

SEAFARERS LOG



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

Vol. VII.

NEW YORK, N. Y., FRIDAY, NOVEMBER 2, 1945

No. 44

SIU DEMANDS ISTHMIAN RECOGNITION

No Ships Delayed As SIU Pushes Boycott Of WSA Medical Program

The position taken by the membership in the Port of New York to boycott the WSA Medical Division was having a telling effect as ship after ship left port manned by SIU seamen un-examined by WSA.

All SIU branches have concurred in the motion which is designed to force the War Shipping Administration's medical bureau out of business now, and forestall that government agency's attempts to continue into the postwar period.

The action was taken after New York Port Agent Paul Hall recommended a discussion of the report that WSA Director Macauley was making speeches to the operators regarding the "value" of WSA medical examinations and urging their support of legislation to perpetuate the agency.

(Macauley's sales arguments as presented to the shipowners, appear on page 4 along with some of the obvious answers to his misguided efforts to shackle the merchant seamen.)

ALL OPPOSED

As seaman after seaman took the floor to voice his objections to the existing medical set-up and express his wholehearted opposition to its continuation, the meeting heard various tales of ridiculous and often costly (to seamen) situations created by this anti-labor agency.

Not a single member voiced any reason for the phony "medical set-up" staying in business. Finally, on a motion presented by Deck Patrolman Joe Algina, and seconded by almost every man in the hall, the membership put the New York Branch on record for the boycott.

The meeting also instructed New York Dispatchers not to send any men for such examinations. Officials were instructed to notify all companies of the decision and to urge all ports to concur in the New York action.

The Sailors Union of the Pacific and other SIU affiliated organizations were notified of the SIU decision and urged to pass parallel measure.

SIU spokesmen declared that, inasmuch as agreements with the operators provide for examination by a company doctor, the WSA Medical Division, like the WSA itself, was an unnecessary expense to the taxpayers and



was, in effect, a means of having the public foot the bill for the operators.

Admiral Land, fighting to protect the lucrative jobs these bureaucrats hold, protested the Union's stand. He waved the flag in the face of the Union saying that the SIU was delaying the movement of ships and was holding up the returning of troops.

The records of the SIU—and the records of the Medical Division of the WSA itself—will show that the Seafarers have many times proven that the Medical Program was responsible for shipping delays, and served as the chief bottleneck in the quick dispatch of vessels.

As concurrence with the union's views, the Seafarers has on file letters from its operators agreeing with its statements that the Medical Program of the WSA was holding up greatly needed shipping.

The seamen's refusal to submit to the WSA examination has not resulted in any sailing delays.

Asks For Consent Election; Has Signed Pledges From Majority Of Isthmian Men

The Seafarers International Union has advised the Isthmian Steamship Company that it holds pledge cards from a substantial majority of its employees designating the SIU as their collective bargaining agency, and that the Union demands full recognition as the sole representative of the men in contract negotiations.

This announcement climaxed a five-month long organizational drive by the SIU to bring the Isthmian seamen into the ranks of the organized seamen.

If Isthmian consents to a voluntary election, it will be held immediately. Should it refuse, the Union will have to use the machinery of the National Labor Relations Board to force an election.

The organization drive was started with the avowed intention of giving the Isthmian employees an opportunity of winning better wages and working conditions by membership in organized labor.

UNION EDUCATION

The SIU plan called for first convincing these seamen of the advantages they would enjoy as union men and then, if they should favor unionization, convince them of the gains they

would make by becoming members of the Seafarers.

At the start of the drive the program ran into several major difficulties. Among the toughest was the Isthmian system of hiring crew replacements. The tight-knit operation of this system made it almost impossible to get more than a few SIU men into the fleet.

Another obstacle to overcome was the practice of members from a rival union who, instead of selling their own organization to the crews, were busy knocking it and, by implication, all unions. Only constant educational efforts on the part of the SIU convinced these men that all unions are not alike, and that these men knocking their own outfit didn't prove that organized labor followed that union's pattern.

NEVER PETITIONED

For five years, that organization has been working within this fleet with the idea of bringing the crews under its banner. Not once during this time did they gather enough strength or courage to put the question of becoming the bargaining agent to a vote. This, too, discouraged a number of the seamen, because most of them figured that the rosy promises made to them were unobtainable.

During the entire five months the SIU has made the winning of these seamen to organized labor its primary objective; selling the Seafarers as the right union for them, became secondary in the campaign.

In other words, great numbers of pledges were signed because the Isthmian men were convinced that the SIU organizational drive was not a purely selfish campaign.

Another winning Seafarers argument was the practice of bringing Isthmian men to general membership meetings where they not only saw the Union's democracy in action, but took the floor to discuss their own prob-

Begin Voting For Officers

Voting for the officers for the Atlantic and Gulf District of the Seafarers International Union for the year of 1946 began on November 1, when union seamen reported to all of the districts thirteen ports to cast their ballots, and will continue until December 31st, when the polls close.

Thirty-one positions are to be filled this year, with 51 candidates in the files for posts ranging from Secretary-Treasurer to branch Patrolmen.

All means of publicity are being used to assure the highest possible vote by eligible members—the *Seafarers Log*, posters, announcements at branch meetings, and personal exhortations by union members to their brothers to "get out and say your piece."

Interest shown during the nominations period and the usually reliable conversational interest presage a lively campaign with many ballots cast.

A new feature this year is a picture poster of the candidates,

to jog the memories of the membership to whom, very often, names only are apt to be confusing.

The present officers of the Union, stressing the fact that the coming year will probably see many important problems facing the maritime industry, called for every member to cast his own vote and to constitute himself a committee of one to see to it that his friends take advantage of their Union rights and duties.

Included on the ballot are two resolutions being submitted to a referendum vote, to authorize the purchase of Union halls in the ports of Boston and Philadelphia. The resolution for Philadelphia

(Continued on Page 5)

(Continued on Page 12)

SEAFARERS LOG

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

Affiliated with the American Federation of Labor

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

HAover 2-2784

◆ ◆ ◆ ◆

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

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

MATTHEW DUSHANE - - - - - Washington Rep.
424 5th Street, N. W., Washington, D. C.

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

267

Goodbye, Dr. Chips

The cries of wrath, indignation and despair emanating from the offices of thescab-herding War Shipping Administration is testimony enough of the pinch those fink breeders are feeling these days.

Their woe is the result of the membership's action at the last meeting when they, through a unanimously adopted motion, ordered all members of the SIU to stay away from the WSA abortion factory, the Medical Division.

Unable to make the public appreciate their "valued services" to the seamen, these parasites find themselves faced with the possibility of being forced to go back to real work. This not very pleasant prospect faces our bureaucratic comrades unless they can convince the Washington lawmakers that they are a boon to the maritime industry.

Without a law being passed (even if one was enacted it would be impossible to enforce against any united opposition by the seamen) they know that seamen everywhere will refuse their benevolent attentions.

Doubtless the coming showdown will bring the shipowners to the side of their colleagues in the government agency, for where else could they find such a set-up? Besides the control over the seamen's lives such an agency provides for the operators, the money they save by not having their own doctors is worth some consideration.

Surprisingly enough, even though the SIU and SUP can win this issue anyway, no other seamen's union has joined in the action. Can it be that some of them favor the scab-herders of the WSA?

The Isthmain Election

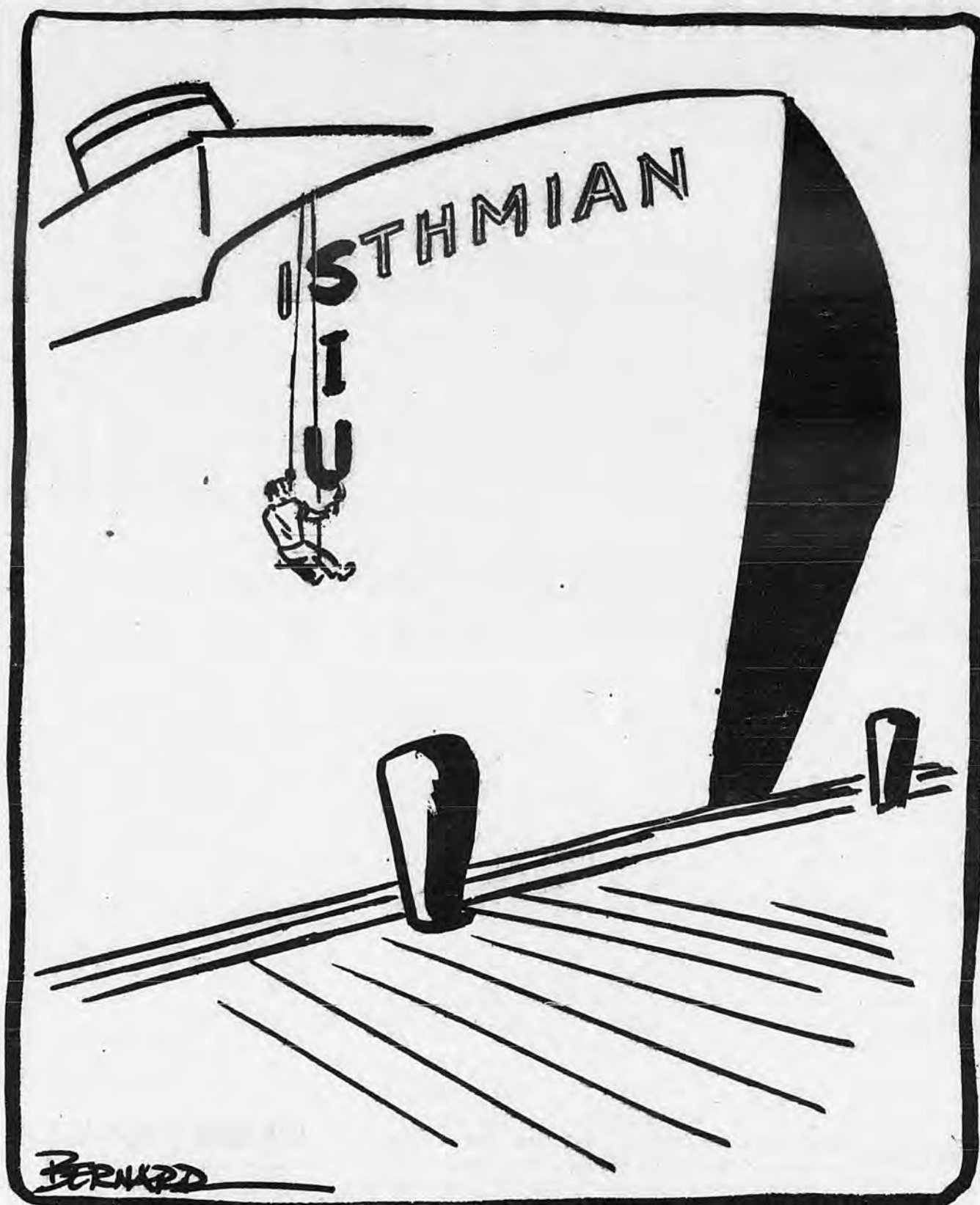
The Isthmain organizational drive has entered its most vital stage with the Seafarers International Union calling for an election. Under NLRB procedure the company now has two alternatives. First, they can concede the SIU strength among their employees and agree to a consent election, or second, they can insist that the matter is in dispute and oppose an election altogether.

In the first case, an election would then be held under NLRB supervision, with all parties agreeing to show their strength at the polls.

The second choice would merely be a delaying tactic—chosen as a general rule by those who fear that a vote at this time would not favor them—because considerable time is consumed going through the red tape of procedure, the appeals and finally waiting for the election date to be set. Under this arrangement, regardless of who causes the delay, the seamen of the Isthmain company will be denied representation until the issue is settled.

Any delay then, can only be useful to those who would gain by keeping the men from union wages and union working conditions, and this does not mean the shipowners alone.

All of us, Isthmain men and SIU alike, should enter this phase of the drive with our weather eye open for any would-be saboteurs, any would-be disrupters of the organizing program.



Canadian Seafarers Fight For Clothing For Shipwrecked Men

VANCOUVER, B. C. — The fight of the Seafarers International Union to get clothing priorities for seamen who lose their belongings in ship sinking, fires, etc., has been receiving support from the local press.

Blasting the Wartime Prices Board (Canada's OPA) as regarding "itself as the eternal father of the Canadian people" one newspaper criticized the authorities for their prompt punishment for infractions of maritime code and demanded that the authorities be equally prompt "to succor them in distress."

Another paper stated, "two crews are in the city trying, through their union, to get new clothes. Both lost all but what they wore when their ships were wrecked."

The two crews referred to are from the SS Westband Park, a freighter lost in a hurricane off Mexico and the steamer Prince George, destroyed by fire at Ketchikan.

Hugh Murphy, SIU Agent, is seeking authority from Ottawa to enable distressed seamen to replace their lost clothing. The men were met by SIU officials when they arrived in San Pedro. They were given money for current expenses and other aid. On arrival at Vancouver they were refused clothing priorities by the Prices Board.



Asks Socialization of Nazi-Deserted Enterprises

In a recent radio speech, Karl Frisch, president of the Vienna Chamber of Labor, said, "One of the first problems which have to be solved are the enterprises deserted by their owners, the Nazi-owned enterprises, the key and heavy industries, the mining, ore smelting and electrical industries, the production of vehicles, the power industry and the banks."

He continued, "Here only one uncompromising solution is possible, namely state ownership as a prelude to final socialization." Frisch comes from the building trades unions, and was an active leader before the Anschluss.

Frisch told his listeners, "We are facing a terrible food crisis. It is our urgent duty together with the trade unions and other public bodies to assure the feeding of the people."

In outlining the tasks of the Chamber of Labor, he said that one of the jobs is "to restart the disorganized and partly destroyed industry, with a view to restoring foreign trade." Likewise he listed "the reintroduction of the eight hour working day, holidays with pay, collective bargaining, unemployment insurance, and a more effective form of shop stewards."

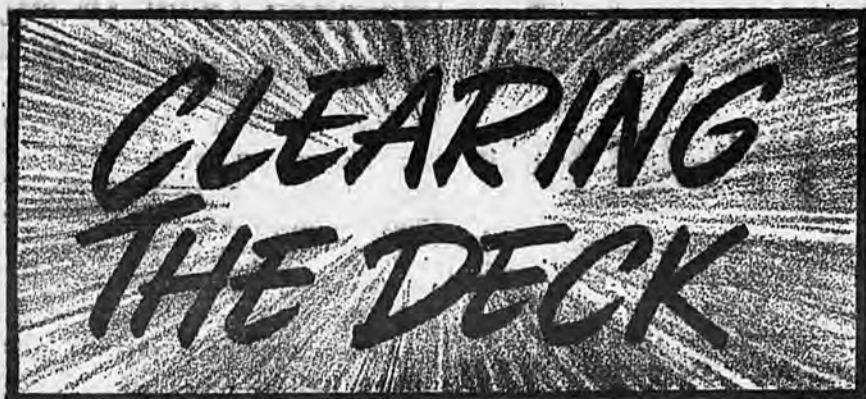
Unable To Form Labor Council In Berlin

Disagreement between the Western Allies and Russia over the form of trade union organization in Berlin has resulted in postponement of the establishment of a central labor committee that would represent the 18 unions now in existence in the area.

The differences are mainly caused by the Allies wanting to take their time to make certain that the central committee will be freely elected, whereas the Russians insist in organization from the top and want the whole thing over with quickly.

A group of eight men, claiming to be a provisional committee, asked permission to hold a meeting at which a constitution would be drawn up and presented to a soon-to-be-held mass rally of German workers. The committee was composed of four communists, two Social-Democrats, one who claimed to be a Socialist and one who said he was non-partisan and elected by workers to speak for them.

Before the Allies will allow the meeting, which will effect thousands of Berliners, they demanded to know how the men were elected, implying that they were, in fact, self-appointed.



By PAUL HALL

The Seafarers' unanimous action in boycotting the WSA's Medical Program has caused much comment within the Maritime Industry. First of all, of course, the shipowners are really howling and making complaints ranging all the way from "The SIU is anti-Government" to "Breach of contract." This we expected and it can be taken for what it is exactly worth, which is NOTHING.

The most interesting point, however, is the fact that not only members of our union are unanimous in the decision that our boycotting of this finky program is a good thing, but seamen from other unions, and non-union seamen as well, have all expressed their approval of the position taken by the SIU.

All seamen, without a question, regardless of their union beliefs or their non-union beliefs, are unanimous in this one thing. All of them feel, and justly so, that this is indeed a good beef and must be pushed to the limit. The Seafarers are proud to have been the first union to move against this finky set-up, and we certainly intend to make every possible effort to break them and put them out of existence for good.

At the same time, we welcome all help from all unions and all seamen in our struggle against these well-paid, lard-bottomed bureaucrats. Too long have we suffered being pushed around by these nincompoops and pseudo "Doctors." We have seen them have young punks, fresh out of the WSA boot factory, pushing seamen around and shoving needles in them and treating them like a bunch of cattle. This, however, wasn't enough, but then the professional bureaucrat, "Mister" McCauley wants to saddle the seamen with this thing permanently. We started this fight with these phonies and we are in it to the finish.

~ ~ ~ ~

The Strategy Committee elected here during the recent longshoremen's beef made several recommendations after observing the SIU in action. One of these and perhaps the most important one was that one regarding the necessity of a larger paper for the SIU, to increase the Seafarers' program of publicity and education.

This committee made good recommendations, and those which were concurred in by the membership are being put into effect by SIU officials. Starting very shortly, our educational and publicity program will be enlarged in scope, and, as soon as possible and advisable the size of the paper will be increased once again.

Of course, even though the membership has gone on record for these things, we cannot rush into the job blindly and in over-enthusiasm handle these jobs in such a manner that we will not get full results from the actions. In other words, when we increase our paper in size, we must see to it that the increased size carries valuable seamen's news and not just be a blown-up form simply to comply with the membership's wishes.

In the publicity and educational programs, we must be careful to see that the material we use will be of benefit to us and not just something to put together in a hurry, and then sit back and take it for granted it will bring the results desired. These things must be handled calmly and collectedly and shaped up with the thought in mind to bring the very most possible benefits to our membership.

One thing which is well to know is the fact that the Seafarers' membership, at a time when other and larger unions are cutting down on their educational and publicity programs, is just beginning to make headway in these particular fields. It has been pointed out before that this particular lack of education, publicity, etc., has long been a weak spot with the Seafarers, and it is indeed good to see that the membership of this union realizes this, and is now making good and clear plans to formulate such a program to cover these things which are needed by our membership.

~ ~ ~ ~

The shipowner and industrialist controlled newspapers of this country are aiming stories directly at the returning veterans for the purpose of making them anti-union minded.

You have only to pick up an average daily paper to see the thinking of these people who would have every veteran believe that unions are something to be hated by all of them.

We don't have to go into great details about how much of a lie this is. Every union man knows the answer.

Nevertheless, if these ex-servicemen are turned against organized labor the eventual outcome will effect us considerably. 10 or 12 million veterans will carry much weight in politics and public opinion. The ill-will of these men will prove a tremendous blow against all sections of the trade union movement.

The Seafarers are more fortunate than most other unions in

(Continued on Page 4)

USES Will Not Furnish Scabs

WASHINGTON (LPA Exclusive) — The federal employment offices can't be used to provide scabs, or to discriminate against workers on strike. A directive to this effect was sent out recently to all regional offices of the U. S. Employment Service by new USES director Robert C. Goodwin. The agency has just been transferred from the War Manpower Commission to the Dept. of Labor.

The revised policy, which was made effective Oct. 1, is as follows:

"With the end of hostilities the policy has been revised to provide that no referrals shall be made that will aid directly or indirectly in filling a job (a) which is vacant because the former occupant is on strike or is being locked out in the course of a labor dispute or (b) the filling of which is an issue in the labor dispute.

"Regional directors are no longer authorized to make exceptions in the policy, since the wartime necessity for such exceptions no longer exists.

"As part of the stabilization program during the war it was the policy of USES to deny referral to striking workers. The basis for that policy has now altered and the local officers of USES shall hereafter refer to other suitable jobs any striking workers who desire such referral."

Senate Over-Rides SIU Protest

Although the SIU, SUP and the AFL in general had voiced objections to his appointment, former Representative Raymond S. McKeough has been voted into the Maritime Commission against the recommendation of the Senate Commerce Committee's that he be rejected.

McKeough, who had been Midwest Director of the CIO's Political Action Committee, was confirmed by the Senate after a three hour debate.

The Senate vote was 42 to 34 for seating the ex-PAC man who, it is charged, knows nothing about the maritime industry and is getting the Maritime Commission post as a payoff for his political work in the presidential elections.



Men In Marine Hospitals This Week

MOBILE

M. E. CARDANA
CLINTON MASON
R. A. (RED) SIMMONS
F. VARELA
TIM BURKE

Shipowners Still Attempt To Chisel Steward Dept.

By J. P. SHULER

Things have been going rather slow in this port the past week, with only 18 ships paying off and 17 ships signing on. All of the beefs have been taken care of at payoff time in most instances, and the men have collected money. We have a few steward dept. beefs that are hanging fire, but most of them will be settled in the near future. The men involved should keep in contact with the 5th floor or the Seafarers Log for money due them.

One of the steward dept. beefs is in making up the purser's room on a Moran tug. We have contacted this outfit and are now working on a settlement that should be favorable to the Union.

PLAIN CHISELING

Another one is on ships leaving port with a steward complement of eight men, then picking up military passengers, and that makes the crew exceed 64 men. Eastern SS Company, on this beef, would like to pay a division of wages for three missing men in the steward dept. while these passengers are aboard the ship, thus chiseling the men out of what they should have coming as per agreement.

The only possible interpretation of the supplementary agreement in this instance would be that 11 men are carried on a ship from the beginning of the voyage until the termination. On ships where the crew and passengers total less than 64 men and the ship signs on with a regular complement, this beef should be paid for under the extra meal clause in the original agreements. We have two or three Eastern ships with this beef pending now, but we are taking action which should make this company see the light.

SWEET PIE

The staff at the WSA Medical Examining Board on Washington Street has really been making an effort to hold on to its pie. Since the Seafarers membership in this port went on record at the last regular meeting to discontinue patronizing this joint, they have been bending our ears continually telling us what good guys they are and how they have always

worked for the interest of seamen. But they have not yet explained why men are kept waiting for a period of two to 24 hours before being passed; nor why many men are being turned down, but later, when going to the U. S. Public Health Service pass the U. S. P. H. examinations with flying colors.

Nor can they explain why they call the Commissioner four days after a man has signed aboard a ship, and request the Commissioner not to sign him on because of some communicable disease. Regardless of the patting on the back they give themselves, the members of the Seafarers are not trespassing on their property and all ships are signing on without the aid of the medical examiners.

Since all stewards are supposed to ship off the board, we are having a little trouble with backdoor shipping, so delegates on all ships should be sure to check the shipping card of every steward that comes aboard a ship.

All men going on a ship should have their shipping cards checked by the delegates, but especially so for the stewards as you may wind up with a backdoor steward if you don't make sure that he has a shipping card from the Seafarers hall.

Frisco Reports On Overtime

SAN FRANCISCO — Here is some good news for some of the guys of the SS William Prouse (South Atlantic) — some money due for overtime.

(The names will be found on the Bulletin Board, Page 11, under the ship heading.)

All of the overtime for the deck dept. was handed in and settled before the payoff, with the exception of carpenter work done by the old man. This will have to be settled later. There was one sheet turned in for the Deck Engineer; that was settled. And that was turned in to the Patrolman.

There is none for the rest of the black gang and none for the stewards dept.

The Company agent checked the stewards dept. overtime and scratched all overtime for passengers, assuming she was manned for 80. This has been reinstated and is payable by writing to Williams Diamond, Agents for South Atlantic SS Co., 268 Market St., San Francisco, Calif.

Once again I would like to ask all ships delegates coming in to the port of San Francisco and dropping the hook in the bay to bring all of their disputed overtime and beefs ashore to the office as soon as possible. The launches run on a schedule of once a day, and it is impossible for the Patrolman to get out there to pick up the beefs. These overtime beefs are always disputed by the skipper or engineer, so they will have to be brought ashore to be settled.

BALTIMORE

WILSON BROWN
FLOYD THOMAS
WILLIAM RAJSKI
PHIL H. ACREE
WILLIAM REEVES

FORT STANTON

A. McGUIGAN
N. GAMANIAN
E. T. HARDMAN
H. LITTLE
J. KOSKINES
S. SHAKES
R. LACOLLA
C. ABRAMAMSEN
K. JOHNSON
P. D. ABBOTT

NEW ORLEANS HOSPITAL

M. TEXADA
J. W. DENNIS
J. E. WARD
S. PAPES
J. SCARA
J. BUKETT

Seafarers Break Macauley's Arguments For Continuation Of WSA Medical Program

In a speech to a group of not-quite contented shipowners, WSA's Captain Macauley made the following eight points as reasons for peacetime continuation of the War Shipping Administration's medical set-up for (or against) seamen, and suggested that the program be made permanent by law.

Below are two columns. On the left are Macauley's "reasons," on the right the "reasons" are answered according to the seaman's viewpoint.

MACAULEY SAYS

1. Seamen have a right to be protected against physical and mental weakness and communicable diseases among their shipmates especially when confined to the close and narrow limits of shipboard. A feeble-minded or tubercular seaman or one afflicted with V. D. or other infectious or contagious diseases may endanger the entire ship's company.

2. The crew of a merchant vessel has comparatively few men and when unable to do his allotted tasks it is necessary for someone else to carry the sick or disabled man's burden of work, duty and responsibility.

3. The employer has a right to expect reasonably efficient service from the persons he employs. Healthy, competent seamen will give the best service.

4. For months at a time, a ship's crew is entirely dependent upon itself.

5. If the American Merchant Marine, both in its vessels and in the men who man them, is not efficient from both a technological and personnel standpoint, the freight and passenger trade will be taken away from us by foreign competitors just as it was after the last war. This will reflect on our national prosperity and on the individual prosperity of every American.

6. Good food, in quantity and quality, both nutritional and tasty, can be provided to assure

SIU ANSWERS

1. We have no argument with the idea that seamen are entitled to protection against disease and sickness. So are the rest of the people. That doesn't mean that they must submit to dictatorship of government bureaus. People naturally want to be healthy and fit. Macauley should get behind the socialized medicine plan which would give all the people the right to proper medical care and protection regardless of their ability to pay. In any case, agreements between the SIU and the operators provide for examinations by company doctors.

2. The only savings under Macauley's plan would be for the shipowner. A bigger manning schedule with a four watch system would provide adequate manpower to take care of any emergency aboard ship.

3. We agree that healthy competent seamen give better service. Why doesn't Macauley insist that shipowners remove all hazards liable to injure the health of seamen? What about improved diet and elimination of the port steward rationing system, which reduces the quantity of food served aboard ship?

4. We wonder if Macauley knows what he's talking about—frankly, we don't understand his point number four.

5. Macauley, searching for points to make, answers number five with his own number six. Good food, good working conditions, decent wages, union security and freedom from fear of bureaucrats will make healthy, happy and, therefore, competent workers. The old flag-waving technique Macauley uses won't make efficient personnel nearly as quickly as the SIU proposals for improved working conditions, without the aid of WSA medics.

6. As we stated above, number six is the answer to point number five. Other than that we

energy and contentment of the working crew. A seaman may not, like a soldier, travel on his stomach, but an easy and well-satisfied stomach increases his ability, his efficiency and willingness to work, even when a very rough sea may reduce the effort of the few who may have a tendency to be upset.

7. The whole program is beneficial to the operator since by preventing or lessening industrial accidents and sickness, proportionate reductions may be effected in the loss of time and money in the operation of a ship. By a practical program for the cure and rehabilitation of seamen, the operator is assured of having the best qualified men available to do the job; it is hoped that by the continuation and development of such a program and, in particular, by the continuation of the job of pharmacist's mate, a saving may be made on insurance rates and in turnaround time by the institution of radio practice.

8. The satisfaction and increased feeling of security afforded a seaman by knowing that care and cure and restoration to health and livelihood is available to him is most important.

Undoubtedly, Log readers can find many more arguments against Macauley's absurd "reasons." We all know that, in actual fact, the worthy Captain isn't interested in seamen's problems. If he were, he could assist in getting them real benefits.

There's no reason in the world why the WSA medical set-up shouldn't come out in support of the SIU proposal for a four watch system. The reduction in working hours, the improved distribution of the work load, and the resulting reduction in health and safety hazards, are reasons enough for any sincere medical agency's endorsement. Macauley knows full well that shipboard conditions, even with a powerful organization like the SIU working for their improvement, are not the most healthful. He knows too, that the ship operators have to be forced by the seamen's unions to improve them, and that they fight us every inch of the way.

don't see what argument he has for continuation of the medical set-up. Does he mean that the medics will see that the crew is better fed? Or perhaps he's going to get the WSA to spread its oil on troubled waters and settle the seamen's stomachs. Seamen are WSA-sick, not sea-sick.

7. Macauley should have stopped at the eighth word. "The whole program is beneficial to the operator . . ." Through the medical set-up, they hope to run a blackball system to eliminate active union men. Another thing, the WSA plan would deprive thousands of seamen of their right to earn a living. It would eliminate men who, through no fault of their own, are no longer as spry and nimble as they were when they first started working for the penny-pinching ship operators. It would also eliminate handicapped war veterans.

8. Sure, the feeling of security is a great thing. Seamen feel that they won't find it in dictatorial government agencies. That's one of the reasons they join the Seafarers International Union.

Hershey Tries To Pit Vets Against Labor

WASHINGTON (LPA)—A violent showdown between Selective Service Director Hershey and organized labor on Hershey's continued attempts to pit returning veterans against unions is in the making.

All sections of organized labor agree that Hershey has deliberately used the "superiority" idea in an effort to alienate unions and returning servicemen. Hershey, whose firing has been demanded by several union papers, climaxed his anti-labor career with the issuance of a handbook for the guidance of draft boards. The handbook reflects Hershey's own peculiar interpretation of the law, that a returning veteran can oust a war worker with a greater seniority from his job. Hershey added something new to his anti-labor campaign by stating that union membership may not be required for regaining the old job. That this would destroy both closed shop and union shop contracts was apparent to both AFL and CIO leaders.

The violent showdown will probably occur in one of a dozen court cases headed for the U. S. Supreme Court. The first one that reaches the Supreme Court this fall and is decided will set the precedent.

Both CIO and AFL spokesmen have declared that Hershey's new union-busting endeavor stinks to high heaven.

Expectations are that no final decision will be reached by the Supreme Court until late fall. Meantime, union leaders expect dozens of superiority fights in local unions and in lower courts. But the union conviction is that neither the returning veteran nor the war worker will win complete justice and job rights until Hershey's interpretation of the law is defeated.

The Skipper Changed His Mind As Crew Acts

By BLACKIE NEIRA

MOBIBE—We've had several beefs in Mobile last week. These so called engineers and mates who have come up during the war, who if called upon could not show you over three years' discharges, have challenged several men on their experience and refused to accept them because they did not have enough experience to oil a Victory ship. After wrangling with the chief engineer off the Frestberg Victory, he finally had to accept them and they sailed the ship.

On the Mission San Jose the beef was the same. I explained to the chief engineer that they were just as capable as he was when it came to oiling a T2 Tanker, he refused to accept them, informing me that he was running the ship and he would hire who he damned pleased. Three hours later the whole crew informed the captain that they were quitting and would like to payoff. The ship being in Drydock 30 more days, he had to pay them off. The next day the captain came up to the Hall and told me that the chief engineer had changed his mind and would be glad to accept the men if we would send them down there. We did so, and we don't expect any more trouble from that ship.

Clearing The Deck

(Continued from Page 3)

that they are placed in the strategic position of bringing these vets home. Veterans returning aboard SIU ships can be shown the proof of union accomplishment and that the anti-labor papers are lying.

Every member of the SIU should break out union literature, the SIU Constitution, the Seafarers Log and other union gear. These should convince them that not only have we done our share in this war but, more important, we have protected their future as working men. We have raised the wages of seamen considerably, even while we were defending the rights of our fighting brothers.

Reports from many ships show that this job of acquainting the veterans with labor's role during the war is being well done. Every ship's crew should discuss this issue at their meetings. Ships scheduled to pick up troops should not leave without plenty of union gear aboard to pass on to these returning men.

Particular mention should be made of the Seafarers' program for the returning soldier, sailors and marines who wish to enter the maritime industry after their discharge.

Sailor's Love Song

Around the world, across the sea,
Or any port where I may be,
A sailor's life is fast and free,
His only home, a ship at sea.

Life, as this can never be,
Love is stronger than the sea,
As I felt that last caress,
My heart sent out an S. O. S.

War is hell. Who knows it more
Than I who left you on the shore,
Off to cross the raging main
Not knowing when we'd meet again?

The sky again is overcast;
That last caress seems years gone past,
I feel and yearn my love for you;
Your love for me, I know is true.

I wait the day that I can share
My love with you both here and there,
I love life, and I love to live,
To you my life and love I give.

Someday, soon, your hand I'll hold
To put upon a ring of gold,
You'll know then my love was true;
The one I wanted, only you.

Even though we're oceans apart,
You're always close within my heart;
You are the one I'll always love,
May God protect you from above.

Alfred L. Yarborough



QUESTION: What is your biggest gripe while aboard ship?

DREW McKINNIE,

My biggest gripe aboard a ship is that the unlicensed personnel, under the Chief Steward's management, don't get the cooperation of the members of that department themselves. For the good of that department and, for the good of all men concerned, all men in the Steward's Department must cooperate with one another and not lay in their sacks when there's work not done. We all know that we can collect overtime for any work outside the regular work.

Such activities should be dealt with severely aboard vessels sailing under SIU contracts. It's time they wake up before the crews bring them up on charges for not cooperating.



SALVATORE FRANK, Jr., AB

My biggest gripe aboard any ship is always the purser. I've known for a long time that they always try and put the unlicensed personnel in the wrong, whether it is for a draw or whether it is on overtime, or whether it is when the skipper tries to log a man.

Most of the pursers think they are running the ship, when in fact the ship always runs itself, with the aid of the crewmembers who do the actual work. The pursers should know that if it wasn't for the fact that ships run they wouldn't even have a job.

Most of them, also, have large ideas and want to get into the airplane business and fly high.



RAY P. HANSON, OS

I've been in the Union a year and think that we can be more unified. Aboard the Wm. Sturgis we had many beefs we didn't win because the crew didn't stick together as they should. In the deck dept. the Bos'n didn't run the deck as the agreements provide. I refused to work and the mate wouldn't stay off the deck. He threatened me with everything from the Coast Guard to the "French Penal Colony" in the South Pacific Islands.

A lot of fellows say let the beefs go at sea, and don't stand up for their rights. I think we should make any master or mate live up to what the sailors fought for before my time, and the only way we, as a union, can do this is to stick together.



ROGER LAPP, OS

My chief gripe aboard a ship is the Coast Guard and their actions against seamen. After a 104-day trip on the Cape Nome, the Coast Guard boarded the ship and, with their usual disregard for the rights of seamen, proceeded to call the crew members up to "explain" why they had been logged for taking a day off in Buenos Aires. They would listen to nothing, and declared that the "Master is always right!" They warned us all to be careful as they would "take our papers away," if it happened again.

Pointing out that we had had no time off in all the time at sea, except for 14 hours in Calcutta and Capetown, did no good. I wonder how long the Coast Guard is going to continue to hound the seamen with such threats?

N. Y. MEETINGS IN WEBSTER HALL

New York Branch meetings are held every other Wednesday evening, 7 P. M. at Webster Hall, 119 East 11th Street, between 3rd and 4th Avenues. To get there take the 3rd Ave., Elevated and get off at 9th St., or the East Side IRT Subway and get off at Astor Place.

No cards will be stamped after 7:30 P. M.

NEXT MEETING WILL BE ON NOV. 6.

Anti-Union Higgins Enters A New Field

NEW ORLEANS — The wartime production-line smasher and self-centered genius, Andrew J. Higgins, Sr., is again in the public eye, and how he loves it.

This time the Navy "E" and Army "Star" award holder is attempting to enter the plastic building and construction field, which he terms is the only one of its kind—a new era in the industry.

Little is said of the conditions and wages his workmen, will labor under. Records show that he has ignored an NLRB ruling which stated that the Metal Trades Council agreement with his outfit would be in full force until differences between both parties could be ironed out.

Recently in Washington, he walked out on that agency, apparently indicating his idea that Higgins was bigger than the government. In Crescent City he refused to abide by union agreements calling for union hall hiring, and refused permission of union representatives to contact their members in various plants operated by him.

Rumor has it that CIO men are being hired daily. Veterans are being brought in through the employment agency, with newspapers and company stooges telling them that they can do any kind of work in the company without regard to unions.

Higgins runs a newspaper, which operates as a mouthpiece for a company union set-up, telling the workers what a fine family they belong to—meaning of course, Higgins.

Baloney is baloney, no matter how you slice it.

Voting Begins For Officers

(Continued from Page 1)

mentions a specific building, at 127 N. 5th Street; while the one on Boston deals with a building in general. Each is to be voted on separately.

Elsewhere (on page 9) will be found a facsimile of the ballot, and experts from the constitution defining the requirements for voting eligibility.

The SIU is known as the most democratic union on the waterfront. All power rests in the hands of the rank and file of the organization. They can keep it only if they exercise their rights as union members, the foremost of which is to elect officials who will truly represent them.

The Seafarers Log Goes To A Payoff

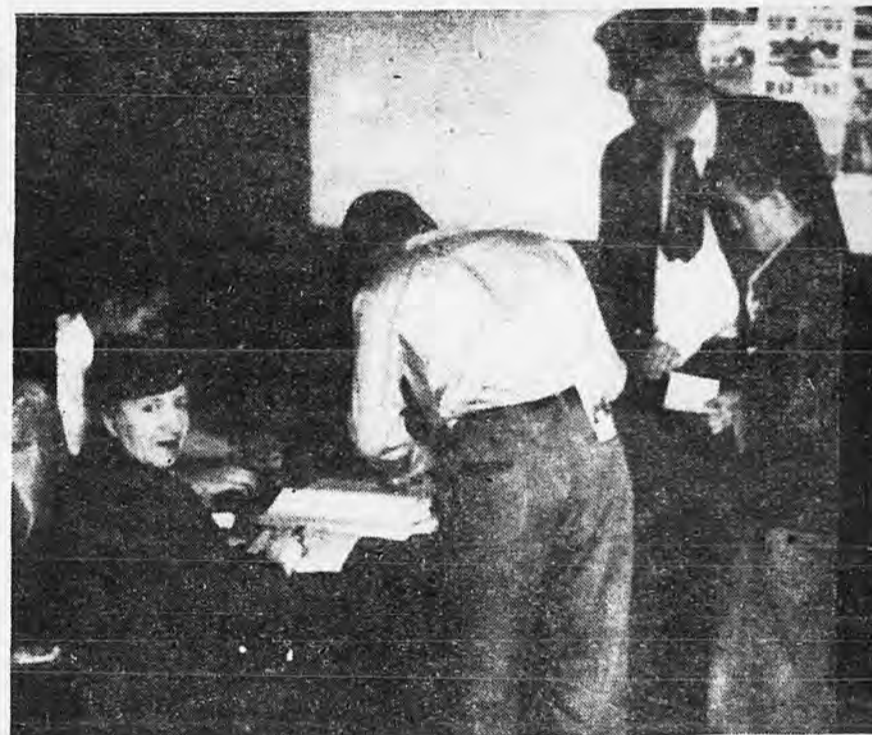
In a real true to Life fashion, the snoop camera-eyed (f/11 lens) Log reporter follows the boys of the Cape Comfort around as they go to the Calmar office for a payoff.

READY FOR THE GREEN



Crew members from the SS Cape Comfort start to sign clear from the articles before Deputy-Commissioner Irving Johnson in the Calmar Line Office in New York. There were no loggings on the ship and all beefs on overtime were settled at the payoff. In the stewards department all the extra meal pay and differential in wages were settled. Everybody happy?

SHAKING THE CAN



See the happy seamen around the paymaster's table? You'd be happy too if them were you. See that gal there giving the camera the OO? Yep, you guessed it—just one of the volunteers from the AWVS trying to glom nickles, dimes, and quarters from the happy seamen. The selling point for her can shaking was that the dough is to go to the USS. So what do you know?—Nobody gave anything, which is why they are still happy. Trying to sell the USS to members of the Seafarers! Lady, what you don't know! One fellow gave her three cents and got a receipt that cost at least one-half cent—the dope!

Look What He's Got!

Robert E. Yordick, OS, from the Cape Comfort, compares his money with his pay slip after receiving the dough from the Calmar Line paymaster. He knows his overtime pay and shows a top bill of a hundred. He better not come around to the Log office with that cabbage; the boys are hungry, and looking for another nickle so they can bang two of them together.



So with the sun sinking below the horizon, bathing dear old Calmar in romantic shadows, we regretfully take our leave of the happy boys, and sure as hell wish we had some of that cabbage.



SHIPS' MINUTES AND NEWS

Troop Commander Commends Crew Of The Francis Walker

Back from carrying troops, the Francis Walker crew reports that they were commended by the Troop Commander of the vessel for their part in carrying troops from the theaters of war. The crew members reported that the army group issued a daily bulletin and gave out a final souvenir edition before they docked.

The commendation from the Troop Commander follows:

ABOARD THE SS FRANCIS WALKER OFFICE OF THE TROOP COMMANDER

11 September, 1945

The Officers and enlisted men aboard the ship during this trip join me in thanks to yourself and your crew for the whole-hearted cooperation in helping to make for us a quick and pleasant journey.

Fine food well served, the ship's utilities kept in first class order aided by fine weather has prepared all of us for a fine reception to the States after a long stay overseas.

Leo J. Kraus
Lt. Col. FA
Troop Commander

Antics Of Junior 3rd Liven Up Dull Trip

The hilarious antics of the Junior 3rd mate livened up an otherwise dull trip on the SS Claymont Victory off the coast of Dover, England. The Captain wanted a cluster light rigged over the pilot ladder, as it was dark enough for its use.

The jr. 3rd went about with a flashlight peering between the radiators and bulkheads expecting to find one, contributing to the Captain's ire and the crews' delight. The jr. 3rd used to be an ex-cop from Brooklyn and was still wearing a policeman's suit coat and a golfers tweed cap. All he needed was a night stick and golf clubs. The skipper ordered him to go below and put on a maritime officer's uniform.

Having complied with that order, the poor guy came topside in time for a heavy downpour of rain and the old man had him standing on the wing of the bridge the entire watch.

The jr. 3rd was also in the habit of telling the A.B.s that they weren't allowed inside the wheelhouse until informed that they steered the rust pot. He also was very proud, when told by the good people in Antwerp that he looked "exactly like" President Truman.

In Boston, at South Station, he was dolefully inquiring as to the direction to the Army Base while street cars properly labeled were pulling up to the platform every ten minutes.

H. SOMERVILLE

Peter Zenger Was A Good Ship—But Not To Be On

At a general meeting of the SS Peter Zenger it was decided that the Captain be brought before the meeting to explain why he had ordered the calling of a stewards dept. meeting and interfered with SIU business. The skipper appeared with the chief mate and the purser when sent for. He entered into a discussion as to his acts and the members demanded to know why he had brought along the other two officers. The chief and purser beat a hasty retreat when ordered out of the meeting.

STEWARDS STORES

The captain was told to take note of the crew's beefs on the stewards stores, since it was said that there were only enough stores to last for approximately two weeks.

The meeting also decided that the delegate of each department would see that his respective department be kept clean and that he should inspect the quarters at least once each week.

Negotiations for a new agreement and a raise (since granted; Ed.) were asked by the crew at the meeting.

Earl Sherfield was elected ship's delegate.

—James Rodenberry, Rec.-Secy.

At a deck department meeting later a beef was brought up regarding the chief mate about topping booms. Again the captain was called into the meeting. He agreed to take up the matter with the mate and also agreed to have the ship's delegate present at the discussion with the mate.

TO PLACE CHARGES

This beef was also brought up at a further general crew meeting and it was decided to bring the beef to the attention of the Union Patrolmen when the ship was ready to payoff. This meeting also instructed that charges be ready to be placed before the Coast Guard against the chief mate.

The body also decided that repair lists on the rooms, and details of the living conditions be made out. As well as that, it was decided that the delegate make up a list of the dates on which the crew was short on linen, and to have the Union check on transportation money for the crew.

After some discussion the meeting went on record to boycott the master's liquor business because of his action on the crew's cigarettes.

—R. J. Steele, Chmn.

At the payoff after arrival, the Union Patrolman are said to have found a number of beefs involving the master of the ship.

PEEPING TOM

It was also said that the Chief Mate had a habit of "peeking through port-holes to see just who was working on deck." His "spy" tactics did him no good, however, when the crew was paying off. After the Union Pa-

trolmen exposed both the captain and the mate before the Shipping Commissioner, all loggings were washed out and the disputes were settled.



The delegates sent the following letter to Agent Paul Hall from Mobile:

Dear Brother:

We would like for you to voice our appreciation to Patrolmen Sheehan and Hamilton for the way they handled our beefs on the SS Peter Zenger. Their actions brought compliments from old and new members alike. Please enter this appreciation in our paper, the Log.

—Earl Sherfield, Ship delegate;
Dean Brannon, Deck delegate;
R. J. Steele, Engine delegate;
Jimmie Prestwood, Steward.

Cape Nome Crew Blasts Skipper

A letter from the crew members of the SS Cape Nome blasts many of the actions of Captain Jantze, master of this vessel, during their last voyage. It appears that his conduct is not that of any real shipmaster, but rather the conduct of a "Capt. Bligh."

When approached by the deck delegate to question the fact that certain engineers and cadets continually raided the crew's night-lunch and pantry, and asking him to tell them to stay out of the crew's pantry, Jantze replied: "Leave the officers alone." "Keep out of our ice-box," and "Go below where you belong."

PRETTY PETTY

It appears that the Captain took it upon himself to lock-up the officers' pantry during the day (except for fifteen minutes, morning and afternoon), to keep passengers out of the pantry, thus depriving the children of food and milk, the letter says. "This practice is petty in the eyes of the crew," they say, "and shows low character."

When the draw lists were presented in Buenos Aires, the captain ordered that the stewards department would not be paid until 5 P.M., although all other departments made their draw at noon.

At 5 P.M. the stewards department men could not get the amounts they asked for, because there was not enough money left. "What had happened was this," the letter continues: "Some of the passengers turned in African pounds for

Attention Members!

When paying dues, assessments, fines, donations or any monies to the union, make sure that you pay it to an authorized representative and that you get an official receipt. No matter how much or how little you pay, follow this procedure for your own protection.

Charles Parker Visits SS Richard Rush

At a stewards department meeting of the SS Richard Rush, Charles Parker a former trip card member of the SIU who is now a corporal in the Airforce Service Command, was welcomed by the crew members. He served with the 15th Air Force until the capitulation of Germany.

Some of the members, commented that they knew Mose Parker, Charles' brother who was an oldtimer with the SIU and whose loss at sea in a torpedoing was regretted by the Union.

Ship's delegates were: Donald Lund, Deck; W. L. Creech, Eng.; and Frank Blarano, Stewards.

If In Antwerp, See Hospitalized Brother

Returning from Antwerp the members of the SIU aboard the Cornelia declared they had had a swell trip for all concerned except for a few days of heavy weather, when this old rust bucket only did eighty miles per day of her usual two hundred and eighty.

The ship is in bad need of fumigation and the Oilers declare they have to kick the rats out of their way when they walk down the shaft alley.

The engine department members say that they had the best delegate they ever had in Mate "Pop" Carson. There was not one hour of disputed overtime on the ship during the trip and at the payoff.

Hard luck hit LeVerne Cornwall, Fireman, while trying to board a trolley in Antwerp. It was reported that he went under the trolley after falling, and his leg was cut off. The ship's crew tried to get out to the Army hospital to see him, but found out about it too late to get transportation.

They ask that any member getting into Antwerp in the near future to go and see this hospitalized brother.

pesos, taking part of the money that was obtained for the crew's draw lists, although they, the passengers, could not get ashore for some time.

LOST MONEY

"Some of the fellows had to take money in African pounds to make up the amount they asked for," the letter goes on. "By doing this they lost money in the exchange ashore. For example one man drew \$56.51 worth of pounds. When they were exchanged ashore he received \$46.00 worth of pesos, losing \$10.50 on the transaction."

On the question of safety of passengers and crew, the letter cites the instance of one of the utility messmen alleged to have contracted a venereal disease in Cape Town, South Africa, who was issued a pass at the Captain's order to go ashore in Buenos Aires. He went to a doctor and received a letter testifying this condition. The Captain took no precautions to insure the crew's and passengers' safety. The man worked for one month in this condition, after which orders were given that he stop work for one week. He was then given orders to start work again.

The crew felt that he should have been given blood-tests and hospitalization.

The Steward asked the Captain about painting the deck of crew's mess hall, which needed it badly. Captain's reply was: "I'm the master of this ship, and I will paint the mess hall when I get good and ready!"

After leaving India some few

cans of fruit juice were taken from the stores. Because of this, the Captain forbade the Steward to serve any fruit juices for ten days. And this while in the tropics where fruit juices are considered a necessity for the crew.

The Steward submitted a sea-order to the Captain which would have been sufficient to bring the ship back to the U.S. The Captain cut the order to such an extent that they were out of necessary items five days from the U.S., the letter declares.

In addition he gave the Stewards orders to send only ten bags of laundry ashore in both ports of call. By doing so the crew ran short of hand towels.



The letter was signed by deck, engine and stewards delegates, Elmer S. Lupkin; Ferdinand J. Bruggner, and Lawrence Williams, respectively, as well as nine more full book members: N. Yacishyn; Sylvester Knight; Svend Aage Smith; Walter Nelson; Joseph A. O'Neill; Richard Hungling; Herman Paul; Victor Shavroff, and James C. Battle.

THE MEMBERSHIP SPEAKS



REFUTE CHARGE CONDEMNED SHIP WAS MAINTAINED

Editor of the Log:

We, the undersigned members of the crew of the SS City of St. Louis, take issue with the statements published in the Log of October 19, regarding the mate of the same vessel, who was alleged to have given the order to "chip the deck on this ship after she was condemned."

The letter is signed "Pecro Contron," and apparently was written by a member of the blackgang of that vessel who was in reality a man named "Pedro Cintron," a probationary book member.

Since he never sailed on deck he certainly is not qualified to speak for the men sailing in that department. Furthermore his letter does not give the real story, for he declares that the ship was "towed into Mobile" by two tugs, while in fact she went into Mobile under her own power, and after she did hit a reef, was towed into Vera Cruz, Mexico, where she discharged cargo.

From Vera Cruz the ship went to Tampico, Mexico, under her own steam, discharged more cargo and left for Mobile under her own steam again.

The main point of this letter, however, is to point out that the charge that the mate ordered the deck chipped "after she was condemned" is not so, and serves to bring the mate into dispute. We, and particularly the deck men, realize that we have few enough decent officers and certainly take exception to making one of the decent ones look like a junior Captain Bligh.

E. L. Patterson, WT
Herbert Nadelberg, AB
John A. Tobin, OS

RUSSIAN MONEY EXCHANGE MAKES CASH VALUELESS

To The Editor:

I don't think there is another country in the world where a seaman gets as bad an exchange of money as he does in Russia. On the five month trip of the Henry Lomb we called at Murmansk, Venega, Bokeresk, and Malatov.

The Russians claim that 300 roubles is worth 60 American dollars, but when you go out to buy things you find out otherwise. It works out to about 5 roubles to a dollar in money, but its different in goods.

For instance if you want a decent meal it costs 60 to 80 roubles; drinks (Vodka only) are 10 roubles each, which makes New York's Fifth Ave. living seem cheap in comparison. (\$12-16 a meal, \$10 for 5 drinks.)

There's no point in giving the waitresses money for tips because it's of no use to them. You couldn't buy a decent outfit of clothes for your 300 roubles. There's just no sense of value in the money exchange there.

Some of the Russians use the old Chinese bead board to count money, and when I asked why they didn't go in for cash registers like we had in America they said they didn't trust machines. The way it looked to me, they might just as well have counted money by weighing it in bushel baskets, it was worth so little.

One place did have a cash register, and I asked the pretty cashier how she liked the machine (as they call it). She told me she got the job because she could play the piano and liked it because of the way the numbers jumped up and down, the light flashed on and off, and the ringing bell, all by pushing a single button. That's about how



it goes, if you can play the piano you're a qualified cashier, too.

Some of our smart salesmen of cash registers better watch out, and get good money and not roubles when they sell the contraptions to the Russians.

Henry Frick

CREW BUILDS DECK SWIMMING HOLE — SKIPPER'S IDEA

To The Editor:

After making a trip to the Pacific, the SS Coquille, a Pacific Tankers scow, proceeded to Panama. All this with temperature of 98 to 100 degrees in foc'sles without portholes.

While at Panama the skipper ordered a consignment of lumber with which, on our return trip to the Pacific, we built a swimming pool between number seven and eight tanks. The free labor the crew put into its building was more than repaid by the refreshing moments we spent in it, even though it was only 10 ft. by 20 ft. by 3 ft. It was built four foot above the deck and supported by the superstructure.

At first there were several let-downs, but now everything is ship-shape. The whole idea, we are glad to say, was the old man's and we hope that other water-loving sailors may be as fortunate.

The lumber used was 2 in. by 10 in. which was lined with No. 5 canvas. We found that 5ft. 6 in. by 6 in. braces were needed to support it and when filled within two inches of the top, the roll of the ship did not effect it.

In closing I would like to say that we have one of the best ship's crews that I've ever seen. Thanks to the SIU educational program there are many poten-

When Writing To The Log

Some letters have arrived at the Log office without the writers names or book numbers.

The Log must know, before it prints, the source of these communications.

All letters to the Log should clearly show the writers name and book number if any.

It would be a great help if all names used in letters were printed clearly in order to avoid misspellings.

tial good union members among them so keep the educational material coming.

Edward E. Bletcher was the engine department delegate.

R. Datson, deck delegate

TALISMAN CREW COMMENDS CAPT. SCHWANER

To The Editor:

The crew members of the SS Talisman wish to express a word of appreciation for the fine attitude of Captain Clinton W. Schwaner towards his men throughout their recent voyage.

The entire crew can say that Captain Schwaner is a square-shooter and willing to meet them halfway. He conducted his ship on a manly basis, and if we had more like him the ships and trips would be a lot smoother sailing.

We the undersigned express our gratitude to a REAL skipper. (Editor's note: The failure of most signers to make their names legible makes it necessary for us to omit even the few we could read. The original is on file at the Log office, however. 36 crewmembers signed the letter.)

SAYS LOG MADE GOOD IMPRESSION FOR SIU ON NAVY

To the Editor:

I want to thank you for sending me the Log while I was in the Navy. Take me off the mailing list, as I was discharged last week. It gave me great pleasure to read the Log and pass it on to my shipmates, as it offset the bad impression made too often by loud mouthed gas hounds and gold braided mess boys. Yours for a bigger and better Log.

John King

COMPLAINS THAT MILITARY TREAT SEAMEN AS LEPERS

To The Editor:

In the past five months of this trip aboard the SS Percy E. Foxworth we have had a few minor beefs in all departments, but succeeded in straightening out all concerned.

Two and a half months of these five we were not allowed

seconds on chow because of a serious shortage of food stores, due to the fact that we shared our grub with the Navy stevedores that worked our cargo for three weeks—seventy-five to a hundred men in all.

We do not regret this, as they had no decent fresh food stuffs for months previous (so they said). But we definitely do not appreciate their attitude towards us in return.

Today, anchored here in Tokyo Bay, we were confined to the ship for reasons unknown to us. The Army and Navy still walks free. During this entire trip, putting into eight or nine ports, we were allowed liberty in only one place.

We do not question the authority of the Military Government in these ports, but why, pray tell us, are we being continually treated as lepers? A brass band to welcome us is not desired, only the privilege to go ashore for what little recreation is to be found after five months of confinement aboard ship.

Now that the war is won, if sailors are scarce for these far Pacific runs you may be assured that it isn't the sailing conditions nearly as much as the conditions mentioned here.

We represent the crew's attitude in this beef.

A. G. Nelson
T. A. Scoper
H. J. Lankster

CATALINA COWBOY KIDNAPS ROWBOAT; GETS LOST AT SEA

Dear Editor:

While the Skagway Victory, an Alcoa scow, was riding at anchor at Eniwetok, one of the crew members decided to practice his rowing in the "Skagway Junior," a rowboat the crew used for minor excursions.

This Catalina cowboy, in the hope of polishing up his Commando Course training, rowed out a considerable distance. For some reason he couldn't get the



boat back and drifted some three miles out. It was getting dark when he was finally missed by the crew who immediately lowered a boat and went to his rescue.

While the "Skagway Junior" was secured astern for the night, the chief mate cut her adrift in order to keep any other Catalina-trained commandoes from repeating the performance.

Incidentally, when the rescue party got to the Catalina cowboy he had one oar out, rowing like hell in complete circles.

Nicholas Fluetsch

FOOD SUPPLIES AND MEDICAL CARE SNAFUED

To The Editor:

First I want it known that here aboard the SS Broad River we have one of the best skippers afloat.

We arrived in Panama on the 11th of October. We had no flour, no fresh meat, and only a few canned goods for the crew and the 68 passengers aboard.

On arrival, we dropped anchor and are still riding on it. About five days before we arrived, the captain wired in that we would immediately on arrival need food supplies and a doctor as we had sick men aboard.

After five days we got food supplies and this was only after the captain had sent better than a dozen messages asking for food supplies and a doctor. As the ship is under quarantine no one can go ashore, and they still haven't given us medical attention. We were told that we would have to wait until we dock.

As this seems to be a common occurrence according to the crews of ships anchored around us, we think there should be an investigation concerning this matter.

The ship's delegates are sending more extensive information on this matter into the hall.

Eugene Lawson

FIRST ARMY COOK ARGUES WITH EVERYONE ON SHIP

To the Editor:

On this 17 day trip on the Vassar Victory we had some first-trippers, several of them resplendent in their "high pressure." Shortly after signing on, I discovered that I would have to keep a padlock on my locker during the trip.

Several of the first-trippers were just waiting for the Draft Act to expire, and had no interest in Unions whatsoever.

It was a pleasure to work with the GIs who did KP on the way back. They were right on the ball and did a lot less beefing than some of the crew.

Something should be done about the guy who shipped as First Army Cook. Until he was transferred to the crew galley, he caused nothing but trouble arguing with the Army; with the Chief Steward, whom he accused of being a company man; and trying to push around the stewards' department personnel working with him.

Otherwise, the trip was okay. We brought back 2000 GIs, and some of them were the swellest guys I met in a long time.

Edwin Westphal

AROUND THE PORTS

Come To Savannah, The Man Says

By ARTHUR THOMPSON

SAVANNAH — Shipping was good again last week in Savannah. We had to send almost an entire crew to Charleston for the SS City of Alma; and the SS Gorge Pomutz of the Mississippi SS Co. paid off with almost the entire crew changing over. The Pomutz was a clean ship with all overtime squared away at time of payoff. I got a call from Brunswick asking for a crew for the MV Coastal Mariner, and it looks like a tough order to fill.

Reports are to the effect that the Savannah Line is to resume operations in about a month or so, and this would mean jobs coming into Savannah regularly. As it is now shipping is very good down here and we are short of rated men. We shipped 39 men this week so far and have 23 jobs on the board, and considerably less than that on the shipping list. If any of you who read this want a nice warm place to wait for a ship come to Savannah. The weather is still fair and you can leave your overcoat at home and should be able to ship out within a week.

Savannah is all prepared for her Navy Day celebration today and business is at a standstill, but by Monday it will be past history and maybe we can get some of our members to ship out. We hope so, at least, because we have the jobs and hate to ask anyone else to help us man our ships.

We have no hospital cases or at least we don't know of any. This makes two full weeks without anyone in the hospital. Maybe the climate has something to do with it. Come down and see for yourselves. We need seamen, especially with ratings.



Reports Many Beefs Are Settled

By LOUIS GOFFIN

Some time ago we wrote about the immediate settlement expected in some beefs aboard the SS Colabee. All of these are now settled, the final one, a deck department beef on beams and hatches for voyage number 14, was noted in the last edition of the Log.

The men involved can collect their money at the American Hawaiian Line in New York. Also to be collected at the same office are unclaimed wages for three men. (See Oct. 26th Log.)

Various crew members from the Josiah Bartlett have money due at Eastern Steamship in Boston. The beef regarding serving meals in the skipper's room on the Alcoa Pointer, which paid off in San Francisco, has been settled for 400 hours. Brother Casey, OS should get in touch with Captain Ackerman at Alcoa's New York offices for final settlement of his beef.

From Galveston the beefs concerning Biscamp and Herrard, two Oilers on the SS J. Bartrum, have been settled; the stewards' beef is still being processed and should be settled in time to appear in the next issue of the Log.

LISTS SEAMEN'S FOES

Leaving beefs aside for the moment, we want to again remind the boys of the enemies they face: Enemies of the SIU and all organized and unorganized seamen.

Reading from left to right and back again, they are the commie leadership of the NMU, RMO fink halls, discriminating medical centers, Coast Guard kangaroo courts and penny pinching ship-owners.

NO NEWS??

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

BALTIMORE
PHILADELPHIA
JACKSONVILLE
BOSTON
NORFOLK
GALVESTON

Captain Bligh Was Only A Pansy

By BUD RAY

SAN JUAN — Things have slowed down somewhat here, with no ships out of New York, and most of the old crop of sugar moved already. There is about 150,000 tons left, and most of that on the south coast; a little in Humacao and Fajardo, but they will start to cut the new crop late in December to start grinding in March.

The Cape Faro of Waterman came in, the first ship to enter San Juan with peacetime colors and the local papers gave it a big writeup. She was pretty, but how are they going to keep this type of ship up with the size crew that they carry?

It would be nice if these ships carry Quartermasters and put three more Maintenance men on deck; then the Boatswain could

get something done. I have talked to Waterman here about getting a shore gang to paint while their ships are in down here. They talk favorably of it, when the WSA turns them loose, which will not be later than next March. The Bull Line did this work here in peacetime, so they should start it again in the near future, and that is a big help to the members on the beach.

We had the Coastal Schepper in, a West coast ship, and was she a mad house. Capt's Bligh and Hornblower were timid beside Salt Water Swanson, who is lord and master of all he surveys. The engineers were all gassed up and blew the hot water boiler up so the men couldn't get hot water to keep things clean. The old man didn't want to pay subsistence for the men to eat ashore, but I got the Health Dept. down. They said that present conditions were unsanitary until the time that hot water was available, so now the men are staying ashore until she is repaired.

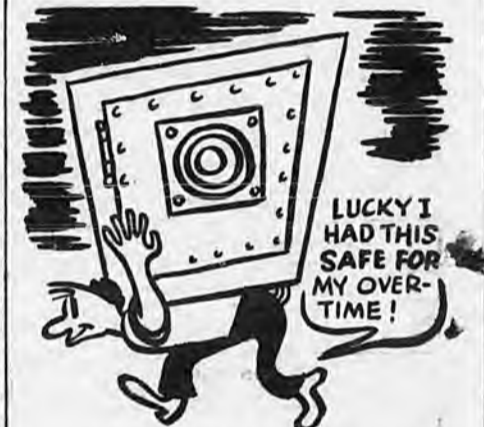
Shipping remains fair and a man can get out if he wants to in two weeks time, or after they have had their fling with the dark-eyed damsels of questionable virtue, and kicked the Old Demon around a few days. Some of the boys coming here are going up in the better part of town and meeting the nicer people and the marriage rate is going up.

ing down boiler fronts, but they never turned it in to the engineers until the ship got into San Francisco. This caused a lot of confusion that could be avoided.

The deck delegate of the SS William Prouse (South Atlantic) came ashore and we squared the overtime for the deck dept. The other delegates did not come ashore before the payoff. When the ship paid off the stewards dept. was short 609 hours overtime for taking care of passengers. This was squared away the next day. A copy of the overtime coming to each man has been sent to the Log. I would like to ask all delegates who come into San Francisco to bring your disputes ashore before you payoff, so we can square the beef before the payoff.

The SS Knute Nelson (Seas SS Co.) paid off here in pretty good shape. She had a full crew from Baltimore. Over \$4,000 in extra meals disputed in this ship along with quite a bit of disputed overtime. All settled in SIU style, and the boys are happy.

The MV Farallon (Moran Towing) came in from a long trip. We got transportation for two



men who joined the ship in New York. Then, when she laid here over ten days after discharge, we got transportation back to New Orleans for all men who stood by the ten day period. Major Locke almost had a baby when we forced him on that one.

The SS Francis Bursley (Waterman) paid off with all overtime okayed.

The SS Marine Dragon (Waterman) paid off in Seattle with transportation back to New York. All beefs settled to satisfaction of crew. Joe Wread reports things going a little slow up there.

Labor's War Record

Now that the war has finally come to an end, and the boys are beginning to return home, it is timely to sum up labor's part in the tremendous effort. Here are some of the highlights:

PRODUCTION—Munitions output was boosted 11-fold, from a half billion dollars' worth a month to 5½ billion at the peak, greater than the rest of the world put together. No wonder General George C. Marshall, army chief of staff, called the record a "miracle."

TRANSPORTATION—Railroad workers did what prophets of gloom called "impossible;" they carried a load double prewar levels, though short of equipment and manpower. Seamen delivered the goods to far-flung military outposts and to our Allies despite intensive submarine warfare which took the lives of thousands of AFL members and sank hundreds of merchant ships.

STRIKES—Contrary to the campaign of abuse carried on against labor during the war, losses due to work stoppages averaged less than 1/10 of 1 percent of time put in by the nation's workers on the job during the war. And even those insignificant losses were more than made up by toil on legal holidays.

MANPOWER—American virtually scraped the bottom of the barrel to secure needed workers for industry and the armed forces. Millions of housewives took war jobs. Vast numbers of workers were provided through facilities of unions, which time and again sent members thousands of miles to break manpower bottlenecks, as for example, in the gigantic atomic bomb project.

PRODUCTIVITY—Efficiency of workers in munitions industries leaped 72 percent during the war; on the railroads by even more.

ARMED FORCES—Three million union men entered the military services, including 300,000 from the railroads and a quarter million in the fabulous Seabees. Thousands of them gave their lives in battle.

One final note: The great record was not achieved without sacrifices. Workers toiled almost inhuman hours—often as much as seven days a week for long stretches. Millions shifted to congested war centers, living in tents, trailers, huts and Hoovervilles. Their wages were frozen while prices soared. They endured many other hardships, but they did the job, voluntarily, without a labor draft.

Just A Pistol-Packing Papa

By E. S. HIGDON

NEW ORLEANS — We paid off the John A. Dix, Shepard Line (SUP). There was a wonderful skipper on this ship. His custom was to have the four to eight watch bring him coffee in his stateroom at 5:00 a. m. without the payment of overtime. He refused to okay the overtime, and the watch finally refused to bring him more coffee.

He informed the boys that if they did not comply with his wishes, he would lock them in number one cargo hole and charge them with mutiny. He had a habit of carrying a rod strapped around him at sea. When asked by the Patrolman why he carried a gun he stated he was carrying it for protection. A swell

guy, was he not?

The Patrolman and myself have been kept busy in this Port signing up a lot of NMU men who are turning over day by day.



They know the conditions in the SIU are a hundred per cent better! Most all of these men are oldtimers.

This Is How The Candidates Will Appear On The Official Ballot

Included as part of the ballot, though not shown here, are two resolutions being submitted to a referendum vote. These, if passed, would authorize the purchase by the Union of halls in the Ports of Boston and Philadelphia. The resolutions are not related to each other: You may vote for both, for only one, or against both. Read them carefully.

Sections On Voting Taken From The SIU Constitution

(Editor's Explanation: Probationary members and members more than three (3) months in arrears in dues or assessments are not eligible to vote.)

Section 5. Members shall be entitled to vote upon presenting their membership certificates showing that they are in good standing, and have not previously voted at the same election. Each member shall sign for their ballot on the official tally sheet provided for that purpose. Members shall mark their ballot with pen and ink, or indelible pencil and shall signify their choice of candidates by marking a cross (X) in voting square opposite names or by writing in the blank line the name of their choice if such name be not printed upon the ballot. Lead pencils shall not be used in marking ballots. When a member has marked his ballot; he shall deliver it folded to the judge, who after ascertaining that the member is entitled to vote, shall tear off the numbered stub and deposit the ballot. The Committee shall then stamp

the members' certificate of membership in the proper column for the year and month of election, such stamp shall bear the word "voted" the initials of the voting place and the date of the voting. If the member is not entitled to vote, the judge shall void his ballot, the tellers shall count the ballots as they are deposited and the clerks shall keep record of the count.

Section 9. Mutilated or disfigured ballots, or ballots marked with lead pencil, shall be deemed invalid. Ballots torn in such a manner that part of the names of candidates or voting squares is destroyed are to be regarded as mutilated ballots. Where the choice of any member for any office cannot be determined with certainty, the vote for such office shall not be counted. This also applies where a member has voted for more than the designated number of candidates to be elected to any office. All ballots cast at any time, in any place and manner, except as herein provided, shall be deemed invalid.

Seafarer's International Union of North America

ATLANTIC & GULF DISTRICT

1945 ELECTION OF OFFICERS FOR 1946

VOTING PERIOD NOVEMBER 1st THROUGH DECEMBER 31, 1945

INSTRUCTIONS TO VOTERS — In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for more candidates for office than specified herein your vote for such office will be invalid.

YOU MAY WRITE THE NAME OF ANY MEMBER WHOSE NAME DOES NOT APPEAR ON THE BALLOT IN THE BLANK LINE PROVIDED FOR THAT PURPOSE UNDER EACH OFFICE.

Do not use a lead pencil in marking the ballot. Ballots marked with lead pencil will not be counted.

MARK YOUR BALLOT WITH PEN AND INK OR INDELIBLE PENCIL.

SECRETARY - TREASURER Vote for One	<input type="checkbox"/> JOHN HAWK, No. 2212
ASSISTANT SECRETARY - TREASURER Vote for One	<input type="checkbox"/> JAMES T. BRADY, No. 138 <input type="checkbox"/> J. P. SHULER, No. 101
BOSTON AGENT Vote for One	<input type="checkbox"/> JOHN MOGAN, No. 216
BOSTON JOINT PATROLMAN Vote for One	<input type="checkbox"/> STANLEY GREENRIDGE, No. 1863 <input type="checkbox"/> JOSEPH LAPHAM, No. 247 <input type="checkbox"/> EDDIE PARR, No. 96 <input type="checkbox"/> JAMES E. SWEENEY, No. 1530
NEW YORK AGENT Vote for One	<input type="checkbox"/> PAUL HALL, No. 190
NEW YORK DECK PATROLMAN Vote for Two	<input type="checkbox"/> JOSEPH ALGINA, No. 1320 <input type="checkbox"/> THOMAS (ROCKY) BENSON, No. 7297 <input type="checkbox"/> JAMES SHEEHAN, No. 306
NEW YORK ENGINE PATROLMAN Vote for Two	<input type="checkbox"/> JAMES DeVITO, No. 183 <input type="checkbox"/> JAMES H. HANNERS, No. 236 <input type="checkbox"/> JAMES PURCELL, 27124 <input type="checkbox"/> JOSEPH H. VOLPIAN, No. 36
NEW YORK STEWARD PATROLMAN Vote for Two	<input type="checkbox"/> CLAUDE FISHER, No. 362 <input type="checkbox"/> R. E. GONZALES, No. 174 <input type="checkbox"/> FRED HART, No. 488
PHILADELPHIA AGENT Vote for One	<input type="checkbox"/> HARRY COLLINS, No. 496 <input type="checkbox"/> JAMES (RED) TRUESDALE, No. 3517

BALTIMORE AGENT Vote for One	<input type="checkbox"/> WILLIAM (CURLEY) RENTZ, No. 26443
BALTIMORE DECK PATROLMAN Vote for One	<input type="checkbox"/> R. E. DICKEY, No. 632
BALTIMORE ENGINE PATROLMAN Vote for One	<input type="checkbox"/> DOLAR STONE, No. 1996 <input type="checkbox"/> ERNEST E. TILLEY, No. 75
BALTIMORE STEWARD PATROLMAN Vote for One	<input type="checkbox"/> CHARLES STARLING, No. 6920
NORFOLK AGENT Vote for One	<input type="checkbox"/> RAY WHITE, No. 57
NORFOLK JOINT PATROLMAN Vote for Two	<input type="checkbox"/> KEITH (JIM) ALSOP, No. 7311 <input type="checkbox"/> LEON (BLONDIE) JOHNSON, No. 108
SAVANNAH AGENT Vote for One	<input type="checkbox"/> ARTHUR THOMPSON, No. 2888
JACKSONVILLE AGENT Vote for One	<input type="checkbox"/> LOUIS GOFFIN, No. 4326 <input type="checkbox"/> JAMES L. TUCKER, No. 2209
TAMPA AGENT Vote for One	<input type="checkbox"/> CLAUDE (SONNY) SIMMONS, No. 368
MOBILE AGENT Vote for One	<input type="checkbox"/> CHARLES M. KIMBALL, No. 32
MOBILE JOINT PATROLMAN Vote for One	<input type="checkbox"/> CHARLES E. BURNS, No. 237 <input type="checkbox"/> ELVIS (EDDIE) HIGDON, No. 182 <input type="checkbox"/> LOUIS (BLACKIE) NEIRA, No. 26393

NEW ORLEANS AGENT Vote for One	<input type="checkbox"/> J. STEELY WHITE, No. 36
NEW ORLEANS DECK PATROLMAN Vote for One	<input type="checkbox"/> PERCY J. BOYER, No. 39 <input type="checkbox"/> CHARLES H. BUSH, No. 127 <input type="checkbox"/> FRANK SULLIVAN, No. 2 <input type="checkbox"/> PAUL WARREN, No. 114
NEW ORLEANS ENGINE PATROLMAN Vote for One	<input type="checkbox"/> A. M. (SANDY) SCVICQUE, No. 43 <input type="checkbox"/> C. J. (BUCK) STEPHENS, No. 76
NEW ORLEANS STEWARD PATROLMAN Vote for One	<input type="checkbox"/> RICHARD W. BIRMINGHAM, No. 390 <input type="checkbox"/> TEDD R. TERRINGTON, No. 68 <input type="checkbox"/> ROBERT B. WRIGHT, No. 226
GALVESTON AGENT Vote for One	<input type="checkbox"/> D. L. PARKER, No. 160 <input type="checkbox"/> RAY W. SWEENEY, No. 20
SAN JUAN, PUERTO RICO AGENT Vote for One	<input type="checkbox"/> BUD RAY, No. 647
SAN FRANCISCO AGENT Vote for One	<input type="checkbox"/> ROBERT A. MATTHEWS, No. 154



SS Cecil Bean (Paid off in New York)		A. Ramos 2.00	
S. Gelak \$ 2.00	Geo. Seeberger 1.00	W. A. Del Grande 1.00	
Harry C. Moore 2.00	J. F. Clark 2.00	R. H. Sullivan 2.00	
J. McLeod 2.00	J. E. Jadwin 2.00	J. E. Moore 2.00	
E. Cafferty 2.00	L. M. Quam 2.00	A. L. Hinde 2.00	
J. Kendig 1.00	A. J. Brewster 2.00	R. K. Block 1.00	
Rudy Panasirk 2.00	R. K. Block 1.00	G. H. Moore 1.00	
S. Cole 1.00	W. Keller 1.00	Total \$56.00	
W. Keller 1.00	T. W. Patton 1.00	SS Kelly (Paid off in New York)	
W. H. Bowman 1.00	D. Sweeney 1.00	C. Pugh \$ 2.00	
T. V. Logan 2.00	J. Connelly 5.00	Leo F. Mills 2.00	
J. Redden 2.00	J. Redden 2.00	F. W. Henderson 2.00	
O. O. Lawrence 5.00	O. O. Lawrence 5.00	P. Y. Spinney 1.00	
W. Hensen 2.00	R. H. Gangler 2.00	J. K. Shrzykowski 1.00	
J. Terraccian 3.00	J. Terraccian 3.00	Charles Archibald 2.00	
F. A. Fannicaol 5.00	F. A. Fannicaol 5.00	R. W. Kandal 5.00	
Total \$43.00	Total \$15.00	SS Cape Texas (Paid off in New York)	
SS Cranston Victory (Paid off in New York)		A. Quinones \$ 1.00	
E. W. Elliott 1.00	H. Gebbie 1.00	E. H. Tanna 1.00	
E. Lowell 2.00	E. Ganther 2.00	A. Miranda 1.00	
E. Heady 2.00	Paul Doyle 1.00	J. Flores 1.00	
Paul Doyle 1.00	P. Heady 2.00	P. F. Fernandez 1.00	
C. W. Barkley 1.00	C. H. McQueen 2.00	J. C. Evans 1.00	
C. H. McQueen 2.00	F. Jensen 2.00	E. Cortez 1.00	
F. Jensen 2.00	J. Gallagher 2.00	J. Goglas 1.00	
J. Gallagher 2.00	E. Pettit, Jr. 2.00	C. Flores 1.00	
E. Pettit, Jr. 2.00	Wm. White 2.00	R. Encarnacion 1.00	
Wm. White 2.00	E. B. Jensen 2.00	L. T. Alstrom 1.00	
E. B. Jensen 2.00	R. Follett 2.00	G. Marbury 1.00	
R. Follett 2.00	E. McCollom 2.00	L. Cepula 1.00	
E. McCollom 2.00	Luca Gentile 2.00	M. Serino 1.00	
Luca Gentile 2.00	F. Neirdhardt 2.00	J. Reyes 1.00	
F. Neirdhardt 2.00	J. Barnard 1.00	R. F. A. Berg 1.00	
J. Barnard 1.00	R. H. Young 1.00	N. Standras 1.00	
R. H. Young 1.00	J. I. Kuczer 1.00	E. Razquez 2.00	
J. I. Kuczer 1.00	Wm. L. Wand 2.00	V. M. Eiscobar 2.00	
Wm. L. Wand 2.00	H. D. Snyder 2.00	Total \$21.00	
H. D. Snyder 2.00	Total \$120.00		

ATTENTION!

Read the instructions carefully. If they are not followed, your ballot may be voided and your vote will not count. Be sure to read the rules on eligibility that are printed in the adjoining column.

THE WEEK'S NEWS IN REVIEW



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

SPORTS . . .

SPORTLIGHT

By GRANTLAND

Who is the greatest hitter that baseball ever knew? It seemed to us that the best way to round out this argument was to go in a direct line to one who was a master at applying the ash.

So I looked up Ty Cobb, author and producer of more than 4,000 base hits.

No, Ty didn't name Cobb. He named Shoeless Joe Jackson.

I'll tell you why Jackson belongs on top," Cobb said. "Back in those years we not only had to swing at a dead ball but also a ball that was doctored in every known way. We had the spit ball, the emery ball, the fuzzed-up ball—a ball that would do a lot of queer things that come at you with odd dips and breaks. So the good hitters of that period had to choke the bat and go in for punch hitting.

"All except Jackson. Joe still took his full swing and he was often up there from .380 to .410. I know I could never have hit above .300 with that type of swing. Only Jackson, old Shoeless Joe, had the eye and the smoothness and the timing to do that.

I used to wonder why he didn't strike out at least twice a game, taking a full cut at a ball that flopped and ducked from the treatment it got, either by emery or thumbnail or saliva.

"Taking nothing away from Babe Ruth, the Babe never had to swing at a slappery or fuzzed-up ball. In those days you could

lead the league with 10 or 12 home runs. The trick stuff had ended before Babe moved to the outfield in 1919.

"I've often wondered what Joe Jackson would have hit against the pitching and the livelier ball that came in around 1920. The same might go for Nap Lajoie, another great natural hitter, who didn't have as deep or as full a lash as Jackson used. With the livelier ball Jackson and Lajoie would have had infielders playing back in the outfield to keep out of hospitals. In one of the old-timer's games played in Boston with the lively ball, Lajoie's line drive hit the center field fence, and that was after Lajoie was through."

ABOUT HITTING

I asked Ty if he was ever tempted to become a slugger.

"Not with that dead, fuzzed-up ball," he said. "I always believed in playing percentage, and the percentage was all against a free swinger in those days.

"Later on I tried a few times to go out for distance, but by that time I had been around nearly 20 years and it was a little late in life to change my swing or learn new tricks. You can't change the habits of 20 years in anything like a hurry, if you can change them at all. But I remember a series in St. Louis where I decided to take a chance on the slugging side and



as I recall it, I picked up five home runs in two games.

"Walter Johnson was the greatest pitcher I ever faced," Ty went on, "except Ed Walsh in 1908 when he won 40 ball games and saved 10 or 12 others. But when you speak of great pitchers, how can anyone overlook Cy Young?"

"Cy had been pitching 15 years before I came to the Tigers, but he was still a great pitcher. He won something like 510 ball games, which is more than most pitchers ever worked in. Cy was a big, burly fellow and he could hide that ball better than anyone I ever saw. He would turn his back to you in the wind-up and the ball would be on you before you knew what was happening. Cy had fine speed, a good curve ball and perfect control. He could pitch into a tin cup. He was also smart and game.

"The great thing about Walter Johnson was that you knew a fast ball was coming—but it didn't help. You never had to worry about a curve in those days from Walter, or any change of pace. Just speed. Raw speed, blinding speed, too much speed. The answer is that Johnson still holds the shut-out and the strike-out record. With a better hitting, better scoring ball club, Johnson would have had several 40 game seasons on the winning side. Some day look up the records and see how many 1 to 0 games he lost. I can see that long, rubber right arm unwinding now, with the ball on top of you before you could even blink. No wonder a lot of ball players used to get sick on the day Johnson was to pitch."

'CRAZY' STUNTS

I asked Ty what was the greatest thrill he got out of baseball.

"On the bases," he said. "I liked to run and at times try out a few crazy things, such as scoring from first on a single or scoring from second on an outfield fly.

"Every now and then I'd take a crazy chance where I actually had no chance at all. I knew that. But I also knew that a certain amount of crazy running would put more pressure on the defense and maybe start a little hurrying.

CURRENT EVENTS . . .

AT HOME

President Truman told the nation, via the radio, that industry could well afford to increase wages without any raise in prices. But told labor that it should modify its wage demands. Competent observers in both camps feel that he used a lot of words to say nothing. Any agency established to handle his proposed program, would find itself swamped with demands and counter-demands.

The President took a blast at Congress for its failure to enact full employment legislation and its attempts to dissolve the USES . . . A Congressional Committee advised "solving" the industrial unrest by imposing drastic strike penalties . . . Also recommended, was the repeal of the Smith-Connally Act (Slave Labor Law) to stop NLRB-conducted strike votes.

International control of atomic energy is being strongly urged by a group of 515 scientists, who declare there is no effective counter-weapon . . . British Premier Attlee is expected in Washington for discussions with Truman regarding atomic energy developments.

The "U. S. is ready to crush aggression with irresistible force" reads a newspaper headline above a report of the unanimous House vote for a postwar Navy greater than the tonnage of all other combined fleets . . . How this was to be accomplished if Britain, Russia, France and other countries decide to do the same thing is unexplained . . . But the measure will provide great profits for the munitions makers in all countries . . . The War Dept. urged consolidation of Army, Navy and Air arms under a single department to be called "Armed Forces."

Truman called for "universal military training" and argued that this would not be conscription . . . Trainees would be enrolled as "civilians in training" instead of into any branch of the services . . . A rose by any other name would smell just as well to the conscriptees . . . PEACE IT'S WONDERFUL.

Butter rationing was reduced and shoe rationing abandoned, as the OPA announced increased availability of those consumer items . . . The big Navy Day show in New York, at which Truman, C in C of the armed forces reviewed a seven mile display of fighting ships, was part of the nation's tribute to the officers, men and ships which fought from Pearl Harbor to Tokyo Bay . . . The New York housing situation was unchanged, and a veteran was reported to have worn out his newly acquired civilian shoes in a week-long pavement pounding hunt for an apartment.

A new high was reached by the United States Steel Corporation as its assets were announced at \$28½ million dollars . . . The company has interests in Federal Shipyards, Isthmian Steamship, Ore Transportation, Seas Shipping and numerous other maritime and non-maritime companies.

INTERNATIONAL

The Japanese appeared to be defying the MacArthur order that they liquidate their industrial monopolies . . . The Tokyo government, according to the General's headquarters, has not replied or commented on the order . . . The USSR was expected to join the Far Eastern Advisory Commission after a compromise measure was made which would provide for appeal. MacArthur's vote would break any stalemate . . . The smaller countries were demanding the right to participate in the Commission . . . Moscow has agreed to evacuate Jehol and Chahar Provinces in China as soon as Chunking forces can relieve the Red Army troops.

Four American soldiers and two Italian consulate members arrested in a raid on Tokyo's black market . . . Allegedly the GI's sold Army supplies to the black market operators . . . U.S. Marines were said to be in a perilous position as fighting spread between Chinese government forces and the communists in North China . . . A British General was reported killed by an Indonesian "mob" as he sought to confer with Indonesian Nationalist leaders under a pre-arranged flag of truce.

South Africa's Premier, General Smuts urged the immediate calling of an international peace conference because of the obvious inability of leading statesmen to find a solution to world problems . . . Brazil's new President, Jose Linhares, declared that elections would be held in that country as per schedule. General Vargas, the "strong man" who ruled the country for fifteen years, resigned the army and navy withdrew their support of his government . . . The United States recognized the new Venezuelan government in what was considered in some quarters as the quickest action on record for the recognition of a revolution-imposed regime . . . Pa's attitude of the U. S. has been to refuse recognition to such patches.



HARRY GILMORE
UNIVERSITY OF ALABAMA
BACK WHO IS BEING HAILED AS
AS A PASSER SUPERIOR TO
BAUGH, LUCKMAN, AND OTHER
GREAT TOSSERS. AGAINST
GEORGIA LAST SATURDAY 13
OF HIS 19 AERIALS CLICKED,
3 FOR TOUCHDOWNS.

NICE FUTURE!

LET 'ER GO, HARRY!

THE FOOTBALL CHUCKERS SEEM
TO ENJOY A LONGER STAY IN
THE SPOTLIGHT; LUCKMAN,
HERBER, BAUGH, AND OTHERS
ARE STILL ACTIVE. BAUGH
COMPLETED 19 OUT OF 23 TO
BEAT PROGIANTS FOR WASH.
REDSKINS SUNDAY, 28-14.

SHORTY



BULLETIN BOARD

Notice!

Along with the list of unclaimed wages, Calmar SS Corp. requested that the following men be notified that they had received overpayments:

John A. Ward	\$150.00
John W. Burrell	55.00
William R. Phillips	100.00
Frank F. Nevins	50.00
William Joy	40.30
Charles Berner	100.00
Benjamin Richardson	70.00
Glen Curl	75.00
Wilard Watson	150.56
Wayne Harshfield	100.00

SS CAPE COMFORT

Robert Anderson	\$ 10.19
Joseph M. Crookes	62.30
Steve J. Dedik	7.42
Leon C. Loe	8.28
Gordon B. La Rock	5.72
John E. MacCormack	9.43
Philip T. Meyers	8.28
John E. Ross	9.98
Moffett L. Wolfe	2.48

SS JAMES W. WHEELER

Charles E. Wells	4.77
James A. Clark	35.85
Thomas R. Holland	35.26
James Prestwood	4.12
James L. Donzey	4.52
John H. Thornton	4.52
Henry F. Reynolds	4.14
James R. Long	3.84
James E. Price	4.34
Howard Christensen	2.88
John Reed	1.38
Wallace McGiff	.83
James Bottes	3.17
David E. Crome	.83
David M. Bova	3.67
James L. Cochran	2.30
James W. Barrett	4.23
Donald A. Palon	2.48
Macon Welch	.68
William E. Wilson	10.00
Alfred Smith	3.39
J. W. Duffy	22.07
De Lau Rich	5.68
Virgil Zimmerman	32.32

SS HAGERSTOWN VICTORY

Sebastino Amento	4.32
George H. Bryan	1.20
Robert N. Brown	4.55
George W. Baker	1.19
Allen C. Cochran	1.88

SIU HALLS

NEW YORK	51 Beaver St.
BOSTON	330 Atlantic Ave.
BALTIMORE	14 North Gay St. Telephone Calvert 4539
PHILADELPHIA	6 North 6th St.
WORFOLK	25 Commercial Pl.
NEW ORLEANS	339 Chartres St.
SAVANNAH	220 East Bay St.
MOBILE	7 St. Michael St.
SAN JUAN, P. R.	45 Ponce de Leon
GALVESTON	305 1/2 22nd St.
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St.
SEATTLE	86 Seneca St.
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd.
HONOLULU	16 Merchant St.
BUFFALO	10 Exchange St.
CHICAGO	24 W. Superior Ave.
CHICAGO	9137 So. Houston Ave.
CLEVELAND	1014 E. St. Clair St.
DETROIT	1038 Third St.
DULUTH	531 W. Michigan St.
VICTORIA, B. C.	602 Boughton St.
VANCOUVER	144 W. Hastings St.
TAMPA	842 Zack St.
JACKSONVILLE	920 Main St.

—Unclaimed Wages— Calmar Steamship Company

J. W. Calhoun	12.12
Knut B. Cato	3.92
Morris M. Cline	3.12
James C. Flippo	1.88
Wm. Gable Jr.	3.92
Antonio Gonzalves	3.58
Willie P. Henton	3.58
Walter F. Haas	20.69
Hardy W. Henderson	10.46
Stanley Kasmirsky	4.74
Forrest J. Leeson	2.28
Joseph Mickshaw	4.74
Joseph J. Mayer	3.33
Paul J. Muckredis	1.78
Wm. J. Niewoonder	10.62
Walter L. Smith	13.74
Darel J. Stalaker	43.27
George Smith	11.51
Hasel T. Thompson	.78
John R. Wagner	1.68
Archie N. Wright	6.33
John L. Williams	17.73
John B. Wagner	6.72

SS ROY K. JOHNSON

A. D. Bailey	9.26
Daniel Byrne	9.65
Cyril W. Cortez	5.05
John E. Conrad	28.93
Edward E. Gray	12.21
Edmund W. Manz	10.99
John P. Maynard	6.25
Dutsy Meeks	.64
James T. Walker	18.18

SS JAMES A. BUTTS

John H. Binney	9.81
Albert J. Cassie	4.21
Walter Cutter	2.11
Walter Cutter	10.87
James A. Creed	10.87
Leonard J. Dutra	4.90
Charles Gill	10.87

PERSONALS

AUGUST OSCAR SANDBERG

Your testimony as to the completely disabling accident to Mack Bennetsen is necessary to his case. Please contact him at 25 South Street, New York City.

MONEY DUE

J. K. ELLIOTT

You have 34 hours coming for keying up the main engines. Collect at Mississippi.

SS WILLIAM PROUSE Voyage No. 4

Following is a list of overtime due the men who payed off in San Francisco October 17, 1945. Thomas Wabolis, 150 hrs.; A. B. Thommen, 148 hrs.; B. De Breuk, 88 hrs.; S. Bergquist, 56 hrs.; W. Funk, 56 hrs.; W. Hightower, 4 hrs.; J. Kleissler, 6 hrs.; R. Huddleson, 4 hrs.; P. Triantraffilo, 4 hrs.; I. Lowry, 1 1/2 hrs.; D. Smith, 1 1/2 hrs.; A. Riebus, 1 1/2 hrs.; R. Adams, 12 hrs.; J. Kuzma, 33 1/2 hrs.; F. Blanco, 13 hrs.; W. Breier, 17 1/2 hrs.; C. Abraham, 13 hrs. Collect at South Atlantic.

Anthony Metalica	2.52
Philip T. Myers	10.87
John J. O'Keefe	1.68
Clifford G. Perry	13.38
Angelo H. Rauseo	2.52
Nicalos Retrovato	5.07

Thomas V. Roberts	1.68
John H. Rosell	11.66
Frank L. Ryan	5.66
Nicholas A. Retrovato	7.22
Louis J. Sangiola	4.21
Donald E. Yarbrough	5.94

SS BLUE RIDGE VICTORY

Laurence B. Anderson	10.10
James F. Bender	4.02
Wm. Blessing	.81
Ollie B. Blanton	6.73
Louis Bengal	9.85
Arthur E. Blair, Jr.	5.05
Charles Burkhardt	2.52
Wm. Blessing	6.05
C. W. Christoffsen	.87
Charles Coleman	33.37
Russell S. Dickerson	11.05
Eugene Farrell	.84



DONATIONS TURNED INTO NEW YORK BRANCH

A. Celentano	\$ 1.00
J. Doyle	1.00
P. Bistlini	1.00
J. Koopman	1.00
J. Moss	1.00
F. Wood	1.00
G. C. Doyle	2.00
D. A. Miles	1.00
S. J. Rosczuk	2.00
F. B. Rosenbaum	3.00
J. Turek	1.00
N. Botway	2.00
V. Mino	1.00
W. Worth	1.00
F. Aubert	1.00
F. Iachetta	1.00
D. Rubin	1.00
G. Spangler	1.00
G. Spechar	3.00
A. E. DeLosch	1.00
R. McCarthy	1.00
J. Trunbaur	1.00
G. Landsman	1.00
S. Kauser	1.00
M. Partikos	1.00
J. H. Green	3.00
D. W. Shultz	1.00
N. Benjamin	1.00
S. M. Zabawa	1.00
M. Schwartz	1.00
H. J. Gelsdorf	1.00
S. Moskowski	1.00
E. J. Blee	1.00
W. H. Green	1.00
W. H. Trenche	1.00
H. Serwen	3.00
P. Arthur	1.00
C. Majewski	1.00
C. Shaffer	2.00
R. Waters	1.00
D. E. Riddle	1.00
R. Floyd	2.00
C. Thies	2.00
A. Casano	1.00
J. Branch	1.00
S. Seigenberg	1.00
D. Clark	1.00
Andrew Boney	2.00
B. Arnold	1.00
W. Phelp	1.00
E. Simth	1.00
W. Hopkins	1.00

J. Ducca	1.00
R. E. Reid	2.00
F. Williams	3.00
V. A. Pacinskaskas	1.00
R. Hoey	2.00
F. Rothmeier	1.00
J. McLeod	1.00
J. Shaffer	1.00
F. Carbone	1.00
A. Connick	1.00
A. Mullen	1.00
P. Baughman	1.00
P. Gilvany	1.00
R. Besselman	1.00
J. Holiday	1.00
V. Tuttoilmondo	1.00
A. Paesano	1.00
M. Masotte	1.00
J. Boyne	1.00
D. Mascia	1.00
E. Phillips	1.00
J. Ramos	1.00
J. DeLeose	1.00
C. Roy	1.00
L. Adamson	2.00
A. Ludington	2.00
M. Nixon	2.00
J. Coyne	1.00
M. Levy	2.00
M. Nessenson	2.00
J. Ulser	1.00
F. Harris	1.00
R. Krizer	1.00
N. Madouros	1.00
P. Mignano	1.00
R. Wilkes	1.00
V. Wright	1.00
R. Logan	1.00
W. Daur	1.00
E. Lorentz	1.00
H. Fitzsimmons	1.00
J. Girouard	1.00
A. Pelletier	1.00
H. Smith	2.00
R. Rasmussen	1.00
G. Parsons	1.00
J. K. Schill	1.00
J. Curran	1.00

W. E. Ramsey	2.00
J. P. Francaeur	2.00
N. Swerla	5.00
G. L. Boiter	5.00
Total	\$19.00

SS Hagerston Victory

(Paid off in New York)

B. A. Ashmensky	\$ 2.00
E. A. Davis	2.00
R. W. Rosencranz	2.00
D. E. Van Alstine	2.00
C. J. Johnson	5.00
H. F. Weeks	2.00
R. N. Perry	2.00
M. F. Ellis	2.00
E. A. Prendergast	2.00
B. P. King	2.00
B. F. Nelson	2.00
J. R. Lathrop	2.00
W. F. Erdeski	2.00
T. Poldeks	2.00
F. Newcomer	2.00
A. Bodden	2.00
H. Sonkiasian	2.00
Geo. Rousseau	1.00
W. Willoughby	1.00
Harry B. Cress	2.00
G. Vesagas	2.00
L. Pzelenka	2.00
A. Pisani	1.00
Wm. B. Harrison	2.00
M. Durpe	2.00
A. Jasinski	2.00
W. E. Caddy	2.00
D. G. McKenzie	2.00
J. E. Dunne	2.00
F. Brescia	2.00
G. H. Clement	2.00
P. J. Campbell	2.00
A. J. Petti	2.00
P. O'Brien	2.00
C. Paeigger	2.00
Total	\$70.00

SS Matthews (SUP)

(Paid off in New York)

J. Merkel	\$ 2.00
Total	\$216.00

FROM MEN ON SUP SHIPS

D. Gillinkin	\$ 3.00
Oif Olsen	2.00

Isthmian Seamen Want Union Conditions

SIU Asks For Isthmian Vote

(Continued from Page 1)

Isthmian men showed their appreciation, signing SIU pledge cards by the hundreds.

ASKS RECOGNITION

Holding cards from a clear majority of the unlicensed personnel, the SIU has called for recognition, convinced that these seamen are overwhelmingly in favor of our organization. Hundreds of them have already become book members and hundreds more have become active workers in the organization drive.

The success of the drive up till now is the achievement of the many rank and file members of the Union who are even now sailing Isthmian ships and carrying the SIU message to the crews in all parts of the world.

To these men must go a vote of thanks and appreciation. They go aboard these Isthmian ships with the advance knowledge that they lose thirty to fifty dollars a month and must work under non-union conditions. All of them make this sacrifice, in spite of

THEY'RE LEARNING HOW



Ships' organizers for the Isthmian drive are instructed by Organizer Gene Dauber, preparing them for their task of bringing these seamen into the SIU. At this session they are going over the SIU's literature and comparing the better clauses of the Union's contracts with conditions on NMU and other unorganized ships.

family obligations and other disadvantages, because they are convinced of the importance of their work. The fruits of their labors will be an SIU victory in the election and a step toward the improvement of their own conditions in the industry.

CANNOT RELAX

The developments so far in this drive do not mean that we can

relax our efforts by any degree. In fact, we are now entering the most serious and most important phase of the entire drive.

Faced with certain defeat at the hands of the SIU, the rival union can be expected to start its usual rule or ruin tactic by urging Isthmian men to vote "no union."

This means that we must guard closely against any fouling up by them. It means that now, more than ever, each individual in the SIU must consider this his personal problem. This is the way we can push this drive to an early and victorious conclusion. The SIU has promised these Isthmian men the same high standards as we enjoy on the vessels of other operators.

The SIU does not make idle promises.

NMU was a 'political swindle.'

The delegates aboard the ships were there by communist appointment and only made things disagreeable for the crew members by handing out their reams of silly propaganda that had nothing to do with the wages and conditions of the workers. And all such delegates were directly appointed to the ships from the NMU's so-called "leadership" school, thus assuring that they were communists.

Although they would have "labor pains" on the political field in trying to convert seamen to their faction, they would do absolutely nothing about wages and conditions, Moran said.

When he heard about the way things were run within the SIU and the rank and file way the union is run, Moran decided that he'd had enough of the NMU and its political fakery and sabotage of the workers gains and conditions.

"That's why I'm turning in my NMU book and asking for membership in the SIU, a Union that fights for better conditions which will help me keep up my earnings at sea.

Moran also asserted that the ship's delegates are appointed as such by NMU headquarters before they even board ship, in violation of all democracy.

Seamen of the non-union Isthmian Lines are turning more and more to the SIU and welcoming the Union's organizing efforts, on the East and Gulf Coasts as well as on the West Coast, organizers reported to the *Seafarers Log* this week.

"Thousands of pieces of real Union literature have been sent by the SIU to men sailing Isthmian ships," the organizers declared. "The Union's press is widely read and well received. Letter are received daily from Isthmian men anxious to join the SIU and bring the best conditions in the industry to these non-union ships.

"The Union is following the policy of keeping not only the membership but the seamen as a whole well informed, and is continuing to widely distribute our literature," the reports say.

"Hundreds of clean-cut, younger men as well as hundreds of the oldtimers who know the background of union conditions and the evil conditions as they existed for years on the Isthmian ships aided and are assisting the drive."

Whatever efforts the NMU has made have not been rewarded by any response because the Isthmian seamen are well aware of their phony sell-out policies, not only with regard to the seamen's conditions but inside the union. They know, too, the lack of democracy and absolute communist control inside the outfit that completely wipes out any rank and file expression.

"Most of the conditions the Isthmian seamen do now enjoy, they now understand were achieved through the efforts of the SIU," the organizers say. "They know the importance of their own role in the industry.

"They understand now the background of the fight over a hundred years for organization, which brought the seamen up from the role of serfdom and chattel slavery.

"They know that it was because of the Union's efforts and struggles on the waterfront that crimps and sailor's boarding houses were driven out of business."

The crews of Isthmian ships are

now beginning to function as real Union crews. The ships are being cleaned up, and unsafe working and living conditions eliminated. The men are holding meetings and discussing the merits of the Union. They are conscious of their rights and feel they are entitled to union representation.

"Most of the Isthmian men are anxious for the collective bargaining election to come about," the organizers said. "They all want a chance to vote."

In every port on the East and West Coasts the drive is being intensified for this election. The Union's organizing machine is in full swing. Organizers for the SIU conduct instruction sessions for all the rank and file organizers sent to Isthmian ships.

Complete kits of Union literature are distributed at these meetings and those boarding the ships as organizers are well prepared. They are prepared to meet the arguments advanced by non-union and company men.

Instructions on how to meet such threats are given the ship's organizers. A full history of the SIU's fight to better the wages and working and living conditions is outlined so that this knowledge can be passed on. No points are being over-looked in the drive to make Isthmian 100% SIU.

"This is the important drive in marine history," the organizers say. They point out the years of anti-union background of the company and compare the terrific task to that of the unions among the steel companies. History of those organizing efforts is well known.

"The day the Isthmian is put under contract the drive will be won," the organizers declare. "But for the moment the problem is to wind up the drive with a successful collective bargaining election."

Joins NMU To Find Out For Himself-He Does, And How!

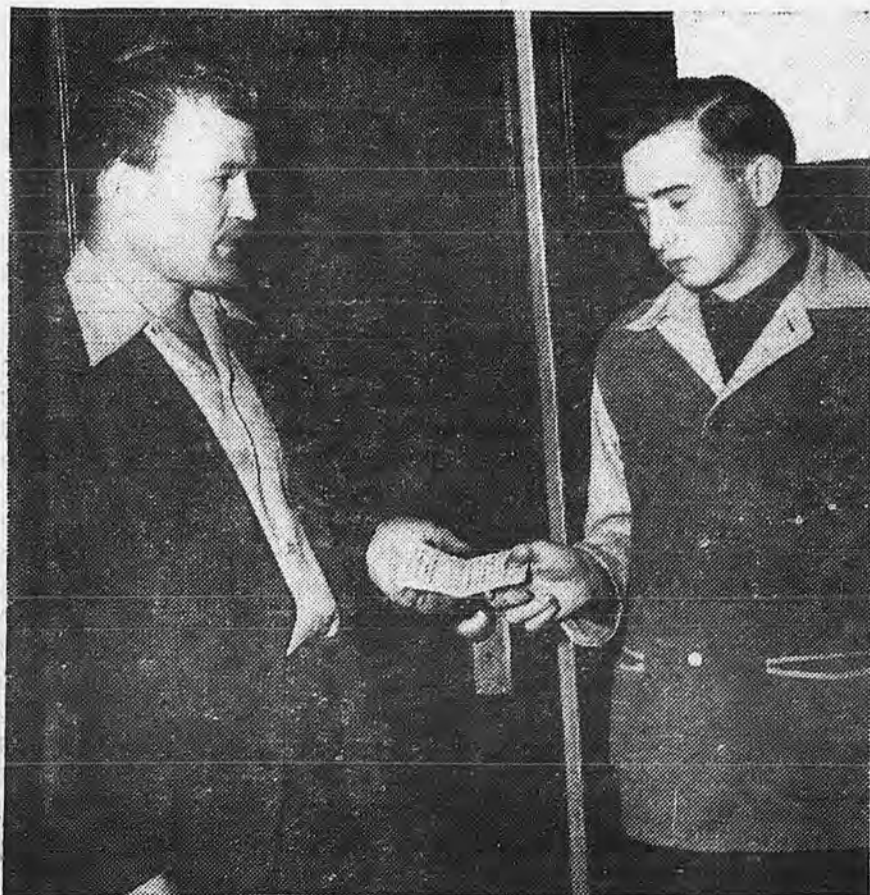
"NMU Patrolmen and their appointed ships' delegates are only concerned with politics and not with the seamen," said James Moran, former NMU member when applying for membership in the Seafarers Int'l Union, recently.

He pointed out that his friends

had told him that the NMU was a communist-controlled organization and that he would do himself some good if he quit it.

"But I had to find out the truth for myself," he declared. "And I know now that they were right when they told me the

HE LEARNED HIS LESSON



James Moran, who joined the NMU to find out for himself if the stories he heard about the commie leadership were true, turns his NMU book over to SIU Patrolman Jimmy Hanners and applies for admission to the Seafarers. He learned, all right.

PLANNING THE DRIVE



New York Agent Paul Hall and Organizing Director Earl (Bull) Sheppard meet to lay plans for the Seafarers' organizing drive. Intelligent, workable planning, plus the efforts of hundreds of volunteer organizers proved effective, when the Seafarers garnered pledges from the majority of the Isthmian seamen.