background of what many believe is a basic problem of the modern age, the almost complete break between Man's economic life and what for want of a better word is called his spiritual life.

Tawney, an economist and a member of the British Labor Party since 1906, finds that with the rise of the conception that success is to be measured by material and monetary gain alone life has lost all moral focus. He is not particularly concerned with theology but with the disappearance of any moral basis for life despite Man's incredible technical progress.

It's your union...



## Good Shipping For Rated Men In Philadelphia

By E. B. TILLEY

PHILADELPHIA — This is my first report since relieving William E. Higgs as Port Agent of the City of Brotherly Love. At this time, I'd like to state that shipping still remains good here and that, from reports I've heard from various steamship companies, it will remain good for a few days to come—but not for everybody.

A tip to rated men, ABs Firemen and Oilers: This is a good spot to head for if you're in a slow shipping port.

Also a tip to OS: This is a good port to stay away from, we have plenty of OS around.

Another tip to the wise: In case you decide to come to Philadelphia, don't forget your topcoat. We've had snow and ice on the ground for three days this past week.

We had several payoffs during the week, with all beefs being settled to the satisfaction of the crews. We will try to keep the payoffs that way—to the satisfaction of everybody.

### BAGGAGE RE-STOWED

We have made different arrangements in our baggage room. It has been moved to the second floor, the same floor on which the Dispatcher has been operating.

Incidentally, there is a lot of unmarked gear here which we wish the owners please would claim. In the future, in this port, all baggage checked will bear the name, book number and home address of the member on the check.

If the gear is not called for in 60 days, it will be shipped COD by Railway Express to the address on the check.

This is to prevent baggage from being kept so long that it piles up and uses too much of what small space we have.

That about winds things up for this week, except to say that Bill Brown and I wish all the members a Merry Christmas and a Happy New Year.

## US To Sell All Laid-Up Tankers

The sale of all remaining available Government tankers has been authorized by the U.S. Maritime Commission, in line with the agency's program for putting all seaworthy fuel carriers into operation.

It was announced that 464 tankers have already been sold of which 390 were T-2 type vessels.

Of these, 140 tankers were sold to purchasers who were not citizens of the United States.

Of those sold to citizens of this country, 186 T-2's, 71 will be transferred to Panamanian registry.

The rest, mostly Liberty-type, were sold to U.S. citizens for service under the American flag.

Out of the 186 T-2's sold to American operators, 77 have already been delivered. Delivery on the others is expected soon.

## Boston Returns To Slow Days

By JOHN MOGAN

BOSTON—Shipping and business in this area might well be shown on a graph showing the vagaries of the Russian ruble. One week it reaches a high point where it is necessary to send to New York for men, thus giving the boys in the Gotham area the impression that things must be pretty good up here.

Then, by the time they arrive here for a look-see, there is nothing in the harbor and no immediate prospects of anything arriving. And so it is right now—very quiet.

In the beef department, there was only the SS Yamhill (Ampac). This one, which recently paid off after a long trip, arrived in pretty tough shape.

The gang that paid off left a sizeable repair list behind, and it was a case of giving constant attention to the many beefs in order to get the ship straightened out. Everything is shaping up well now, and chances are the Yamhill should be leaving here coastwise within a day or two.

### COOPERATIVE CREW

On the other hand, the SS Arickaree (Pacific Tankers) paid off in Melville, R. I., in excellent style. The gang was very cooperative and left their quarters in apple-pie order, besides giving Patrolman Sweeney excellent assistance with the OT disputes.

This crew collected a \$58.00 donation, and after a short meeting, voted to donate \$15.00 of it to the LOG and to divide the remainder among the patients at the Brighton Marine Hospital for Christmas.

Together with the funds presently on hand and the donation voted by the Union, our boys in the Brighton Marine Hospital and all other Marine hospitals should be assured of a brighter Christmas.

Talking about Christmas—since this will be the last article of mine to appear before the holiday season is upon us, I would like to take this opportunity, on behalf of the Boston staff and myself, to wish all the members everywhere a Merry Christmas and a New Year for good shipping and prosperity for all.





# SHIPS' MINUTES AND NEWS

## ISTHMIAN SEAFARERS



From way out in Bombay, India, came this photo of crewmembers chowing up aboard the SS Steel Inventor. Sorry, identification did not accompany picture.

## 2 Lives Lost As Pilot Boat Capsizes Near SS Cornelia

For the second time within four days, tragedy was felt aboard the SS Cornelia when a pilot boat approaching the vessel capsized in heavy seas causing two of the three occupants to lose their lives. The mishap occurred off Cuba, Dec. 1.

Crewmembers of the Cornelia rescued the sole survivor from the treacherous waters, along with the small boat's 71-year-old pilot, who succumbed despite the determined efforts of Deck Delegate Albert Ulrich to revive him. The other casualty, whose body was not recovered from the sea, was the pilot's son.

Seafarer Ulrich, former life-guard in Philadelphia, adminis-

tered artificial respiration to the pilot for two hours before hope of reviving him was abandoned. The surviving member of the pilot's crew was reported in good condition despite his harrowing experience. Neither he nor the dead men were identified.

Last week, the LOG reported the death aboard the Cornelia of Seafarer Frank Jaskolski. He suffered a fatal heart attack two and a half hours after he fell through a hatch.

## Bunker Seeks Members' Aid For Story Of Ships In War

John Bunker, former Seafarer and member of the LOG staff, who is working on a book depicting the American merchant seamen's contribution in World War II, will be in New York for a month beginning Jan. 5 to gather material.

Brother Bunker will be on leave of absence from his job as shipping news reporter in Boston for the Christian Science Monitor.

He is especially interested in getting help from SIU men who sailed during the war and is anxious to speak to all brothers whose experiences would be helpful.

Bunker outlined the material he is interested in as follows:

1. I would like to hear from any men who made long voyages in ships' boats, such as the survivors of the James Denver, Star of Scotland, Prusa, Robin Moor and others. I am interested in as much of their experiences as they can give.

2. The "road to Russia in 1941-42-43." If there are any SIU men who sailed in the famous Fourth of July convoy of 1942, I'd like to hear from them, with all the incidents

of their trip, especially survivors of the Troubador or Iron Clad.

3. The early period of the war when the ships sailed alone is important, too. How about the boys from the Bienville, Coast Farmer and others? Write plenty, boys—the more the better.

4. The Malta convoys. Only a few ships made it, but some SIU lads were among them and I'd like to have their stories of the trips.

As Brother Bunker has pointed out, the job done by the seamen has not yet been properly presented to the public in spite of the fact that "it's a really great yarn."

The story should be told and all Seafarers who can help in telling it should pass along their stories to Bunker. Brothers who wish to submit material can send it to the Seafarers Log, 51 Beaver St., New York 4, N. Y.

Or if they prefer, they can see Bunker in New York anytime after Jan. 5. Those interested can leave their names and where they can be reached at the LOG office, where the information will be turned over to Brother Bunker.

## Log Available In Bound Volumes

Seafarers who wish to keep a chronological record of Union activities can do so very easily. There are available a number of bound volumes of the SEAFARERS LOG at nominal cost, and are to be disposed of on a first-come, first-serve basis.

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## Polaris Men Back Move To Change Promotion Rule

The growing feeling for a change in the shipping rules to stop shipboard promotions, gained further support when the crew of the Alcoa Polaris approved unanimously a motion to revise the rules.

The men of the Polaris made their sentiments known at a shipboard meeting held at sea. In the minutes, the motion was recorded as: "The crew of the Alcoa Polaris goes on record in support of a change in shipping rules to end shipboard promotions and calls for the filling of all vacancies through the Union Hall."

Following lengthy discussion in which various crewmembers pointed out the abuses of the present set-up, the crew voted in its favor without dissent.

The action by the Polaris crew follows a growing stream of letters urging revision of the shipping rules. Of the letters on the subject, stimulated by Paul Hall in Clearing the Deck several weeks ago, none of them has been in favor of retaining the present ruling.

Following its action in the matter of shipboard promotions, the meeting turned to education under which delegates gave the members present a full picture of the Union's structure, SIU constitution and history of the SIU and SUP. The minutes report that all hands participated and all questions were answered.

## SS Gervais Completes Rough Trip To Persian Gulf; Was Out 8 Months

The SS Gervais, Pacific Tankers, took eight months and 20 days to get from New York to Melville, R. I.—by way of the Persian Gulf, Japan and Antwerp. Moreover, the whole experience was "one of the roughest

planning. The ship was supposed to be stored for six to nine months but ran out of meat in about four. At various times the ship was out of eggs, flour, sugar, and salt, not to mention the above-noted cigarettes. In the latter connection, Dugina says the slopchest was short of a number of items on different occasions including razor blades and working gear.

All beefs that could be settled were squared to the satisfaction of the crew by Boston Patrolman James Sweeney when the ship hit Melville, December 4, but there were some beefs that were beyond squaring. It was just too late. Nevertheless, the payoff was very clean, Dugina reports.

There wasn't much a Patrolman could do in Rhode Island about the bum chow the boys had to eat in the Persian Gulf when the ship ran out of important stores. Or the lack of cigarettes. Or the heat. Or the three-and-a-half months without shore leave.

### POINT TO POINT

Follow the route of the Gervais and you'll get an idea of why the trip was tough. She left New York in March and went down to Curacao where she picked up some oil. She took that load to Vado on the Italian coast near Genoa.

Then she went out through the Suez Canal to Bahrein Island, and to Kuwait in the Persian Gulf and back to Haifa in Palestine; and after that back to the Gulf to Abadan, and then to Italy again; still on the shuttle, she went back to Abadan, then hit Aden where the boys had the last shore leave on July 26 until the Gervais hit Antwerp on November 4. In between, those dates, she hit Bahrein Island again, Kuwait again, Haifa again, Rastanura and steamed all the way out and around to Yokosuka, Japan, and came back to Bahrein once more.

When the boys went ashore at Antwerp they didn't waste any time getting the feel of dry land again, Dugina says, and adds that a little steam was blown off in the process.

### PRICES HIGH

Antwerp is one town where you can get most anything you want, he attests. He saw U. S. automobiles, refrigerators, washing machines and other products in abundance, but reports that prices were a bit above U. S. prices. However, he is a bit surprised by the way prices at home have risen since the Gervais sailed out last March.

Most of the beefs on the Gervais focussed on the food, the lack of cigarettes, the bucko tactics of the Master and the Chief Mate, the lack of shore leave and the heat. The overtime situation was not too bad, and the Master, if not the Mate, softened up considerably on the way home.

Principal beef concerned the food, and Dugina points out that this must have been due to bad

### NO CAMEL STEAK

The Captain picked up stores at one time or another in Port Said, Japan and Antwerp. But apparently Australian and British tinned sausage and similar



meats are not up to the American standard — or at least the crew didn't think so. Some weeks were "very trying," Dugina explains. He thinks that the Arabs around Port Said and Aden hid their Camels in fear that somebody would butcher a few for steaks and roast prime ribs. After Antwerp things were better, however, all the way to Melville—via Aruba.

A couple of times the Captain picked up British cigarettes — and they sold at 40 cents a pack aboard ship. Other supplies, notably razor blades and working gear were acquired from passing American ships.

On one of the trips into the Persian Gulf, the boys did get shore leave. They got about three hours one night in Abadan which meant a few sour beers and a bad show at the British seamen's club.

### THAT PANAMA FLAG

One thing that disturbed the Gervais crew was the sight of so many former American tankers sailing around under foreign flags. Just to show what this situation means to American seamen, Dugina cites one flying the Panama flag and carrying an Italian crew. According to the scuttlebutt, the Captain was drawing a measly \$150 a month. What the crew was being paid is anybody's guess.

Dugina thinks that for these long tanker trips there ought to be some pretty careful checks made of ships' stores and slop-chests. The Persian Gulf is a tough spot to run short.

# SIU Ships' Minutes In Brief

**CAPE CORWIN, Oct. 24** — Chairman Malcolm M. Cross; (Secretary not given). Trip-carders voted to retain their trip-cards. Steward recommended that New Orleans Agent instruct every ship to hold meeting at beginning of voyage to acquaint each member of Stewards Department with his job. Motion carried that Ship's Delegate contact all trip-card men who have not acted in a way becoming to a Union man and get them squared away. Motion carried to leave ship in a clean and orderly condition and instruct trip-card men to do likewise.

**LAHAINA VICTORY, Sept. 21** — (Chairman and Secretary not given.) Delegates reported no beefs. New Business: Recommendation signed approving the Chief Steward for his position, and being a permitman he is recommended for full book. Motion carried for delegates to make up a repair list for next trip. Good and Welfare: Chief Engineer refused to put light in the heads; men are taking showers in the dark. One minute of silence for Brothers lost at sea.



**NOONDAY, Oct. 1** — Chairman Workman; Secretary D. Angelo. New Business: William McIlveen elected ship's delegate. Motion carried that all repairs be made before signing on. Repair list made up and attached to minutes. Good and Welfare: Suggestion that one man be designated to keep recreation room clean and each man donate \$1 for his services. One minute of silence for Brothers lost at sea.

**GEORGE M. COHAN, Aug. 24** — Chairman Florenze Palowski; Secretary Frederick A. Rouncefield. Delegates had no beefs to report. New Business: Motion carried that delegates see Purser about opening of slopchest two times a week. Motion carried that next repair list call for installation of scupper in crew's pantry deck. Motion carried that Deck Engineer inspect heads and showers of Stewards Department. Good and Welfare: Suggestion that all men using jams, bread, etc., replace them in their proper place. One minute of silence for Brothers lost at sea.



**BETHORE, Sept. 14** — Chairman C. Fry; Secretary Herman Lewis. Delegates reported no beefs. Repair list made up calling for repair of ice-box, new mattresses and springs, time clock for P.O. mess, large percolator for crew and a large supply of matches.

**PONCE DE LEON (Date not given)** Chairman William J. Jones; Secretary Ray M. Casanova. Delegates reported no beefs. Good and Welfare: Suggested repairs: portholes in Bosun's room, keys to all crew-fo'sle doors, repair ice-making machine and new chairs for crew. One minute of silence for Brothers lost at sea.



**BULL RUN, Sept. 28** — Chairman Burns; Secretary Campbell. Delegates spoke on efforts to make ship an SIU vessel and lectures were delivered on the Union and explanations were made as to the contract's provisions. New Business: Suggested stiff fine for anyone caught smoking on deck. Good and Welfare: Suggestion to have dogs on doors repaired. One minute of silence for Brothers lost at sea.

**GROVER C. HUTCHESON, Aug. 19** — Chairman H. G. Harris; Secretary J. W. Pulliam, Jr. New Business: No one is to sign on until all beefs are taken care of. Patrolman to be called aboard to check all repairs and slopchest. Good and Welfare: Man making coffee is to clean bag. All men to return their cups at coffee time. One minute of silence for departed Brothers.

**F. T. FRELINGHUYSEN, Aug. 17** — Chairman Daniel Clifford; Secretary Kenneth Bastien. Delegates reported on number of books, permits in their departments. New Business: Motion carried that no clothing is to be left soaking in the laundry tubs. Motion carried that any one who is late for meals use P.O. Mess. Motion passed that ship's Delegate see Captain to transfer a mirror to Steward's department head.



**FRANKLIN H. KING, June 10** — Chairman Dodge; Secretary Hay. Delegates reported no beefs. New Business: Motion by Waters that minutes be made out in quadruplicate so a copy could be left for the crew following. Good and Welfare: To save untidiness in heads and showers, dust cans put in each shower and head so Brothers can deposit any waste material that is lying around. Education: All new brothers aboard ship can ask any book-holding Brother in any department the SIU rules. One minute of silence for Brothers lost at sea.

**COASTAL STEVEDORE, Nov 9** — Chairman Parrish; Secretary F. F. Steppe. Delegates' reports accepted. New Business: Motion carried that in future any man given a period of more than twenty-four hours off from work aboard ship shall call a replacement from the Hall as per shipping rules. Motion carried that any man missing a meeting aboard vessel without cause shall be fined the sum of \$15. Education: Discussion on importance of all members performing their duties and being a credit to the Union while aboard ship.

**GEORGE M. BIBB, Oct. 19** — Chairman B. H. Amsberry; Secretary E. Rhoades. New Business: Motion by L. Warden that a list be posted showing who are book, permit and trip-card members. This to show any member the others in the crew. Good and Welfare: Suggestion that in place of fines, everyone donate something to the Old Seamen's Home in Flagstaff, Arizona.

**L. S. WESCOAT (Great Lakes Transport) Oct. 7** — Chairman Fred Leonard; Secretary N. McLeod. M/S/C regarding mates hooking up hoses on dock, which is considered crew work. To be taken up with Mr. Collins. There will be no hourly rate of pay other than overtime. Regular pay based on a monthly basis. Two wipers M/S/C wanted direct action for wages Saturdays and Sunday. Sunday wages for day men and Wipers. M/S/C new contracts be sent down to ship to let crew ratify same. Good and welfare, washing machines be kept clean. M/S/C meeting be adjourned.



**CONNEAUT (Wyandotte SS Co.) Oct. 29** — Chairman John Roitaris; Secretary E. L. Wicker. Meeting called to order. Reading and discussion of contract. Agreed that deckhands should be issued towels every day. Specified better grade of toilet soap. Coffee time to be put in contract. Overtime to be paid when tarps are put on out in lake. Men being called to stand by during temporary mooring without sufficient payment of overtime. Specified time for linen issued to crew members. Night lunch to be improved, and watch system of putting out night lunches to be adopted. Investigate closed galley every afternoon. Overtime slips to be furnished for overtime. Election of delegates. M/S/C meetings are to be held first Sunday after payday. In event ship is in port, to be held following Monday. M/S/C meeting be adjourned.

**ANTINOUS, Nov. 16** — Chairman Ewald Freidrich; Secretary William S. Varro. New Business: Motion carried to have patrolmen check the meat aboard ship as meat was taken from another ship and crew is beefing over bad meat. Decision to straighten out steward who has been showing preference to officers and passengers.



**MILWAUKEE CLIPPER (Wisconsin & Mich. SS Co.), Oct. 7** — Chairman John Josefek; Secretary Same. Meeting called to order. Agent Jansen reported to crew of results reached through negotiations with Wisconsin and Michigan SS Co. for changes for winter operation. Discussion followed ending with results of the negotiations reached between the Union and Company be accepted by the crew members. M/S/C meeting be adjourned.

**SEAFARER SAM SAYS:**

**A MERRY CHRISTMAS TO US ALL!**

ORGANIZED BY THE SIU — 1947

- AMERICAN EASTERN S.S. CO.
- ATLANTIC TOWING CO.
- ATMACOAL CO. INC.
- COAST TRANSPORTATION CO.
- CORAL STEAMSHIP CO.
- CROSBY NAVIGATION CO.
- GULF CANAL LINES
- HURON TRANSP. CO.
- ISTHMIAN S.S. CO.
- KEARNEY S.S. CO.
- MESSECK TOWING LINES
- PETROL TANKER IND.
- PRATT S.S. CO.
- SAG HARBOR TANKER
- SEAWAY LINES LTD.
- VALU M. CARBON INC.
- SEATRADER CORP.
- ST. LAWRENCE NAVIGATION S.S. CO.

... SO, A MERRY CHRISTMAS, BROTHERS!

## CUT and RUN

By HANK

It sure looks like the shipping board will be looking bright enough until Christmas. In fact, the first words we heard from "Caricoa Red" Benway, the oldtimer, were: "Look at that board with all those ships. She sure looks like those old times during the war." Brother Benway confessed that he was anchoring in town for this Christmas... This week we saw Brother Roderick Smith, the Bosun, who presumably got off his home of a ship to spend Christmas, too, in New York. He was asking about his shipmate, Brother "Lucky Lee" Luciano... Brother Daniel "Blackie" Boyce, the oldtimer, said he sure could give a swell story of his experience aboard ship during the war if he could get the time and the patience. He read about John Bunker asking for Seafarer's to write up their experiences so he could write a book. Brother Boyce was on the famous SS Robin Moor. This week "Blackie" grabbed a Robin ship and whispered a promise to write from those foreign ports. Say, Blackie, our shipmate, Brother Al Baer, the cook, was in town a few weeks ago. Probably far out in the world now...

This is a remark by a Seafarer which was overheard at the door: "I don't go to sea because I need the money. I just go to sea to wear out my old clothes." One man's opinion and a rare one, at that... Attention Brother Malcolm M. Cross, aboard the SS Alcoa Pointer: You didn't send your home address in your request to have the LOG sent weekly to your family... To Brother George Meaney: The Merchant Marine Rest Center in Gladstone, New Jersey, just closed up. You must have heard about it some time ago since you said you had no place to go to rest up after your operation in the Marine hospital... Steward Fidel Lukban is in town right now... While his shipmate, Ozzie Okray, shipped out due to the high cost of eating and sleeping ashore and the low income dwindling from the last payoff, Brother Leo Siarkowski sadly confessed that he was getting out—no matter what ship comes up or whether it would be coastwise, to the island or to Europe...

Here's a bit of a letter from Brother "Red" Braunstein from his ship in Oxelosund, Sweden: This is some place. No liquor unless you buy a meal and then only one shot every four hours (Say, Red, that sounds like the Marine hospital, not a Swedish bar). We will be back about December 20... Here are some oldtimers who may still be in town: J. W. Stycron, B. Rivera, P. Pringi, J. L. Nusser, H. R. Larson, A. Marco, W. Walden, S. Manning, Steward M. Galina, and W. Gonzales... In person or by telephone you Seafarers in New Orleans can get a library of books and magazines for your ship by contacting the American Merchant Marine Library Association, Foot of Poydras Street, Telephone: Magnolia 3849...

From Brother William R. Bloom, the oldtimer, we have word he isn't landlubbing in Brooklyn as presumed previously. Brother Bloom has been anchored due to five months in the hospital and will soon be returning for more hospitalization. Good luck and fast recovery, Brother Bloom... Brothers, don't forget to remember this: Save those LOGS you bring aboard or the Patrolman brings aboard after you read them. Don't throw them away. When you hit those foreign ports bring a few LOGS to that other SIU ship in port, too. Save the other LOGS for the next foreign port you hit where there may be another SIU ship there. You'll be surprised how appreciating it will be to your other union brothers to get some copies of the latest LOGS—from you guys who save them for other SIU ships which may be away from the home ports for months—wishing to read up the latest news of our union.

# THE MEMBERSHIP SPEAKS



## Log-A-Rhythms

### Woes of a Wiper

Submitted by a Crewmember of the SS Del Sol

When fuel oil spills on deck, it's "Call the Wiper!" when the dyno engine is a wreck, it's "Call the Wiper!" when there's real work to do below, or only boiler tubes to blow, whether hot or cold, it's "Call the Wiper!"

The Oiler nowadays is a gag, he stuffs his pockets full of rag; see him strut, hear him brag: "I ain't no Wiper." he knows little and mostly less, oils by gosh and oils by guess and leaves things in an awful mess, he says, "Call the Wiper!"

"Where's the Wiper?" hear the First yell, the Second wants him on the hot well, and the Third is always crying: "Hell, I need a Wiper." when it's real work, like swinging a sledge, the oiler gets sick and



begins to hedge and the First gets made and all on edge, say: "Go get the Wiper." they want things clean but no one helps, they think too much of their precious selves, and the filthiest guy is the first that yelps: "What's-a-matter with the Wiper."

Call it a joke, but brothers it's true; the black gang is a helpless crew and I don't know what they'd do without the Wiper.

Some of us will die early, and some will die late, and when our ghosts gather 'round Heaven's gate, we'll be pondering our sin and pondering our fate; St. Peter with the keys will then come out and with a heavy frown will look all about; I'm betting two-to-one first thing he'll shout will be "I want a Wiper."

## Porter In Hospital

To the Editor:

While enroute to Baltimore from Mobile I was taken sick and am now in the McGuire General Hospital, Richmond, Va. I would be very glad to get the LOG sent to me as I will be here about six weeks.

Merry Christmas and Happy New Year to all!

James R. Porter

## SS THOMAS MacDONOUGH CREWMEN



Shown here are the members of the Deck Department aboard the Alcoa Liberty ship, which just completed a four months trip to Venezuela. From left to right, rear row: Jack Smith, AB; Johnnie Quimby, Bosun; Jerry Paraham, OS; Eden King, AB; Larry Lachapell, AB and Jimmy Dearing, AB. Kneeling are George Marshall, OS; Alvin Broussard, AB; William Robinson, AB, and Carl Amundsen, Deck Maintenance.

## Anti-Communist NMUer Lauds SIU Stand On Parley

To the Editor:

As an anti-communist NMU member I think your Union esteemed itself among members of the NMU who are opposed to communism mixed with trade unions, by your refusal to join the NMU in a wage parley.

Being a crewmember of the SS America and one who helped to build the NMU, I can truthfully say that ninety percent of the crew is against communism and is hoping to get rid of our communist officials even if we have to split our union.

### CREW FED UP

The crew feels as I do that we don't want to go to next June under the present set-up.

At the present there is much talk aboard the America about the merits of your union—especially the lack of communists in your ranks.

There is also much talk of members bolting the NMU and joining the SIU because of this.

(Name Withheld)

## Neponsit Men Thank SIU Send Holiday Greetings

To the Editor:

On behalf of the SIU men in the Neponsit Marine Hospital, we wish to thank the Union for the Christmas donation we just received. We are all very grateful for same and would like to take this opportunity of extending a hearty greeting to all our active brothers for a happy Christmas and prosperous New Year.

Thanks again to all responsible for making our Christmas cheerful.

James Hanchey  
R. Blake



## Delegate Thinks Engineers Toted Punchboard Licenses

To the Editor:

You men of the Black Gang who were not in the New York Hall when the jobs on this scow, the SS Lahaina Victory, Robin Line, were called off can consider yourselves lucky.

The Chief Engineer and the First Engineer are really Company stooges, the former being in addition an egotistical sort of fellow — that big word means that he loves himself best. I am of the personal opinion that these two so-called engineers won their licenses off a punch board or pulled them out of a couple of boxes of Crackerjacks.

I have yet to see either one of these birds enter the engine room to repair something without having a manufacturer's

book in one hand and a wrench in the other. A crescent wrench at that, for it may have been too hard to guess the proper size of an open wrench.

### STRICTLY BY THE BOOK

In case you men think I am just throwing the scuttlebutt your way, here are a few examples:

The economizers started to Jeak. Down came the book. The books on the ice machine, generator, feed water pumps, condenser pumps, and on the fire and bilge pumps followed, along with books on regulators and governors. It's a good thing the shaft alley bearings aren't a little more complicated.

Now to swing into the stooge part of the story.

When a man is afraid of losing his job through lack of ability he must rely on something else to try and make his position secure. The "something else" generally means that he becomes known as a stooge. The less the ability the bigger the stooge.

### WHOSE OVERTIME

One day the 4-to-8 Fireman, having gone to the hospital, was unable to return on time for his watch due to the Company's launch service being inadequate. The Chief told him he'd have to pay another Fireman two hours overtime out of his own pocket for standing his watch as "we" can't afford it, "we" being the Company. The Delegate stopped that noise and "we" the Company okayed the overtime.

The Chief came down to the Black Gang Delegate one day with the following proposition: "The Captain wants the ship clean by the time we get into port and I believe the Oiler and Fireman in each fockle should do their own room. So see how much you can do tomorrow in one hour."

He seemed greatly annoyed when the Delegate told him that neither he nor anyone else in the department intended doing contract work then or at any other time.

One Sunday at sea, the Deck Maintenance had been painting the Old Man's room and in the evening wanted to take a shower. The light bulb was out and the shower head was bad in the other shower. So instead of having the Chief Electrician replace the light bulb, the Chief, as Company stooge took his own shower head and replaced the bad one, avoiding payment of a little overtime.

Most annoying news is that we hear the Chief Engineer once was an SIU member. If so, I suggest that we make him President of the 99-Year Club.

Black Gang Delegate  
SS Lahaina Victory

(Editor's note: The above letter does not refer to the trip of the Lahaina Victory which paid off October 6. That was a clean payoff. Apparently, the writer is referring to an earlier trip.)



Here are the bellyrobbers of the MacDonough. Standing, from left to right: Tony Schiavone, Steward; James Gurnino, Chief Cook; Ernest Miller, 2nd Cook; Charles Godchaux, 3rd Cook and Donald Ticke, Messman. Kneeling are Ford Hanrahan, Messman, Louis Tauzan, Messman and Castal Lo Cigno, Utility. William Roberson submitted the photos.

## Cheers Gains In Isthmian

To the Editor:

Having read the account in the LOG, Nov. 28, of having brought Isthmian, the mighty octopus of the Far East, into the fold of the SIU, I take great pleasure in giving a grand salute to Brothers Curly Rentz and Morris Weisberger for the tremendous effort they put into the drive, making it a real success.

As President Roosevelt once said: "Another job well done."

Now for the not-so-mighty Calmar line, a similar set-up. This outfit needs a good housecleaning. They have finks constantly waiting at the piers to board these ships at the last minute when the hall is closed.

### GETTING THEIRS

Their officials disregard anything union at every opportunity. We must not forget their ships are fully loaded both ways and are not losing any money. The stores they attempt to put aboard would not properly feed the crew of a river tug. Believe me, this outfit sure whittles the stick.

I for one am strongly in fa-

vor of telling them once and for all. "Live up to the contract or suffer the consequences." They can do as the rest of the companies have done and still make money. They deserve the works; we'll settle for a better contract.

George H. Seeberger  
Marymar

## Attention Members

Each man who makes a donation to the LOG should receive a receipt in return. If the Union official to whom a contribution is given does not make out a receipt for the money, call this to the attention of the Secretary-Treasurer, J. P. Shuler, immediately.

Send the name of the official and the name of the port in which the occurrence took place to the New York Hall, 51 Beaver Street, New York 4, N. Y.

# Hails Canadian District's Display Of Brotherhood

To the Editor:

A "Brotherhood of the Sea" demonstration really got fast action from our Canadian Brothers of the SIU. When the smoke cleared up, a genuine 19-careet drip was minus his book and a job, and a new Brother was made happy by his discovery that the SIU and SUP, a loyal bunch of Union men, could demonstrate what real unionism should be.

Arthur Boone, SIU Canadian District, was dispatched as Messman on the SS Samuel Colt, Ampac, an SUP ship. He was a permitman and a clean cut young kid, and he was assigned to the officers mess. He was a trifle slow, but a willing worker. There was no question but what he soon would learn the ropes and be a good Messman. Everybody aboard ship liked him.

### FOUL TRICK

The drama comes. A new Chief Steward was also dispatched and the first thing he suggested had such an anti-Union smell, that only a man of his caliber would carry out such a trick. This Steward approached the Skipper on the quiet and told him that all the officers were complaining that the officers' Messman was too slow and that he was too dirty to be handling food. He prevailed upon the Skipper to sign Boone off on mutual agreement.

Brother Boone signed off, but, as he was paid up to midnight, he worked his supper hour.

The officers, hearing that he was quitting, asked him why.



Boone spoke up and stated that the officers didn't like his work.

This turned out to be a rank lie. No officer had entered any complaint against Brother Boone. It was only the cunning mind of a false Bellyrobber who devised the dirty untruth so he could get his own buddy aboard ship with him.

### HATS OFF

But the plans of mice and men often go astray. A new Messman was dispatched from the Hall. On learning what the score was, the new man refused to sign on. To Brother Archie Chisholm, the new man dispatched, hats off.

Being Delegate for our department, I got busy and soon we had a petition rolling, for we had found out that not one single officer had signed a complaint against Brother Boone. Moreover, every officer aboard signed the petition denying any such assertion, and nearly every crewmember also signed.

We were just leaving New Westminster, British Columbia, for Port Alberni. Just as the ship pulled away from the dock Brother Alan MacDonald ar-

rived—too late. However, we arrived at Port Alberni the next morning and there stood Dave Joyce and Jerry Proud. As soon as the gangplank was down, our Canadian officials showed what Union loyalty was.

### STEADY AS SHE GOES

To MacDonald, Joyce and Proud we extend our sincere thanks for their quick cooperation in seeing justice done, and I think that the Chief Steward should know our views.

As for Brother Boone, he is with us again, waiting in the officers mess.

To our hard-working Canadian Brothers we should take off our hats. Moreover, we should give them every moral and financial support possible. Yes, boys, "Keep her steady as she goes."

Edward G. Fries, SUP  
SS Samuel Colt, Ampac

### FORT ERIE CREW CLEANS UP SHIP; DUKE FIXES MATE

To the Editor:

From the looks of the Fort Erie when we went aboard it recently some of the brothers don't give a damn what they do to the ship or the damage they do to the union's prestige.

The vessel was in pretty poor shape and it took a lot of labor to put her back on her keel. We went at it with a will because we wanted a decent place in which to work and live, and also we didn't want anyone to get the impression that the mess left by the previous crew was typical of the SIU.

We straightened up the ship alright, but I also had to do a little work on the mate. This guy thought he could do as he pleased regardless of who was in charge of a particular job.

Once, while drunk, he challenged me for my seatime. I guess he thought he was going to show up a greenhorn. I told him I had been going to sea long enough to qualify as a rank and file seaman and my union book was stamped "bosun"—nothing else mattered.

I think I hurt his feelings, but what else can a guy do when someone like this tries to make things rugged?

Duke Himler  
SS Fort Erie

### Khaki-Clad Brother Yearns for Deep Blue

To the Editor:

I want to thank all the Brothers and the Union for all they have done for me while I was an active member of the SIU. Right now I am in the army, as the address below indicates.

Enclosed find \$20 as a donation for the LOG. Sorry it can't be more.

Well, here's hoping I will be back to sea soon.

S/Sgt. Ben H. Miller, 6282803  
B Troop, 8 Cav. APO 201,  
Unit 2

c/o PM, San Francisco, Cal.

(Ed. Note: The LOG deeply appreciates Brother Miller's generous contribution, and hopes he will be able to shed the khaki very soon. Meanwhile, his old shipmates might keep him up to date on the score by dropping him a line now and then.)

# Spurlock Looks At Life: Leaves From A Seafarer's Sketch Book

From down Puerto Rico way, where the tropical clime seems to nourish the talents of Seafarers, comes several samples of Brother Homer Spurlock's black and white sketches. Spurlock, for some reason, mirrors the grimmer aspects of life.

Subject of Spurlock's portrait sketch at the right is Vincent (Blackie) Kane, a member of the SIU since 1942. He saw action in all theatres of operations during the recent war. Kane sails as an AB or Deck Maintenance, says the information accompanying the sketch.

At the present moment he is reported basking in the beneficial sunlight in San Juan, where he is renewing friendships with former shipmates and Union Brothers.

To Brother Spurlock and other seafarer-artists, the Island presents a multitude of subjects. The harbor in San Juan, Morro Castle and the lazy streets of the Island's cities make excellent material for the brush, pencil or pen.

To put down on paper life as it is among the unhurried islanders is a temptation easily succumbed to by those with the artist's heart. While they find a shortage of materials with which to work, they find no lack of people willing to model.

Brother Spurlock intends to submit other copies of his work from time to time. Pencil sketches of other Seafarers, he says.



Here are some observations made during Spurlocks experiences in far-flung ports. But below shows another scene of life in the raw.



**'COOKING' WITH ELBOW GREASE**



Here's the indisputable proof that should put an end to a long-standing legend nourished by some wags who opined they'd "never see the day" Frenchy Michelet would strain his muscles. This exclusive LOG photo shows the New York Hall building superintendent precariously perched on the top rung of his well-used ladder as he recommissioned a broken door on the sixth deck the other day. One observer, after being revived with a bucket of ice water, admitted he had "seen everything."

The door, by the way, was working as smoothly as a 21-jeweled watch after the versatile Michelet left triumphantly to attend to another of his many chores.

**Claims Bookmen 'Hog' Jobs Unnecessarily In San Juan**

To the Editor:

I'm not very good at writing letters, but, in an organization like ours, everybody has to take a hand and help build it up. And as long as we can't do it any other way well (that is, some of us), we can do it by writing and getting a few things off our chest.

Here in the San Juan Hall there are quite a few boys waiting for ships. Most of the bookmen are running from the winter cold as are many of the permitmen. But let me get to the point.

**FOR EXAMPLE**

Let's take the case of Book No. X-1 (let's keep the man's identity out of the LOG until his case is disposed of, since he is now being brought before a committee). There's a job on the board for a Messman and this bookman is registered as a Chief Cook. He is out of the Hall when the Dispatcher calls the job. No bookman wants it and a permitman throws in for it.

Here's the point. All the time this is going on, the Chief Cookie is watching from the outside. All of a sudden he decides not to ship Chief Cook, he wants to go Messman.

**LO, THE POOR PERMIT**

Well, as you know, the poor permitman — I'm a permitman myself—is out of the deal. The bookman goes. Of course this is a regulation. But what I'm driving at is that the bookman needs a couple of bucks. So he goes around the Island and comes back to San Juan after he gets them. He decides he's made enough to stay on the beach, so he waits for the last minute to pile off. The Steward has no

time to call the Hall because the ship has to sail, so the ship takes any salt from the pier and gets, who knows, perhaps even an NMU stooge. And the bookman has his stretch on the beach here.

And that brings me to the conclusion where my permit boy has to stay here for another week—maybe to go through the same story again.

Many of the Brothers are doing this. What do you say fellows? Even if you are independent, there are others who may have 10 kids apiece.

Daniel Duran Ruiz  
San Juan

**FRENCH MEDICO, NURSE TREATED SEAFARER WELL**

To the Editor:

Please put the address below on your mailing list for the LOG. This is the hospital here where merchant seamen are sent when sick, and I am sure this doctor will give the LOG to any SIU Brother who gets in here.

Dr. James L. Ducassou  
Hospital Saint Aude  
Bordeaux, Gironde  
France

Also, it ought to be noted in the LOG for the benefit of seamen that anybody going to a hospital in France should take soap and towels with him. Since the French can't furnish them, I am sure they just don't have the soap and towels.

And, if anybody is in the hospital in Bordeaux, please treat Dr. Ducassou to anything that is possible. He and the dear nurse who was in charge were father and mother to me, and I thank them with all my heart.

Blanco T. Williams

**Pre-Contract Isthmian Run Grim Reminder Of Unsavory Conditions Wiped Out By SIU**

(Editor's note: The conditions described in the following letter occurred prior to the Union's negotiation of a full contract with the Isthmian Steamship Company. Now that the contract provisions are in full force on all Isthmian ships, conditions experienced by the writer of this letter are relics, which, like blue linen and maggoty chow, must take their place with other pre-Union abuses. Certainly, the letter points up the vital need for SIU contracts aboard all vessels.)

To the Editor:

I shall remember Sept. 12, 1947, for a long time. That was the day I got a job on the SS Beaver Victory of the Isthmian Line.

The board in Baltimore said she was going to the West Coast and then to Europe. Being very embarrassed financially, I decided I had to ship out, even if it was an Isthmian scow, so I threw in for the job and got it.

The Dispatcher told me to go down to see a Captain Flynn at Locust Point, so I headed for my room, threw some gear in a suitcase and was off to see Flynn.

**COMPANY QUESTIONS**

After getting by the Isthmian guards at the gate, I finally gained entrance to his office. For a long time I filled out questionnaires which would have made the questions asked by a

**Jean Men Ask Use Of Hospitals For Families**

To the Editor:

We the crew of the SS Jean feel that Brother George Meaney's letter urging the treatment of seamen's families in marine hospitals should be run again and again in the LOG.

Brother Meaney points out (LOG, Oct. 31) that treatment is extended to the families of Coast Guard men and civil service employees and therefore should be extended to the wives and children of seamen. On this he's absolutely right.

There is an urgent need for the admittance of seamen's dependents into these hospitals and we believe a constant stream of publicity along this line will have some effects in making this a reality.

The entire crew of the Jean hopes steps will be taken to open the doors of marine hospitals to our families.

Entire crew  
SS Jean

**Send In Letters On Your Voyages**

Dear Brothers:

We've been getting plenty of letters from you about the stinkers and the bum ships.

But we feel sure some of the other Log readers would like to hear about the good times you have in strange ports, too. There are a lot of boys on the beach today who'd like to know what goes on in Rio or Copenhagen, Yokohama or Cape-town.

So drop us a line and let us hear what you've been doing. Try to keep your letters to about 300 words or less, so we can print them all. Many thanks, Brothers.

The Editor

Senate investigating committee look childish. When that was all over, I was told to go see the Doc who turned out to be on O'Donnell Street which is on the other side of Baltimore. From there, so help me, I had to go back across town to the Maryland Drydock where the 'Eager Beaver' was tied up. I finally got there—exhausted.

I had to sign on at the gangway—strict Company rule, the guard said.

I asked the guard what the Beaver was in drydock for and he gave me a story that should have made me turn right around and head back for the Hall. She had been loaded for an inter-coastal run and got as far as the bay when they tried to start up a boiler without any water in it. You figure out the rest. She laid up at Pratt Street four months and in the shipyard another month getting a new boiler.

I headed for the midship house to look for an empty fock'sle, and found them all empty. No crew yet. I found the Chief Mate and asked "When do we eat?" He said, "No food." I said, "Money



will do." No dice. I told him all I had was 40 cents, and he told me that was enough.

I looked for the Steward to get my linen. Hah, no Steward. Then a guy in khakis came up to me and wanted some more of my life history. "Are you the Purser?" I inquired. He was the Third Mate. You guessed it, no Purser yet.

**CHEROKEE CHIPS**

Now I'll tell you about some of the crew.

Down at Flynn's office, the guy asked Chips if he was a carpenter. "I got my own tools," Chips answered. Chips claimed to be a full blooded Cherokee Indian, but he was the first Indian we'd ever seen with curly hair. He also claimed that the Deck Maintenance not he was supposed to grease the heel and gin blocks.

We let the beef go all the way to Seattle and back to Wilmington, Calif., where we got a Patrolman to tell him what his job was.

In one port, the Pilot hollered for one shot of chain in the water. The ever-efficient Chips put in nine—said the brake wouldn't hold. On two occasions while we were heaving up the anchor he had the brake on.

Chips was always screaming that he had a full book. He was even going to take the Delegate's job until I intervened. Now here is the clincher: he was an Isth-

mian stiff. That's how he got his book, he hasn't paid one cent to the Union. Well, we all have full books too, so you can be sure he will never sail Carpenter again.

**'CAPTAIN MOLOTOV'**

One day, the Mate told the Bosun he'd give a watch a day off in every port. The Skipper overheard him and dashed into the Mate's room yelling, "I veto that." Since that day the Skipper has been known as "Captain Molotov."

The department heads are mere figureheads on the Beayer. We go. I told of an agreement Isthmian had for their crews. Everything said "as the Master directs."

There are plenty of new ideas aboard this ship. The Mate told the Bosun to fuel-oil the boat deck. It was the Skipper's idea, the Bosun learned. Better than fish oil, the Old Man said. We put it on. It ought to dry by 1950.

**WANTED: STRAITJACKETS**

One of the new boilers started to leak and we are now making 11 knots an hour with a three-knot current. Maybe the Wipers know enough about the thing to fix it. Who knows?

The Second Engineer keeps running around shutting off lights to save fuel and wear and tear on the generators. The First is also quite a boy who is always yelping that the SIU and MEBA are phony. He is also under the impression that if the Black Gang uses too many rags, U. S. Steel will drop four points on Wall Street.

As usual these days, the Taft-Hartley Act is widely discussed aboard ship. To prove that a Union crew is really democratic, none of us gets burned up if someone is in favor of it. Our Purser is a damned good Joe and a good pinochle player, but strictly for Taft. But nearly everybody is now convinced the law is strictly no good.

Well, we are scheduled to pay-off in Baltimore around December 18, so if anybody has a supply of straitjackets for sale he could do a hell of a good business aboard the Eager Beaver.

Yes, You Too Can Go To Sea, But God Help You.

Jerry Lonsky  
SS Beaver Victory

**Story Crewmember In Dublin Hospital**

To the Editor:

I am the Deck Delegate on the SS Joseph Story. One of our deck crew is in the hospital here in Dublin, Eire. He would like to have the LOG sent to him as he will be confined for some time.

His name is Edward Denehey. The hospital address is: Mercer's Hospital, Ward No. 1, Dublin, Eire. Perhaps some of his shipmates will write to him.

Robert J. Kennedy  
(Ed. note: The LOG will be sent to Brother Denehey. Brothers are requested to drop him a line.)

# BULLETIN BOARD



## MONEY DUE

The following have checks in the Detroit office of the Seafarers Int'l Union—Great Lakes District, which can be obtained by writing to 1038 Third Street—Detroit 26, Michigan:

### TROY BROWNING STEAMSHIP COMPANY

George Sanderson, Harry Gilbert, Bernard L. Malila, Harry Suleri, James Dunigan, Edward

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## PERSONALS

### HAROLD MERCHANT

Your sister, Mrs. Alice Melendy desires that you get in touch with her c/o Kresson Road, Hadsonfield, N. J.

### GEORGE MITCHELL

Your sister, Miss Mary Leonard, 56 E. Bellevue Place, Chicago, Ill., wants you to communicate with her.

### JOHN ROSS

Your sister, Mrs. F. W. Pollock, requests you to contact her immediately at White House, Embo, Scotland. She has news to your advantage.

### MELVIN E. RICE

Your mother and sister ask you to get in touch with them, care of Mrs. Laverne Rice, 524 South 14th Street, Belleville, Ill.

## NOTICE!

### MALCOLM M. CROSS SS ALCOA POINTER

In your application for the LOG, you omitted your home address. Please forward this information so paper can be sent to you.

### ALPHEE BRUNET

A United States Customs Receipt for the gear which you left aboard the SS Capitol Reef is being held for you at the baggage room, 4th floor, New York Hall. The receipt was turned over by the ship's Purser, Edwin M. Stern, who brought the gear back to the States.

## MONEY DUE

Meseck Towing Company is holding checks for Albert Diamond and Carlos Fernandez of the Judith N. Meseck. Money can be collected at the company office, 39 Broadway, New York, N. Y.

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- CLEVELAND .....1014 E. St. Clair Ave. Main 0147
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- HONOLULU .....16 Merchant St. Phone 58777
- JACKSONVILLE .....920 Main St. Phone 5-5919
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## Notice To All SIU Members

The SEAFARERS LOG as the official publication of the Seafarers International Union is available to all members who wish to have it sent to their home free of charge for the enjoyment of their families and themselves when ashore. If you desire to have the LOG sent to you each week address cards are on hand at every SIU branch for this purpose.

However, for those who are at sea or at a distance from a SIU hall, the LOG reproduces below the form used to request the LOG which you can fill out, detach and send to: SEAFARERS LOG, 57 Beaver Street, New York 4, N. Y.

### PLEASE PRINT INFORMATION

To the Editor:

I would like the SEAFARERS LOG mailed to the address below:

Name .....

Street Address .....

City ..... State .....

Signed .....

Book No. ....

# Unclaimed Wages

## Mississippi Steamship Company

501 HIBERNIA BLDG., NEW ORLEANS, LA.

The following is a list of unclaimed wages and Federal Old Age Benefit over-deductions now being paid by the Mississippi Steamship Company covering the period up to December 31, 1946.

Men due money should call or write the company office, 501 Hibernia Bldg., New Orleans, La. All claims should be addressed to Mr. Ellerbush and include full name, Social Security number, Z number, rating, date and place of birth and the address to which the money is to be sent.

|                         |        |
|-------------------------|--------|
| Eldhuse, Anton          | 1.70   |
| Eldridge, Andrew H.     | 5.60   |
| Eley, Rufus M.          | 6.88   |
| Elf, Knute              | 9.90   |
| Elfers, Fred G.         | 18.41  |
| Eller, Robert L.        | 7.26   |
| Ellingsworth, James G.  | 16.14  |
| Elliott, Charles L.     | 36.41  |
| Elliot, Edwin H.        | .01    |
| Elliott, Jas.           | 5.15   |
| Elliott, Jesse K.       | 5.14   |
| Elliott, Julian M.      | 5.14   |
| Elliott, Milford W. Jr. | 13.47  |
| Ellis, Frank F.         | 4.27   |
| Ellis, Homer A.         | 3.72   |
| Ellis, Jack Elton       | 6.58   |
| Ellis, John W.          | 1.48   |
| Ellis, Lloyd            | .93    |
| Ellis, Robert D.        | 1.44   |
| Ellis, Roy Van          | .08    |
| Ellvanger, Ernest N.    | 1.25   |
| Ellyson, Jos. S.        | 3.15   |
| Elrod, Roy F.           | 15.21  |
| Elston, Kenneth M.      | .94    |
| Ely, Edward R.          | 6.20   |
| Emcken, Carl C.         | 36.46  |
| Emeri, Raymond E. V.    | 13.58  |
| Emmart, Donald A.       | 4.66   |
| Emmons, Audren          | 8.48   |
| Endres, Edwin           | 3.44   |
| England, Fred R.        | .45    |
| Englehard, G.           | 10.00  |
| Engles, Joseph N.       | .94    |
| English, Thomas         | 9.24   |
| Englo, Minyard D.       | 2.64   |
| Englund, Arthur N.      | 5.89   |
| Engst, Ernest D.        | 24.94  |
| Engstrom, Chas          | .01    |
| Engwall, J.             | 8.21   |
| Enna, Joseph Jr.        | .72    |
| Ennis, James P.         | 23.20  |
| Enoches, E.             | 3.62   |
| Enos, Gilbert J.        | 35.80  |
| Enriquez, Jacobo        | 2.48   |
| Enz, Phillip H.         | 2.88   |
| Epperson, Hebert A.     | 6.51   |
| Erb, George W.          | 5.35   |
| Erco, E.                | 1.65   |
| Erdle, Francis E.       | 95.62  |
| Erickson, Gavin Victor  | 8.66   |
| Erickson, Irvin C.      | 1.74   |
| Ericksson, Karl A.      | 21.16  |
| Erickson, Lief H.       | 1.71   |
| Eriksen, A.             | 1.46   |
| Eriksen, Edmund         | .59    |
| Ernst, Frank E.         | .12    |
| Ernst, George W. Sr.    | 2.33   |
| Erwin, Bennie M.        | 18.38  |
| Erwin, Harold K.        | 2.56   |
| Erwin, James E.         | 36.54  |
| Edwin, John C.          | 5.94   |
| Escalante, Justo        | 18.77  |
| Eschete, Henry Lee      | 23.41  |
| Escoffier, John         | 34.08  |
| Eskew, Jonas H.         | 8.86   |
| Eskew Joseph L.         | 27.83  |
| Esplin, Karl            | 1.44   |
| Esposito, P.            | .69    |
| Esquivel, Jose          | 3.39   |
| Esteve, Edwerd J.       | 13.44  |
| Esteve, George Luc      | 4.19   |
| Estrella, M.            | 1.39   |
| Etheredge, William L.   | 55.64  |
| Etherton, Teery G.      | 14.75  |
| Ethington, Herman G.    | 1.87   |
| Etter, Rex              | 46.77  |
| Ettinger, John J.       | 104.69 |
| Eubanks, Marshall B.    | 1.71   |
| Eudailey, William G.    | 40.23  |
| Eudy, Clifford D.       | 4.65   |
| Eure, Willard M.        | .46    |
| Evens, Auston G.        | 97.33  |
| Evans, C.               | .35    |
| Evans, Corbit           | 12.38  |
| Evans, E.               | 2.30   |
| Evans, Frank J.         | 42.66  |
| Evans, J.               | 1.20   |
| Evans, Leonard N.       | 21.81  |
| Evans, Overdown         | 12.23  |
| Evans, Robert A.        | 1.98   |
| Evans, W.               | 1.00   |
| Evans, William H.       | 16.01  |
| Evensen, Even           | 14.85  |
| Everett, Alphas T.      | 24.79  |
| Everett, Monere F.      | 54.19  |
| Eversole, Charles L.    | .56    |
| Everson, Russell S.     | 7.20   |
| Eves, James T.          | 3.05   |
| Evry, August            | 32.30  |
| Ewing, Ralph            | 3.91   |
| Ewing, William F.       | 10.66  |
| Ezell, Columbus R.      | 2.13   |

F

|                   |       |
|-------------------|-------|
| Faanes, Byron     | .27   |
| Fabel, Gabriel V. | 21.27 |

|                          |       |
|--------------------------|-------|
| Faber, Arthur            | 4.20  |
| Faciame, Allen R.        | 4.20  |
| Fackler, Robert R.       | 3.26  |
| Fagan, Wede A.           | 2.06  |
| Fagan, William T.        | 1.37  |
| Fagerblad, Gustav M.     | 3.28  |
| Fagg, N. E.              | 1.68  |
| Fahringer, Sheldon       | 11.85 |
| Faifua, Mike T.          | 20.11 |
| Fain, Dolphus R.         | 41.82 |
| Fair, David C.           | .99   |
| Fair, Harry J.           | 19.33 |
| Fairchild, Glen          | .45   |
| Faircloth, Harold D.     | 3.44  |
| Faircloth, John T.       | 2.92  |
| Fajatoski, Jacob         | 11.96 |
| Falana, John M.          | 14.30 |
| Falasca, Joseph A.       | 4.87  |
| Faley, J. E.             | 7.18  |
| Falk, Bernard            | 1.48  |
| Fallon, Charles R.       | 13.55 |
| Falnes, J.               | 10.56 |
| Falter, J. T.            | 22.27 |
| Fanacone, George         | 7.93  |
| Fanelli, Steve J.        | 2.64  |
| Fanger, Henry            | .01   |
| Fanning, William J.      | 11.20 |
| Farley, Ramsey           | 12.43 |
| Farner, Cary C.          | 4.00  |
| Farnen, William L.       | 1.65  |
| Farney, Wm. S.           | 7.11  |
| Farrn, Thomas B.         | .28   |
| Farrar, M. G.            | .35   |
| Farrall, John D.         | 5.14  |
| Farrell, William E.      | 6.53  |
| Farre Bros., Paul A.     | 1.40  |
| Farrington, William      | 4.69  |
| Farris, Oliver C. J.     | 3.26  |
| Farrow, Jack             | 2.64  |
| Farrow, James E.         | 7.20  |
| Farsjo, Jorge T.         | 2.79  |
| Farthing, Roger J.       | 1.90  |
| Farthorn, W.             | 3.26  |
| Fassinger, John F.       | 4.98  |
| Fath, J. A.              | 3.71  |
| Faulk, Dillon A.         | 3.96  |
| Faulkner, Thomas F.      | 8.00  |
| Fawcett, Paul G.         | 2.13  |
| Fay, J. F.               | 6.39  |
| Fay, John A.             | 16.37 |
| Fayard, Edward E.        | 6.21  |
| Fazzio, Antonio          | 2.18  |
| Fearon, J. R.            | 2.23  |
| Federoff, P.             | 12.34 |
| Feds, Edward J.          | 5.35  |
| Feeny, Arnold Robert     | 31.76 |
| Fegan, Arnold Robert     | 7.00  |
| Fegan, M. A.             | 2.00  |
| Fegan, Robert E. Jr.     | 10.59 |
| Fehrenbach, Wm.          | 1.34  |
| Felder, Brad.            | .14   |
| Felicko, Steve           | 1.78  |
| Felippis, A. D.          | 6.54  |
| Feliv, Arturo            | 14.02 |
| Felix, Frank M.          | 4.95  |
| Feller, Bill C.          | 9.15  |
| Feller, Richard Patrick  | .01   |
| Felton, Nicolas W.       | .59   |
| Felty, John              | 1.98  |
| Fenn, R.                 | 2.81  |
| Fenton, H. E.            | 5.94  |
| Fentren, L. L.           | 5.26  |
| Feraci, C. E.            | .66   |
| Ferdenshy, John A.       | 6.82  |
| Ferdinandsen, Alfred Ed. | 18.40 |
| Fereno, Jozsef           | 5.51  |
| Ferguson, George J.      | 1.88  |
| Ferguson, James E.       | 40.57 |
| Ferguson, John O.        | 30.63 |
| Ferguson, Maurice E.     | 4.70  |
| Ferguson, Ralph J.       | 33.23 |
| Ferguson, Richard M.     | 10.26 |
| Fernandes, Mauel C.      | 5.56  |
| Fernandez, Carmelo T.    | 2.48  |
| Fernandez, Francisco O.  | 24.50 |
| Fernandez, Jose D.       | 37.96 |

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|----------------------------|--------|
| Fernandez, M. C.           | 3.17   |
| Fernandez, Raul            | 11.19  |
| Fernandez-Cordero, Juan V. | 7.94   |
| Feroli, Ernest R.          | .35    |
| Ferrara, Frank             | .69    |
| Ferrara, Frank S.          | .53    |
| Ferreira, Raymond          | 29.56  |
| Ferrence, Michael A.       | 11.38  |
| Ferrera, Duva F.           | 2.40   |
| Ferrero, John              | .69    |
| Ferri, Benjamin G.         | 3.46   |
| Ferri, Edward V.           | 1.42   |
| Ferris, Benjamin           | 1.78   |
| Ferrondini, Antonio J.     | 8.27   |
| Ferullo, Joseph L.         | 2.97   |
| Fetterhoff, J.             | .46    |
| Fettgather, Melvin L.      | .89    |
| Ficaratto, J.              | 6.00   |
| Ficarelli, Donato          | 2.79   |
| Field, Lloyd M.            | 33.61  |
| Field, R. B.               | 40.80  |
| Field, Robert              | 21.00  |
| Field, Robert J.           | 7.93   |
| Fields, Delbert            | 2.25   |
| Fieldson, Charles          | 9.18   |
| Fifer, Edward              | .39    |
| Filch, R.                  | 3.28   |
| Filipovich, L. A.          | 3.00   |
| Filippone, Walter W.       | 3.30   |
| Fillingane, Melvin L.      | 33.60  |
| Filloon, Raymond           | 21.93  |
| Findley, James Louis       | 2.17   |
| Finger, Louis A.           | 1.00   |
| Finigan, John R.           | 4.82   |
| Fink, John T.              | 7.59   |
| Finklestein, Albert        | 3.46   |
| Finlayson, Robert C.       | 6.70   |
| Finnegan, J.               | .01    |
| Finnegan, Thomas H.        | 10.72  |
| Finnelli, James W.         | 12.80  |
| Firkins, Duaine D.         | 48.96  |
| Fischer, Damian W.         | 2.11   |
| Fischer, Francis J.        | 6.83   |
| Fischer, John L.           | 2.23   |
| Fischer, Walter V.         | 71.24  |
| Fisher, Benjamin L.        | 28.93  |
| Fisher, aDniel W.          | .33    |
| Fisher, Francis A.         | 6.18   |
| Fisher, Harold             | 2.08   |
| Fisher, Harry M. Jr.       | 2.23   |
| Fisher, James G.           | 4.66   |
| Fitch, Richard T.          | 17.72  |
| Fitts, R.                  | 6.39   |
| Fitzgerald, Charles        | 5.64   |
| Fitzgerald, Harold J.      | 7.13   |
| Fitzgerald, John D.        | 11.56  |
| Fitzgerald, John R.        | 8.43   |
| Fitzgerald, Robert J.      | 28.35  |
| Fitzgerald, Thomas J.      | 3.22   |
| Fitzgerald, W. E.          | .02    |
| Fitzgerald, William John   | 69.67  |
| Fitzpatrick, Charles       | 10.86  |
| Fitzpatrick, John J.       | .99    |
| Flaherty, James J.         | 13.66  |
| Flarherty, John J.         | .83    |
| Flanders, Franklin B.      | .10    |
| Flannery, John B.          | .94    |
| Flaves, J.                 | .34    |
| Flawheartly, William       | 16.70  |
| Fleck, Jerome Charles      | 2.06   |
| Fleming, Berney            | 2.16   |
| Fleming, Clive             | .94    |
| Fleming, J.                | .01    |
| Fleming, Thomas H.         | 2.13   |
| Flesher, Emit M.           | 4.20   |
| Fletcher, Edward A.        | .89    |
| Fletcher, Ferdinand        | .30    |
| Fletcher, Richard A.       | .45    |
| Fletcher, Russell G.       | 1.27   |
| Fletschinger, Francis      | 30.77  |
| Fleury, Arthur             | .04    |
| Fleury, Wilfred D.         | 6.24   |
| Fline, Robert Roy          | 224.26 |
| Flippin, Richard Lee       | 5.77   |
| Flippo, James C.           | 19.88  |
| Flockhart, David G.        | 18.72  |

|                          |        |
|--------------------------|--------|
| Francis, Vernon H.       | 1.27   |
| Francis, Warren C.       | 8.17   |
| Franciskovick, Zdavko    | 1.37   |
| Franke, Marvin O. H.     | 2.75   |
| Franken, Louis           | 74.25  |
| Franklin, Henry R.       | 117.50 |
| Franklin, Herchel E.     | 64.86  |
| Franklin, Joseph S.      | 9.95   |
| Frankmanis, Pauls        | 2.54   |
| Frankowski, Stanley      | 26.88  |
| Franson, Carl I.         | 2.23   |
| Franzella, Salvador      | 3.26   |
| Franzen, Leonard C.      | 4.39   |
| Fraser, A.               | 9.30   |
| Fraser, Donald J.        | 10.74  |
| Fraser, Noble            | 4.87   |
| Fray, Henry J. Jr.       | 1.60   |
| Frazier, Dan             | .46    |
| Frazier, Francis         | 8.92   |
| Frazier, Lee Roy         | 21.55  |
| Frazier, Leslie D.       | 7.94   |
| Frazier, Wilborn         | 1.34   |
| Frazier, William         | .40    |
| Freshette, Joseph A.     | .33    |
| Frederick, John          | 1.40   |
| Frederick, Robert        | 19.22  |
| Fredericksen, Axel       | 15.87  |
| Frederickson, G.         | 24.35  |
| Frederickson, Geo. R.    | 8.26   |
| Frederiksen, Verner M.   | 35.11  |
| Free, Byrd T.            | 4.66   |
| Freeland, Thomas E.      | 16.32  |
| Freeman, E.              | 9.90   |
| Freeman, H.              | 7.14   |
| Freeman, Joseph A.       | .24    |
| Freeman, Leslie D.       | 5.48   |
| Freeman, Robert L.       | 17.21  |
| Freese, Clarence         | 7.92   |
| Freimanis, Edgars        | 82.20  |
| Freitas, John L.         | 6.22   |
| French, Dinestead        | 3.56   |
| French, E.               | .11    |
| French, Harry Dale       | 1.40   |
| French, John             | 9.24   |
| French, Lyle Arnold      | 4.16   |
| Frenzill, Raymond J.     | 1.98   |
| Freon, Raymond           | 4.20   |
| Frew, James H.           | 24.59  |
| Freydos, Louis J.        | 5.02   |
| Freyman, Joseph Jr.      | 28.00  |
| Friberg, Gunner          | 2.82   |
| Frick, Harold            | 3.58   |
| Frick, Harold            | 3.58   |
| Friday, John W.          | .45    |
| Friddle, Barton E.       | 35.14  |
| Friedburg, John          | 25.70  |
| Friedrich, Ewald W.      | 6.00   |
| Friedrichs, James C.     | .45    |
| Friel, Hugh              | 33.93  |
| Fristoe, Ashby J.        | 3.30   |
| Fritz, Robert            | 26.60  |
| Fritz, Ronald C.         | 7.42   |
| Fritzler, Robert E.      | 10.74  |
| Frost, W. A.             | .88    |
| Fruge, Herman            | 5.38   |
| Fruge, Oremus Jr.        | 37.54  |
| Fruh, Emil               | 25.20  |
| Fry, Bobby Jean          | 60.00  |
| Frye, R.                 | 2.42   |
| Frye, Raymond W.         | 3.96   |
| Fuddy, Stephen F.        | 8.39   |
| Fulford, William G.      | 3.00   |
| Fulkerson, Barnett Keith | 11.02  |
| Fulmer, James Harvey     | 2.16   |
| Fulsebakke, K. M.        | 98.75  |
| Fulton, George Michael   | 40.00  |
| Funk, Clarence W.        | 2.11   |
| Funken, Nicholas         | 21.39  |
| Funtes, Manuel J.        | 15.07  |
| Furlong, James M.        | 7.65   |
| Furman, Robert Gerald    | 11.66  |
| Furr, Carl B.            | 2.75   |
| Furrer, Douglas          | 21.94  |
| Furrow, Douglas O.       | 29.34  |
| Fuselier, Clayton C.     | 17.52  |
| Fuselier, Edward L.      | .99    |
| Fuselier, Edward L.      | 14.78  |
| Fuselier, Ludger J.      | .70    |
| Fussell, James           | 15.00  |
| Fyhn, Knut               | 8.72   |

G

|                       |       |
|-----------------------|-------|
| Gaard, Anders         | .97   |
| Gaaso, Hallder        | 7.23  |
| Gabbard, Vernon K.    | 4.58  |
| Gable, Henry          | .56   |
| Gabor, Frank          | 12.84 |
| Gacer, Marcello       | .06   |
| Gachetti, R.          | .59   |
| Gaddie, Daniel A.     | 1.78  |
| Gaddy, Monroe C.      | 25.38 |
| Gaffney, J. J.        | 8.90  |
| Gafford, Ben P.       | 5.44  |
| Gagnet, Harold A.     | .14   |
| Gail, J. A.           | 2.79  |
| Gailbraith, Robert W. | 32.75 |
| Gainey, Gilbert       | 1.98  |

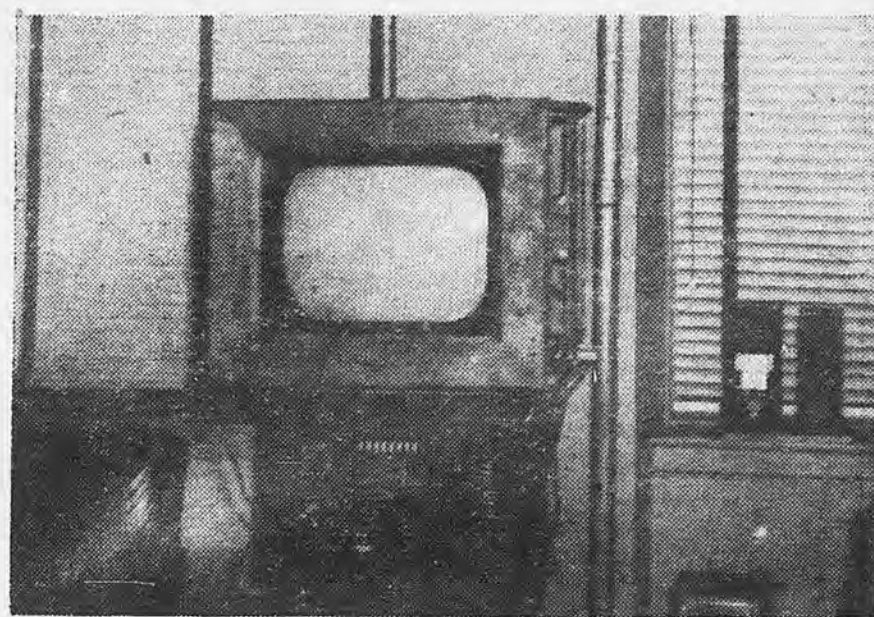
# Television 'n Everything For Seafarers Can Be Enjoyed In The New York Hall



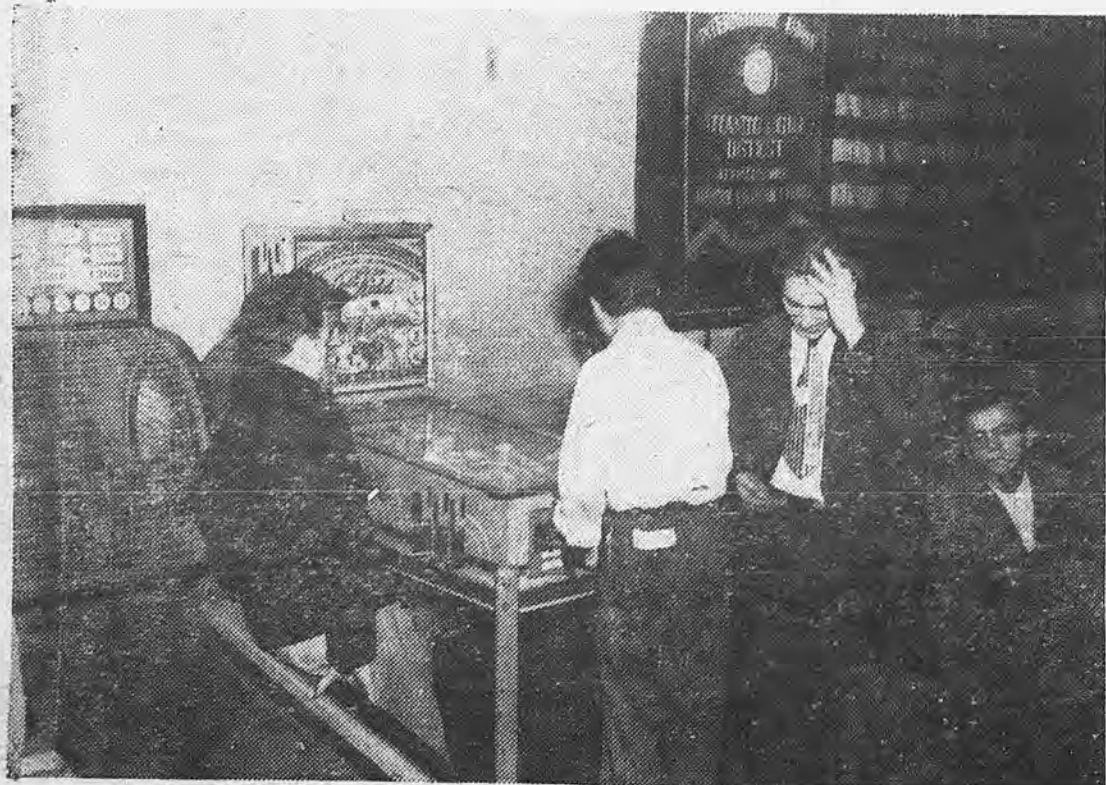
SIU Halls are homes away from home for the members of the Seafarers International Union. Picture above shows the Christmas wreath donated by Brother Jerry Markantonatus hanging in the recreation room of the New York Hall, and the shot at the left is of men relaxing and enjoying the many facilities to be found on the third deck.



Fights, wrestling matches, baseball and football games—all for the asking. SIU members have front row seats to all events without shelling out a red cent. They don't even have to guzzle beer in a ginmill when they want entertainment. All they have to do is visit the New York Hall and park themselves in front of the television screen.



A new addition to the many entertainment features is the television set. The Seafarers is one of the few unions to have a television set in the Hall, where it can be enjoyed by all members.



For Brothers who like more active sports, this skill machine will give them a good run. Out of the picture on the left is the Coca-Cola machine which is kept in constant operation by the thirsty Seafarers.



"Ask her if she's got a friend for me." The public telephone on the recreation deck gets a good play from SIU men. They transact business, make dates, and call home when they get in from a long trip.