

SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

VOL. IX.

NEW YORK, N. Y., FRIDAY, NOVEMBER 14, 1947

NO. 46

Hanna Voting To Commence November 19

CLEVELAND—NLRB officials Nov. 12 scheduled the election for the M. A. Hanna Company fleet to begin around Nov. 19th. Hanna crewmembers will vote when their respective ships hit a lower Lakes port, on or after that date.

Appearing on the ballot with the SIU Great Lakes District will be the Lake Sailors Union, Independent. This is the same outfit which has often been accused of being a step child of the Lake Carriers Association and a strictly stooge outfit for the shipowners.

The election directive in the Hanna case was issued on November 6th, and specified that an election be held on the Hanna ships within the next 30 days.

All those unlicensed seamen on the Hanna payroll as of October 31st will be eligible to vote with the exception of supervisory personnel. Stewards have been clarified as supervisory.

The Hanna Fleet comprises thirteen ships as follows: Edward K. Berwind, W. B. Crawford, Emory L. Ford, Fred G. Hartwell, Joseph Wood, La Belle, Carle Conway, George R. Fink, H. Edkin, L. W. Hill, Edmund W. Mudge, David M. Weir, Ernest T. Weir.

Shipbuilders Vote To End 136-Day Strike

An agreement ending the 136-day-old strike against Atlantic Coast shipyards of the Bethlehem Company was reached this week calling for a 12-cent-an-hour wage increase for the 22,000 members of the CIO Marine and Shipbuilding Union.

The termination of the four-month long strike which saw CIO picketlines reinforced by white-capped Seafarers in most Atlantic Coast ports, affects shipyards in New York, Boston, Hoboken and Baltimore.

NEW PROVISIONS

The only remaining unsettled yard is the United States Steel shipyard at Kearney, N.J. A quick settlement is expected there now that Bethlehem has fallen in line.

In addition to the 12-cent-an-hour raise, other new provisions covering working conditions were gained including clarification of seniority clauses.

Two More Companies Sign

NEW YORK, Nov. 13—Two newly-contracted companies are now operating out of New York with Seafarers crews, it was announced today by SIU General Organizer Lindsey Williams.

The latest additions to the Union's steadily growing list of contracted companies are the Seatrade Corporation, which is running freight ships to ports in Germany, and John M. Carras, Incorporated, whose tankers will operate between South American and Atlantic Coast ports.

Handling the negotiations which resulted in the newest SIU agreements were Robert A. Matthews, Headquarters representative; Al Kerr, organizer; and Brother Williams.

Williams stated that the Seatrade and Carras contracts are further evidence of the effective organizing campaign the SIU is conducting to put more jobs on the Union's Hiring Hall boards.

Seafarers Holds Lead In Cities Service Vote

With only two more ships of the Cities Service fleet remaining to be voted, the Seafarers International Union is maintaining its lead of more than 75 percent of the total ballots cast thus far. This figure is, of course, unofficial and is based

on the reports of SIU observers who watched the voting. The latest ship to be polled was the SS Council Grove, which voted in Philadelphia on November 7. Previously the Chiwawa, Paoli, Cantigny, Abiqua, and Logan's Fort were voted, all rolling up an impressive majority for the Union.

Two ships, the SS French Creek and the SS Lone Jack, are on the shuttle run between the Persian Gulf and France, and the company estimates that these tankers will not arrive back in an American port until the latter part of December.

Since the election period is due to end on November 20, unless an extension in time is requested, the crews of the French Creek and the Lone Jack will not cast their ballots.

NO SURPRISE

The overwhelming vote for the SIU comes as no surprise to the organizers who early in the campaign reported that the Cities Service unlicensed personnel were very much in favor of Seafarers representation and were signing pledge cards as soon as they could.

The company, on the other hand, maintained that the employees did not want or need a bargaining agent, and that the election would prove to be a waste of time.

Events have borne out that the men really did want the

SIU to represent them, and before long the Seafarers will be certified as bargaining agent.

When that happens, the company will have to sit down around the bargaining table with a Union Negotiating Committee and grant its employees the same high standards which other tankermen, members of the SIU, already have.

SIU Rejects NMU "Unity" Bid When Commies Pull Phony Picketlines During Cities Service Voting

At a crowded headquarters meeting in New York, the SIU voted unanimously to file the NMU's latest "invitation" to a "unity" conference later this month right where it belonged in the first place—in the wastebasket.

Many members hit the deck before the vote was taken to tell just what they thought of this newest phony commie tactic, and there was never any doubt about their viewpoint.

If there was any justification needed for the SIU's quick and decisive action it wasn't hard to find. Hardly had the "invitation" been received at headquarters when the NMU commies were demonstrating their desire for "unity" by picketing several Cities Service tankers while the crews were voting in an election in which the NMU

Another Tanker Outfit, Carras, Signs Contract With The Seafarers

NEW YORK—The drive by the SIU to organize the tanker industry moved ahead this week when a new company, John A. Carras Incorporated, signed an agreement with the Union. Starting with Tanker Sag Harbor and continuing on

through the contract with Petrol Tankers Industries, this brings to three the number of tanker companies which have come to terms with the Seafarers within the past few months.

The contract between the SIU and Carras provides the best conditions and wages in the tanker industry, and are standard in all Union tanker agreements.

Among the features are 28 days of paid vacation per year, nine paid holidays a year, and all work performed in port after 5 P.M. and before 8 A.M. to be paid for at the overtime rate of pay.

Overtime pay is also the best in the field with men earning less than \$210.00 per month receiving \$1.10 per hour, and \$1.40 the hourly rate for those earning \$210.00 and over.

Although the agreement was signed for one year, it contains the exclusive SIU provision that the wage question can be reopened at any time during the life of the contract. This protects the membership in case the cost-of-living goes up.

Announcement of this newest

contract comes just at the time that the Cities Service tankermen are balloting on whether or not the Seafarers should represent them as their bargaining agent.

Although this agreement would constitute another reason for the Cities Service employees to vote for the SIU, such encouragement is not needed as the men are already aware of the advantages of belonging to the Union and are casting an impressive total of votes for the Seafarers.

Also coming up is a possible election in the Tidewater Associated Oil Company, although the company is resorting to any measures to prevent such an action.

Assisting the company in this maneuver is the Tidewater Tankermen's Association, which is dominated by the company and which has not obtained any gains for the workers, being used merely to stall any real attempts to organize the fleet.

But the SIU is moving fast in the tanker field, and after Cities Service, Tidewater shouldn't be too tough a nut to crack.

wasn't even on the ballot.

Although the NMU was certified on the Cities Service fleet in 1940, the commies never saw fit to do anything for the tanker crews until it looked as if the SIU was going to win.

Then it did nothing but try to obstruct the SIU, while yelling for unity.

What actually happens on NMU ships shows its incapacity to handle its responsibilities as a union.

On NMU ships, the big majority of key ratings are shipped from the dock without regard for union membership. These key ratings then proceed to fire union men right and left, and the NMU does just nothing about the situation.

A good example of this occurred recently on the America, U. S. Lines, when 12 men in the

Stewards Department were fired by the Headwaiter for union activity.

In addition, the company was able to fire the America crew's delegate to the NMU convention. The NMU took no action in either case.

Certainly there can be no working unity with a union in which one faction represents the communist party, another faction represents the U.S. Lines and other companies, and nobody represents the membership.

In tossing out the NMU's phony bid, the SIU membership did not reject the basic idea of labor unity on labor issues, as Brother after Brother made clear.

Meanwhile, the SIU will continue its traditional policy of real unity—of respecting all picketlines, including the NMU's, based on legitimate economic complaints.

Auto Workers Get Rid Of CP Leaders

ATLANTIC CITY—The anti-communists in the CIO got a real boost this week when the powerful United Automobile Workers ousted the small but vociferous communist group that had exercised control for the past few years.

Swept away by the surge that carried Walter Reuther into office again as president by a 10-to-1 majority was George Addes, secretary-treasurer of the union since its inception, and for a long time the leader of the left wing forces.

Emil Mazey, who was elected over Addes by a 2-to-1 majority, was supported by the Reuther group. This group has made no bones over the fact that it expects to sweep the communists out of the union where they have been a disruptive factor.

Reuther's election was not seriously contested. The so-called rank-and-file put up a candidate, but this was merely a face-saving gesture.

R. J. Thomas, from whom Reuther wrested the post at the last election, did not run.

Richard Gosser and Jack Livingston, also Reuther candidates were elected vice-presidents.

COMPLETE BEATING

This entire convention has been one defeat after another for the Addes-Thomas-communist forces.

First the convention went on record to comply with the anti-communist section of the Taft-Hartley law, then CIO president Philip Murray addressed the group and tendered Reuther an unqualified endorsement, following which the red-headed president was reelected and his colleague unseated a left wing stalwart.

There is no doubt that the anti-communists in the CIO, and there are many, will take new heart from the UAW.

A few years ago the communist party held a dominant position in the UAW and party-liners occupied jobs as organizers, educational directors, and editors of the various publications put out by the union.

Today they are on their way out and few, if any, will be left after the coming house-cleaning.

It is interesting to note that the commie splinter groups, as they did in the NMU-CIO, united with the communists to fight Reuther and his policies.

Other outside groups also tried to interfere in the inner workings of the union, but they were rebuffed by the militant Auto Workers who want to run their own union in an honest fashion.

REAL OLD SALT



Fifty years as a seaman is the proud boast of Joseph Michael, FWT, above. Brother Michael started sailing in 1898, when he was just fourteen years old, and his first trip was delivering supplies to Teddy Roosevelt's Rough Riders in Cuba. He holds Book number 159 in the Union, and has done his part as a good Union man, organizing the Isthmian Steamship Company's fleet.

Marine Allied Workers Hold Meet In New Orleans, Lay Down Policy

By EARL SHEPPARD

NEW ORLEANS—The Marine Allied Workers held their first meeting here this week, and, with about 75 members in attendance, vigorously went to work to lay down a policy to govern them. The following motions were made and carried unanimously:

1. That the MAW be governed by those parts of the SIU Constitution which apply until such time as a Constitution can be drawn up to meet the necessary qualifications for all MAW members.

2. That the SIU agenda be accepted for the purpose of handling the business of MAW regular meetings in the port of New Orleans.

3. That regular meetings be

held twice monthly, alternating on Wednesday nights with Atlantic and Gulf District meetings.

4. That all members must attend meetings when they are on their watch below; only sick members or members on vacation to be excused.

5. That all crews elect a Delegate before the vessels leave dock. His duties are to make out the repair list, check stores, and look out for the general welfare of the crew. Furthermore, he is to see that the members of his crew attend regular meetings when in the port of New Orleans.

Several members hit the deck on various issues under good and welfare. The meeting was enthusiastic and constructive, and it appears that soon bigger and better MAW meetings will be held in this port.

BUSINESS OKAY

Shipping has slowed down somewhat in the Crescent City, however book members of all ratings are finding it comparatively easy to ship out. Business has been good and we still have our quota of ships paying off and signing on.

The membership here will soon be enjoying the facilities of the new Hall. We should take title near the middle of the month, and it won't take us long to shape it up—SIU style.

The place is big enough to have everything from soup to nuts, and from what we hear the Brothers will be happy to occupy their new home.

It's been raining eels and flying fish down here. Any of the Brothers contemplating heading down to these parts will do well to bring along foul weather gear. A Mae West jacket won't be wasted either. Brother Moon Kouns remarked this morning that he could have rowed from Jackson Avenue to Canal Street without once touching the bricks.

The Coast Guard is still battling away to recapture its power of "life and death" over the American merchant seaman.

Brasshats of the Treasury Department's military arm have been carrying on an unceasing fight to win absolute power to suspend or revoke seamen's licenses and certificates in spite of the Administrative Procedure Act, which went into effect last June 11.

The Act provides that only persons appointed through the Civil Service Commission as examiners can conduct hearings relating to disciplinary or enforcement matters coming within the jurisdiction of a particular department.

Claiming that the provisions of the Act have created a backlog of cases due to the lack of funds necessary for the employ-

ment of civilian examiners to conduct its merchant marine hearings, the Coast Guard is pressing Congress for an amendment to the Act to permit its officers to preside at disciplinary hearings.

Although the House has taken no final action, the Senate Judiciary Committee reported favorably on the amendment in July.

SIU IN FIGHT

The Seafarers International Union, which has consistently attacked the Coast Guard hearing units as "kangaroo courts," has been in the forefront of the fight to free merchant seamen from the arbitrary rulings handed down by the military.

At hearings in Washington, Union representatives protested the transfer of the Bureau of Marine Inspection and Navigation from the Commerce Department to the Coast Guard.

The Union is also tooth and nail against the amendment which would allow Coast Guard officers to again serve as examiners.

The SIU has successfully proven that a program of self-discipline is far more effective and wholesome than the severe, iron-handed penalties imposed by the Coast Guard in military fashion over civilian workers.

Recognizing that shipboard offenders are detrimental to all hands and to the Union, the SIU favors handling of these cases by Union trial committees.

So far the SIU's program of self-discipline has achieved notable results, with a sharp decline noted on the number of offenses being reported.

Further evidence that discipline among seamen had improved since the Coast Guard's authority was curtailed was voiced this week by Capt. William C. Ash, business manager and secretary of Local 88, Masters, Mates and Pilots, AFL.

SIU PROGRAM

Ash pointed to the fact that maritime unions are now settling matters satisfactorily and are

punishing infractions of safety rules and regulations.

He added that one union had begun an educational program among its members stressing the regulations which must be observed. The union he referred to was the SIU.

Trial committees in seamen's unions examine members on all charges, Ash explained, and in most cases penalties are imposed more quickly than they would be before a Coast Guard hearing unit, and with better results.

Touching on the Coast Guard hearing units as they involve members of his own organization, Ash questioned the ability of the average hearing officer, who "rarely is higher in rank than lieutenant commander and has had limited sea experience," to try veteran merchant marine officers with long years of experience at sea.

In a memorandum to the House Judiciary Committee, Acting Secretary of the Treasury A. L. Wiggins threw up something of a threat should sufficient funds not be forthcoming to enable the Coast Guard to get civilian personnel to tackle the backlog of cases on its dockets.

SEEKS EXEMPTION

"If the money is not made available," he said, "it will be necessary to obtain an exemption from the act which would permit Coast Guard officers to continue as examiners."

He added, however, that if neither the funds nor exemption is provided the Coast Guard will probably have to discontinue the hearings altogether.

The last alternative—the ending of the hearing units entirely—is what merchant seamen, the Seafarers in particular, have been pushing for.

The SIU has consistently maintained that there is no logical basis for the imposition of the Coast Guard's military rule over civilian seamen.

It is on record to fight continuance of this rule until the Coast Guard hearing unit is completely dissolved.

Russia Uses Lend-Lease Ships To Undercut US Tramp Steamers

In the face of a declining freight market, American shipping received another blow by the entrance of three Russian operated lend-lease ships into American tramp trade, offering cut-rate freight rates.

The ships involved are part of the ninety-five vessel fleet lend-leased to Russia during the war which that country has refused to return to the U.S. Maritime Commission.

Specifically, the three ships are now engaged in transporting coal from the U.S. to Sweden at 90c to \$1.65 below the prevailing rate.

Undercutting, as the Russians are now doing, hits hard at the American volume of shipping and further reduces the ability of U.S. operators to compete in a field where foreign flag vessels are already offering reductions of 10 to 15 percent.

The influx of foreign operators is becoming so great that at present at least 100 American vessels have been made idle and the number is expected to rise to 200.

The ironical fact of the whole matter is that most of the foreign ships are former United States vessels purchased in the surplus market.

Available cargo for these ships—both foreign and American—is steadily going down with the November export of coal estimated to be one-and-one-half million tons lower than expected. Likewise, grain shipments are expected to drop.

With the Russians now engaged in a rate-cutting war, and with the possibility that more of the 95 lend-leased ships will be put into the tramp trade, American operators expect to be eliminated entirely from the field.



Opposition Mounts To MC Program For Ship Sales And Transfers

In the midst of mounting opposition to the sale of American vessels to foreign maritime interests, the Maritime Commission announced the sale of 171 war-built ships during the quarter ending Sept. 30.

These sales make a total of 1,555 ships disposed of since the beginning of the program, the Commission stated in a report to Congress.

One of the significant sections of the report reveals the "run-away" intentions of some of the American purchasers, who are apparently looking for a loophole to escape payment of the American wage scale and the regulations required by the Steamboat Inspection Service.

This fact is implied in the report's statement that 113 vessels were approved for sale to United States citizens with the privilege of transferring them to a foreign flag.

FIGHT LOOMS

Meanwhile, a showdown fight on the continued sale of American tonnage is in the offing. Opponents of the transfers stress that the future of the American merchant marine is at stake. American seamen will be deprived of jobs if a halt is not called soon, they point out, and add that tonnage carried abroad in foreign bottoms would be tonnage denied domestic ships.

Oddly enough, the Maritime Commission, which is disposing of the war-built ships under terms of the Ship Sales Act of 1946, is on record against further disposal of dry-cargo carriers.

Even more critical is the situation in regard to the sales of tankers, which has reduced the huge war-built fleet to a new low level.

With the disposal of tankers continuing apace, there is an acute shortage of these vessels to carry fuel in sufficient amounts to satisfy this winter's needs of communities on the North Atlantic coast of the U. S.

Virtually every American company supplying this area reports a need for more vessels.

CONFUSED PICTURE

The picture surrounding the sale of tankers is confusing, to say the least.

Suspicion over the procedure has been aroused in Congress.

Log Bundle Orders

Due to the severe paper shortage, which is hitting labor papers especially hard, the LOG is being forced to cut its bundle orders. Nobody is being cut out, the number of LOGS sent is simply somewhat smaller. However, if you do not get enough copies of the LOG let us know immediately and we will take care of you. We don't want anybody to run short, but we do have to stretch a pretty thin paper supply as far as it will go.

sional quarters, with a Senate committee scheduled to hold hearing this week to check the reasons why the Maritime Commission is selling so-called "surplus" tankers to foreign buyers despite the Ship Sales Act, which gives preference to U. S. buyers.

Counsel for the committee has stated that "We are satisfied there is not any legal authorization for the sales."

He added "they have been rushing these sales ever since they heard the Senator (Kenneth Wherry, Neb.) was looking into it."

As in the dry-cargo sales American buyers are purchasing tankers with a view to cheaper operation under the Panamanian flag.

This was borne out by Vice Admiral W. W. Smith, chairman of the Maritime Commission, who, in the course of a defense of the commission's program, stated:

"RUN-AWAY" OPERATORS

"In August and September a large number of applications were received for the purchase by American capital of tankers for transfer for the Panamanian flag."

A question was raised, Smith added, as to the legality of the commission's authority to proceed with the foreign sale "of

the 100 tankers in the face of these citizen's applications for Panamanian registry, as well as certain applications for United States registry."

He said the commission's counsel approved the plan. The Senatorial committee is proceeding, however, on the assumption that this authority is still questionable.

Mobile SIU Wins Better Deal For Seamen

MOBILE—As the result of a conference between SIU Port Agent Cal Tanner and city officials here, seamen who have a few drinks but mind their own business can expect better treatment from the local cops than they have been getting recently. In the future, any seaman nailed by the cops for just being a little under the weather will be turned over to representatives of the SIU, the Seamen's Bethel or the Catholic Maritime Club instead of being booked.

All three organizations have promised to make men available to the police to take care of such harmless cases.

At the conference, Tanner, accusing the Mobile police of making far too many arrests of merchant seamen, declared:

"This is the only principal port on the Atlantic, Pacific or Gulf coasts where there aren't

enough seamen with qualified ratings to man every ship going out."

The reason for this was that the police were giving the port a bad name, he explained.

Tanner was backed up by the director of the Catholic Maritime Club, who pointed out that 50 percent of all seamen arriving in Mobile were "ready to leave" as soon as they disembarked, so bad was the city's reputation.

Making no defense for gashounds who get themselves into trouble on charges beyond simple drunkenness, Tanner specifically referred to cases where no disorderliness was involved.

In such cases, he said a defendant was generally "picked up, put in jail and fined the next morning anywhere from \$10 on up."

He emphasized that other

ports were far more lenient. Commenting on the situation, the daily "Mobile Register" said that it seemed pretty rough "to pounce upon transient seamen for indulging in drink to excess after weeks and months aboard ship when quite a few permanent residents do the same thing now and then with impunity and immunity because they have homes or clubs at their convenience."

However, the paper pointed out that it was another thing if seamen got rowdy on the streets.

In addition to Port Agent Tanner and the director of the Catholic Maritime Club, the conference was attended by Mayor Baumhauer and another member of the Mobile City Commission, and by representatives of the Seamen's Bethel, Waterman, Alcoa, the Alabama State Docks and the Coast Guard.



QUESTION: Based on General Organizer Lindsey Williams' report, which appeared in last week's edition of the LOG, what is your opinion of SIU organizing so far, and are you in favor of the plans for the future as outlined in that report?

WALTER MICHNOVICH, FOW:

The Union's organizing has been topnotch so far, and I think we ought to continue at full speed. In the past few years we have risen to the top of the maritime industry, and we can stay there only if we keep right on hitting the ball. If every member of our Union does his job, there won't be an unorganized man left on the waterfront in just a few more years. That's what we have to aim for because an unorganized man is a potential scab when a strike comes along. Let's keep going!



JOHN A. BERSEN, Oiler:

Organizing is the backbone of any union, and the only way for us to keep the gains we have made so far is by going right on with our plans to organize the unorganized seamen. By doing that we will protect our jobs so that when shipping gets tough there will be enough jobs for all our members. That's important, and we've got to work fast and hard to get our Union in position so that any member who wants to ship won't have to stay on the beach for months before landing a berth.



HAROLD PIEREN, AB:

We've done a good job in every way. We've organized, and at the same time we've won a couple of tough strikes that a lot of people said we couldn't possibly win. Whenever the Union has been called on by honest trade unions, we've always been glad to help them out. Our reputation is first-rate, both in the maritime field and in other sections of the labor movement. Speaking for myself, I'd be in favor of continuing our organizing campaign, and also the assistance we have given other unions.



EDGAR A. JOHNSTON, AB:

Brother Williams' report is a good one and we should follow it out. He gives us the dope on what happened and then recommends certain things for us to do so as to keep the Union strong and growing. I think that our big assets are our contracts and the way our officials settle beefs. We should give both those points more publicity so that unorganized seamen would know what the Seafarers has to offer to them. Seamen read the LOG, and so the LOG should carry those reports—in full.

Winter Sailings Help Miami; Living Costs Zooming Rapidly

MIAMI—The fellows off the Florida are coming around now and things are beginning to look natural with several of the Brothers hanging around the Hall. However, the Florida is coming in from drydock in a few days and the place will be deserted again—but that will be a good sign, the Hall empty, because of shipping.

Made the Yarmouth the other day when she came in from Havana. I had been unable to see her when she was in a few days earlier because I was out of town.

Everything is running smoothly on her. The Yarmouth and the Evangeline are rotating, one or the other touching here each week on every trip to and from Havana. The Delegates on both these ships are doing good jobs.

DUES WELCOME

The Evangeline and the Yarmouth will be paying dues and assessments in this port, a fact which will be a big financial help to the Miami Branch, you may be sure.

The Colombia Victory, Waterman, just got in and is headed for the boneyard, where entirely too many of our ships are ending up. The Colombia is going to Tampa and New Orleans before being tossed on the heap in Mobile.

It's too bad, for she has been a good ship and most of the time has carried a good Crew. Several of the Tampa men will lose a home when she leaves the Coastwise Run.

We have several regular roomers in the Hall here. With the coffee percolator the Florida Crew donated going full blast, the fellows on the beach are doing okay. However, our coffee and cream are running short.

A couple of the Brothers are caddying over at the Beach for a few days and are making pretty good dough doing it. All the golf pitchers hit the town with their pockets full of cabbage and the tips are high.

BOOM TOWN

Living costs took another jump the first of the month. The rent

went up and meals are costing more since these people never miss a chance to make a buck. A place to live costs more than a suite at the Waldorf.

In my own case, a place to sleep with no cooking facilities costs me nine bucks a day. However, I'm pretty lucky. After November 15 I will have an apartment which won't cost so much and will include a nice galley. Main problem will be to find something to cook in the galley.

A tile setter makes five bucks an hour and gets \$75 for working Saturday, \$120 for working Sunday. Now this ain't hay. But they have to get these wages in order to live.

We have been getting quite a few men who have come down from the Lakes. It seems that somebody up on the Lakes has been spreading the news that there is plenty of shipping in Miami.

This is far from true. It is true that we have three ships, but that's all. The Waterman ships that put in here seldom ask for replacements from this Hall.

Philly Shipping Slows Down; SIU Helps Nite Club Workers

By E. S. HIGDON

PHILADELPHIA — Activities in this port have slowed down considerably. We have had 32 ships in the past two weeks, but only five of them paid off. However, the Seafarers did a good job of helping out some fellow union workers ashore.

The Hotel and Restaurant Workers went on strike against the "Club 13" at 13th and Locust streets here and threw a picket line around the place. The SIU had a big hand in winning the strike and getting a satisfactory signed and sealed agreement.

Here in Philadelphia, according to the newspapers, various companies are really going down

PHILADELPHIA — As a mark of gratitude for the support given by the Seafarers to striking employees of the Cabin Restaurant, Waiters and Waitresses Union Local 301 sent the following letter to E. S. Higdon, Philadelphia Port Agent:

"We wish to express our appreciation of your support of our strike at the Cabin Restaurant located at 13th and Locust streets. Feel free to call upon us if we can ever be of any help to your organization."

The letter was signed by Anthony Salvitti and Samuel F. Cariola, secretary-treasurer and president respectively of Local 301.

the line on this Taft-Hartley Act. They are using it to extremes.

At present the courts have three suits against unions that I know of, and this should be a lesson to all of us in the SIU. We'd better not get caught with our pants down like these other unions did.

We had a very good beef on a



NO NEWS??

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

BALTIMORE
MARCUS HOOK
BUFFALO
NORFOLK
CLEVELAND
SAN JUAN
DULUTH
JACKSONVILLE
TAMPA
TOLEDO

The deadline for port reports, monies due, etc., is the Monday preceeding publication. While every effort will be made to use in the current issue material received after that date, space commitments generally do not permit us to do so.

Boston Shipping Hits Doldrums; Seafarers Go For Warmer Clime

By JOHN MOGAN

BOSTON—After a lapse of a couple of weeks, we again return to the columns of the LOG, though not with good tidings as we would desire. Shipping and business is still in the doldrums—total jobs shipped during the week just past was twenty-two.

We had a couple of tanker payoffs (short trips) and the turnover was very small. Even the boys sailing the tankers are homesteading, it appears, so that jobs around here have been scarce indeed.

Quite a few members have headed south, where shipping is reportedly booming, and where being on the beach for a while is not so costly—and not nearly so cold.

However, a far greater number of hardy souls are continuing to stand by, assuring themselves with no lack of optimism that things are certain to start popping around here shortly.

Now that the shipyard strike has been settled, perhaps there will be some activity; at least we can be sure of crewing up a couple of ships that have been tied up in the yards on account of the strike.

PAY-OFFS EXPECTED

Then, also, we are expecting two more tanker payoffs this coming week, and if both prove to have been out any length of time, the chances are favorable that the jobs coming in will clean out the hall.

This port stands to benefit greatly by the addition of Cities Service to our contracted companies. It is my understanding that running on their normal, full schedule, one Cities Service vessel should pay off at Chelsea or East Braintree about every other day.

Having heard recently that Providence and Fall River were

showing signs of life approaching their pre-war state, I have been keeping tabs on that area; but there is really nothing down there yet—although there are ambitious plans in the making, which, if carried out to a conclusion, will make the area a fairly busy shipping center.

Well, I am sure this report will not encourage anyone to express his gear to the Boston Hall; but I am hopeful that next week the tenor of the report will be vastly different. Three or four ships will do the trick and certainly that's not hoping for too much!

Commie Paper Loses Ground In Canada

By MIKE QUIRKE

MONTREAL—The communist Toronto Daily Tribune has announced that, owing to a sharp drop in the number of its readers, it will henceforth be published as a weekly to be called simply the Tribune.

This news ought to be of great interest to Seafarers familiar with these parts, since the SIU has been the target of the Tribune's propagandist editorials on many occasions in the past.

In this, the SIU has not been alone. Any clean trade union movement that refused to allow the commies to infiltrate its ranks was liable to attack from this dirty red rag.

In making the announcement, the boys at the Tribune complained that local businessmen were boycotting the paper by refusing to advertise in it.

If the commies would stop to think a moment there's nothing hard to understand about this. Why shouldn't a man with the savvy to go into business for himself be smart enough to refuse to build a Frankenstein monster that will eventually try to destroy him and his business both.

READERS LOSE INTEREST

However, it wasn't only the loss of advertising that hurt the Tribune. The rag's subscribers dropped off to the all time low of 8,000. To make it pay took at least twice that number.

This drop means that several thousand former readers got wise to themselves, for only six months ago the Tribune was on a paying basis. When all these people suddenly refuse to support a commie newspaper it must be kind of discouraging around the "city desk" in Moscow.

The long and short of it is that for just the past six months the Tribune shows a deficit of over \$10,000.

Here's hoping that as a weekly it will be just as successful, so successful that within a few months it will be off the market entirely.

Mobile Is Slow But Action Is Expected Soon

By CAL TANNER

MOBILE — Shipping here is down to a trickle right now, with only 11 ships paying off and only four of those going back out during the past week to ten days. Some of the seven left over were going into the shipyards for annual inspection, the rest were waiting around for the cargoes to come in.

However, we have heard from the companies here that they are going to pull a few more ships out of the boneyard. When they do the pressure will be relieved.

Meanwhile, voting got started with a bang, and you can be sure that the total vote cast here will be one of the biggest ever cast in the Port of Mobile.

The Balloting Committee is in session six hours a day, so all full bookmen can come up and vote just as soon as they hit town.

Don't Ask About The Shipping — But Galveston Weather Is Fine

GALVESTON — Right now shipping here is about as slow as it can possibly be. The best you can say for things is that the gashounds are giving us a wide berth and that the weather has kept warm enough to let the boys continue to sport their summer clothes.

Four ships paid off last week. They were: Minot Victory, Isthmian, in Houston; James Island, Pacific Tankers, in Baytown; Coyote Hills, Pacific Tankers, in Port Arthur; and Sunset, Pacific Tankers. The Minot Victory, James Island and Coyote Hills signed on again.

Ships in transit include: Brazil Victory, Mississippi, in Corpus Christi; John LeFarge, Waterman; Sunset, Pacific Tankers; Murfreesboro, Scotts Bluff, Quebec, Seatrain New York. A few minor beefs—on these vessels were quickly settled in the best SIU fashion.

Meanwhile, we are hitting all Cities Service tankers as soon as they hit the dock in Texas. Johnnie Ward and I covered the Abiqua in Lake Charles just in time to spot three NMU men heading up the dock with their seabags. That meant that the Abiqua was a clean ship with very little stench left aboard.

Brother Warren took off for New Orleans to continue his organizational work and we all expect him to keep doing a bang-up job.

We have covered all Isthmian ships to give the gang the latest dope on the negotiations and everybody seems mighty pleased with the results the committee in New York is having in its dealings with the company.

"Cornbread" McCormick has shipped as Electrician and hopes to perform his duties with better results than when he sailed as Steward.

Seafarers Will Continue To Grow If Every Member Does His Job

By FRED J. FARNEN

DETROIT — Although we have been conducting an organizational drive on the Lakes since last Spring, some SIU Great Lakes District members still seem to be unaware of it. For that reason, we are going to devote this column to a few Union facts of life.

First, as members of the SIU, we should realize that a Union is only as strong as its foundation, and in our case, our members comprise our foundation.

If we are strong, our Union will be strong. By the same token, if we are weak, our Union will be weak.

At the present time, the SIU Great Lakes District has thirty contracted operators under Union contract.

Three of these companies, Midland, Huron and Wyandotte, have been won in the past year, and new contracts covering their ships signed for the first time.

This proves that the SIU Great Lakes District is a strong organization. Certainly, any Union which continues to grow stronger day by day is a strong Union. And we must continue to grow and develop if we wish to remain a strong Union. This is where our job comes in.

OUR JOB

The International and the other four autonomous Districts of the Seafarers International Union of North America can support our organizational efforts with money and in other ways. But who is going to do the job? Who is responsible for seeing that the job is done?

All the support and money in the world won't win the Lakes over to the SIU unless we supply the know-how and spend the time and effort to let the unorganized Lakes seamen know the real score on the SIU.

Every member of the SIU is a potential organizer, and every member should do his share toward bringing SIU unionization to the Lakes.

The vast majority of SIU members realize that as members of the SIU Great Lakes District they are a part of the most powerful Union in the maritime industry. They also realize that it is an honor, a privilege, and a responsibility to be an SIU member.

It's an honor to belong to an organization like the SIU which has made an enviable reputation for winning the best contracts, working and living conditions in the industry.

It's a privilege to be a participating member in a Union like the SIU which has never lost a beef, and is the only seamen's Union which continuously fights for conditions for all seamen, for proper legislation, has democratic membership control, and is entirely free from any foreign or group domination.

It's our responsibility to realize that being an SIU member imposes on us the duty to make the SIU continuously stronger.

To do that we must all act as organizers by thoroughly discussing SIU contracts and conditions whenever we come into contact with the unorganized seamen.

BEST ORGANIZERS

The best organizers that any Union can have are the satisfied members of that Union.

Active members of the SIU Great Lakes District know that SIU contracts provide them with

job security. They know that they have competent Union representation at all times, and they know that the SIU Great Lakes District is run by and for Great Lakes men.

In addition, SIU contracts give the highest wages, highest overtime, best working and living conditions on the Lakes.

Pass this information along to the unorganized Lakes seamen whenever you see them in your favorite ginmill or hangout.

It's up to all SIU members to do their part in winning the Hanna, Wilson, Shenango, Kinsman, Tomlinson and Schneider fleets, so that these men can enjoy SIU job security, union representation and SIU contracts.

Chicago Agent Makes Quick End To Flourishing Dental Racket

By HERBERT JANSEN

CHICAGO—Shipping, although not fast, is still going along at a fair clip in the Windy City. During the past week, we shipped 6 Firemen, 3 Coalpassers, 2 Oilers, 2 Wipers, 1 Wheelsman, 3 ABs, 5 OS, 2 Second Cooks and 3 Porters.

Among our weekly ship visitors were the SS W. G. Pollock, Tanker Westcoat and the SS Daniel McCool. The SS Michigan is in operation once again on the Airport fill job, after having been

laid up for some time.

Several complaints have recently been received in this office over the charging of seamen for dental work performed in the Chicago Marine Hospital. In one instance, an SIU member was charged twenty dollars for a porcelain front tooth.

Realizing that something was fishy, we got in touch with the local Marine Hospital. We asked for Commander Steele who is in charge, but were informed that he was out of town.

Eventually, we reached his assistant and asked him if it was the policy of the Marine Hospital to charge seamen for dental work.

He explained that he was not aware of any charge being made, and requested a few minutes to check with the Doctor in charge of the Hospital Dental Clinic.

After a short wait, the Asst. Director explained that seamen were being overcharged if they were asked to pay any more than the cost of valuable material used at the patient's request, such as gold or silver.

Any SIU members who have had dental work performed in one of the Marine Hospitals recently and have been asked to pay for same when they did not request any costly materials, should get in touch with the nearest SIU Hall. Have the Agent take your beef up, and the individual who overcharged you will be prosecuted.

If the SIU members press any dental beefs regarding these overcharging dentists, then it's damn certain that in the future these gyp artists will think twice before trying to rook the seamen.

We have the assurance of Marine Hospital officials that they will check closely any complaints received, and see that any guilty parties are punished accordingly.

The Patrolmen Say—

Plain Old Harmony

NEW ORLEANS — The boys aboard the Tulane Victory, which recently returned from a trip to South America, succeeded in making their ship one which any SIU man would fight to sail aboard as a crewmember.

It was a real credit to the men aboard and to the SIU. It was clean — probably the cleanest I have paid off in the last six months.

The three Delegates were right on the ball. Each of them had a crew list made up showing how much each man wanted to pay on his book or permit. Also, all books and permits had been collected ready to be turned over to the Patrolman.

Having already stripped the dirty linen from the bunks and turned in their keys, the entire crew showed up sober for the payoff.

The delegates, at the payoff, gave the crew a vote of thanks and told them: "Any ship can have harmony during the trip and come into port without any beefs when a crew—like this one did—pulls together."

Delegates on the Moline were: Arteaga, Deck; A. Asplund, Engine and M. Luizzon Stewards Dept.

With this showing by the Moline men, I feel that there are plenty more SIU ships which could be just like her if a little cooperation and harmony were shown. It is worth a try anyway.

Duke (Red) Hall

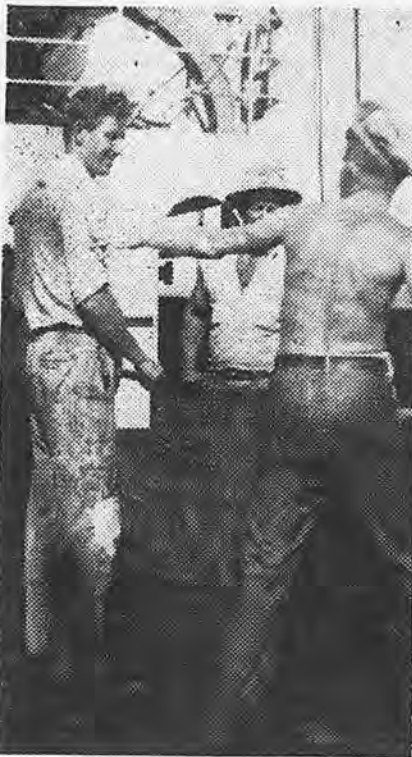
ABOARD THE TRINITY VICTORY



At left, Vincent Garvey, DM, pauses during the day's occupation long enough to have his picture snapped. In the information which accompanied the picture, Brother Garvey was described as a good Union man and a fine shipmate.

Below, smiling Edward "Ski" Stankovich, Bosun aboard Isthmian's Trinity Victory, is the butt of a little shipboard horseplay. The crewman putting the touch on him and the man in the background are both unidentified.

Ski, who is the ships Delegate, is an old hand aboard Isthmian ships, having made two trips as a volunteer organizer. During this time he did a bang-up job of passing the word about the SIU.



Radar Guides Blacked-Out Tug Through Harbor

NEW YORK — After five weeks of operation, a first-time demonstration of the use of short-range, shipboard radar was made in New York Harbor when the New Haven Railroad tug Transfer 21 hauled two loaded car floats from the Bay Ridge, Brooklyn, yards across to the Greenville, Jersey City, terminal with her pilot house completely blacked out.

So successful were this and previous trips that both the New Haven and the Pennsylvania railroads were reported planning to install radar in other tugboats in their fleets to increase the safety of harbor operation in fog and heavy weather.

At no time during the 55-minute trip through three-and-three-quarter of miles of water was the tug's Skipper in any doubt as to his exact position or to what was in his path.

The "pips" of buoys, ferries, oceangoing ships and other tugs on the radar screen kept him constantly informed of what was going on.

FOG NO PROBLEM

Prior to the public demonstration, the set was used several times in the heavy fog conditions which occurred in October, and one night the Transfer 21 shuttled 302 freight cars while the rest of the harbor was almost inactive.

The radar set used on the Transfer 21 has a range of about 30 miles, but more important is the fact that it is effective at as little as 45 feet which makes it especially useful in harbor work.

Organizing Drive Now Paying Off For Seafarers

By W. H. SIMMONS

SAN FRANCISCO — Next week is expected to be Isthmian week out here in the Land of Sunshine, as we expect four ships in for payoffs—all Isthmians.

The Twin Falls Victory, Beaver Victory, Meredith Victory and Yougoslavia Victory are due in for payoffs, and it makes us out here really appreciate the long months of organizing and work that made this outfit part of the SIU household. We're reaping what we sowed and just when it really counts.

In spite of no payoffs in this port during the past week, we have managed to send many black gang and deck men out to jobs. The Stewards Department, however, hasn't fared so well.

The Raphael Semmes, Waterman, now up in Portland loading cargo for off-shore, will put in here this week for replacements as it is almost impossible to secure Engine and Stewards Department men in that port.

CAN USE MORE

She won't have any difficulty getting the necessary crewmembers here; we could use several Raphael Semmes.

On the beef front everything is pretty quiet. This week's beef, the only one, was aboard the Governor Houston, Waterman.

There was a little trouble over the general incompetence and inexperience of the Steward, but in short order we squared things away and she sailed with everything back to normal.

Here on the beach, oldtimers William McKay and William Brown are soaking up the sunshine while waiting for a ship. This California weather mellows all the boys from the cold weather country. They soon learn to appreciate Mother Nature's blessing on California.

A quick glance at the labor scene shows everything quiet and calm with not a single strike or work stoppage looming on the horizon.

When strikes do come out here, they usually come in bunches and at any moment, so I won't go so far as to say that things are quiet right now.

After spending almost a year in hospitals on foreign soil, Seafarer Frederick C. Reid has been repatriated and is now recovering here at the marine hospital.

He has had a tough time battling around the world and he would appreciate hearing from any of his old shipmates. He still has a long haul ahead of him before he will be up and ready for another ship.

Branch Meetings

The next regular membership meetings will be held Wednesday evening, Nov. 19 at 7 p.m. in all Ports. With the exception of New York, all Branches hold their meetings in their own Halls.

New York meetings are held in Webster Hall, 119 East 11 St., between 3rd and 4th Avenues.

All Brothers must be present on time.

It's your union...



MEET THE SEAFARERS



Albert A. Bernstein

Albert A. Bernstein started going to sea because he wanted to have a look at the world and thought seafaring was a healthy way to make a living. He's seen the world, all right, and so far as his health is concerned—well, he still has it despite some rough moments on the Murmansk Run and elsewhere during the war.

He has also seen a lot of things ashore because in addition to being a sailor, he has earned his living at various times as a farmhand, an instructor in boxing and wrestling, a salesman, a teacher, a truck driver, and a writer.

MID SHOT AND SHELL

During the war, Bernstein saw action in the Atlantic, the Mediterranean and the Pacific. Toughest trip was in 1942 on the Murmansk Run when the convoy he was in underwent what Time Magazine later said was the heaviest naval attack in history.

In fact, the Admiral in charge of the convoy flew home after making the push to north Russia, saying: "This is too tough for me... It's a job for younger men."

His experience on the Murmansk Run was not Bernstein's first taste of war on the high seas. In 1941, when the Robin Moor was torpedoed in the South Atlantic, he was right behind her in the Robin Chetac.

Later, in the Pacific when the tanker Emidie, the first ship sunk by a Japanese submarine in American waters, went down, again Bernstein was right behind.

Bernstein, who holds ratings in all three departments, first joined the SIU in 1940 and has a clear record for all strike actions. He was an old union hand when he came to us, however,



having helped organize the AFL Screen Actors Guild in Hollywood during the '30's.

EDUCATION NEEDED

Now 33 years old and a veteran Seafarer, Bernstein has some positive ideas about maritime unionism.

He firmly believes the day is not far distant when all ships will sail under the union banner. He feels that this day can be hastened if the SIU gets a first class shipboard educational program going. This program might take the form of educational meetings at sea held every week or every two weeks.

Don't think newcomers are the only ones who would benefit from such sessions, he says, pointing out that there is plenty in the new contracts and the whole SIU program with which the oldtimers ought to catch up.

At present, Bernstein is Ships Delegate aboard the Casa Grande, Pacific Tankers, somewhere in South America.

Big Business Currently Plugging New Line: Overtime Is Responsible For High Prices

By JOE ALGINA

NEW YORK—Last year when unions went out and gained wage increases, the National Association of Manufacturers and its bedfellow, the U.S. Chamber of Commerce, bleated a sorrowful dirge in paid newspaper advertisements that went something like this:

"High wages are causing high prices . . . Unions are forcing prices up . . . How can we hold the line when Unions won't cooperate?"

At the time that they were lamenting their fate they went merrily on their way declaring record-breaking dividends and splitting stock.

When that line of hokum was disproved this year when prices continued to go up in spite of no union increases in the basic industries, the NAM, with its high priced "economists" started looking around for a scapegoat.

Of course, it was labor again. This time they had a new twist. Out of the gold-plated propaganda machine came the new tune: "The payment of time-and-one-half for overtime is causing high prices . . . Paying overtime for doing the regular work is just padding and only causes the price of the product to increase."

THE NEW LINE

Naturally, they worded it in fancy phrases and threw in the American flag for good measure by saying overtime payment is un-American.

That's the new line of the big-money boys—if it means anything for the worker, it's undemocratic or un-American.

It's been a hard pill for these guys to swallow. They have never been sold on overtime pay and now they see their chance to knock it off the books.

They're out to spend millions if

necessary to achieve their goal, but they might just as well save their dough. This is one thing they'll have a hell of a time winning.

Just to fill the pockets of some industrialist, we are supposed to give up the one restraint we have on prolonged hours of labor. For these guys we are supposed to work nine, ten, twelve and more hours a day at a flat hourly rate.

The reason for the payment of time-and-one-half in the first place was to penalize the employer and compensate the employees for any work done beyond the normal daily work span.

After eight hours on the job a guy has the right to go home, relax and get some recreation. He has done his work for the day.

PHONY CLAIM

The hollow argument that time-and-one-half causes high prices is as phony as any of their previous propaganda.

Under the guise of trying to lower prices they seek to undermine something the labor movement holds dear, but they won't succeed.

If they really were sincere

about lowering prices, they could do so tomorrow.

A beautiful illustration is the fact that United States Steel this week declared an extra dividend, the first since October of 1929.

It sure smells fishy to me when these guys yell high prices while they are making so much money they can give the stockholders a bonus.

I'll crawl down off the soap box now, and get back to the shipping situation here in the Port of New York.

Shipping is holding up pretty well with quite a few ships calling for men. How long we will enjoy the relatively good shipping is anybody's guess. I'm keeping my fingers crossed.

Several ships hit port this week for payoffs and were handled in true SIU style. The usual beefs arose, but were settled right there on the ship before the payoff.

Two clean ships, among those paid off, were the Mandan Victory and Lillington, both Waterman. They had everything running like a well oiled machine, and the payoff was handled in short order.

All in all, the activity in this port has continued to keep the Patrolmen on the move. Payoffs and sign-ons still take up a good deal of their time and if they haven't a payoff or sign-on to handle, they get around to contacting the ships in transit or those laying over for a spell.

REPATRIATED CREWS

Two more crews of ships sold in England, those of the Hovenweep and Floridian, were paid off here in New York this week.

Both crews didn't get the transportation due them according to the SUP agreement. The whole matter was settled by gaining for them the difference in cash.

On the matter of paying dues and assessments, I want to give a word of advice:

When the Patrolman comes aboard your ship, have him check your book for assessments. Sometimes there is a mix-up and an assessment is not paid, later causing a lot of trouble to both the member and the bookkeeping department.

If you're in New York, take your book to the 6th Deck and they will check it for you there.

Most fellows find it simple to keep their dues record straight, but sometimes the assessment business gets fouled up. By checking your book any discrepancy will be found and straightened out.

SIU To Rescue

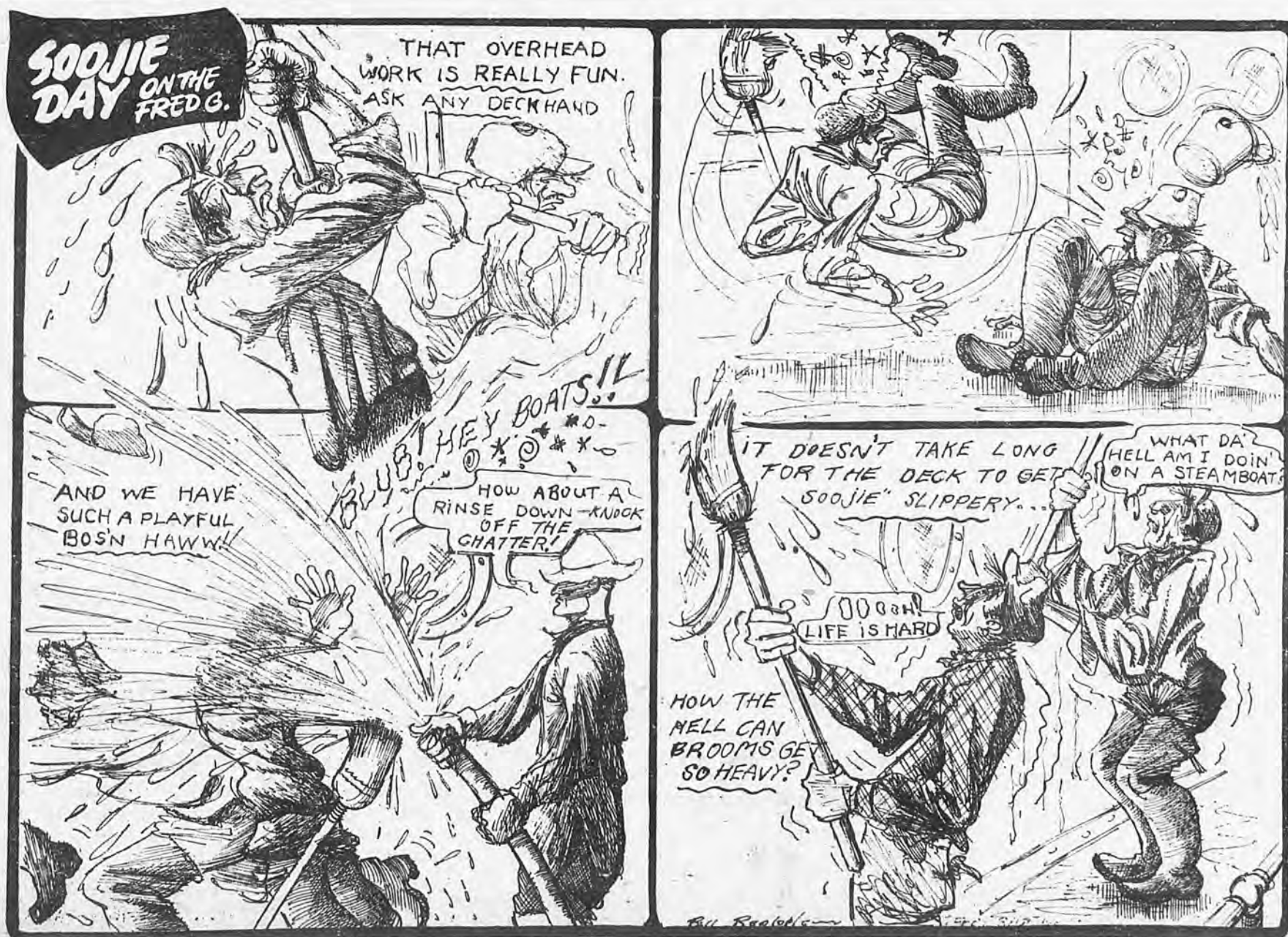
Once more an SIU crew came to the rescue, according to a radiogram received in the LOG office.

The message, signed by Edwin Westphal, a Union Bookman, reported that the Oliver Loving, Alcoa, Captain Roscoe Smith, saved one Denton Ebank from the sea at seven P.M., November 11. Ebank had been in the water 48 hours, the radiogram said. The Loving carries a full SIU crew.

No further details were given.

Notice To Crews

No. SIU Crew is to pay off any ship until the crew's quarters and equipment are as clean as any Seafarer likes to find a ship when he first goes aboard. Patrolmen have been instructed that the crew's quarters must be absolutely clean before a payoff will be allowed. Please cooperate with your officials in carrying out this membership order.



Belated Elections Wind Up Successful Gt. Lakes Drive

By RUSSELL SMITH

DETROIT — At last, after months of NLRB delay, Taft-Hartley red tape, shipowners' stalling tactics and the time-consuming schemes of the NMU, the SIU Great Lakes organizational drive is once more moving ahead at full speed even if the Winter lay-up does lie just around the proverbial corner.

During the past week, voting on the three Shenango ships has started, with the first vessel—the SS Shenango—being voted upon her arrival at Conneaut last Sunday (Nov. 9).

The other two Shenango vessels (the SS Col. J. M. Schoonmaker and the SS Wm. P. Snyder, Jr.) will be voted upon their next arrival at a Lake Erie port.

Although the Shenango management has been trying its hardest to prevent SIU organizers from contacting the Shenango vessels, crewmembers have asserted that they want the SIU for their Union.

Shenango crewmembers merely have to vote "Yes" on their ballot to secure SIU representation because the SIU Great Lakes District is the only Union on the ballot, due to the fact that the SIU was the only Union which had a sufficient showing of interest to secure a place on the Shenango ballot.

KINSMAN COERCION

An election has also been ordered for the five Kinsman Transit Company vessels, also known as the Steinbrenner fleet. According to the election stipulations, voting of the Kinsman crews is to commence upon their arrival (after Nov. 14) at a lower Lakes port.

Several reports have reached our offices recently that the Kinsman officers are attempting to coerce and intimidate the crewmembers into voting for the Lake Sailors Union, Independent (LSU), which also appears on the Kinsman election ballot.

Certainly, with the sweetheart agreement now in existence between the LSU and the Cleveland-Cliffs management, the Kinsman Transit Company has every reason to prefer the LSU.

The SIU's record of fighting beefs and demand conditions doesn't make the operators palsy-walsy with us. On the contrary, they hate our guts!

One of the stories circulated on the Kinsman ships is to the effect that salt water men will take their jobs if they vote for the SIU. To anyone who knows anything on the Lakes, this is really a joke.

It's true that an SIU Great Lakes District book gives the member a right to ship on any Coast and in any District.

However, that's an advantage

On Performers

The membership has gone on record to prefer charges against all gashounds and performers as well as the men who willfully destroy or steal ships gear. The SIU has no place for men who ruin the good conditions the Union wins for them. Take action in shipboard meetings against men guilty of these things.

for the Great Lakes seamen. Just pause for a moment and think this over. In proportion to the amount of jobs on the Great Lakes in comparison with salt water, aren't there many more Lakes men sailing salt water than salt water men sailing the Great Lakes?

LAKES AUTONOMY

Here's something further for the Lakes seamen to consider. The SIU Great Lakes District, as we've clearly stated many times in the past, is one of five autonomous Districts in the SIU. The Great Lakes District is run by Great Lakes men for the Great Lakes seamen.

Dues and assessments paid into the Great Lakes District remain in this area with only a small fraction being paid to the International in the form of per capita tax.

However, the Great Lakes District usually receives much more from the International than is paid to it in the form of per capita tax.

So it's easy to see that the Great Lakes seamen who join the SIU Great Lakes District have much more to gain by joining the SIU than by joining any other union on the Great Lakes.

What other union for Great Lakes seamen runs its own affairs free from outside interference, and yet has the full support of many thousands of Brothers on the Pacific, Atlantic and Gulf Coasts as well as Canada? Certainly, neither the LSU nor the NMU can qualify under the same conditions.

HANNA & WILSON

Directives dated on November 6, 1947 have been handed down by the Washington NLRB ordering that elections for both the Hanna and Wilson fleets be held within the next thirty days.

This means that, just as soon as election conditions can be worked out, both Wilson and Hanna seamen will at last have their chance to vote SIU.

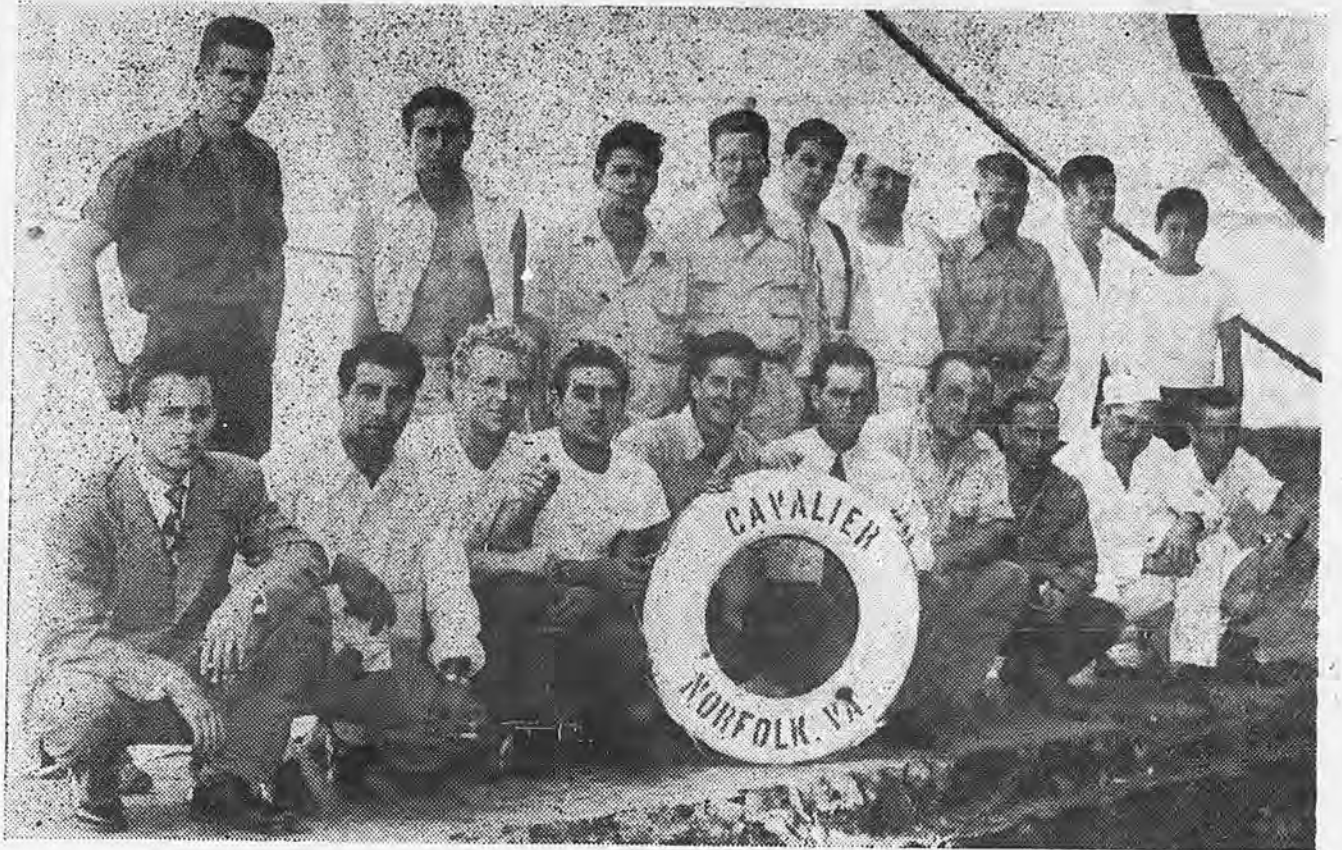
According to the Wilson order, neither the LSU nor the NMU will appear on the ballot. The NMU has been ruled out because they failed to qualify under the Taft-Hartley Act, and the LSU failed to show any proof of representation among the Wilson crewmembers.

Regarding the Hanna directive, the NMU has been ruled out for the same reason—failure to comply with the Taft-Hartley requirements. However, due to the fact that the LSU was able to show approximately a ten percent interest, they were allowed on the Hanna ballot.

Needless to say, Hanna crewmembers are very jubilant over the fact that they are finally going to have an election aboard their vessels. Conservative estimates are that Hanna will vote SIU by an approximate 75 percent vote. Wilson estimates are very little behind those of Hanna.

It won't be long now until both Hanna and Wilson are within the SIU family. Then Wilson and Hanna seamen can enjoy the SIU contracts and conditions that they've been waiting so patiently to secure, and it will be a pleasure to welcome them into the SIU Great Lakes District!

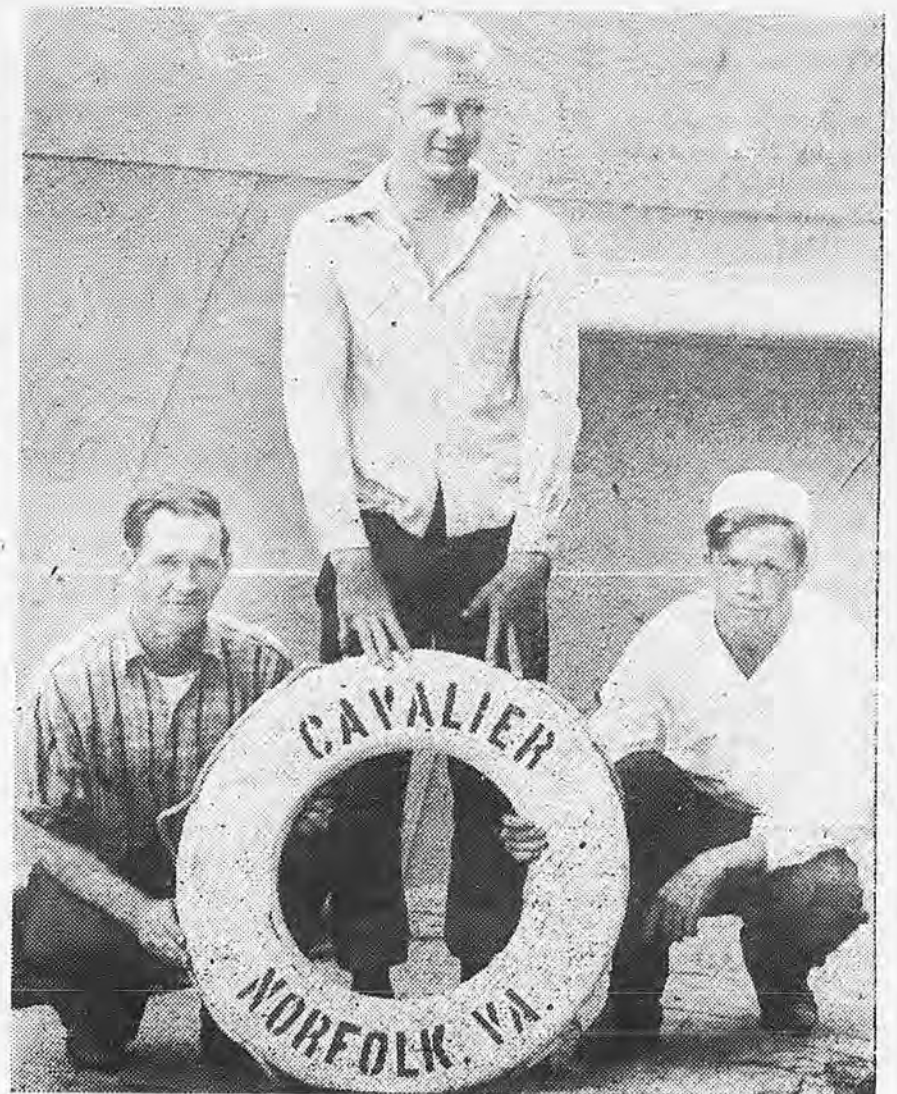
LOOKING AT THE BIRDIE



The above picture of the crew of the Cavalier was sent in from San Francisco without any more information than the names of the men appearing in the photo. So we pass it along in the same manner.

Front row, left to right, Gene Indiveri, AB; Ralph Rizzi, AB; Walt Hazzin, AB; Mike Veronin, AB; J. Boyer, OS; Tom Moore, Bosun; B. Stetson, AB; R. Stern, Wiper; E. L. Dover, Cook; and S. W. Skidmore, Messman. Back row, in the same order, W. McClintic, OS; F. M. Caldwell, AB; F. Aguayo, Messman; G. W. Wardlow, Messman; D. K. Parodi, Fireman; Don McKeen, Cook; A. E. Lawson, Steward; Red Olson, Messman; and Bob Navaro, Fireman.

Right, the Delegates of the Cavalier. Tom Moore, Deck Department, left; W. Stewart, Black Gang Delegate, center; and Red Olson, Stewards Department representative, right.



Shipping In Savannah Now At Standstill But Upswing Is Expected In A Few Weeks

By CHARLES STARLING

SAVANNAH — Things were going along at a pretty fair pace in this port for quite a while, but they have slowed down to a standstill now.

Worst trouble is the fact that the South Atlantic doesn't seem to be able to get any cargoes here for its ships and is routing them to other ports. Moreover, the few ships that do hit here lay around for 20 to 40 days to get any cargoes at all.

However, we do look for things to start rolling again in three or four weeks.

JACK OF ALL TRADES

The tanker Newberg was in a few days ago carrying a Chief Mate who made the best Bosun you would ever want to see. He also was a fair Steward and ran the black gang as he liked.

As a result, we had quite a time since the entire crew asked to be paid off, there being no work for them to do.

The way they put it: "Even if we like this old tub, we also like to do our work. We would stay if we could do just that."

About this time, the MM&P agent showed up. We had a meeting with the Old Man and, as usual, the crew was wrong—until we showed that the ship's officers would not back up the Mate since he tried to do all their jobs too.

The Old Man thought it would be best to phone the West Coast to find what the Company thought, so we decided to let the matter rest until the next day.

Know what happened? That night the Mate caught a plane for the Coast without me ever meeting him. When I got to the ship at nine in the morning the whole crew was working—under a new Mate.

Recently we have had two Baltimore crews to pay off here, and it was good to see so many of my old friends again.

GASHOUND JUST LUCKY

We also had a good example of the danger of getting gassed up around pay time. At least, it would have been a good example if the man hadn't been lucky.

What happened was this: One of our local Brothers walked in the other morning looking under the weather and asked, "Did I pay off the ship yesterday? I don't think so as I am broke, but would you call and find out as I would look like a fool going to the Company myself."

Well, I called, and they said his money was in the office. That made him happy—happy and lucky, both.

Brothers, it doesn't pay to be gassed up at payoffs. You can't always be lucky.

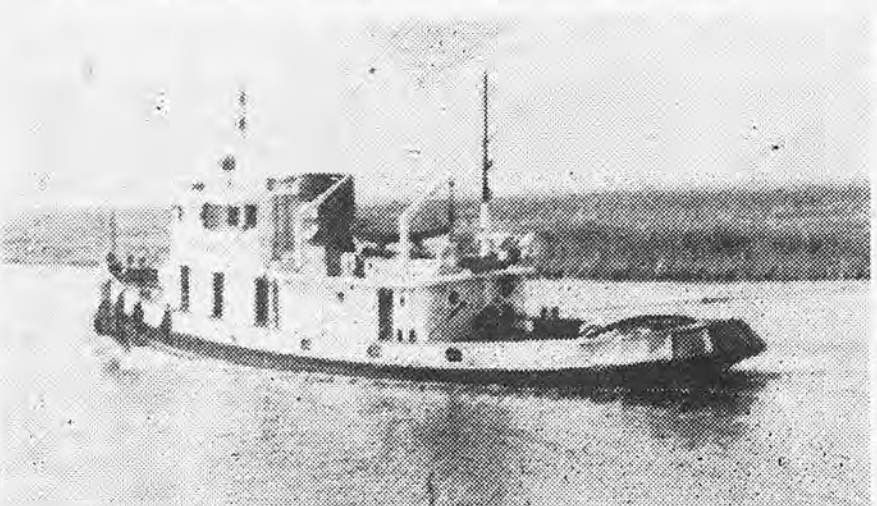


SHIPS' MINUTES AND NEWS

TWO SIU GULF TUGS



Above: The tug Jack Ruff of the River Terminal Corporation hauls a string of barges through the Intracoastal Canal. Below: The H. H. DeBardleben, a Coyle Lines tug, chugs along the same waterway. Both operate between Gulf ports.



Murranka's Timing Perfect As He Stops Watch Racket

Losing no time after a recent payoff of the John B. Waterman, Henry Murranka, an AB, dashed into the LOG office and ticked off some 21-jeweled advice for his Brother Seafarers who might hit Greek ports.

"Tell them to watch their watches," he advised.

Then he proceeded to tell how come he was so excited about time-pieces and Grecian ports of call, Piraeus, Salonia and the others.

FAST PHENAGLERS

In Piraeus, a gang of fleet-footed petty racketeers are preying on unsuspected seamen. They approach crewmembers with offers to buy their wrist watches. When they succeed in getting a victim to remove his watch, the waterfront wranglers make a few phony gestures of appraisal, then pull a lightning-like about face and head for the hills with a speed that makes Hermes, the ancient Greek superman, look like he was dragging anchor.

These Ingersol snatchers were drooling with visions of a big haul when the Waterman ship arrived in port. The first crewman who fell for the ruse lost his time-piece in nothing flat.

DEAD END

Then one of the operators ambled alongside of Brother Murranka and spilled his line. All went smoothly for him—for

a spell. He was just getting under way for his hole with Murranka's watch in tow, when our nimble Seafarer thrust one of his size nine's neatly between the thief's underpinnings. He sprawled to a halt a few yards away. The scuttled character's block was chipped fore and aft,



Murranka said. And that ended the Waterman's losses in Piraeus. Murranka warned that the racket is flourishing in all Greek ports and recommended that all hands leave their time-pieces aboard when they hit the beach.

"Those guys can really run," said Murranka. Which is probably more than can be said for some of the watches they wangle.

MV Watch Hill Seafarers Haul Haiti Victory Off Tortugas Shoals

(Editor's note: The following account of the salvaging of the SS Haiti Victory was written by a Crewmember of the MV Watch Hill which took part in the operation. Union members who have interesting and unusual experiences are urged to write them up and submit them to the LOG so that the entire membership can hear about them.)

By BUDDY CALLAHAN

MOBILE—The gulf rescue ship MV Watch Hill, Moran, was ordered to proceed from Mobile to New Orleans to take in tow a huge transportation barge capable of holding 3,000 tons of cargo to assist in the salvaging of the SS Haiti Victory, Waterman, aground near the Dry Tortugas, the last reaches of land off the Florida Keys.

Two days later, on the morning of October 12, we approached our objective. Clearly silhouetted in the rising morning sun we saw the Haiti Victory high upon the coral shoals. The ship had been aground for two weeks, and as we came into position and hove to I know we were a welcome sight to the crew members

of the beached vessel. We were in for quite an operation.

RELIEF TO RESCUE

Merritt, Chapman and Scott's salvage ship Relief had been on the scene for several days. Her job was to lay out four deep sea grappling anchors 500 feet off the stern of the grounded vessel. Attached to these anchors and leading to the stern of the ship were two-inch cables, one for each anchor.

On the after deck of the beached vessel there were two large, four-sheave steel blocks for each cable, with 5/8 inch steel wire running through them. One block was secured fast to the free end of the two-inch cable by a specially patterned wedge clamp. The other block was made fast well forward with the free end of the 5/8 inch wire attached to a winch. The winch was supposed to take up the slack in the small wire and then pull on the two-inch cable.

The pull of one winch on one of these four-sheave blocks was



equal to the power of a medium sized harbor tugboat—and, believe me, that is considerable. Multiply this up, and you can see that the pulling power was terrific.

We attached the Watch Hill's towing hawser to the stern of the Haiti Victory and the Relief's hawser to the Watch Hill's bow—and the struggle at high water was on.

After a continuous pull for three hours, the Haiti Victory refused to budge.

LOAD LIGHTENED

The salvage Master's only alternative now was to unload some cargo in order to lighten the load to be pulled. This was where the barge came into play, and we began unloading into the barge. Luckily almost all the cargo was crated general merchandise that was easy to handle.

Each 12 hours thereafter on high water we began our strenuous tugging, but not until the third day, after 1,100 tons of cargo had come out, did the Haiti

Victory move at all. We were pulling on the beam without the aid of the Relief when the ship swung around on a pivot of 17 degrees. This brought quite an elevation of spirits amongst us all, but still she wouldn't come off the coral shoals.

On the fourth day a near tragedy occurred. About nine o'clock at night a small single-seater plane circled the ship, her lights plainly visible since she wasn't more than 150 feet above the sea.

Then just as pretty as you can imagine the plane alighted on the dark, choppy waters near the Haiti Victory—and sank.

JUMPS CLEAR

As I said before, this could have been a tragedy for the pilot, but fortunately he jumped clear two seconds after she landed and started her plunge to the bottom. A lifeboat picked the fellow up and he was so scared he couldn't talk at first.

We found out later that he was bound from Miami to Key West. Being so far off his course could probably be attributed to compass error. We were many miles away from Key West and he was really lost and out of gas when we spotted him. The next day a small derrick arrived and raised his plane which was in 20 feet of water.

On the seventh day, with close to 2,000 tons of cargo removed from the Haiti Victory, we awaited high water once more. A third tug, the Anna Copperedge, had arrived to take the loaded barge into port, presumably Key West.

AFLOAT AT LAST

The Anna Copperedge was small but powerful. At nine P.M., we started pulling again, using all three tugs and utilizing the anchored cables. At half past nine, the Haiti Victory came afloat. It was the end of one tough job.

It was pretty much of an SIU operation all down the line—and that is an important point. Aboard the barge were three Union members, and of course, the Haiti Victory, being Waterman, was an SIU ship. So was the Watch Hill.

For that reason, this was one more instance in which you could say:

Wherever aid is needed,
And there's a tough job to do,
Look upon the horizon:
Here comes the SIU.

Check It - But Good

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

SIU Ships' Minutes In Brief

DEL NORTE, Oct. 19—Chairman Pat Ryan; Secretary H. E. Crane. Delegates reported all beefs squared away. New Business: Discussion on burial of seamen in foreign ports. Crew decided to ask Union for program on this as to whether bodies should be returned to States for burial or allow burial in port of death. Decision to halt the feeding of outsiders due to low level of stores. One minute of silence for Brothers lost at sea.



DEL ORO, Sept. 7—Chairman Chadbourne; Secretary B. E. Phillips. Delegates reported on number of books and permits in their departments. James Findley elected ship's delegate. New Business: Motions carried: that minutes of all meetings be mailed in; that control box be moved to crew mess; that location of slopchest be changed. Good and Welfare: Discussion on improvement of crew messhall.



SAMUEL JACKSON, Oct. 5—Chairman L. Nicholas; Secretary B. Kaiser. Delegates reported minor beefs pending in their departments. New Business: Motion by Henry Humphries that all books, permits, etc., be checked against possible freeloaders. General discussion on repair and replacement list. Good and Welfare: Recommended that Patrolman handle all performers at payoff so as to eliminate all unnecessary delays. One minute of silence for Brothers lost at sea.

CAPE HORN, Sept. 19—Chairman J. C. Carolan; Secretary Charles Nuber. Good and Welfare: Decision to have purser investigated by Union. Recommendations on prospective members: George Nuss refused membership due to false information given as to his sailing record. Has been member of NMU. Perry Wilson denied admission due to general anti-union attitude and conduct. Men accepted: George Myers, Robert Buttler, Louis Hanna, Curtis Ekes, Walter J. Souby, Charles R. Kalmbach, J. J. McClarence, R. E. McCluskey and A. J. McCue.



DELSOL, Sept. 15—Chairman George Puskarich; Secretary Fred A. Tate. Engine Delegate raised two questions: When a Wiper is ordered to turn to with a spray gun when does the overtime commence? Does the Wiper who is assisting by handling the hoses receive the corresponding amount of overtime? Deck and Stewards reported no serious beefs. Chief Engineer to be asked about the possibility of installing a steam line in the ship's laundry.

GEORGE GERSHWIN, Aug. 10—Chairman Thomas Taylor; Secretary Jack Buguellet. Motion carried to have a little more cooperation in keeping the messrooms and passageways clean. Good and Welfare: Discussion on having black paint scraped off drain space in pantry and painted white or left unpainted due to the fact that paint in such damp

places tends to stay soft and sticks to cups and dishes when placed there.

ARTHUR M. HULBERT, July 29—Chairman Moore; Secretary Jackson. Departmental delegates elected: Conwill, Engine; Danne, Stewards; Moore, Deck; Kerr, Ship's Delegate. New Business: Motion carried that department delegates make up their own repair lists and get together in Baltimore to have repairs made. Motion carried that a fine list be made up; money collected to go to men in the marine hospitals. Good and Welfare: Suggestion that the delegates inquire as to why the Captain would not open the slopchest while at sea. One minute of silence for Brothers lost at sea.

JONATHAN GROUT, Oct. 8—Chairman Clements; Secretary J. E. Thomas. Beef on the preparation of breakfast and the cooking of the meat. Repair list made up and approved. One minute of silence for Brothers lost at sea.



COASTAL MARINER, Oct. 19—Chairman F. Cornier; Secretary Blackie Connors. Motion by DuBose and Connors that Patrolman be present at payoff due to important beefs aboard ship. Motion carried that no mates handle any part of the deck gear or participate in any work on deck unless that work pertains to navigation or ship's movement. Motion by J. Powell that door nearest to gangway be left unlocked in port. Engine Department desires new unit or coil for icebox.

DEL VALLE, Oct. 23—Chairman Walsh; Secretary McDonald. Good and Welfare: Discussion on having ship fumigated. Suggestion that Cooks put out greater variety in the night lunch. Delegates to see that brand of slopchest shoes is changed as the present type last only a couple of weeks. Agreed that each department appoint a man to take care of recreation room.

MAIDEN CREEK, Oct. 22—Chairman Harvey Hill; Secretary T. Payn. Deck Delegate reported much disputed overtime; Engine Delegate reported on the hanging of clothing in foc'sles; Stewards Delegate reported no beefs. New Business: Agreed to see Patrolman in Honolulu about rusty water. Good and Welfare: Argument about men off watch drinking up all the coffee. Beef settled by agreement that everyone pitch in and make coffee when needed.

LAFAYETTE, Oct. 19—Chairman Frank Presalar; Secretary William Benish. Delegates had no reports to deliver. Education: Brother Frank Gumpaya gave

brief talk relating to present union conditions as compared to pre-union days. Good and Welfare. Motion carried that repair lists be made up by each department delegate and then forwarded to the ship's delegate for transmission through proper channels. One minute of silence for Brothers lost at sea.

HIBBING VICTORY, Sunday, Oct. 19—Chairman A. Guidry; Secretary L. Arbec. Delegates reported all in order. New Business: Motion by J. N. Rivera that crew's messman is not to be allowed to sail in any part of stewards department and a petition should be signed and handed to Patrolman to see that vote is carried. Good and Welfare: Crew voted thanks to stewards department for the good cooperation of the department and the good food served.



ELI WHITNEY, Sept. 28—Chairman Bill Thompson; Secretary G. W. Burns. New Business: Motion carried that Captain tell first assistant to stay out of all unlicensed personnel's rooms unless in the line of duty. One minute of silence for Brothers lost at sea.

TOUSSAINT L'OUVERTURE, Oct. 5—Chairman Manuel Landron; Secretary Joshua M. Lundy. Delegates reported on number of members in their departments. New Business: Motion carried that any member of crew finding messroom gear around deck should place same in proper place. Motion carried that all crew passageways, toilets, and showers be painted out. Motion carried that new scuttlebutt be installed for the use of the crew. One minute of silence for Brothers lost at sea.

GOVERNOR GRAVES, Oct. 12—Chairman M. H. Cross; Secretary W. T. Langford. New Business: Motion carried that crew will refuse to sign on until a full slopchest is put aboard. Brother Tobin suggested that all Brothers leave their rooms clean for the next crew. Captain contacted about a washroom for crew and a temporary one installed until ship reaches Mobile.



WILLIAM H. ALLEN, Sept. 24—Chairman H. A. H. H. H.; Secretary Tarquinio. New Business: Motion by Rogers that last standby on watch clean messhall. Motion by Wagner that shirts be worn in messhall during mealtime. Motion by Rogers that linen be taken off cots when not in use. Good and Welfare: Suggestion by Wagner that any man caught stealing ship's supplies be brought up on charges.

JOHN FISKE, Sept. 14—Chairman Bob McCulloch; Secretary Jack G. Smith. New Business: William Meehan elected as Engine delegate. Motion carried to have ship's delegate and witness go to Captain to have minor repairs attended to as was promised by Port Captain before ship sailed. Address by chairman as to how to conduct shipboard meeting.



SEAFARER SAM SAYS

KEEP YOUR RECORD CLEAR!

WHEN YOU PAY YOUR DUES OR ASSESSMENTS MAKE SURE THAT THE PATROLMAN USES THE REGULAR DATE OR ASSESSMENT RUBBER STAMP. DON'T ACCEPT PENCIL, INK, OR CRAYON NOTATIONS!

CUT and RUN

By HANK

The New York hall is packed with men right now and although there aren't enough ships for even half the men we think it's immediately necessary to advise the Brothers that before shipping gets tougher, and it certainly can, every bookman and permit-carder should not pass up any job on the board—regardless of what type of ship it's for, or whether she's going coastwise or just to Cuba or Europe, or because she's a tanker, etc. If there's any unorganized ships to try for—let's take those jobs, too. Every job on the board when it's called should be immediately taken and it shouldn't happen that after four hours the job is turned back or five days later when the ship is preparing to sail . . . Marcus Hook is crowded with men right now . . . Brothers paying off in Mobile or going down there to ship should avoid getting tanked up. The cops are tough on the seamen, according to our SIU Agent.

Brother E. O'Neill requests the following message to be Logged: Would like to have either J. Bigley or F. Aborgast from the SS Fitzhugh Lee contact me at Box 66, Grafton, New York State . . . Last week we seen that oldtimer of a Cook, "Big" Frank Radzivila, always faced with smiles and well-known for his art of splicing the garlic into his cookings. Brother Frank said he was going back down into the Gulf again to ship out. Easy on the garlic, Frank . . . Congratulations to a rank-and-filer named Al Bernstein for writing up a masterpiece of a pamphlet called Listen Tankermen. Those tankermen who still have not been organized into the SIU will know and appreciate the score when they read this book—which will let them know what the SIU has accomplished with the best contracts all around for all types of ships—and especially the highest-paying and best-conditioned agreement for tankers—in comparison with other union or non-union tanker agreements!

Big Mike Gison is in town right now, wedging his weight down in one of our narrow-chairs, waiting for the ships to come in . . . Here's a shipmatey item about an oldtimer: Brother Holger Hansen, who lost his leg in Finland, sent word that he's saying hullo to all his shipmates. We hope Brother Hansen sees some of the boys soon, indeed . . . We wouldn't be surprised to have a letter soon about the Life of an Oldtimer Sailor Anchored in Snug Harbor, Staten Island. How about it, Brother Manuel Justo in Building E, Room 209? Think you can sail a yarn of a letter into the LOG office about the Peaceful Life? The Waterman Company announced in October that effective November 1, its vessels for the Far East runs will load at the foot of Court Street, Brooklyn . . . Brother Eddie Kasnowsky, the oldtimer of a Cook, is in town right now, rather happy because he got a letter from his pal, Joe, in Perth Amboy.

Advice to the Brothers who are aliens waiting in the Hall to ship out: Look on that board at those ships for remarks. If it says no aliens for that ship, etc., it means just that. Make sure in every case that before you ship that the Dispatcher knows you're an alien and you'll avoid having a useless journey to the company and the ship. Listen to what he says when he calls those jobs on the hour. You have to help yourself from getting fouled up and getting that job fouled up, too . . . Oiler Bill Todd just came in from Frisco after his four and a half month trip to Guam, Europe and the port of Ras Tanura, Arabia, in the Persian Gulf. We remember and Bill does, too, how our whole crew received shore leave for the weeks we were there. Every day we went ashore we kept ourselves sober and quiet was the reason.

THE MEMBERSHIP SPEAKS



Says Seamen Must Discharge Duties To Win Conditions

To the Editor:

I would like to point out some of the inadequacies among a significant share of the members in our Union. I mean the disillusioning concepts of unionism which are much too prevalent and which are unilateral, unliberal and, in my opinion, rather un-collective.

In the first place, many members, judged by the petty requests they make and the absurd rights they claim, misconstrue the primary principles and purposes of the SIU.

For instance, a mattress may have a tiny hole in it. One of these members proclaims it unfit—as though never before in his life had he faced such a condition. Or, at the first drop of perspiration, he immediately demands a port-hole fan installed in addition to the present one, and abuses the room accommodations as tragic.

WRONG VIEW

There is a lot of delinquency and neglect among these irrationalists. They take unauthorized days off or fail to report for duty on time. And then they have the conception that what they are doing is unionism. Such one-sided practices are inequitable and at wide variance from the American ideals on which the SIU is founded.

These irrationalists have the idea that the Union is unlimited in its power, that it can procure any conditions it asks for. They do not realize that the Union can only enhance its status when the maritime economy advances enough to permit further attainments. Moreover, they must realize that new goals can be reached only if there is cooperation and compatibility among the members, and only if the Union institutes a vigorous, militant program.

LACK UNDERSTANDING

I once heard a member, who had been in the Union four years, ridicule a conscientious Brother for always being on the job ready and willing to perform his duty. He even went so far as to call the man a company sympathizer, and de-

nounced his dutifulness as a deviation from ethical unionism. Many actually think that we should not cooperate with the companies but that we should regard them as enemies, that we should ravish the ships and the ships' stores without consideration for the security and growth of the companies themselves. These members lack an understanding that the fundamental reason for the high standards they enjoy result from: efficiency, skill and a capacity to produce more in a unit of time.

My contention is that the fundamental cause of the unrealistic view of many of the members is the product of wrong inspiration among newcomers incited by older, more experienced men who already hold these concepts. Therefore, we should analyze our condition and become more realistic and show a clearer understanding of our responsibilities.

Ned Williams
Mombasa, Kenya

Firemen Propose Contract Changes

To the Editor:

We believe that in the next contract there should be made a provision for the carrying of a Junior Engineer or Oiler for donkey watches on high pressure ships.

If this is not possible then the FWT be given more money or paid overtime for weekdays and time and one-half for weekends and holidays due to the fact that a FWT has more responsibilities on this type ship than on those with low pressure plants.

We also believe that the next contract be clarified so that when the FWT is required to take care of the evaporator on sea or donkey watch he be paid overtime.

We are Firemen-Watertenders aboard the Niantic Victory and believe this will help to keep FWTs aboard high pressure ships.

P. A. Tauraci
Alvaro Vego
Serafin Lopez

'Steamboat' Is Happy Firing The Del Monte

To the Editor:

Well, here I am firing the old Del Monte, just up from South America way.

Ah, those senoritas! Ah, that vermouth! Ah, those rainy nights in Rio!

And such a happy ship! A big Bailey Board to do all my work for me. Yes, what Lincoln was to the slaves Bailey is to the firemen.

Wouldn't mind another trip, expect a greased gangway. First Assistant found me playing a guitar one day while maneuvering. Why should he get so mad? He plays the 'cello himself.

OKAYS SKIPPER

The skipper is Captain John Owens. When they said "A Sailor and a Gentleman," he is the

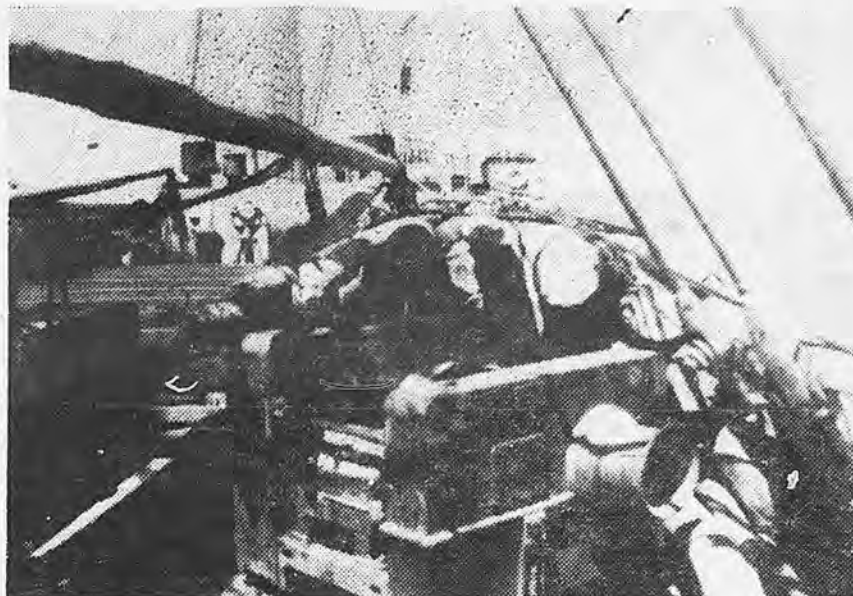
guy they meant. Total sea-time of the crew is 150 years, and all say he is the best they have seen. That makes him the best Old Man in 150 years.

Only sour note aboard is the Purser. Watch for this bird. He is a typical fink, continually running down unions and smelling around the company officials. Like all scabs, he is chicken-hearted, and is always running away from some guy who wants to beat him up.

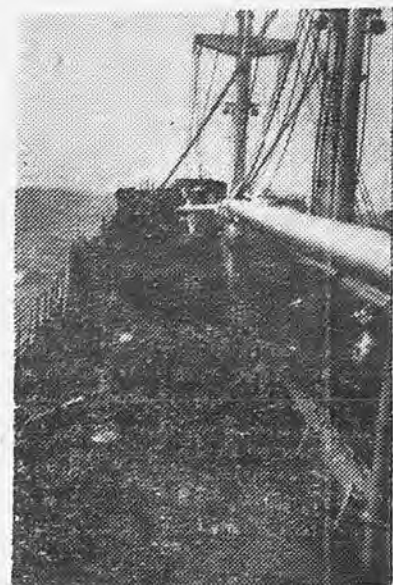
But on to more pleasant subjects. Meet some of our characters:

"Small Change" Johnny says he never saw the outside of a gin-mill till he was 12 years old. In New Orleans, he tells me, "Let's take a stroll down the avenue." Came back four days later.

THEY CALLED IT 'DANGEROUS PASSAGE'



Heavily loaded down decks of the MV Loop Knot made passage extremely dangerous on the return portion of her bauxite run. Obstacles resulted in injuries to three of the crew, according to Sam Luttrell, who furnished pictures. Luttrell said no catwalks were rigged to overcome condition, with the skipper claiming that carpenters to do the job were not available.



Suggests Plan To Aid Shifting Of Rated Men

To the Editor:

Recently I visited the Port of Galveston, Texas, and the Hall there is very nice except for one thing.

I happened to ask where the head was. And, when I saw it, I wondered how we could stand such a place. I recommended that the Galveston Branch get a respectable toilet installed and keep it clean. The one I mean is the one out back of the Dispatcher's office.

Here's something I know has been in the minds of many Seafarers, the transportation of eligible ratings to other ports. Such ratings are short of Bookmembers.

SUGGESTION

I think we, the SIU, should split the coasts into districts. When a port calls for a rated man and cannot supply him, let them call the nearest Hall to shift a Bookmember and advance him the fare, with the understanding that upon paying off he repays the Union.

The Union would have the fare stamped in his book for the Patrolman to see. No money would be lost that way. A Bookmember thinks more of his Book than to jeopardize it by skipping. At the same time it would give our Bookmembers and the Union better protection against shipping outsiders and inexperienced men.

This suggestion is meant for the best interests of the SIU as a whole.

John Jелlette



Brighton Hospital Gets Nod

To the Editor:

Comparing two Marine Hospitals, I find that conditions in the Brighton, Mass., institution are much better than they are in Staten Island. If you go to the latter place you had better take a basket of lunch and a cot—it will take you all day to be admitted.

For example, I went to the Staten Island Hospital and after waiting a few hours, got my master certificate and left for Brighton where I arrived at 1:30 P.M. I was up in the ward an hour later, even though they were short of help at the time. In my rambling I noted that a big crowd in the admitting room was handled entirely in about three hours. There is no reason why Staten Island can't do the same. The conditions there one year ago were pretty good, but right now are terrible.

HAD CHOICE

After I got the card they asked me what doctor I wanted to see. How was I supposed to know? I didn't know they were listed so you could point your finger and say there is the doctor I want.

The doctors here are all of the

best that I have seen in any Marine Hospital and I have been in quite a few. They are pleasant and friendly and they give you a thorough examination. Before you leave this hospital I guarantee they will find out what the trouble is. Credit also goes to the nurses here. They are on the go all the time, and are willing to assist you in any way possible. You don't see a lot of long faces like I have seen in a good many hospitals. Here they greet you courteously.

They are using a new system of diets in this ward, and it seems to be working out well. A dietician is at the serving table while the food is being put on the trays. After the servings, she goes from one patient to another to see if he has had enough. You can get more, too. Again I say this hospital is getting better each day. A lot of credit should go to Mrs. Higgins of the social service who looks after the entertainment for the boys along with their welfare. She's a big helping hand to all.

George Meaney
Marine Hospital
Brighton, Mass.

Wants Family Informed

To the Editor:

I would like it very much if you would send the LOG to my family. They live in the country and know very little about the life of a seaman. I joined the SIU last March and I like the Union very much. At present I am sailing as Fireman on the Seatrain New Orleans.

D. S. McCasland

Log-A-Limericks

Treat 'Em Rough

By STEAMBOAT

There once was a mate named McGee,
Who never had heard of OT
When he asked me to work,
I replied, "Why you jerk,
"Where have you been going to sea?"

Steamboat O'Doyle
SS Del Monte

THE SMILING FACES OF JACKSON CREWMEMBERS



At left, SS Andrew Jackson crewmembers Ted Filipow, AB, and "Tiger" Thompson, AB, put on a bareback riding act to the enjoyment of onlookers. Scene was the main drag in Penang, Malayan Straits.

At right, Red Dineen, AB, flexes his muscles and, with a grin, goes to work on the Jackson's bulkhead while the ship was somewhere in the Pacific.



The Jackson, a Waterman scow, hit almost every Far Eastern port before pushing through the Suez Canal and on to the States.

Photos were submitted to the LOG by Brother Filipow.

Spotlight On Performers Makes Curbing Easier, Says Seafarer

To the Editor:

It has come to my attention in the issues of the LOG for the past six months that from all quarters there has been much blasting at the gashounds and performers. This is sound policy, as the more publicity these characters get, the less they get away with their antics. The membership is well informed now, and will not stand for this stuff any longer.

Usually there gazoonies, when pinned down, come out with a statement that "I am a good union member, I hold Book No. ---," or "I was going to sea when times were tough," or "Where were you in the '34, '36 strikes?"

They try to evade and confuse the subject of their actions by hiding behind their books. Much to my disappointment they get away clean, cussing the gang as being a no good bunch because they said it wasn't right for him to foul up. These birds feel because they hold a book or have been in the organization for a long time they have the privilege of gassing up and performing as they please.

Also their opinion of the Brother who does his job and takes care of ship's gear is a sucker, a phony, or a stooge and everything but what he actually is—a good SIU man.

I would like to point out to the membership a part of the preamble to our Constitution: "We will therefore try by all just means to promote harmonious relations with those in command by exercising due care and diligence in the performances of the duties of our profession and giving all possible assistance to our employers in caring for their gear and property."

So, Brothers, you can see just what the organization feels a good union man is. When you do your job you are protecting and giving a good name, not only to yourself, but to the Union as a whole. It's not being wise to gas up and perform, because you're hurting yourself (although you may get away with it several times, but not forever) and the Union.

At the payoff do you ever notice the birds who squawk loud and long? A good Union Brother if he has any beefs gives them to a Patrolman, with accurate details and without fanfare. The bird who hollers loud is usually

the biggest foul-up and is using noise and confusion to cover up his own misdeeds. Don't judge a Union man by how much noise he makes.

Time off is always a big beef. Some guys think that as soon as a ship ties up alongside they're off til sailing time.

NOT HARD

The big deal is how to spot a performer. That should not be so hard. He's the bird who lays down on his job and shoves it off on his shipmates to cover

Warns Topa Topa Men To Shortstop Hardtiming Mate

To the Editor:

This letter is more or less a warning to the present crew aboard Waterman's Topa Topa. I made a coastwise trip abroad this ship and piled off this week in New York. The ship is now on its way to Bremen and other German ports.

While aboard the ship the entire deck gang found it very trying and sometimes impossible to work with the Chief Mate. He had absolutely no respect for the men under him or for the Bosun who is supposed to direct the gang.

He violated every rule in the book of good conduct and many in the union agreement. His arrogance and slave-driving methods were condemned by the entire deck gang with the result that most of the deck men piled off.

SHORT LECTURE

When the ship hit New York the Union Hall was advised of this character's conduct with the result that he was pulled into conference with an SIU Patrolman and an MMP patrolman.

He came out of the meeting agreeing to mend his ways and to have more respect for the men under him—I wonder if he will.

If the deck gang now aboard the Topa Topa finds him pulling his same old tricks, I advise them to see that he is tossed off as soon as the ship hits port.

He was warned and given another chance after the last trip don't give him another chance to foul up again.

Marcelino Santiago

up for him. He also beefs and groans continually. He takes time off in port when he pleases and shows up the next day boozed up and raising hell. Then he borrows money from his shipmates so he can give them the privilege of working for him while he goes ashore again.

When sobered up and hauled on the carpet he takes his log without a word but as soon as he is down below he's a raving maniac. He's going to have the Skipper, the Mate and the Bosun all thrown off. They can't log HIM! Then he tears into the Messmen, then the Steward and right on down the line. You see, Brothers, he was just a little keel-hauled for his fouling up, so he wants to get a little of somebody else's tail.

DON'T MERIT HELP

The only way to straighten out a performer is to refuse to do his work and let him take everything he has coming to him, although all of us are against a log. I have seen these birds getting away with plenty and they are hurting the organization like hell. It's up to us to stop it and get down to business.

So let's have some suggestions on how to stop this performing—let's get rid of these birds. They're not doing us any good, nor even doing their own share for themselves and they are harming the fundamentals of the Union.

I am sure the Editor will print whatever suggestions you make. I think a coastwise resolution should be taken up on how to handle and get rid of these gazoonies. Let's not cover up for these birds. Let's set them straight!

Lee de Parlier, SUP

Send Those Minutes

Send in the minutes of your ship's meeting to the New York Hall. Only in that way can the membership act on your recommendations, and then the minutes can be printed in the LOG for the benefit of all other SIU crews

Hold those shipboard meetings regularly, and send those minutes in as soon as possible. That's the SIU way!

Crewman Finds Bad Points Outweigh Good On SS Ampac

To the Editor:

Just a few lines to let you know the set-up on the good ship SS Ampac Los Angeles.

Sure wish I could recommend this ship to all my fellow Seafarers but in all honesty I can't. True, this ship does have its good points and its bad points, and the good points do outpoint the bad points in number. But the good points are only pretty good and the bad points are very, very bad. That pretty near sums up the situation.

Here are the facts.

UNCOVERS SOURCE

The Master comes pretty near being the source of the trouble. I'm sure an hour's overtime hurts him much worse than it does the Company. Not only do you have to work 60 minutes for an hour's overtime but then you have to spend 120 minutes fighting to get credit for it. What little overtime there is, I mean!

One of the men on board contracted a case of VD and had



have a shot every four hours for a couple of days. Not only was his pay stopped, but he was also charged for the penicillin and the Captain made him draw \$50 at sea to give the Purser for his troubles. All this was done under the threat of not allowing the Purser to treat the man.

There have been many examples like the two stated above, but maybe these two will serve to show you what I mean. The Captain makes a good Company man but a poor shipmate.

The cigarette allowance per man was very small. The Officers as a whole were pretty good, but nothing to brag about. They followed the lead of the Old Man mostly. The food was pretty good, but this means nothing in regard to the next trip as the whole Stewards Department is getting off. So are the majority of the Deck and Engine Crews!

So you can see why I can't recommend the ship to anyone. If all the Ships Masters were like the one of the SS Ampac Los Angeles my sea-going career would come to a quick end.

Here's ending this note and wishing the fellows who do take the ship our good luck (they'll need it) and pausing only long enough to say "You'll be sorry."

J. V. Smith

Lakes Seafarer Urges Retaining Promotion Rule

To the Editor:

In reference to Paul Hall's remarks in Clearing The Deck last week (Oct. 31) pertaining to shipboard promotion, I feel that the rule should stand as it now is.

It does more good for the individual member to have it on the books than it does harm. But, by no means should it be abused in any fashion.

For us to retard any member's desire to improve his status in life would not be good; however, so long as it is done in a decent manner and under union supervision as it now is there is no danger of that happening.

The rule in itself is a sign of progress and by aiding our members to improve themselves we keep them by our sides. Why should we antagonize them?

I'm suggesting that no alterations be made. I feel that the men who originally drew up the rule knew what they were doing at the time and the rule is just as pertinent now as it was then.

G. L. No. 4526



Seafarer Harold LeDoux's sketch of a memorable night in Piraeus, Greece.

NMUer Raps Internal Feud; Says SIU Is More Militant

To the Editor:

Today I entered the Miami Branch of the SIU and asked to be given a chance to ship through the SIU. I have been a member of the NMU since 1945 and have sailed steadily since being admitted to membership in that union.

However, during my membership in the NMU I have at no time seen the militancy shown by the SIU. I have lost many hours of overtime which, according to the agreement, were legitimate. This overtime could have been collected very easily had the proper militancy been shown.

The set-up in the NMU at this time is unbearable for a Union man. There is so much mud being thrown from all points that a man packing an NMU book isn't proud of the fact.

In the NMU I have found that anytime a few men try to better conditions from within they are classed as red baiters and their books taken from them. This has happened to several of my shipmates.

WANTS REPRESENTATION

I now feel that it is worth any price to leave the NMU and start sailing with a Union that will go to bat for its membership.

There are hundreds of members in the NMU who, if given the opportunity, would clean house; but all of them are in positions of being unable to do so.

These men wish to sail on union ships, but realize that there are so many NMU members leaving the NMU and taking permits in the SIU that it is impossible for them to do the same.

All NMU members with whom I have come in contact are avid readers of the SEAFARERS LOG and get quite a bang out of the

way the NMU officials are shown in their true light. The LOG really hits the nail on the head. (Name withheld)

Bolt Just Misses San Juan Hall; Prayers Increase

To the Editor:

There was a strange happening here during a thunderstorm on the afternoon of October 20 which made some of us wonder just how we stood. In plain view of those of us present at a meeting, lightning struck and shivered a large Cross atop the dome of St. Augustine Cathedral, about 200 feet from the Hall, without harming the Hall or the men. And if any skeptic hit this port, we have a piece of the cross to convince him.

We seamen, condemned by government and companies alike each time we ask for better living conditions and wages, found it odd that we were not condemned that time. We had the feeling that at least one great Power took a friendly view toward us.

When the flash came, Port Agent Sal Colls had just finished reading the reports of the Credentials Committee. Those present included the last three survivors of the TTT Club (Editor's note: Typical Tropical Tramps): Woody Lockwood, Red Morgan and myself, who have been so very clever in ducking Dispatcher Ralph Ortiz. Each of us made a vow to pray more often.

The police arrived on the scene, but Sal Colls got there before them to grab the souvenir for the Hall.

L. C. Parrish

'Second Fiddle'



Back from his latest trip, Seafarer I. H. Pepper forwarded this shot of an unidentified shipmate straining at the catgut. Doctor Pepper says the guy was "playing second fiddle," but sent no picture of the first fiddler. Fiddling's fun, Doc, but enuf's enuf.

LOG INTERESTING TO BROTHER IN MARINE CORPS

To the Editor:

I'm a member of the Seafarers International Union but right now I'm in the US Marine Corps. I'd appreciate it very much if you would send me the LOG as I want to keep up with the Union's activities as much as possible.

I think the LOG is about the most interesting paper to read and I usually find something in it about my former shipmates.

Stanley Rasczyk, USMC
Camp Lejeune, N.C.

ATTENTION!

If you don't find linen when you go aboard your ship, notify the Hall at once. A telegram from Le Havre or Singapore won't do you any good. It's your bed and you have to lie in it.

Casa Grande Scribe Reports Ship Heads In 3 Directions

To the Editor:

Reporting again from the Casa Grande here in Port Arthur, Texas. We stayed around the shipyard in Jacksonville and one mild hurricane. We were also in the Merrill-Stevens yard when the workers took a strike vote and balloted 2-1 in favor of the strike.

After the vote PT was in a hurry to get us out so we wouldn't be strike-bound and pull another Rip Van Winkle as we did in Marcus Hook. That was Saturday. We didn't sail out of the St. John's River until late Sunday—all of us and five new toilet seats, bright and shiny.

GET NEW SEATS

As Delegate, I got the Old Man to sign a requisition for new seats. The Port Engineer, who is also okay, promised them to us every day until we shifted and left the yard. When we learned that we were to sail at three, we called a meeting for 2:30 to find out what happened to the seats. The Port Engineer, who happened to be down, hopped into his car and 10 minutes before we were to have the meeting the seats came aboard, and everyone sailed from the port happy.

Jacksonville is a good port and is well-handled by "Jimmy the Agent." When a question of not paying off all the OT on regular 30 day payoffs came up, he immediately settled it and we were all paid in full.

There were quite a few jobs on the board in Jax and quite a few were expected, which means a busy week for Jim who has a boil under his armpit as big as a baseball.

MILLIONAIRES?

The weather from Jax to Port Arthur was the kind passengers pay big money for in the hopes of getting. Since it was for free everyone helped himself generously to it and all are now sporting a millionaire tan—they can't wait to get back North to show it around.

This town is all right. So many tankers pull in that there should be a Hall here. A lot of good organizational work could be done. Then too, fellows pulling in here on our ships would have a place to hang their hats. The people are friendly in town and the SIU has a good reputation here. They remember us from way back.

Over a home brew in the back room of a jernt uptown we were discussing the blue law situation. The smoke was so thick we had to use radar to find our glasses.

Eddie the Steward who went off the hard stuff so he could



put some of the green stuff away for a rainy day dropped the whole works over a crap table.

DESTINATION UNKNOWN

We are leaving here today and going to either New York, New Jersey or Norfolk. As usual no one knows for sure—not even the agents.

It would be putting it mildly to say that everyone got a terrific kick out of the illustrations that accompanied the Casa Grande in Marcus Hook. Dozens of them clipped it out, mailed it home and then hurried to deny they had anything to do with the "goils" mentioned. We've prepared a signed affidavit for those who need clearing to keep peace in a happy home.

Al Bernstein
SS Casa Grande

KEEP LOG ON TAP



On Labor Day, American seamen at "Brownie and Blackie's Diamond Bar" in Shanghai joined a Chinese wedding party. Concealed somewhere, perhaps off to the right, is the bar itself.

Among the newest readers of the LOG are the proprietors of the only union pub in Shanghai, China.

It's not so surprising as it sounds. Name of the saloon is "Brownie and Blackie's Diamond Bar". It is run by R. C. Brown and Blackie Stein, both holders of SUP books, and William J. Brown, an SIU Bookman. All three want to keep up with the

news of Union activities and of the comings and goings of their old shipmates.

In case any of the Brothers make Shanghai, "Brownie and Blackie" are setting them up at 2 Li Ling Lu, Yuen Chang Road. They also call the spot "The Sailors Hang Out". If you stop in there some afternoon or evening they'll lend you their LOG, they say.

'Bumboat' Horrified By Steamboat's Yarns

To the Editor:

I read that piece sometime ago where Steamboat O'Doyle complained that nobody would believe his yarns. This is not hard to understand for I just made a trip as Bosun with Steamboat. He has some tales that would shake a whale.

He told me he was on a ship where he kept finding human bones in the fuel oil strainer. He told me they opened up the set-

ling tank and found three skeletons of guys who had gone to sleep in there in the shipyard and got welded up. He said when their bones came floating into his strainer it was the most horrifying experience he ever had. Certainly it was the most horrifying experience I ever had to hear you tell this one, Steamboat.

MATE IN WAKE

He also told me he was on a

ship where the Mate died and they threw him over the side in a canvas sack. But, Steamboat claimed, they forgot to put weights in it and the guy got caught in the suction of the propellor and followed them in the wake for 2,000 miles. I wonder if you would call this an Irish wake. He told me this incident was very eerie. Steamboat, how right you are!

Steamboat also told me that Steamboat is his right name. He claims his old man was Captain of a Mississippi steamboat and that he was born on the boat. He says when he came down the ways his old man blew the whistle three times and rang Full Speed Ahead.

NO CERTIFICATE, THOUGH

He also says his old man was drunk at the christening and when the Sky Pilot asked what name to use the old man said, "He was born on a steamboat, Goddamit, call him Steamboat." However, he says he lost the birth certificate.

Steamboat, you are a great guy, but you must really tone down those stories.

How dare you tell me you saw a seagull with an SIU button! Me, your good old friend.

"Bumboat O'Reilly"

THE BEEF BOX

BROTHER SUGGESTS POSTING LIST GIVING DATA ON EACH CREWMEMBER

QUESTION: As a suggestion I feel that ships' delegates should, at the start of each voyage, be required to post in the crew's mess a list containing crewmembers' names, union status (book or permit) and when they joined the ship.

This might serve to eliminate any possibility of departmental delegates overlooking permit men sailing beyond their allotted time, and also acquaint all members with their Brothers' standings.

(Brother's Name Withheld on Request)

ANSWER: The Brother's suggestion is a good one and one worth putting into effect aboard SIU ships. Inasmuch as it would be very difficult to prepare such a list before the sign-on due to the general confusion, it can be handled at the first ship-board meeting. At that time men approaching, or over, the 30-day limit can be warned.



BULLETIN BOARD

Unclaimed Wages

Mississippi Steamship Company

501 HIBERNIA BLDG., NEW ORLEANS, LA.

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

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

Charvo, Donald	12.37
Chase, Thomas A.	2.75
Chastain Jack L.	23.28
Chatelain, Lawrence A.	25.20
Chatfield, Harvey E.	65.66
Chauff, James J.	2.16
Chauncey, Howard	2.44
Chaumont, Adam Huey	1.65
Chausier, A.	6.75
Cheek, Richard	.71
Chessman, Charles R.	3.44
Cheffo, A.	8.69
Cheklin, Peter	2.97
Chenevert, Henry M.	1.44
Chenney, Arthur P.	.45
Cherami Lloyd E.	27.22
Chestnut, Robert Lee	9.33
Chernin, Abraham	11.88
Chettenden, A.	4.36
Chevalier, Harold F.	.79
Chiaculas, Louis	2.64
Chicha, G.	1.38
Child, William	2.79
Childers, Clair E.	66.17
Childers, Joseph J.	1.87
Chilimidos, Spirangelus	4.54
Chiotos, Raymond	31.73
Chipley, Ralph L.	14.77
Chisholm, F.	3.64
Chramie, Jack B.	1.82
Chrisman, John	1.25
Christ, Arthur	3.10
Christal, George G.	20.92
Christensen, B. A.	5.64
Christensen, C. R.	11.34
Christensen, Earl A.	15.99
Christensen, Neil	8.87
Christensen, William H.	1.07
Christian, Daniel H.	21.04
Christian, Howard E.	8.84
Christian, J.	3.26
Christian, L. O.	3.44
Christian, Robert L.	6.02
Christian, Walter W.	1.96
Christiansen, Gerald	28.39
Christiansen, Gerhard A.	18.34
Christiansen, James C.	.33
Christiansen, Norman W.	1.65
Christianson, Reuben C.	37.80
Christie, Paul	.80
Christoferson, W. E.	60.00
Christopher, William J.	1.63
Christy, Frank W.	1.99
Chudslew, G.	1.04
Chumley, Earl L.	.94
Church, John E.	4.80
Church, Lorn E.	4.80
Church, Manuel	21.39
Cissna, Thomas T.	32.45
Ciallella, Harr yA.	4.21
Clagett, Owen	3.65
Clagett, Thomas E.	.46
Clamp, George H.	2.16
Clapp, Le Roy	30.96
Clark, Alan G.	1.37
Clark, Arthur S.	5.60
Clark, Carlton D.	1.23
Clark, F.	.01
Clark, H.	.47
Clark, Herbert Milton	5.94
Clark, James E.	5.70
Clark, James J.	8.53
Clark, John J.	4.27
Clark, J. D.	9.24
Clark, John	1.70
Clark, John W.	8.41
Clark, Joseph J.	1.82
Clark, Joseph T.	30.29
Clark, Kenneth J.	7.18
Clark, L. I.	.94
Clark, Prentis B.	2.97
Clark, Raymond E.	8.74
Clark, Thomas J.	3.82
Clark, Vernon A.	1.79
Clark, Ayne A.	.94
Clark, William C.	3.26
Clark, Woodrow	.33
Clarkshaff, Samuel	3.38
Clarke, Carlton Dwight	97.07
Clarke, George	.70
Clarke, Joseph C.	24.27

Clarke, William E.	35.48
Clarkin, Bernard N.	7.82
Clarksen, Joe F.	1.40
Clary, Richard D.	2.82
Class, Rbert	11.32
Clayton, Robert J. Jr.	58.57
Clayton, William W.	.01
Clecuen, Albert W.	1.37
Clegg, Danel L.	2.84
Clement, Alton J.	18.09
Clemmons, Merton B.	19.59
Clemons, Cecil L.	2.82
Clendenning, Paul W.	1.80
Clericasio, Michael	2.23
Clesi, Michael F.	10.09
Clevenger, Fred E.	1.99
Clifton, Edward E.	32.66
Clifton, Fred	8.73
Clifton, James	5.94
Clippard, Frederick B.	1.98
Clore, William	.78
Clover, J.	2.34
Clyburn, George H.	5.46
Coady, J. Stanley	2.23
Coan, Clyde	28.00
Coates, James M.	2.58
Coates, Kenneth	8.26
Coats, Glenn B.	1.88
Cobb, C. W.	22.38
Cobb, O. C.	26.48
Cobb, William E.	10.40
Cobourn, J.	22.86
Cochran, Arthur W. Jr.	10.74
Cochran, James O.	3.18
Cochron, H. W.	.59
Coddington, Morton	43.20
Cody, Jack B.	1.19
Coe, Walter C.	13.33
Coffey, Bert Oron, Jr.	11.24
Coffey, Clifford M.	2.79
Coffman, Donald R.	212.62
Coffma, Martin T.	4.82
Coggins, Donald S.	1.34
Cognevich, John M.	2.46
Cohn, Frank	2.79
Coit, William L.	41.63
Colburn, Leroy C.	.72
Colby, Charles O.	25.67
Colby, John B.	43.70
Cole, Alton B.	22.13
Cole, C. A.	1.33
Cole, Grover C.	1.50
Cole, Luttrell	.01
Cole, M. A. V.	2.34
Cole, Phillip R.	8.95
Colecchi, Steve	3.18
Colella, W. A.	10.43
Coleman, Adie	7.54
Coleman, C.	3.56
Coles, Harold Jackson	6.43
Coles, Raymond H.	.46
Colgan, John T.	25.19
Coll, A.	12.11
Coll, Walter B.	18.93
Collett, Arthur G.	.99
Colley, Eugene O.	.99
Collin, H.	1.48
Collins, C. E.	14.38
Collins, Donald E.	47.64
Collins, Edw. W.	3.96
Collins, H. H.	3.79

Collins, Henry	6.63
Collins, Jesse C.	11.86
Collins, Joseph	3.64
Collins, Jolley R.	38.95
Collins, M.	1.48
Colomb, E. L.	.82
Colon, Louis G.	5.44
Colpitts, L. H.	20.95
Colvin, Robert	1.83
Colyer, E. A.	.45
Combs, Eddie M., Jr.	4.78
Comeaux, Anthony	1.37
Compan, Clovis J.	1.44
Compan, Joseph B.	6.72
Comparetto, Enrico	.69
Complogne, Armond	5.94
Compton, Howard	2.93
Comstock, Robert L.	10.74
Condos, Geo.	7.44
Condrey, Samuel C.	.73
Cone, Wm. H.	.01
Conely, John W.	2.79
Conjour, L. J.	10.80
Conlan, James V.	14.85
Conley, Eugene H.	5.92
Conley, Joseph E., Jr.	3.22
Connell, Lewis Burns	4.51
Connell, Pete J.	5.64
Connell, Thomas	5.30
Conner, Willis	5.94
Connor, Harry G.	4.77
Connor Ivor R.	.59
Connor, Robert	5.54
Conrad, Benjamin	1.42
Conroad, George D.	8.39
Conroy, Daniel Wm.	26.37
Conroy, James E.	4.57
Consalvo, Gaetano	2.23
Constantine, Henry	4.82
Contine, Clarence C.	11.02
Conway, E. L.	3.56
Conway, J. R.	1.78
Conway, Lester J.	4.67
Conway, Raymond J.	15.86
Conway, Thomas J.	1.98
Conway, Walter	31.76
Coogle, Murray L.	7.13
Cook, Byron E., Jr.	.45
Cook, Harold R.	11.19
Cook, Joseph	12.15
Cook, Lawrence D.	21.87
Cook, Leroy	.38
Cook, V.	.59
Cook, W.	.74
Cook, Walter H.	8.06
Cooke, Paul D.	3.48
Cooke, Paul J.	1.42
Cooksley, James R.	.46
Cooksley, Thomas R. Jr.	28.00
Coombs, Martin A.	2.13
Cooney, W. J.	.45
Coop, Wm. E.	19.49
Cooper, Delmar R.	8.95
Cooper, Ernest Joseph	11.40
Cooper, F. E.	5.59
Cooper, H. E.	1.52
Cooper, Leonard M.	17.44
Cooper, Stanley Geo.	4.79
Cooper, Thomas F.	27.12
Copeland, Arthur M. Jr.	1.37
Copher, Steward	.45

Coppin, Arthur	3.89
Coratti, Nicola	21.81
Corbeet, Ralph P.	5.62
Corbeet, Timothy	7.90
Corbishley, Charles A.	1.98
Corcoran, Hy. W.	1.25
Corcoran, John Joseph	30.73
Cordeiro, George	28.83
Cordell, John D.	32.37
Cordes, Luke J.	14.92
Cordray, E.	98.75
Corelli, Gioruni	13.50
Cordern, S.	2.97
Corley, Henry N.	10.63
Corley, Robert T.	32.66
Corlis, Vernon L.	2.80
Cormier, Emile J.	.74
Corn, John	4.43
Cornell, David R.	6.93
Cornett, Clyde	10.26
Cornforth, William	.34
Cornwell, Ralph E.	24.73
Cornwell, Stanley K.	5.76
Corrado, Anina	13.46
Correia, M. I.	117.50
Corrie, Joaquin	1.35
Corrock, Jack Charles	3.43
Cosentino, Aldo A.	3.47
Cosinano, Lorenzo	9.00
Cosmos, George	8.63
Costello, James J.	926.63
Costello, Jose	5.65
Costello, William Patrick	4.16
Cotchi, Claude I.	9.11
Cote, Joseph Luke	48.02
Cotta, Stanley M.	6.05
Cottle, Francis M. Jr.	3.56
Cottle, Lawrence L.	48.99
Cotton, C. W.	4.61
Couchman, H.	25.90
Coulter, Ambrose D.	11.69
Coulter, Jack G.	5.13
Coulter, Sam H.	.14
Coulton, W.	.40
Counce, Ernest E.	11.39
Courtney, Arthur B.	9.86
Courtney, H.	24.59
Coveleski, Thaddens	3.59
Covington, Howard R.	.45
Covington, Robert H.	53.10
Covy, Allen P.	4.16
Cowan, Billie	23.76
Cowan, Hugh Joseph	.37
Coward, Maurice	4.66
Cowen, Norman	7.58
Cox, Carl M.	.28
Cox, Cyrenius A., Jr.	10.74
Cox, John M.	.80
Cox, Marrin E.	2.75
Cox, Rolly B.	2.75
Cox, Thomas E.	9.60
Cox, W. C.	1.19
Coxhead, H.	627.65
Coy, Thurman W.	2.84
Coyle, Charles P.	.59
Coyer, D. R.	5.64
Joyle, James M.	4.22
Coyle, Joseph D.	1.34
Coyne, J. J.	2.97
Cozad, Carroll	20.47
Crabtree, Everett	9.62

Craddock, Calvin H.	.24
Craddock, Edwin C.	16.56
Craft, Arlen E.	.59
Craft, Henry Grady	2.36
Cragie, A.	2.00
Craig, Ernest C.	3.26
Craig, Lawrence S.	3.57
Craig, Robt. Franklin	1.37
Craig, Wallace F.	2.81
Crandell, C. R.	19.22
Crandell, Eugene	21.00
Crane, William M.	12.37
Crawford, Charles	2.84
Carter, James	.59
Craven, Jack W.	12.58
Craven, William A.	10.26
Crawford, Hugh	11.89
Crawford, James H.	.46
Crawford, James M.	5.04
Crawford, Joseph F.	2.34
Crawford, Kenneth B.	4.66
Crawford, Leo	13.45
Crawford, Raymond	32.31
Crawford, Robert	26.18
Crawford, R. W.	5.94
Crawford, Russell G.	33.60
Crawford, W.	29.19
Crech, M. A.	4.20
Creel, George Bates	1.87
Creel, R.	13.39
Creighton, Charles	.53
Crewe, Edward H.	1.40
Crews, A. W.	1.00
Crews, Tracy E.	4.13
Cribb, Wilbur R.	14.84
Crimins, Daniel J.	.35
Criswell, Nolan S.	3.17
Crofton, Douglas	2.64
Cronan, John J.	2.34
Cronan, Wm. P.	.59
Crone, James	23.95
Cronin, Charles E.	12.15
Cronin, Floyd B.	2.75
Cronan, John	5.69
Cronin, Patrick K.	1.99
Crook, Joseph	1.87
Crooks, Arthur Neil	10.74
Crooks, Ellis	12.77
Crosby, J. T.	.42
Crosby, S.	.35
Crosby, Thomas J.	1.48
Cross, Clair L.	2.23
Cross, P.	.70
Cross, Phillip R.	15.00
Cross, Robert	3.71
Cross, Verne	12.68
Cross, Walter J.	8.87
Crosswhite, Louis	6.40
Croteau, Harold F.	68.74
Croto, Robert E.	6.79
Crotwell, Floyd H.	2.06
Crouse, Howard	2.68
Crow, Thomas	11.02
Crowe, Kyle C.	9.80
Crowley, E.	11.48
Crull, Warren L.	.46
Crump, Charles Hamilton	1.87
Cruz, Esteban	70.90
Cruz, Luis	3.96
Crym, Harry N.	6.40
Csmereka, Michael L., Jr.	27.30
Cuadro, A.	2.07
Cullerton, James A.	2.07
Cullison, Sterling F.	16.15
Culpepper, Albert K.	5.94
Culpepper, David P.	13.38
Culpepper, Robert C.	11.39
Culver, F. W.	1.40
Cumba, C.	.57
Cumbee, Jesse L.	6.51
Cummings, Walter J.	2.34
Cummings, A.	.01
Cummings, Charles	7.29
Cummings, Chas. H.	2.75
Cummings, F.	.02
Cummings, Floyd	1.33
Cummings, J. P.	.05
Cummins, John	90.98
Cundra, A.	.33
Cunningham, Bernard	3.34
Cunningham, G. W.	2.31

Unclaimed Wages

Smith & Johnson SS Corp.

60 BEAVER STREET NEW YORK, N. Y.



SS M. MICHAEL EDELSTEIN	Graves, Richard W.69
Binning, Leonard S.	Hairston, Billie	2.79
Cianci, Luigi	Henard, Charlie E.	8.06
Coggins, William F.	Hill, Clair S.	6.41
Cole, Walter	Landfair, James	3.49
Freitas, Herbert E.	Moroni, Emil J.	4.98
Jennings, Junior	Nichols, Raymond71
Lindsey, Frederick L.	Petersen, Robert M.	1.10
Lopez, Kenneth	Pool, Donald E.	30.80
Reeves, James A.	Sakers, George	40.19
Williams, George E.	Saunders, Charles	1.39
SS MUHLENBERG VIC.	Stahl, Ralph E.	2.20
Acosta, Antonio	Strayhorn, Donald	2.22
Adamk, Edward W.	Strayhorn, Donald	2.22
Carter, Merritt	Theodore, Philip M.64
Delgado, Frank	Townsend, Robert W.90
Driggers, Eddie T.	Wilson, Ian D.	38.11
DuBois, Charles W.	SS NEGLEY D. COCHRAN	
Dziubanski, Edward	Bottom, Malcolm C.	5.60
Eriksson, F.	Cantin, Joseph E.15
Heil, George A.	DeCosto, William R.	23.80
Jones, John A.	Lee, Roy R.	7.47
Juncker, Arnold	Marett, Thomas	3.28
Kidwell, William J.	Owen, John F.	3.74
Makila, Esko	Schenck, Lester J.	19.60
Ortiz, Silvestro O.	Stribbling, Joseph	3.58
Pappas, Leonidas	SS OREGON FIR	
Raspante, John	Allen, D. F.46
Schram, R. G.	Bollback, J.94
Serrand, Rosendo	Bauns, J. L.	1.40
Sullivan, Melvine H.	Briles, D. E.	26.58
Vandenbelt, Robert A.	Howard, R. A.94
Stallones, Hurley	Lowderback, B.94
Stoneberg, Nigel F.	Lucas, Curtis	42.10
Waters, E. L.	McCarty, M. L.	176.18
Webber, Raymond J.	Woodward, J.	7.24
SS THOMAS J. LYONS	SS RALPH A. CRAM	
Andrew, Robert	Chatelain, Lawrence A.	24.74
Barbee, Billie	Fitzpatrick, Edgar	8.86
Brannon, George T.	Jacobsen, T. M.	7.57
Ciseicki, J.	McBurnett, Louis M.	7.94
Colucci, Paul	Nash, Ferrell G.	2.34
Czyzewicz, Edward	Oliver, Arthur L.	7.94
Femowicz, Bernard	Pulizzi, Jesus C.	7.94
Geis, Walter R.	Riley, Thomas E.	6.54
Grant, Wright W.	Sternberg, Lester L.	18.20
	Vallainos, Spiros N.	3.26
	Wright, Swayne	3.26

NEW YORK	P. Galinas, \$2.00; W. A. House, \$1.00; S. Warhula, \$1.00; H. McCullough, \$1.00; J. Stolnis, \$1.00.
INDIVIDUAL DONATIONS	A. Stepanson, \$3.00; C. Monela, \$1.00; Angel Lina Rosa, \$3.00; C. E. Bekiaris, \$2.00; M. B. Lopez, \$3.00; T. S. Sloven, \$6.00; V. A. Sunguroff, \$3.00; H. Ali, \$3.00; E. H. Northrop, \$3.00; P. Samuelson, \$3.00; T. G. Williams, \$3.00; G. D. Cummings, \$3.00; George W. Harris, \$2.00; C. E. Owens, \$1.00; L. Polanco, \$1.00.
SS COLABEE	H. Jensen, \$1.00.
SS TOPA TOPA	J. R. Chaker, \$2.00; K. C. Daly, \$1.00.
SS E. HOWARD	C. Scott, \$1.00; R. Scarborough, \$1.00; S. Karlak, \$1.00; P. Colonna, \$2.00; G. Daniels, \$1.00; R. Tillet, \$1.00; J. Etheridge, \$2.00; R. T. Poug, \$1.00; A. Huffstadt, \$1.00; W. J. Wilkins, \$2.00; J. Petriga, \$5.00; H. Brockman, \$2.00; J. D. Pearson, \$1.00; A. M. Williamson, \$1.00; O. A. Payne, \$1.00; S. Ross, \$1.00; K. C. Zickefoose, \$2.00; J. H. Scott, \$1.00.
SS STEEL EXECUTIVE	R. E. Harry, \$4.00; V. W. Bisbee, \$2.00; W. Gonzales, \$1.00; E. Contoral, \$5.00; A. M. Cheverez, \$3.00; A. Abdelhamid, \$2.00; L. Rinaldi, \$3.00; C. Flores, \$3.00; F. Prevou, \$2.00; G. C. Diehl, \$2.00; J. A. Smith, \$5.00.
SS CAROLYN	Andrew Reaski, \$2.00; Michael Angino, \$2.00; A. D. Cano and Crew, \$7.00.
SS ROBIN GRAY	H. Christensen, \$3.00; F. R. Rosado, \$2.00; J. A. Wilkerson, \$1.00; J. E. Carithers, \$1.00; W. R. Wilkins, \$2.00; G. R. Edenstrom, \$1.00; J. Schilling, \$2.00; L. J. Clarke, \$1.00; A. L. Ferreira, \$2.00; E. L. Kerbo, \$1.00; T. P. Hayes, \$2.00; J. Jakubaszek, \$1.00; C. M. Webb, \$1.00; R. Pittman, \$1.00; M. O. Flores, \$1.00; S. Johanssen, \$1.00; N. M. Mills, \$1.00; J. O. Konesky, \$2.00; C. S. Johnson, \$2.00; N. E. Bokelman, \$2.00; L. Martin, \$2.00; A. Rathbone, \$2.00; D. W. Home, \$1.00; J. E. Gervais, \$2.00; J. W. Hollis, \$2.00; C. R. McKnight, \$3.00.
SS STEEL AGE	R. C. Heins, \$4.00; J. C. Harris, \$2.00; S. S. Torres, \$5.00; A. Castillo, \$5.00; M. E. Buck, \$5.00; W. R. Ghim, \$5.00; J. M. Pillion, \$5.00; P. Judilla, \$5.00; L. Ajon, \$5.00; C. Kow, \$5.00; A. H. Nobriga, \$5.00; W. E. Fitzgerald, \$5.00; A. Rosete, \$5.00; C. F. Bellarosa, \$5.00; P. S. Antolin, \$5.00; M. C. Aproyo, \$5.00; V. L. Stiebig, \$2.00; J. Fernandez, \$5.00; E. Del Valle, \$5.00; A. Binamili, \$5.00.
SS T. J. JACKSON	T. T. Nickols, \$1.00; Opha F. Crutchfield, \$2.00; James Carter, \$1.00; H. D. Williams, \$3.00; A. G. Lewis, \$1.00; W. M. Scott, \$1.00; E. Gamble, \$3.00; F. Mitchell, \$3.00; R. A. Jeffries, \$3.00.
SS HASTINGS	W. Denny, \$1.00; W. T. Ammerman, \$2.00; J. S. Patton, \$2.00; R. O'Neill, \$1.00; L. McCarthy, \$2.00; S. Mavromichalis, \$2.00; V. Pilutis, \$1.00; C. W. Palmer, \$1.00; Bin Omar, \$1.00; J. W. Keeping, \$3.00; B. C. Barnes, \$3.00.
SS MARQUETTE VICTORY	R. Renevitch, \$5.00; J. O. Reyer, \$5.00; J. W. Howell, \$5.00; R. A. Trotter, \$1.00; J. Burk, \$4.00; Chan Seng, \$5.00; Mastroer, \$5.00; Midenan, \$5.00; Anwar, \$5.00; Ali Hassan, \$3.00; A. Majesky, \$4.00; B. Santos, \$5.00; T. Juanta, \$5.00; A. J. Corral, \$5.00; E. J. Tweed, \$1.00; F. E. Drilon, \$5.00.
SS R. STUART	C. Gillikin, \$1.00; W. Doyle, \$2.00; W. Mason, \$2.00; R. Brummer, \$2.00; L. Leskowsky, \$2.00; R. Brinson, \$2.00; G. Wilson, Jr., \$1.00; R. Baa, \$5.00; E. Dompkowski, \$1.00; J. Gurganus, \$2.00; A. Thompson, \$2.00; R. Whitley, \$1.00; C. Bell, \$1.00; J. Thompson, \$1.00.
SS ABIQUA	John J. Sriscoll, \$1.00.
SS D. WRIGHT	F. B. Neely, \$1.00; Hon Chan, \$3.00; Gunnar Grahn, \$2.00; Frank McGowan, \$7.00; R. V. MacGee, \$2.00; E. L. Edler, \$3.00; C. W. Emanuel, \$2.00; G. T. Jackson, \$1.00; J. L. Harper, \$1.00; C. J. Peterson, \$3.00; J. E. O'Neal, \$2.00; W. J. Skiens, \$3.00; E. Gillis, \$2.00; F. H. Brown, \$6.00; M. D. Taylor, \$5.00; E. V. Ryan, \$2.00; C. Langston, \$1.00; L. Steffens, \$2.00; H. I. Nichols, \$1.00; A. A. Jacobson, \$5.00; E. Nunez, \$10.00.
SS LAFAYETTE	S. P. Barloletti, \$1.00; A. Tosado, \$2.00; A. Androh, \$3.00; J. Dodge, \$2.00; A. Macapagl, \$1.00; R. D. Flood, \$4.00; B. R. Rogers, \$2.00; W. J. Benish, \$1.00; R. L. McKenzie, \$5.00; G. P. DellErnia, \$3.00; G. A. Lueth, \$1.00; E. C. Eaton, \$2.00; W. C. Land, \$3.00; L. G. Valenten, \$4.00; Mason, \$1.00; B. J. Fredericks, \$1.00; P. J. McArdle, \$5.00.
SS STONES RIVER	M. A. D'Alelio, \$2.00; M. Pappadakis, \$5.00.
SS A. MOORE	J. F. Strenich, \$3.00; H. E. Mossburg, \$1.00; J. J. Boland, \$1.00; D.

SS CORNELIA	P. Mikalichko, \$2.00; G. R. Redman, \$3.00; E. Isaac, \$1.00; J. Blanding, \$3.00; F. W. Brown, \$1.00; J. J. Martus, \$2.00.
SS YAKA	W. Rozalski, \$1.00; G. E. Walton, \$1.00; H. J. Swartjes, \$1.00; R. P. Umland, \$1.00; P. H. Karrman, \$2.00; C. V. Dyer, \$2.00; J. W. Rascon, \$2.00.
SS T. MEADOWS	A. Germain, \$2.00; A. Polesel, \$2.00; W. Therault, \$5.00; H. Viik, \$2.00; J. Houft, Jr., \$1.00; W. Becker, \$1.00; F. J. Menendez, \$2.00; A. Castillo, \$2.00.
SS ETHIOPIA VICTORY	S. D. Wright, \$2.00.
SS ALCOA CAVALIER	J. DeAbreu, \$1.00; O. J. Ready, \$1.00; J. N. Powers, \$1.00; T. F. Hale, \$1.00; L. F. James, \$2.00; J. Walker, \$3.00.
SS SEATRAN TEXAS	A. E. Maloney, \$1.00; F. U. Byrne, \$1.00; J. A. Doody, \$1.00; A. M. Marino, \$1.00; O. Preussler, \$1.00; J. McGill, Jr., \$5.00; W. E. Pepper, \$5.00.
SS TEAL	F. P. Tallier, \$3.00; O. R. Ware, \$3.00; H. C. Reading, \$3.00.
SS LONGVIEW VICTORY	P. A. Seward, \$3.00; Juan Fernandez, \$3.00; A. P. Permijo, \$3.00; Brigido Cepriano, \$3.00; J. P. Machilas, \$3.00; Pablo A. Militar, \$3.00; Emilio O. Suro, \$3.00; Bien Lozada, \$3.00; Ceferino Gonzales, \$3.00; Antero Gasper, \$3.00.
SS NIANTIC VICTORY	J. E. Driss, \$2.00; B. P. Pratt, \$2.00; W. V. Glick, \$2.00; M. Piskun, \$5.00.
SS CAPITOL REEF	R. Meeks, \$5.00; H. H. Guenther, \$5.00; W. Giszczak, \$5.00; F. L. Jordan, \$3.00; R. O. Spencer, \$2.00; W. R. White, \$5.00; C. E. Gamble, \$4.00; T. E. Watson, \$1.00; W. A. Furr, \$3.00; S. M. Magyar, \$5.00; G. K. Kourkounakij, \$3.00; L. Whitmyre, \$4.00; W. F. Vaughan, \$2.00; W. R. Ellis, \$10.00; A. Sprung, \$5.00.
SS SEATRAN NEW YORK	G. H. Villares, \$2.00.
SS NAMPA VICTORY	W. H. Harwell, \$2.00; P. P. Souza, \$1.00; C. B. Shipman, \$2.00; V. D.

Hall, \$1.00; R. A. Johnson, \$1.00; K. H. Rice, \$2.00; R. A. Borch, \$1.00; J. C. Phillips, \$1.00; J. Johnson, \$1.00; A. M. Atkiewicz, \$1.00; C. Carlson, \$2.00; L. A. Holbrook, \$1.00; C. R. Swensen, \$2.00.	
SS MOCYKOWSKI	J. Duffy, \$2.00.
SS TRINITY VICTORY	B. T. Knew, \$2.00; L. T. White, \$3.00; H. Koon-Wing, \$3.00; Tsang You, \$3.00; V. E. Fitzgibbon, \$3.00; V. Garvey, \$3.00; S. L. VillaFlores, \$3.00; R. J. Gomma, \$3.00; R. L. Martin, \$3.00; W. G. Schoenborn, \$2.00; O. A. Hess, \$5.00; C. Newton, \$10.00; E. S. Stankovich, \$1.00; J. R. Jennings, \$4.00; E. S. Balcuch, \$3.00; C. J. Hallinan, \$2.00; L. L. Sagaria, \$4.00; L. Shin, \$2.00; L. K. Hing, \$5.00.
SS COASTAL MARINA	L. A. Beltran, \$1.00.
SS STEEL FABRICATOR	A. Angelos, \$1.00; Ellis S. Samia, \$1.00; H. Sheprow, \$1.00; Drouim, \$1.00; N. F. Villacarte, \$1.00; R. J. Levesque, \$3.00; J. O. Beck, \$1.00; K. P. Marpll, \$1.00; R. P. Negron, \$1.00.
SS FAIRISLE	D. P. Tacub, \$1.00; K. V. Zeits, \$1.00; W. H. Hansen, \$2.00; E. J. Jazwinski, \$1.00; J. J. Quinlan, \$2.00; M. Suurna, \$2.00; B. Undertilo, \$2.00; P. C. McBride, \$1.00; P. Richter, \$1.00.
SS J. GALLUP	B. A. Graham, \$1.00.
SS WARRIOR	Vincenzo Vecchio, \$3.00; E. A. Kussmaul, \$3.00; C. T. Ridge, \$2.00; C. J. Kosecki, \$5.00; J. Yianatos, \$1.00; P. DeWaal, \$5.00; R. S. Englebert, \$2.00; E. J. Beddan, \$5.00; I. Van DerHoeven, \$1.00; A. Pefanis, \$2.00; F. G. Hays, \$1.00; R. R. H. BiBow, \$2.00.
SS PONCE	L. Karalunas, \$1.00; T. J. Boorse, \$2.00; J. P. Didio, \$3.00; A. Nacer, \$3.00; C. J. Davis, \$1.00; F. M. Dowd, \$1.00; G. Fargo, \$1.00; O. Ha nsen, \$1.00; J. J. Bowden, \$1.00.
SS CHACO CANYON	V. Martinez, \$4.00; G. Stromback, \$4.00; J. Ertl, \$3.00; R. Lichon, \$1.00; P. Macklin, \$3.00; T. Delaney, \$1.00; L. Vossberg, \$2.00; W. Gardner, \$3.00; O. Putzgruber, \$3.00.
SS WM. C. BRYANT	J. W. Kriss, \$1.00; J. Hulak, \$2.00; F. Stone, \$2.00; L. Vecchiet, \$2.00; T. T. Daly, \$2.00; L. C. Story, \$2.00; S. S. Irby, \$2.00; E. Gonzales, \$2.00; C. Q. Holt, \$2.00; C. W. Spiers, \$2.00; F. H. Thompson, \$2.00; W. Boudreaux, \$2.00; R. K. Lee, \$2.00; U. Viiporn, \$2.00; L. G. Davis, \$2.00; A. Carrano, \$2.00; A. W. Flatts, \$2.00; C. S. Smith, \$2.00; J. B. LaRoche, \$2.00; C. W. Cox, \$2.00; M. B. Collins, \$2.00.
SS MIDWAY HILLS	C. L. Moody, \$2.00; SS Midway Hills, \$26.00.

SIU HALLS

BALTIMORE	14 North Gay St. Calvert 4539
BOSTON	276 State St. Bowdoin 4455
BUFFALO	10 Exchange St. Cleveland 7391
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	1014 E. St. Clair Ave. Main 0147
DETROIT	1038 Third St. Cadillac 6857
DULUTH	531 W. Michigan St. Melrose 4110
GALVESTON	308 1/2-23rd St. Phone 2-8448
HONOLULU	16 Merchant St. Phone 58777
JACKSONVILLE	920 Main St. Phone 5-5919
MARCUS HOOK	811 Market St. Chester 5-3110
MOBILE	1 South Lawrence St. Phone 2-1754
MONTREAL	1440 Bleury St.
MIAMI	10 NW 11th St.
NEW ORLEANS	339 Chartres St. Magnolia 6112-6113
NEW YORK	51 Beaver St. HANover 2-2784
NORFOLK	127-129 Bank St. Phone 4-1083
PHILADELPHIA	9 South 7th St. Lombard 3-7651
PORTLAND	111 W. Burnside St. Beacon 4336
RICHMOND, Calif.	257 5th St. Phone 2599
SAN FRANCISCO	105 Market St. Douglas 25475
SAN JUAN, P.R.	252 Ponce de Leon San Juan 2-5996
SAVANNAH	220 East Bay St. Phone 8-1728
SEATTLE	86 Seneca St. Main 0290
TAMPA	1809-1811 N. Franklin St. Phone M-1323
TOLEDO	615 Summit St. Garfield 2112
WILMINGTON	440 Avalon Blvd. Terminal 4-3131
VICTORIA, B.C.	602 Boughton St. Garden 8331
VANCOUVER	705 Abbott St. Pacific 7824

PERSONALS

DANIEL FADDER
Your mother asks that you write home at once. The matter is important. Her address: Mrs. A. Fadder, 206 St. John's Place, Brooklyn, N. Y.

WILLIAM QUARLES
Your mother requests that you get in touch with her.

GORDON CHAMBERS
Your family requests you get in touch with them immediately at 1076 Teller Ave., Bronx, N. Y. Phone if you can.

WATSON EDWARD CARR
Your wife requests that you write her at the following address: 185 Prospect St., Apt. 3, Winsted, Conn.



Notice To All SIU Members

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

However, for those who are at sea or at a distance from a SIU hall, the LOG reproduces below the form used to request the LOG, which you can fill out, detach and send to: SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

PLEASE PRINT INFORMATION

To the Editor:

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

Name

Street Address

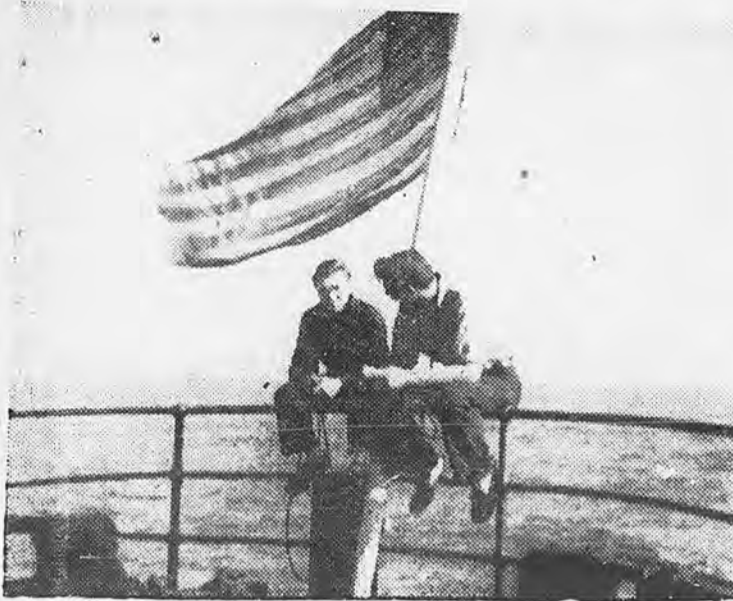
City

State

Signed

Book No.

Beauregard Crew 'Sees' Bremerhaven



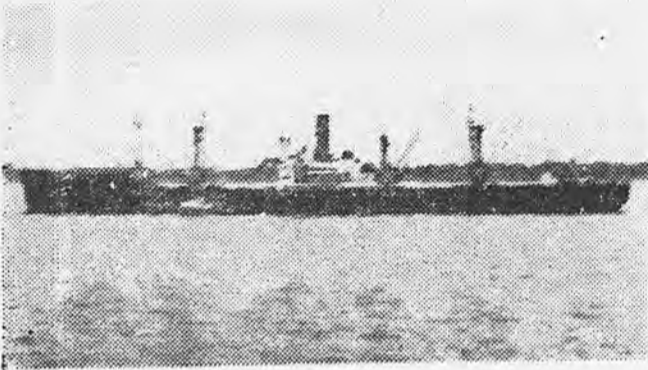
Under the Stars and Stripes, on the fantail, sit Assistant Electrician Ekland and OS Clemens, as the SS Beauregard comes into the harbor at Bremerhaven.



OS Clemens, AB Bilko, and AB Watt, sit amidships and talk about prospects for liberty after the ship docks. PS: They got time off but not too much fun.

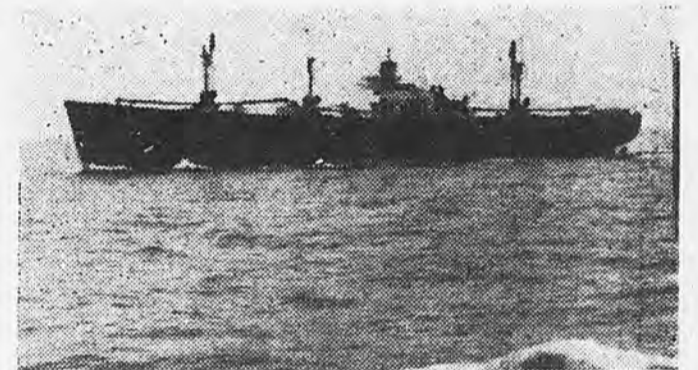


One way to spend time off is to sleep. Another way is to sit in the sun and read a good book. That's what AB McLaughlin is doing, and he's enjoying himself.

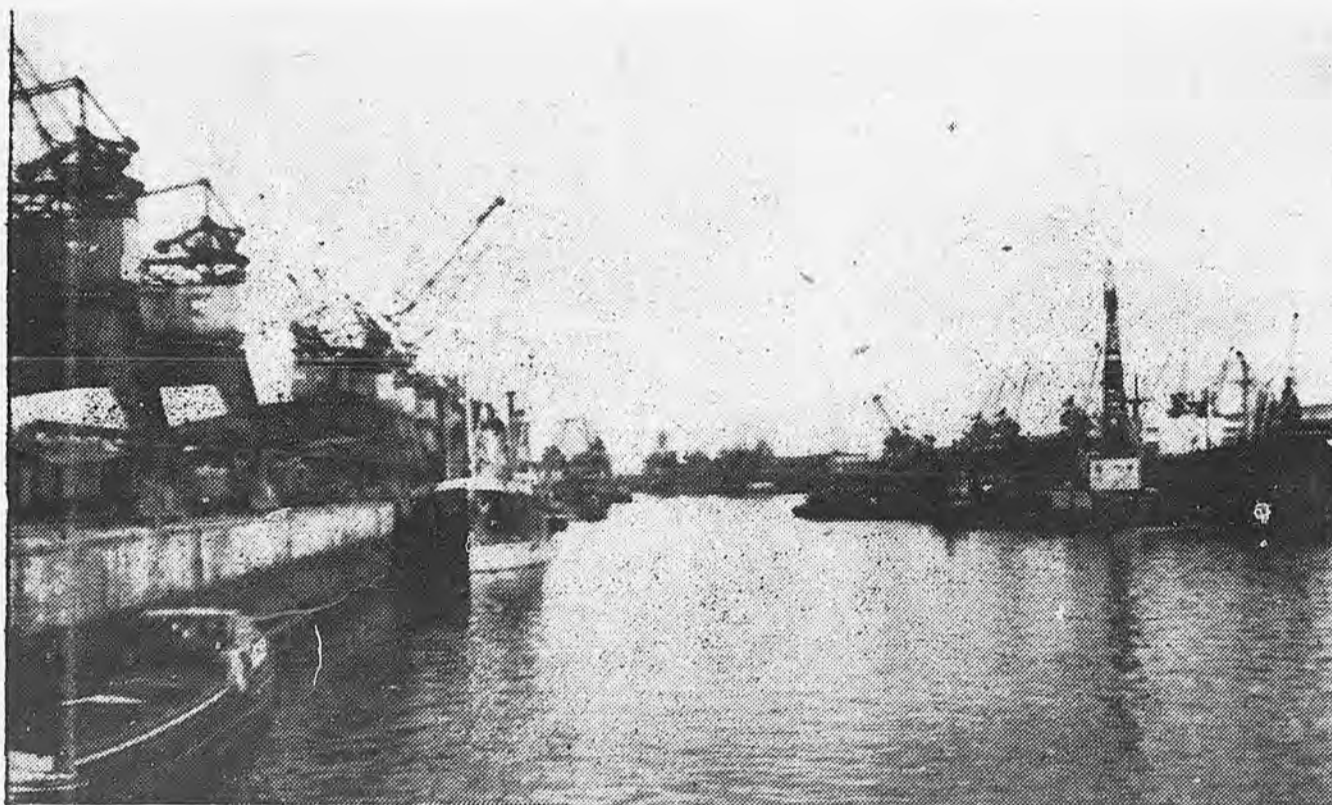


The Niantic Victory, a Waterman ship carrying nitrate, had to stay out in the stream off Bremerhaven and unload her cargo to lighters. The authorities didn't want to take chances on having their town blown to hell-and-gone.

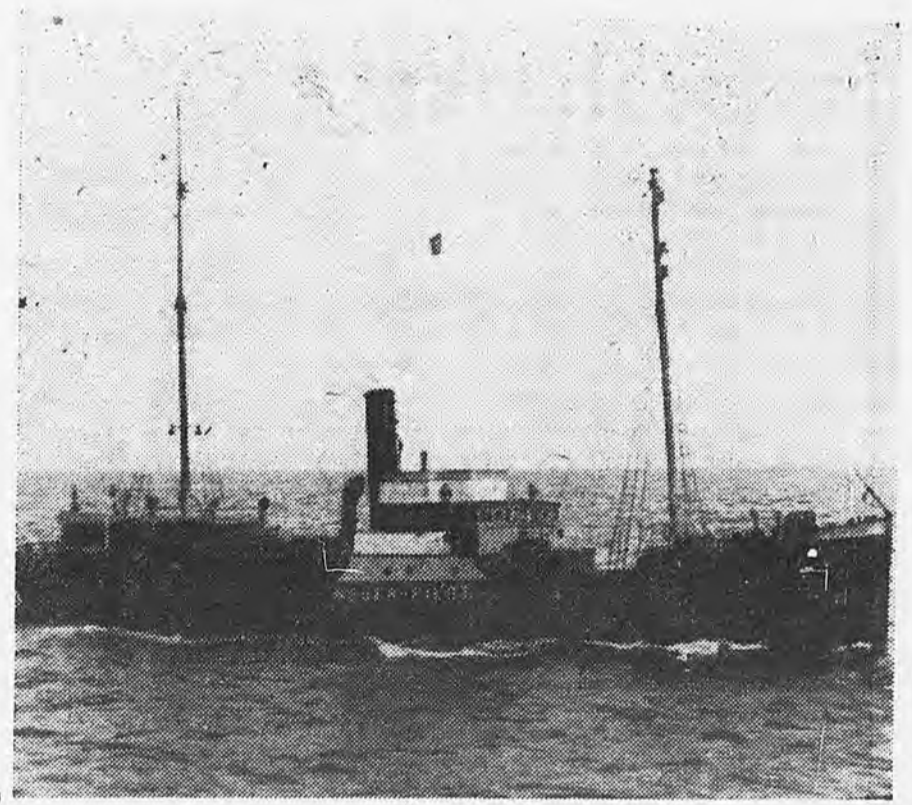
All the pictures on this page were taken by Chief Electrician George Velie, while on the SS Beauregard, Waterman, on a trip from New York to Bremerhaven and back to Mobile where the ship paid off. Brother Velie used an Argus C-3 camera, loaded with Super XX film. He says it was a good trip, and he had fine shipmates. The officers, too, were okay, according to him. Velie neglected to send in his own picture, so next time he's in the Hall we'll take one and print it in the LOG.



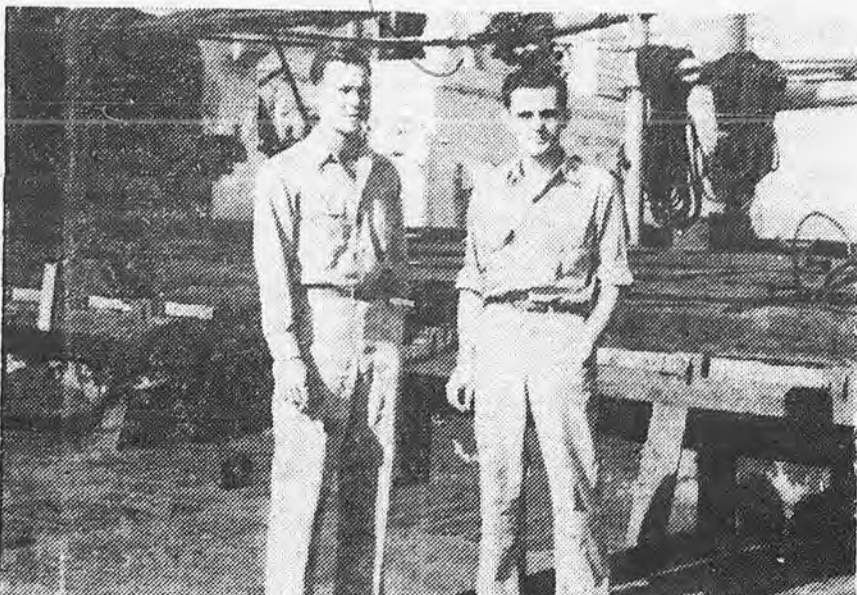
As the SS Beauregard steamed into Bremerhaven, another Waterman Liberty was passed in the North Sea on the homeward trip. The ships didn't pass close enough to recognize each other, but this makes a good picture anyhow.



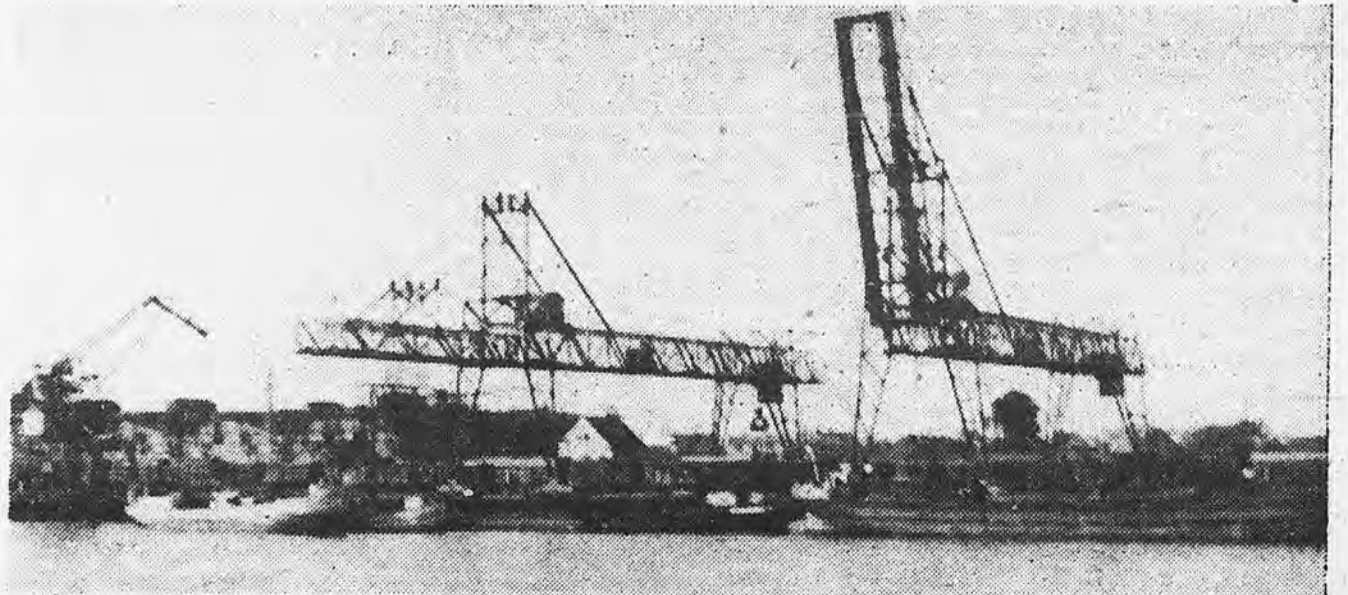
Here's where ships dock and unload in Bremerhaven. Good facilities for working cargo are a feature of this bustling port, but the American Military Police are plenty rough, and so it's not really a place to have much fun in.



The Weser Pilot, the pilot boat at Bremerhaven, is a familiar sight to all who have been in that port. Came in handy in navigating the treacherous river.



The crew asked for this picture to be run because First Assistant Phillips and Chief Engineer De Piper were okay joes. Here they are, left to right.



These loading booms make the job of working cargo a lot easier. Most of these booms were wrecked during the war when they were a prime target for Allied aircraft, but quite a few have been repaired already, and they are in almost constant operation.