

SEAFARERS LOG



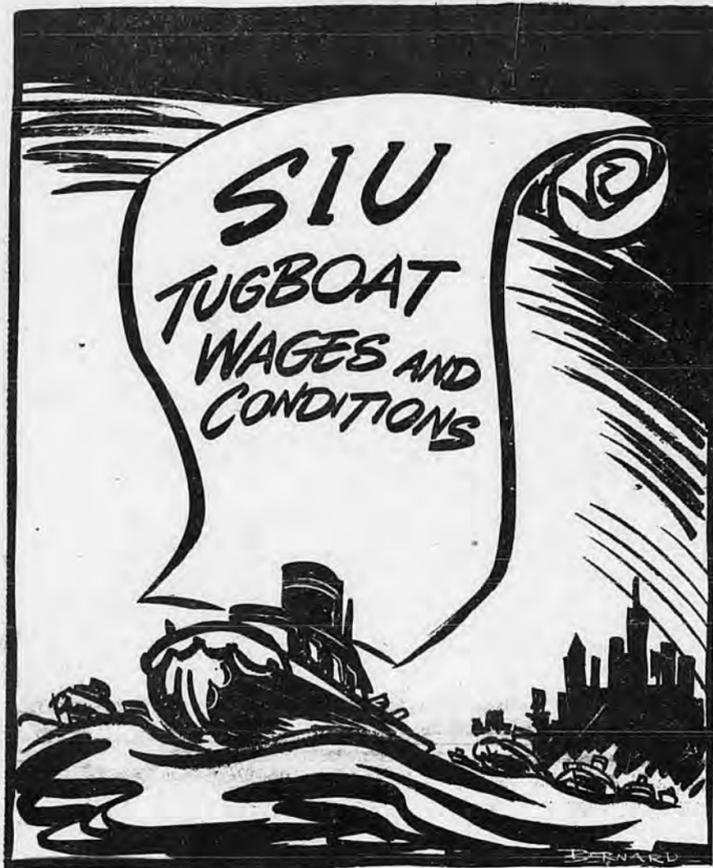
Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

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No. 45

HIGHEST IN THE INDUSTRY



Seafarers Overthrows WSA Medical Program

The invincibility of militant union action was clearly demonstrated this week as company after company fell in line with the Seafarers' boycott of the WSA Medical Division resulting in a resounding victory for the Union, the working seamen and the American taxpayer.

The War Shipping Administration together with some of the shipowners used every tactic and device in their attempts to defeat the stand taken by the SIU membership, and later endorsed

by the Sailors Union of the Pacific.

On one of the arguments even the shipowners found little room for disagreement with the Union's

position. That was the fact that the WSA examining board had been a bottleneck since its inception. They refused, however, to withdraw their support of the outfit that had provided a hidden, but vicious, blackball system for

On October 24th the SIU membership went on record branding the War Shipping Administration's Medical Division as an anti-labor instrument of the operators, and an unnecessary drain upon the taxpayers.

It also criticized the WSA for inefficiency and declared that the agency was seeking to perpetuate itself into the postwar period.

A motion passed unanimously by the New York Branch enjoined any member from reporting to the WSA Medical Division for examination.

The Seafarers contended that the agreements called for examination by a company doctor, and the WSA was accused of having the taxpayers pay the cost for the shipowners.

use against organized seamen. South Atlantic, Waterman, Overlakes, Moran Towing, Amer-

9 (c) of the National Labor Relations Act.

Very truly yours,
John McAuliffe,
President

This action now means that a preliminary hearing will be held before an NLRB examiner in order to determine whether the SIU has enough pledge cards to warrant an election being held. Fol-

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Strong SIU Swing Marks Isthmian Drive

The rapid pace of the Isthmian organizational drive continued this week, as increasing evidence pointed to strong SIU support from Isthmian men. This support continues to pile up as affairs approached a climax, with the machinery of the National Labor Relations Board being called into action to determine the collective bargaining agency for the company's employees.

Last week the Log stated that a consent election had been requested from Isthmian. In answer to that request, the Seafarers are in receipt of a letter from the company.

The Isthmian Company's letter dated November 2, reads as follows:

Dear Sirs:

Your letter of October 30, 1945, has been received.

We are of the opinion that the most satisfactory way to determine the bargaining agent for the unlicensed personnel employed by us on our vessels is to make use of the machinery set up for that purpose pursuant to Section

Voting For Union Officers Continues At New High Pace

Continuing at a record breaking pace since opening day, the annual election of officers for the Seafarers International Union, Atlantic and Gulf District, entered the second week of the sixty-day voting period with the expectation that the 1946 elections will surpass all previous records for membership participation in an SIU election.

Members commented favorably on the idea of picture posters being placed in conspicuous spots at all polling booths to serve as memory-jogging supplements to the names appearing on the election ballots, and to further identify these candidates.

With thirty one positions ranging from Patrolmen, Agents, to Secretary-Treasurer to be filled, the voters have fifty one candidates to choose from.

Those members who voluntarily serve on the Election Committee, after being democratically elected, deserve strong praise for willingly fulfilling their obligations as union members.

According to the reports reaching the Log office from the different ports, the SIU membership is taking a greater interest in this election than in any previous one. This is due mainly to the active

educational program being carried on by the Seafarers Log in carrying out the membership mandate regarding an expanded educational and publicity program.

In Germany, Italy, and all other countries which were, in some cases still are, under a dictator's heel, democratic labor unions were the first organizations to be seized and destroyed. Labor men were tortured, imprisoned, and killed to prevent their opposition

(Continued on Page 4)

SIU Gets Tugboatmen Record Pay

NEW YORK—The highest base pay for seamen anywhere in the world was gotten for employees of four Norfolk, Virginia, tugboat companies by the Seafarers International Union after negotiations that were just completed. The wage scale under the newly signed agreement will get for all ABs, Oilers, and/or Firemen \$220 a month, an increase of \$75 a month over the basic rate.

In this way, and with very little publicity, the SIU has produced a new high in seamen's wages, while other maritime

unions, despite their fine promises of a \$200 basic monthly wage, have kowtowed to the operators in the hope of grabbing a few crumbs to pacify their members and justify their existence.

The agreement, which was negotiated by Secretary-Treasurer John Hawk and Norfolk Agent Ray White, will establish a new mark for maritime organizations to shoot for, and creates a stepping stone for a nationwide scale of \$200 monthly for all seamen.

In his report, Hawk states, "... the Seafarers International

Union has once again produced for its membership in realities and not lip service such as the National Maritime Union has been serving to its members... Seamen, on a nationwide scale, can rest assured that if it is at all possible to get seamen \$200 a month, it will be the Seafarers International Union that will produce first."

The four tugboat operators are Eastern Transportation Company, Western Transportation Company, Martin Marine Transportation Company and the Dougherty Company, all of Norfolk, Va.

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SEAFARERS LOG

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 OF NORTH AMERICA**
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~ ~ ~ ~

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By Any Other Name

President Truman has declared that his plan for enrolling the nation's youth into compulsory military training is not conscription.

Regardless of what he calls it, obviously it means that young men, who should be getting an education in the ways of democracy and peace, will be drafted to learn military dictatorship and the art of killing their fellow men.

Nobody who is convinced that we need a large killing force in order to maintain peace will care what name the President gives to conscription. In the same way, those who are convinced that such military power leads to war, and that another war will leave only a world of shambles, are opposed to conscription regardless of name.

The AFL, as has the rest of the labor movement, has informed the President of its opposition to conscription, and pointed out that America's productivity is the greatest defense against foreign aggression.

Some of the questions the opponents of conscription are asking must be embarrassing to high quarters. Just who are the prospective enemies we must arm against? If they are known, why are we waiting for them to create another war machine? Is it possible that our diplomats are planning, or expecting, war with one of our present allies? Are we admitting that efforts to establish permanent peace have already failed? And, what has become of the oft-repeated boast that "American technology and industrial capacity won the war?"

Americans have a right to know.

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Have You Voted

Most observers who know the labor movement in this country are agreed that the year 1946 will be a crucial one for the American workers.

That they are correct in their thinking is clearly demonstrated by the stirring and alarming stories reported in the daily newspapers. Undoubtedly there is a showdown brewing in Labor-Management relationship, and the demands of organized labor will require expert statesmanship on the part of its leaders if they are to be won.

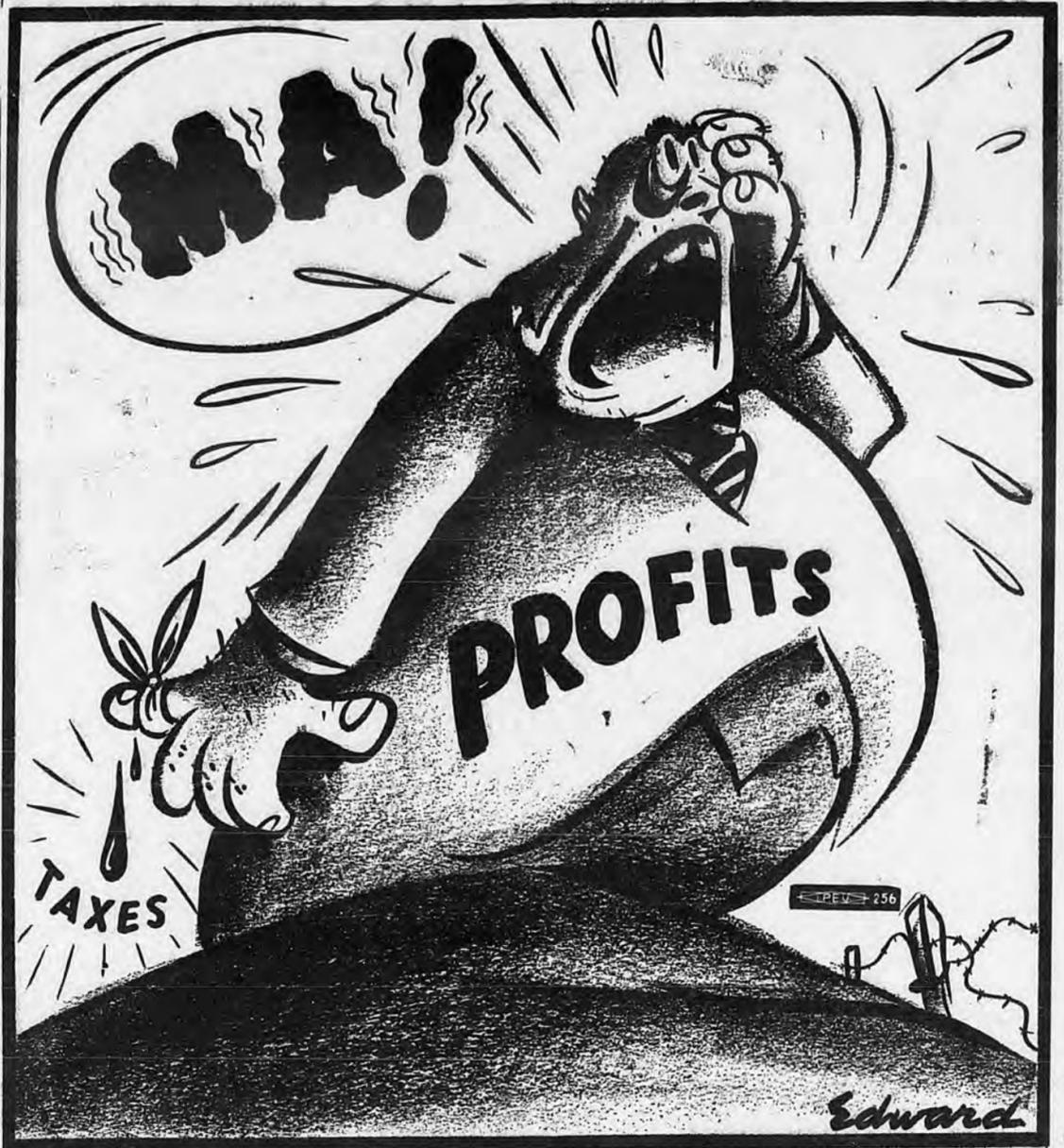
The Seafarers International Union is part of this great struggle, and the officers who will lead it during this period will have to know that they have the wholehearted backing and support of the membership.

They cannot know this unless the count shows that every eligible member has cast his ballot in the elections, and their election to office is the popular will of the entire organization.

More than ever before the importance of having a vote and using it faces each and every individual in the SIU.

The very future of the Union and of the individual member is being molded at the polling booths.

HAVE YOU VOTED YET?



LABOR SPOTLIGHT

Despite threats from state officials, more than 200 members of the Louisville police force have joined together to charter Police Officials Local Union No. 448 of the AFL State, County and Municipal Workers Union.

The first week of the convention of the International Association of Machinists (AFL) was devoted to the framing of a militant program. Resolutions adopted included demands for:

1. A general increase in wages to offset the loss in take-home pay.
2. A 35-hour week, without reduction in take-home pay, with its ultimate objective a 30-hour week.
3. Rigid enforcement of price and rent controls.
4. Action on the stalled bills dealing with the human side of reconversion: \$25 Unemployment insurance; 65 cent an hour minimum wage; severance pay; expanded social security program, etc.

President Harvey Brown blasted the GM plan for a 45 hour work week, against which all labor is united.

The Steelworkers Union is taking a strike vote in protest against

the operators refusal to meet the union's demand for a \$2 a day pay rise. Research discloses that two of the largest companies—U. S. Steel and Bethlehem Steel—have the highest assets of their history.

Organized labor in Alabama is united in condemning the operation of that state's unemployment compensation. Workers are forced to take cheap employment—often at \$10 a week—or lose their jobless pay.

The NLRB will report in about three or four weeks on the right of foremen to join labor unions. Meanwhile, the employers are whipping up a vicious campaign to influence public opinion against it, by the way of paid newspaper advertisements and unpaid press propaganda.

The Auto Workers Union are broadening their offensive against the major car makers. They have voted to strike if the companies do not meet their demands for a thirty per cent raise, which they claim can be met without raising car prices. General Motors offered a 6 per cent increase, if the men work 45 hours a week, which the Auto Workers turned down. Against the threat to up auto

Final Dispatch

WALTER LeBON
 Book Number 1481
 Died in Philadelphia, August 18th. Joined SIU in December, 1939.

ALBERT E. SHANNON
 Book Number 1956
 Died in Norfolk September 10th. Joined SIU in December, 1938.

WILLIAM MARTIN
 Book Number 1452
 Died in Norfolk, March 25th. Joined SIU in December, 1938.

MELVEL STROUD
 Book Number 38101
 Died in Galveston September 14th. Joined SIU in March 1945.

IVAN S. LEWIS
 Book Number 24912
 Died in New York September 6th. Joined SIU in March 1943.

RAMON BURGIS
 Book Number 28569
 Died in New York August 17th. Joined SIU in October 1940.

prices, the union threatened to sue OPA to keep the prices where they are.

Despite police brutality, the picketline in front of the SKF ballbearing plant continued. The strike of more than 3,000 steelworkers went on into the second month. SKF has applied to the courts for an injunction to stop the picketing, and has sued the union for 2 million dollars. The company is long famous for its anti-labor activities and its alleged Nazi tieups.



By PAUL HALL

The Seafarers Log started out last week with putting out an "Overseas Digest." This edition is a condensed form of the regular Seafarers Log and will be mailed first class to every SIU ship every week. The purpose of this is to furnish all Seafarers members, as quickly as possible, all of the current happenings with the maritime industry.

This Digest is not to be confused with the regular issues of the Log because they are being mailed regularly as before by second class mail to each Seafarers ship. This Overseas Digest should be passed among the crew for reading, and then posted on the bulletin board in the messroom on each ship. Sending these Digest's by first class mail will guarantee a speedier delivery.

DON'T FORGET TO VOTE

The day to day record of the number of votes cast in last year's General Election of the Seafarers is being broken every day in the current 1946 General Election. The membership is showing a healthy interest in this balloting, and very few book men are going through any SIU ports without casting their ballot. All crews, as soon as possible, when docking in any port where there is an SIU hall, should make it their business to get to the Union hall immediately so they too can vote. REMEMBER, A GOOD UNION MAN ALWAYS VOTES!

ISTHMIAN MEN AID DRIVE

There is no need to go into great detail here regarding the Isthmian Organization Drive, and the petitioning by the SIU for an election within that fleet. One point, however, which has not been brought out in previous stories is one which, in itself, is a measure by which to judge the interest of Isthmian seamen in the SIU—that is the large number of Isthmian seamen up and down the coast applying for membership in the Seafarers, as soon as it was made public that the SIU had petitioned their company for an election.

However, the best part about these men applying for books is the fact that most of all of them announced the intention not of getting a book to sail in SIU contracted ships, but rather to stay in Isthmian SS Company fleets and assist the Seafarers in their drive. The desire of these men for union representation is marked. This spirit shown by these men as a result of our petitioning should be a great factor in the guaranteeing of a successful conclusion to this drive.

END OF MEDICAL PROGRAM

Several of the contracted operators of the Seafarers have intensified their squawking about the Medical Program boycott as put into effect by the Seafarers. For instance, Mississippi SS Co. refused to accept for several days any man who had not first cleared the WSA Medical Officers in the Port of New York. However, within the past few days, it appears that the opposition from all operators, including Mississippi, to the SIU position is now broken.

Most of these operators are now having doctors sent straight aboard ship to examine the crew members. The membership to be successful in carrying out their desires in closing this fink program must, however, be on guard. Each man should make it his job to see to it that none of his shipmates clears through this Medical set-up.

This dispute, by the time this edition of the Log is out, should be well towards being finished, and if the Seafarers' members hold as tight on this beef as they have on other beefs, then there is no question but what the beef will be won.

ESSO MEN ASK ORGANIZATION

The Seafarers Log, which has recently started being mailed into Esso ships has resulted in the Seafarers getting many communications from members of those vessels.

For the benefit of those SIU members who are not familiar with this outfit, this is the Standard Oil Company of New Jersey, a tanker outfit and one which the NMU has campaigned in several times for elections and went through numerous elections for collective bargaining rights to secure a contract with Esso. In each of these attempts, the NMU was defeated quite badly. For instance, in the last election they lost at the rate of approximately 3 to 1 to the company union.

The number of communications coming in from Esso men shows that a good percentage of these men in that fleet would like very much for the Seafarers to expand their organizational activities into that company.

The Seafarers Organizing Committee is now surveying this field and no doubt will come up shortly with recommendations to that effect. Of course, it will be necessary for the Organizing Committee to take steps and measures to guarantee that in the event the SIU does expand into that field, that it will in no way or manner interfere with the amount of effort that is being expended into Isthmian SS Co. We should have a report within the near future as to the Organizing Committee's findings and recommendations regarding Esso.

Warns Of Chiseling Operators

By J. P. SHULER

NEW YORK — Shipping in the Port of New York picked up some this week. Although it isn't as good as it has been in the past, it looks like it is about normal for the reconversion period. There were 22 ships paying off this week—a number of them from very short trips. The Victory troopers are making a round trip of about three weeks now.

There were 23 ships signing on, most of them in the last couple of days due to the fact that the companies were trying to force the members to pass the Medical Examiners at 107 Washington Street. It seems, at least, that we have eliminated this evil from the shipping industry so far as the SIU is concerned. All companies are now taking their men without insisting that they go through this blackball agency.

CAST YOUR VOTE

Balloting opened up here Thursday, November 1, and apparently this will be a record year for the number of ballots cast. The men are cooperating wonderfully in forming balloting committees, and there is always a committee operating from 9 to 5 in the Port of New York. There isn't a job on the ballot that doesn't have a candidate this year. That's something that hasn't happened in the past few years.

It is well to remember that the men on the ballots this year will be the representatives through the year 1946, and now is the time for every man to make his choice. So, if you are on a ship, take time off to go to your local Union hall and vote.

LET'S SHOW THEM

More and more, every day, letters come in from members on different ships complaining about the chiseling tactics of the mates and engineers. There is no better time than now to show these bums that we do not intend to be pushed around by them, and to show the operators that in order to keep their ships sailing that they must live up to the agreements.

For once, Labor has beaten Industry to the bat and has started

gaining their demands by striking, if necessary, rather than being pushed around by the employer until the employer had a strong enough advantage to force a lockout.

It is well to remember that every gain made by the seamen was made through job action, or because the companies knew that the seamen were in power to execute job action. If the membership of the SIU maintains the stand which they have taken at this time, we will always hold our wages and conditions, even if it takes job action.

CHECK CREW

On each ship that sails, there should be delegates for each de-

partment. These men should be elected or appointed in time to check all shipping cards of every man shipping aboard the ships. They should do this in order to protect themselves from a bunch of freeloaders or dock-hired stooges that might be slipped on the ships at the last minute where the ships are having a hard time getting crews because the companies are attempting to chisel on wages and conditions. With this precaution, the SIU will be able to keep its ships sailing with SIU men on her, thereby protecting jobs for the membership and keeping a bunch of phony freeloaders from sabotaging everything that has been gained by our fight.

On Guard To Keep America Free

By LOUIS GOFFIN

Riding down south for a couple of weeks of sunshine, we found time to relax and have a good look at the countryside through which we were traveling.

We were conscious of the difference between this free and democratic way of doing things and the way of life in the totalitarian countries.

Although the train crossed several state boundaries, never once were we asked to show more than our railroad ticket, and it occurred to us that the same ride in the Soviet Union would require special permits from the commissars, police cards, passports and many other means of identification.

Looking at the various cities, towns and villages we felt that America, for all its faults, its anti-labor press and radio, its fascist-minded reactionaries, was indeed a much more pleasant place for a man to be.

THEY'VE SEEN IT

Although much of the communist propaganda in this country has been swallowed by the stay-at-homes, very few seamen who have had the experience of a trip or two to Russia will fall for the

bait. We who have seen Red Army soldiers standing guard over women stevedores; or the inefficiency of the political promotion set-up; or the ships that took almost a month to unload when the same job could have been done in New York in three days; are not likely to accept the communist version of what is happening in their workers' paradise.

A preview of the communist system can be had by looking at the unions they dominate and run. The NMU is a good, or bad, example of them. The NMU commissars do the talking, the membership sits and listens. The commissars do the agitating, the membership must do the fighting.

COMMIES COME FIRST

The communist unions use the rank and file as pawns in a much greater game of political intrigue. They operate on the basis that the communists need the membership instead of the membership needing their union.

In exactly the same way, the Soviet Union operates on the basis that its citizens are necessary only to preserve the communist regime. Little thought, if any, is given to the idea that the state must serve the people.

We note that the NMU has now demanded that the government use all ships to bring troops back to America and stop the practice of putting profitable freight runs before the needs of the veterans.

Once again the commies have seized a worthy cause for their own selfish motives. If they had attacked the government program for unselfish reasons it would make a wonderful story. Knowing them as we do, we can see the true picture.

SOLD OUT

During the war they were America's number one fink agency. The war hysteria which made that role fairly popular among the weaker elements has passed on. Now the commies are in disfavor for having sold out to the bosses.

The popular move with the public today is to get the servicemen back fast. Besides, they hope to attract the returning servicemen to their cause. If they can attract these veterans to their party line, they will then have a real political toe-hold on the American people.

Newcomer Does Good Job On Tonto

Although he's only a comparative newcomer to the Seafarers, Brother G. W. Duncan, the deck delegate on the SS Tonto, is well qualified to present the cause of the SIU to the men aboard the ship.

Writing of a shipboard meeting he says, "It was called when we had things settled down after leaving port. There was a full attendance."

Reporting that SIU literature and the Log were passed out, he says, "The RMO boys were especially invited and we had much pleasure in explaining the benefits of unionism to them and pointing out the improvements the SIU had brought about."

BAD CONDITIONS

He adds that, until three years ago, he had never sailed on an American ship. Before 1942, he was "eating food which had been carried forward in open mess kits, in all weather, by stand-by men. I was drawing water from a pump (when it wasn't locked) and washing out of a bucket . . ."

He says it is a little hard to stir some of the new boys out of their apathetic attitude towards unionism, because so many of them are temporary seamen and take no pains to conceal the fact.

"Many of them, especially those from farms, come aboard with an anti-union attitude firmly implanted in their minds by the press and popular magazines." These men innocently believe that the conditions under which they work and live were created by benevolent shipowners, according to Duncan.

"They tend to view with disbelief the picture drawn for them of shipboard conditions when the seamen were left to the tender mercies of the shipowners."

But Duncan said that this was not true of all the younger element. "There are some," he writes, "who seem to want to continue as seamen during peacetime. These boys are willing listeners and able learners."

"We are all doing our best," he concludes.

The Secretary-Treasurer Reports *The Log Casts A Vote*

By JOHN HAWK

Norfolk Agent Ray White and I met representatives of four coastwise tug boat companies and negotiated a \$75.00 a month increase in the basic wages for each rating. The monthly wages for ABs, Oilers and/or Firemen on these tugs is \$220.00 a month, and is the highest basic wages ever paid seamen in the history of the Maritime Industry.

In other words, once again the Seafarers International Union has produced for its membership in reality, and not in lip service such as the National Maritime Union has been serving up to its membership with all their ballyhoo about getting their membership \$200.00 a month. The seamen on a nationwide scale can rest assured that if it is at all possible to get all seamen \$200.00 a month it will be the Seafarers International Union that will produce first.

ENDS DISCRIMINATION

The action taken by the membership at the last meeting forbidding any member of this Union to go to the WSA Medical Center for a physical examination was a very good move, as it has resulted in eliminating them on all coasts right now as far as members of the Seafarers International Union is concerned; and our action will be instrumental in the WSA Medical Program going out of business entirely very shortly, thereby eliminating the discrimination of oldtime seamen and young, militant, union-conscious seamen. Several companies tried to force the Union to reverse its position by woofing violation of contract, and refused to accept men that were dispatched to them because they refused to go to the Medical center for examinations.

Admiral Land sent a wire, part of which I quote: "This is to advise you that the War Shipping Administration has no intention of dispensing with this program, or of making exceptions in favor of any particular union, particularly as long as the War Shipping Administration remains under any obligation to bring troops back from overseas."

However, the WSA evidently realized that the Seafarers International Union meant business; and the WSA reversed itself, and made arrangements for the men to undergo physical examinations elsewhere.

WON'T BUDGE

Norfolk Agent Ray White, Patrolman Keith Alsop and I had several meetings with representatives of the Chesapeake Ferry Company in an attempt to negotiate a contract with them. These ferry boats have been tied up going on 3 weeks now, but the President of that Company still won't budge. The only concession that he is willing to make is to reduce their present 56 hour week to 48, and then pay time and a half for time worked in excess of 48 hours. This company does not even recognize holidays.

In other words, the men on these ferries have to work the 4th of July, Christmas day and every other national holiday, and Sundays without extra compensation because the President says we have been operating this way for thirty years and he sees no reason to change our ways now. Of course, they have never had a contract with a Union represent-

ing the unlicensed personnel before.

The President of this company certainly needs an education, and if I'm not mistaken he is going to get one.

BILL OF RIGHTS

According to latest newspaper reports the "Seamen's GI Bill of Rights" has been pigeonholed by the House Committee on Merchant Marine & Fisheries for further hearings. If the seamen are ever going to get a BI Bill of Rights, we should take action now by sending wires to Schuyler

Otis Bland, Chairman of the House Merchant Marine & Fisheries Committee, and each member of the Committee urging immediate action on H.R. 2346, and to give serious consideration to the Statement of Position of the Seafarers International Union of North America that is before the Committee on this bill. All Branches should be requested to send wires in also, and we should appeal to the American Federation of Labor to support our position.

Last year's ballots on the general election are still in our ballot box and we need this ballot box for the ballots that are being cast on this election. There is no point in keeping these ballots any longer, so if there is no objection from the membership I will have them destroyed.

Labor Faces Anti-Strike Law

(Continued from Page 1)

generally were in agreement as to reasons why wage increases were not only possible, but absolutely necessary to the nation's prosperity.

Major factors contributing to this policy are: decreased labor costs through elimination of overtime at premium rates; downgrading of workers due to excess labor supply; increased worker productivity, with more in sight; industry's huge accumulated profits, and excellent prospects for future; elimination by Congress of excess profits tax, and current tax relief for recovery of excess profits already paid the government.

"I am of the opinion that the President has made clear to the people of the nation that the workers of the country are entitled to an adequate wage increase," stated AFL President William Green while speaking before the Intl. Association of Machinists.

HOLD PRICES

John P. Frey of the AFL Metal Trades Dept. said, "Wages must be increased, prices must be held in check. Management and Labor must be equally willing to face the economic facts and be governed by a genuine willingness to work out their problems through collective bargaining."

"Labor cannot of itself alone control prices and what takes place in our distributing system," Frey continued. "But labor is most assuredly on sound ground when it insists that so far as it is directly concerned, it will not accept a lower real wage, and will insist upon lower prices."

It has been estimated by the AFL statistical staff that the increase in cost of living, from January, 1941 until recently, was 47 per cent. Therefore, labor's demand for more is justly founded on facts and figures.

ANTI-LABOR BILLS

Meanwhile, two moves were made in Congress to handcuff the nation's workers. The House Military Affairs Committee submitted amendments to the Smith-Connally Act that would nullify existing union contracts if even an unauthorized strike took place (even one led by company stooges and financed secretly by the em-

ployer) while nothing is said of lockouts on the part of the industrialist.

Another, more vicious, bill was introduced by Representative F. Edward Hebert (Dem., La.) which would declare strikes as "restraint of trade." If passed Hebert's bill would mean the death of all unions in America, since a trade union that could not use the strike weapon to oppose industry's great economic power would be useless to the workingman, and would soon dissolve — which is what these labor-haters have in their minds.

Voting Continues At Record Pace

(Continued from Page 1)

to fascism, communism, and all other isms.

CAST YOUR VOTE

One of the main reasons why Allied occupation forces are having so much difficulty in establishing democratic labor unions in occupied Europe, is the fact that these labor men have been eliminated by one means or another. Now it will be necessary to carry on an educational program perhaps lasting for years in order to establish democratic European unions.

The *Seafarers Log* cannot stress too strongly the fact that this is your union. Benefit by the mistakes of your brothers in other parts of the world, and exercise your democratic privilege of voting for the candidate of your choice. Make this a better America by keeping your SIU strong and democratic.

Irish Dockers Meet In Dublin

The annual Irish Docks Conference of the Transport and General Workers' Union, took place recently in Dublin. Among the chief problems brought up at the meeting were the demands for decasualization of dock labor and the support of the British application for a substantial increase in the basic wage rates and improved working conditions.



Looking over the poster of the candidates' pictures, to see who's who on the ballot, members in the New York Hall debate the merits of the various candidates.



Johnny Marciano, well-known for his activity in the Seafarers, shows his credentials to the balloting committee, before he is allowed to vote. Brother Marciano was the first member to vote in the New York Hall.



(Left) He wants to make sure: Johnny Weir gives the ballot the slow scrutiny. He said he wanted to be sure before he votes not after.



(Below) And so it goes. The membership keeps the committee busy, but they like it. Indications are that this year will see a record vote cast for an SIU election. By the way—have YOU voted, yet?

Saga Of The Pride Of Ras Tanura

By "GUM GUM" HENRY PIEKUTOWSKI

PORT SAID — She's been a hot ship, on a hot trip. The SS Tulsa, now homeward bound, has been dramatic enough with characters and incidents to write a book about, indeed. From New York to Philly, and most of the way over, we had a shifting cargo of happy roaches and rats. Informing the Philly hall of this disgusting situation yielded no action. Either the exterminators were not ordered up for the job, drafted into the army, or were on vacation.

However, thanks to our four-legged hairy sailor, Skippy, a clever dog (accidentally acquired from a Philly saloon) most of the rats were caught. Indeed, it shouldn't have happened to a dog (on his first trip to sea), but it did and it was a swell performance.

We had several small cats aboard that would have helped clean up the rats eventually—but some human rat threw them overboard, probably because he had a very delicate nose, or shoved his shoes into the wrong places too often. A few Army sweet-smelling gas bombs signed off the roaches fast enough.

FLY FARMS

We hit two ports in the Persian Gulf—Khorramshahr and Ras Tanura. Ras Tanura, a tiny sizzling hole in Arabia, is one of the strangest ports in the world — especially for seamen and their never dying desires. This crew has a clean, lucky record of performance of which they are proud, and which has undoubtedly attached a good name to the ship, the union, and Captain Hubbard.

The heat is unescapable — suicide, dive-bombing flies are in abundance. (These coolies must have fly farms somewhere, where these baksheesh flies wait for ships to come in.) This tiny port is a vacuum, over-boiled fly-haven, where you have to stay aboard and save money — spending your time in misery, unless permission is granted by the Arabian Govt. and the American-Arabian Oil Company for the crew to go ashore and enjoy the recreation facilities available to the oil company workers. Once shore liberty is granted, it can be retained only by the constant good behavior of the crew.

NO WOMEN

Shore liberty is Ras Tanura means drinking a lot of good cold beer, Coca-Colas, eating beautiful hamburgers (better than some of the experiments back home), movies every night, pool tables, and perhaps a game of bowling. Otherwise, there's nothing else existing in the port. Not one souvenir shop, beer joint, or boot-leg-strangers walking up to you whispering about the kind of bottle he has to sell.

There's another special thing



missing—not one woman to even look at from a distance, or ask personal questions. Just all golden desert, a boiling sun, and

a lonely beach for seashell-picking, or a swim. A Panamanian tanker, and an NMU ship were finally restricted, but the Tulsa crew remained in good standing and retained their liberty.

AH! THE PINUPS

In contrast, Khorramshahr is going through a lot of reconversion. It's being evacuated by GI's and the last bits of equipment, but not the stupid flies or the intense heat. On the main drag there are two clubs—"The International" and the "Allies Club" both filled with Persian "business" pin-up babes, working for your flow of dough, happy talk, and the half-a-load on you're getting. The Seaman's Service Club is closing up too. We wonder what they'll do with all those piles of the "Pilot" — probably scrap them in the drive for Joe Curran's pension!

Peacetime Khorramshahr should mean no cowboy MP's or phony military laws and punishments hanging over the heads of "millionaire" dog-eared seamen. Just before we left, four crew members (one with a black cat and No. 13 tattooed on his arm) were captured by gun-shooting MP's in some off-limits area, and were sentenced by an army bigshot to 99½ years restriction. We had no fraternization with any of the NMU ships, but one of our ships (Everts) was there with us and is now with us again in Port Said.

MEET THE CREW

We left Joe Tennant (chief cook and stewards dept. delegate) in the hospital due to a leg injury. Perhaps bald, bearded, merry-blue-eyed Joe is homeward bound now. We wonder if the Persian varieties of drinkable gasoline have made his morale seaworthy again.

Sanders, the carpenter, who keeps screaming that he needs security watch overtime, claims that he did a wonderful job of chipping the windlass, and applying a coat of red lead. The job only took three coolies and the Carpenter a total of six weeks to complete it. The poor old windlass hasn't had a coat of paint, but perhaps it will get dressed up next trip.

Charlie Robinson, Messman, has been on the wagon for some time. How he manages to stay on it is beyond our understanding. We suspect that his super-duper brew of coffee has ruined his taste for good liquor.

Weaver Manning, Deck Engineer, has been shaping up the winches for home use. He and "Red" Henry Twyman play a good game of checkers and cribbage. They suggested that a few of the boys hold Joe James (Reefer Engineer and engine dept. delegate) while our two barbers, Phillip "Chico" Salino and Russel Sanders, Carpenter, give him a much needed haircut.

Casper Schweikhart, Steward, has been a very dramatic and humorous character, but at present he's doing some decent cooking indeed. He was nicknamed, or branded, as "The Camel" by Chips. Have you got a

drink? He isn't particular about the brand!

"Horseface" Tommy Hannen (the Irish Creek Oiler and amateur Glencannon Engineer) is collecting plenty of chips in pinochle with O'Connor, who looks like one of the Smith Cough-drop Brothers (but naturally more handsome). Martin O'Connor has



a red-bushy beard, making him a dignified deck delegate. I, myself, and a few others have donated our share toward the pinochle pots going to "Horseface."

CHEESY TALK

Joe James and Minnesota's pride, Gordon Ellingson (AB), had a comical argument at coffee time about which state produced the better cheese. Joe picked Wisconsin and Gordon stood up for Minnesota. Personally, we like a sandwich of thin cheese kissed with mustard—and we don't care what state or cow it came from.

Fireman "Blackie" Cecil Nelson, who says Missouri has no more mules, plans to go to Frisco, or England, or to the Army-Navy football game, or shack up in the St. George Hotel of Brooklyn.

Oiler Raymond Duhrkopp has been trying to catch fish all trip, and is now taking care of one of the three dogs owned by soldiers and being sent to the States. Oiler Bill Todd said during a conversation about allotments that his wife may be planning to have the cops meet him. James Scott, Bosun, heard that the Captain might buy him a baby carriage. Scott expects to need one soon, but he doesn't worry—he's a romantic guy. It looks as though Weston Hayes (reefer engineer) is falling away to a skeleton. He's only up to 219 lbs., so far.

SKIPPER TOPS

I don't believe, and I think I speak for all the crew, there is a better captain than Capt. Leslie J. Hubbard, or one who would have done half as much for his crew. If there are one or two, they're probably in some memorial section of New York's "Doghouse," or doing a life of retirement in a cottage facing the sea. If any of Capt. Hubbard's forecastle shipmates who might have been among the rank and file of the Tulsa's forecastle long ago, happen to read this article — they can be proud of the heart and hand of this sailor. He has been more than fair and square with the crew. In short—we say he's tops, and details are not necessary.

Ather good men among the officers are: Edward Libby, chief mate; Gerald Lewis, 2nd mate; Wilfred Ferrell, 3rd mate; LeRoy DeWitt, radio operator; Wolford Anderson, purser; Ira J. Ryan, chief engineer; Charles Fortus, 1st asst.; Jerry Kolachuk, 2nd asst.; and George Rice, 3rd asst.

HERE'S WHAT I THINK



QUESTION: What can SIU members do to help the Isthmian drive?

WALTER W. MUNCH:

It would be a good idea to put one or two full book members on each Isthmian ship to act as voluntary organizers. They know the score with respect to the excellent conditions aboard SIU ships, and can show the men how much different things are on Seafarers' ships. The use of SIU literature and the Seafarers Log can be quite helpful in getting the Union's story across to the unorganized Isthmian men. But above all, we must continuously talk SIU unionism, whether we're on an Isthmian ship or meet the men in port.



JAMES T. RENARD:

Many Isthmian men I have talked to seem afraid at first that they will be hurt in some way by joining the SIU. After talking to them at length, telling them of better conditions aboard our ships, and showing them some of our contracts, they appear to be sold on joining the Union. Getting SIU men who are willing to organize aboard Isthmian ships is one of the best ways to contact them. These men must be patient, and show the Log and other Union materials to the unorganized men. Sooner or later, this breaks down the wall and makes the Isthmian boys open up. When they start firing questions at you, give them the answers.



JOHN SZYAYARTA:

All SIU men should stick together on this drive because, in order to better conditions and wages throughout the industry, we must organize the unorganized. Non-union outfits such as Isthmian and Esso must be brought into the Union fold by selling their crew members on the SIU. Our book members should sail on Isthmian ships, and help organize them by telling of the better conditions aboard SIU ships. The constant talk and repetition of SIU's brand of unionism will convince Isthmian men that their best bet is to join the SIU and enjoy the best contracts, best wages, and best working conditions in the industry.



GEORGE MASLAROV:

I sailed on an Isthmian ship, City Service, a couple of years ago, and the way the officers treat the men is pretty bad. They jump on you right from the start, and sure keep up the old speed-up. I was a fireman, and know what I'm talking about. Quite a few Isthmian men sail continuously on their ships, and they take their conditions for granted. We must show them how Union conditions will make their officers treat them like human beings. This can be done by all SIU men talking Union whenever they see Isthmian men or sail on their ships. The Seafarers Log is also an excellent way to show them how good our contracts and conditions are.





SHIPS' MINUTES AND NEWS

John P. Mitchell Overtime Beef

At a crew meeting on the recent voyage of the troop-carrier John P. Mitchell, the question of overtime for the stewards department members ordinarily feeding troops for Saturday afternoons and Sundays, when there were no troops aboard, was brought up.

Members contended that these same men were allowed the time off in port or paid overtime for working during those hours, and should not be worked at sea when there were no troops aboard.

Stewards dept. delegate Joseph Cabral suggested that the toilets be kept clean by the men assigned to such work and was instructed to see that his suggestion was carried out. He also declared that the messrooms should be kept clean.

Engine delegate Paolo Prinzi asked that a seat be left for both the Fireman and Oiler at supper time, so that both could eat their chow in the limited time allotted to them before going below on their watches again.



The Bosun suggested that the wipers as the ordinary seaman be assigned to help make coffee for coffee time as well.

Delegate for the deck was Alfred Borjer.

Crew members read the daily news bulletin issued by the members of the armed forces aboard, and sent a number of issues to the Log.

LAUDS MYERS CREW

After voyage No. 6 the SS John F. Myers paid off in Frisco patrolmen report. They declare the ship came in in very good shape and it was said to be a good ship all around.

Especially to be commended are the stewards department members: George A. Hando, Chief Steward; Robert S. Worland, Ch. Ck.; Josef Nowicki, Nt. Ck. and Baker; Ed. H. Mahl, 2nd Ck.; Maurice H. Clark, Galley Util.; Glenn C. Childs, Saloon Mess.; J. Schwartz, Crew Mess.; H. E. Ittner, Gun Crew Mess.; Vernon E. Duck, Saloon Util.; Ross J. Hebert, Util.; and Claude Pennington, BR Steward.

United Action Recommended On Geo. Washington

At a recent meeting of the SS George Washington, several members commented on the need for the cooperation of all crew members with one another, so that all would act in a Union manner. The crew commended the SIU for getting the \$45.00 per month raise for all seamen sailing, and asked that further raises be worked for till the scale comes to \$200.00 per month or better, with a forty hour week, and overtime for Saturdays and Sundays at sea.

The question of the Stewards department members using the quartermasters' "head" was settled. The men from the pantry could use it during their working hours by splitting up the clean-up work between the deck and stewards departments.

It was asked that the Union inquire why the crew's mail had not been delivered at Port Everglades and it was referred to the Tampa Patrolman.

It was passed that the bathtubs be moved out of the deck department "heads," and that grates for showers and steam jets for laundrying be installed. A washing machine for each department was also asked. As well as that, the crew asked that the motion picture machine be used as it was prior to the war, and that a radio loud speaker be installed back aft.

Under Good and Welfare, the point was raised as to getting settees for the deck focsles, and the insurance of efficiency of money draws and payoffs for the large crew this vessel carries. The cooperation of all departments was stressed again.

Delegates were S. Weems, B. Taflewitz and J. S. Williams, for the stewards, engine and deck respectively.

**HAVE
YOU
VOTED?**

Quinones Skipper's Loss Of Memory

"It seems that the Captain must have had a loss of memory," says the report of the delegates from the Francisco M. Quinones. "Either that, or he just agreed to take action to get the crew to sign on, since the list of articles drawn up was absolutely necessary."

The crew members declared that they needed percolators, hot-plates, fans and crockery for the messrooms, which were lacking when they signed ar-

BUSINESS OVER, MEETING ADJOURNED



With their business completed the membership leaves the meeting hall satisfied that they've had their say in the running of their Union. A few moments before this picture was taken not a single seat was unoccupied.

Gassed Up Third Gives Hilton Capt. Bad Time

The third mate reported for duty all gassed up and ready to go aboard the SS Hilton on her last trip. When told to go below by the Skipper (J. F. Church) he talked back. Finally he was put in irons after coming back up to the bridge several times to see how things were coming along.

When the skipper thought everything was under control and settled down to stand the third's watch, Chips appeared, also gassed up, dressed in his skivvies, and told the skipper he'd relieve him and to go below.

The ice box in the crew's messroom went on the blink, and remained that way until Chips finally fixed it. When the engine delegate mentioned it to the chief engineer, he was told not to talk out of turn and he'd have it fixed when he "got damned good and ready."

The "gracious" mate decided he'd give the crew some days off, so he told them to paint the masts and stacks, and only half the deck gang would be allowed to work on it at a time. Before they started he said two watches would have the day off and one watch work. When they finished, and the 4-8 and 8-12 started ashore, he stopped them and said only one watch a day would be off; he also counted

GET THE LOG

The Seafarers Log is your Union paper. Every member has the right to have it mailed to his house, where he and his family can read it at their leisure.

If you haven't already done so, send your name and home address to the Log office, 51 Beaver Street, New York City, and have yourself added to the mailing list.

the Bos'n and Chips as a watch, and if a day off fell on a holiday it was T.S.

The first ass't had 500 hours overtime, and yet couldn't spare an oiler a couple hours to fix the combined deck and engine toilet. 14 men have three toilets, and when one went bad it created a lot of congestion. The toilet remained plugged for a month and a half.

The Hilton underwent repair for a month in Antwerp and strated back to New York. In mid-Atlantic she broke down and she limped into St. Johns for 2 more weeks of repair. There is no need to say that no one in the whole crew is making another trip.

the cooks' focsle; 1st Cook and Baker in the Wipers' focsle; and the Deck Engineer in the Oilers' focsle with three Oilers.

The deck and engine department members asked that the condition be remedied and the ship returned to her original status. Johnny Biggs, was the deck delegate; and John Cordry for the engine. Walter Wieland sailed Bosun, G. Genenati as Carpenter, and Ray E. Hanks as OS. The latter two are from the SUP, while the Bosun is SIU.

Jos. M. Nicollet Meetings List Needed Repairs

At the first of two meetings aboard the Joseph M. Nicollet discussion of many points under Good and Welfare found the crew talking over the points of bedding and cots on deck and having them remedied. Members also complained of the practice of some of throwing their cigarette butts out the portholes and on the messroom deck. They pointed out that ashtrays were provided.

It was also decided that the four-to-eight watch should be served as soon as they entered the messroom for supper, and that seats should be held for them.

The Steward spoke of the linen situation and said there was plenty aboard. He declared further that he would stay in the galley as long as he was needed, since the two cooks that had been sent him from the Maritime School knew very little about cooking.

It was agreed that none of the crew would payoff until all overtime had been settled by the union Patrolmen and they had okayed the payoff, since there were a number of beefs on disputed overtime.

The meeting stood in silence for one minute in memory of the Union's lost brothers.

—R. W. Sweeney, Chmn.

SECOND MEETING

This meeting reaffirmed the crew's stand regarding the paying off only after the overtime beefs had been settled, and added the provision that all members must be sober so they "will know what they receive."

The crew members decided that each member contribute 75c to reimburse Brother Jackson who had paid for the floral wreath for the late Brother Bobby W. Fry, killed in Antwerp, August 12, 1945.

It was said that the crew members agreed to leave their rooms in order and the keys in the locks for the next crew coming aboard.

The Steward reported that he had drawn up a list of repairs and replacements needed, such as mattresses; pillows; drains for messrooms and crew's pantry; installation of mirrors where needed, and repair of fans.

It was asked that the Union contact the company and arrange for those repairs to be done before the next crew signs on. The crew also requested that locks be installed where needed, and that locker space be renewed, as well as a new ice box. The latter was said to be faulty, leaving the crew no place for night lunches.

It was stated at the meeting that the decks to the quarters are in bad shape and needed resurfacing. The crew asked that the loud speaker be replaced in the gun-crew mess—its original place—and not remain in the chief mate's room.

—L. Fusebier, Chmn.

THE MEMBERSHIP SPEAKS



NMU MEMBERSHIP DESPISES THEIR COMMIE LEADERS

To The Editor:

Living across the street from the NMU hall in Chicago, it is not unusual for me to meet a number of rank and file members of that union. We have many interesting conversations and I've found out that the rank and file members despise the red rats, and hope we can all be one union some day.

Their present agent, Ed Hendrickson, is strictly a commy stooge whom these oldtimers dislike intensely. Challenged a few weeks ago as to his sea service, he admitted that he hadn't worked on a ship since 1941. Here's a well-known party member shouting for a "Second Front" during the war but with-



out guts enough to make a trip to defend the country they proclaim as the "Worker's Paradise."

One important issue we oldtimers must clarify to the younger members is what these rats have done in the Maritime industry since 1931. Then, they first branched out as the Marine Workers Industrial Union, the waterfront branch of the communist party. They hate the SIU because we organized the men who despised slavery and refused to be used as stooges for any foreign dictatorship. The SIU method to gain wage increases and improved conditions by the use of "direct action" at the point of production has shown the NMU leaders up as the finks that they are.

While I'm at it I'd like to bring another matter to the membership's attention:

We of the SIU and SUP have gone on record against the continued operation of the United Seamen's Service Club, because we know it to be a tool of the shipowner, and a stamping ground for anti-union propaganda. We also have the same feeling toward such institutions as the Seamen's Church, which we all realize has been used for years as a crimp joint by those who claim to be such good friends to the seamen.

I wish to bring to light a seamen's club about which little is heard, because they don't seek cheap publicity, or receive aid from the Community Racket carried on annually in the U.S.

This place is located in the old St. Lawrence Hotel Embarcadero, San Francisco, and is known as the Apostleship of the Sea. It is under the direction of Father Kelly who did every-

thing possible to aid striking seamen get relief, and also opposed the shipowners who sought to prevent this. There was no sermon attached to his help and all seamen were welcome regardless of race or creed.

The most bitter enemy of this club is the communist party, which tries every way possible to slander this organization, because it cannot be used to pass out its filthy philosophy. We should give this club a bit of help by visiting their halls located in all big seaports in this country and throughout the world.

Joseph S. Buckley

NO CHANCE AT ALL WITH COAST GUARD EXAMINERS

To The Editor:

After seven years continuous sea service, I decided it was time to get a raise in my endorsement. So I hiked up to the Coast Guard nest at 42 Broadway, New York.

I was treated very nicely by a guy dressed up in a monkey suit who gave me a blank to fill out, and asked me if I had a firing ticket. Told to enter another room, I found another guy with a monkey suit seated behind a desk. He had a lot of ribbons and stars on his suit. After answering about fifty questions, he smiled nicely and told me that I did not make it, and could try again in thirty days.

You can plainly see that a guy doesn't have a chance with this bunch of Desk Clerks. Are we going to take it laying down?

W. E. Waddle

ENTIRE CREW BECOMES FULL BOOK MEMBERS

To The Editor:

Our ship, the Halton R. Carey, which left New York last May, and paid off in Frisco Oct. 17, was well represented on the west coast by the good old SIU.

We had twelve logs and about 1600 hours disputed overtime, and we beat all the logs and collected 1500 hours of disputed time. This was mainly due to the fact that we were so ably represented by Charlie Kimball. He literally tore San Francisco apart until our claims were satisfied. As a result of his efforts, the entire unlicensed personnel of our ship became SIU book members.

Speaking for the crew and myself, I will close with this thought, it's guys like Charlie Kimball that make the SIU such a damn fine outfit, and the U.S.A. such a swell place to live in.

W. E. Hoagland

RETURNING GIs, SHIP'S MOVIES PLEASE CREW

To The Editor:

Our ship had a good crew and officers on it and our few

PRAISES CREW FOR GOOD SEAMANSHIP

Mr. John Hawk

Dear Sir:

I would like to take this opportunity in praising the crew of the SS Battle Mountain for their loyalty and good seamanship after the engine had blown up and the ship had sunk while in the Texas City Channel.

The entire crew performed their duties 100% during and after the entire emergency. It will be a great pleasure to have any of the crew sail with me in the future.

Sincerely yours,
Milton C. McHenry, Master

beefs were capably handled by Delegate Ray Roberts. This was my first ship showing movies, and it was just like a Broadway theater—except when the ship would roll.

Antwerp was okay, and the trip back was fairly quiet except for a couple of rough days. One had to be a Quiz Kid to answer all the questions tossed out by the returning GIs. Whenever you went on deck, it was just like Times Square. No sooner did you take a step, than, bang, you ran into another GI. They were a swell bunch, but some of those questions were dillies.

George Michna

COOKIE'S CAMEL CAUSES CAPTAIN CONSTERNATION

To the Editor:

On a recent trip aboard a South Atlantic scow we had an Egyptian chief cook. He was a good guy, and a good cook, but a very poor Mohammedan, inasmuch as he was a rumpot in port. His home was in Alexandria where our ship was due to go. However, orders were changed and we put in to Oran to discharge cargo and load ballast before returning to the States.

Cookie applied to the Old Man for leave to go to Alex and see his family, but the Fuehrer said a great big "No!" This did not deter Hassan in the least. He went ashore, got three sheets to the wind, and promptly bought a camel for his trip home. All he had to do was



to go back aboard, and transfer his dunage from the ship of

the sea to the ship of the desert.

Cookie and his camel duly arrived at the foot of the gang-plank (not without some trouble from the M.P.s). Some unkind soul blew the whistle, and the skipper blew his top. Giving orders that Hassan was not to be allowed aboard, he placed an M.P. in charge of the galley to see that he was obeyed.

What finally happened to Claude the Camel we don't know, but when last seen he was contentedly chewing while tied up behind the sheds. I thought I'd seen everything, but a chief cook with a camel was something new.

John (Aussie) Shrimpton

CREW TO REFUSE TO PAYOFF UNTIL BEEFS ARE MET

To The Editor:

Our ship, the Edwin G. Weed, has plenty of beefs. Over 600 overtime hours in all departments are disputed by the captain, and we have a Steward who is a company stooge and



never thinks of the crew he has to feed.

The crew is going to refuse the payoff until all overtime beefs are settled. We don't want a new crew to sign on here unless the ship is thoroughly fumigated, and new glasses, crockery, and silverware furnished.

We are really suffering this trip in the tropics without cots, mosquito nets, and juices. Please send the latest South Atlantic SS Co. contract and some Seafarers Logs.

Enrico J. Caringi

NON-UNION SCOW 'ONE HELLUVA SHIP' SAYS FORLORN PAIR

To the Editor:

Just a few lines to let you know how things are aboard this Cities Service scow, the SS Canyon Creek, on which we have been sailing since last May.

This is one hell of a ship, and I wish to God I was on a union vessel. What they don't pull off on board is not worth mentioning. It's so disgusting that I envy all those aboard an organized ship or on the beach.

We have been hearing about seamen being drafted and would like to know if there's any truth to it. We have also heard that it is now compulsory for seamen to stay aboard their ships for indefinite periods of time regardless of the ship's articles.

Is this true? Can we, if the articles are up, demand to be paid off in any port?

Also, if a man has a suspected hernia, can he be paid off and get transportation to the States?

Our skipper is a hard person. His attitude to all and sundry is enough to make a man lay an anchor against his eye. We have been laying here at Ulithi for about twelve days and are on the indefinite list.

We don't know when or where we are going next.

How is the beer at the Mid-town? We could use some of it and scotch, as well. Gotta have scotch, y'know.

Andrew D. Sweet
Eugene Fleshman

(Editors Note:—Here are the answers to your questions:

1. Yes, if you are under 26 years of age.
2. No.
3. No.)

SIU MAN KEEPS PERSONAL HABIT OF ORGANIZING

To the Editor:

This letter will no doubt be a surprise to you. I helped with the organization of the Brandywine last October, and am now doing my best to try and organize this War Emergency Tankers ship.

When I came aboard this ship last April, it was strongly NMU. Now, this ship should be a pushover for our union.

Having been out since last April, we have not heard much about what steps are being taken for the merchant seamen at home. Let us have some Logs and pledge cards.

Norman Gould

NAVY VET SAYS HE'S PROUD TO BE MEMBER OF SIU

Editor, Log:

My mother received her first copy of the Log yesterday, and enjoyed it very much. Keep on sending it.

I am a Navy vet, and joined the SIU in July. I am very proud to be a member and associate with such a fine bunch of fellows. I expect to be in the New York hall next Monday ready to sail once again.

Thanks again for sending the Log; it's a good paper.

Leo A. Rossi

ASKS THAT LOG BE DELIVERED TO HIS FOLKS

To The Editor:

I am a member of the SIU and would like to have the Log sent to my home address so that my folks can read for themselves what the Union is doing and has done for us seamen.

Chester Madden



AROUND THE PORTS

Port Tampa Takes A Muster

By D. L. PARKER

TAMPA — Well, fellows, in my life time I have seen men come and go, and this past week none other than Brother Louie Goffin, the famous piccard, arrived from the Big City via the Box Car route. He blew into the city of sunshine, oranges and senioritas to spread joy, drink orange juices(?) and shoot the Bull, which is his specialty. There is no telling what kind of a tale that he will spread when he arrives back in the Big City about the big fish that he didn't catch while here. Anyway, this is the port that you can fish or hunt any time—or any thing.

Fred Bruggner has arrived and is giving the gals a play, and absorbing some sunshine which is plentiful here. Emmet Garcia is in Port Tampa, shooting the bull and relating sea stories to the



The Powellton Seam was in this past week and there were some few changes on her. The Bull line is getting about one or two ships a week in here now, and that helps out some; but they do not pay off, and that is not so good.

Emmet Townsend of the ILA was in town the other day, and he signed an agreement with the shipowners here for a substantial increase for the longshoreman, for a two year period. Longshore jobs here will be plentiful in the next three months. We are expecting a Luckenbach in here about the first of the month, as that Company has resumed the intercoastal trade again.

James Stanley arrived today from Fort Tumbull with two tickets in his pocket, 3rd Asst, Steam and Diessel, looking for a soft berth on some rustbucket. Harvey (Peanut) Jamerson arrived from the Peach State this past week, and he was walking with a western ocean-roll. I don't know if it is from walking across the corn rows, or walking the barnyard inclosure.

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New Run May Boom Providence

By JOHN MOGAN

BOSTON — The Port of Boston was posted last week as one of the Branches failing to send in any news to the Log. It was a pretty busy week for the Agent, if not for the Port, which had only fair business and shipping for the preceding week.

I spent the greater part of the week in Montreal, together with Vice-President McHugh of the Fishermen, on Union business at the request of President Harry Lundeberg. It is my opinion that it is a little too early to relate in the Log the nature of this business; suffice it to say that, if our mission was successful, it will be a great boost for the SIU.

I've stated that it was only a fair week for shipping and business. Yet it was the type of business that keeps us all humping, squaring beefs as to conditions aboard ships in transit: SUP ships requiring representation, and the Dickinson Victory, carrying an all-Pacific District crew. This latter ship was a pleasure to pay-off; the gang was swell and most cooperative.

GOOD PAYOFFS

As a matter of fact, we're having a series of exceptionally good payoffs, and though the constant repeating of this truth may sound monotonous, it undoubtedly is bearing results. For our ships are coming in now with the beefs lined up, the books and trip cards picked up for easy handling by the Patrolman, making it possible to settle everything at the point of production.

There is so much SUP stuff coming in up here that Brother T. McCall, SUP Patrolman, came up from New York to stick around here for a few days until the rush is over. He is working out of our hall, and appears highly satisfied with everything about Beantown except the subways. Today he pays off a ship at the Army Base at 10 a. m., and must hustle over to East Boston to payoff another at 2 p. m. With the limited time available for going from one place to the other, he has plenty of cause to gripe about the subway system.

INTERCOASTAL RUNS

A couple of outfits have started on their intercoastal runs already, and Providence is being used temporarily as a terminal point on the East Coast. This may well prove to be a shot in the arm for the Port of Providence, as satisfactory conditions down there will prove an inducement to the operators to make it the permanent terminal.

The shift was caused by the lack of berthing space in Boston; but after the first of the year, Commonwealth Pier will be returned to commercial shipping by the Army, and diversions to New York and other ports will be less frequent. One of the mayoralty candidates is even saying that the Army has promised to turn over the Army base by March 1st, mak-

ing available a flock of berths. But we shall see what we shall see.

Well, it looks like a very good week coming up for this Port. Two Eastern Victory ships are due around the first of the week, with a consequent spurt in shipping. Then, too, we have three or four Liberties scheduled to arrive. These, together with some deck replacements for the numerous SUP ships paying off here, will have us scraping the bottom of the shipping list insofar as ratings are concerned. The dozens of Messmen needed can be supplied by the entry ratings, who show around here every morning in droves.

TOO, TOO LATE

One kid popped in today and said: "I'm to be inducted Friday. Any chance of getting seaman's papers and going to sea?" This indeed was a case of waiting a bit too long before feeling salt sur-



ing in his veins! There are a great many of these, and unfortunately the Selective Service boards are not treating bona fide seamen any too well either.

Many of the pursers have discontinued the practice of reporting to Selective Service headquarters the names of men making voyages on their ships. This

NO NEWS??

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

- PHILADELPHIA
- JACKSONVILLE
- NORFOLK
- GALVESTON
- BALTIMORE

neglect makes it necessary for us to contact draft boards very often in behalf of our members. Something should be done to clarify the status of seamen now that the shooting has ceased.

Nuf sed for this issue. Oh yes, any of those Southerners who have yet to see snow can see it up this way now, as we had our first snowstorm of the season yesterday. Good old New England!

Read Ship's Articles Carefully Before Signing

By JAMES J. TUCKER

MOBILE — Shipping is still good here in this southern port with all kinds of jobs going begging.

Well, they have finally made a turn-about; they have taken one out of the boneyard to make another trip. The old rustbucket, SS Colabee, has been pulled out and is due to go to Pensacola and load coal for Europe. She has been all freshly painted up in the peacetime colors of the American-Hawaiian Line and she is in very good condition, considering that she was built during the last war and has been operating ever since.

has a nice big messroom and one large foc'sle back aft that was used by the Navy Gunners that can be fixed up, and it will make a nice recreation room and lounge for the crew.

We had some trouble about the \$45 increase, the Company agents claiming that they had not been authorized to pay it, but after no one was shipped in about two days they agreed to pay it, so all is well for the time being.

EXPECT TO PAYOFF

We still have quite a few ships coming around from the Pacific Coast with the expectations of going in the boneyard. They get

in here and then find out that the ship is going to make another trip.

The crews have the impression that they are to payoff with transportation back to the Coast, but they make the mistake of signing foreign articles. Now the Moran Tug, MV Anacapa, came into Panama City, Fla. with a rider on the articles that they were to be paid off at the first American port after passing through the Panama Canal with transportation back to the Coast.

Once you are on foreign articles the only way to get off is by being sick, or by mutual consent, or by a replacement in an American port, and replacements are hard to find at the present time. Here in Mobile we are having a hard time to crew up most of the ships.

MUST COOPERATE

Its about time that some of the oldtimers woke up to the fact that the SIU is now organizing one of the biggest shipping companies in the world. They must cooperate with the officials of the Union, and take some of these jobs on these ships so as to get them organized and they must contact these ships every chance that they can and let the crewmembers on them know that we are interested in them and want them into the SIU.

We have quite a few new C-3 Isthmian ships that crew up out of Mobile and New Orleans when they are new out of the yards, and just try and get someone to go and try to ship on them, they are shocked that we should ask them, Union men, to do such a thing as to go on an unorganized ship.

We now have one of the Water-

(Continued on Page 9)

Savannah Still Reports Shortage Of Rated Men

By ARTHUR THOMPSON

SAVANNAH — This week was a fairly busy one with 30 men being shipped to Brunswick, Charleston and our own town of Savannah. We had a bit of trouble getting a crew for the MV Coastal Mariner. Some of the men sent to Brunswick for the Mariner never showed up, and one of the men we sent down was fired for allegedly being drunk for a week straight. We haven't seen this member since and won't believe the story until we hear from him, but we were put on the spot for a replacement. As it was, the ship pulled out short-handed.

We don't give a man much chance to register down here, since there is usually a job for everyone who comes in and we rated men are so scarce down here we have to ship them out as soon as we get them. There are about four ships due in Charleston next

week, so we should be busy running back and forth if any of them are payoffs.

RMO EFFICIENCY

We just got a communication from Craig Vincent, announcing the delivery date of the MV Diamond Hitch. This ship has



been delivered, crewed up and is now probably somewhere on the Atlantic Ocean. This is more

evidence of the promptness and efficiency of the RMO.

I was sick a few days this week and the report seems to have spread. I don't know how, but it got around. Well, I'm okay again and the doctor says he's afraid I'll live, and I'm back at the same old stand doing business as usual.

We have no hospital cases, which gives us three weeks with a clean bill. Nothing new has happened and although the voting started we haven't been able to get a committee together. Two full book members at one time in this hall is now a rarity. If I saw three at one time I wouldn't believe it. We'll probably get some at our next meeting, however, and those who don't vote here will get their chance in another port.

If you have a rating and want to ship out some time soon come on down. We need you!

Cooperate To Keep Ship Clean

By BUD RAY

SAN JUAN — Business is going along as well as can be expected. When all the companies get their ships on schedule we should have about 12 ships a month; five for Waterman out of the Gulf; three for Bull out of New York, and three for Bull out of Baltimore. Then in the sugar season this should get up to at least sixteen to eighteen a month.

The small Motor Ship Hausser Eye, for Waterman, loaded in Humacao. We have the Cape St. George here in San Juan, and the Cape Romain of Waterman is in for the Porto Rico Line.

The Cape Mohican and Gov. John Lind are in for Bull. The Cape Mohican is going back in ballast, so as to get the schedule of one a week out of New York going. I understand that in the near future the Bull line is to re-name these ships.

TAKE A LESSON

The Steward of the Cape St. George is a young fellow and, from the way his boxes and store-rooms looked, some of the so-called oldtimers could take a few lessons on how to keep everything in its place, and not like a garbage pile as some of the ice boxes that have been coming in look like. We can use more men like this boy, Red Farmer out of the Gulf; also Troxy, one of Schuler's proteges, another good boy, who is on the fair side of 30 and also out of the Gulf and sailing the Cape Faro.

The only complaints that these men had were the way that the crew was leaving the messrooms each night, and I can sympathize with them. So, as good Union men and shipmates of the Messmen, let us try and do better, so that all people will respect us as men and not look upon us as a herd of swine. The ship is your home while you are on it, and

I am sure that we would not go in the dining room at home and leave it like this for mother to clean up, so let us all give the messman a hand and keep the Messman a hand and keep the

PUERTO PARADISO

We haven't got a beautiful hall here—but there are few halls where they are setting on the porch playing dominoes in their shirt sleeves, and watching the dancing blue sea, and have those gentle sea breezes caress their cheeks while making plans for the evening's conquest of some shapely and lovely Senorita. And the Rum is reasonable enough to have a night's fun on a seaman's pay. So, all you lads who wish for the balmy tropics and dark-eyed damsels, we will still be at



the old stamping grounds, 45 Ponce de Leon Ave., and will welcome you to the fairest of the fair spots that was created for the purpose of enjoying life.

We are always trying to make little improvement here at the Hall, so, when you are in and have any suggestions to make, sing out and we will try our best to fulfill your wishes. **Hasta La Vista En Borinquen.**

Attention

On ships that are laying up, the crew must collect transportation pay at the time of the payoff, and not wait until they are miles away from the sign-off port.

If requested to stand-by they must do so up to a period of ten days; otherwise they face possible loss of transportation pay.

Read Articles Carefully

(Continued from Page 8)

man M-V-ls on the Puerto Rican run out of here. She is a nice ship with large quarters with plenty of fresh air and plenty of gear to be handled on deck. She is the MV Loop Knot; we just hope that she will stay on this run instead of some of the rustbuckets coming back.

One of the famous land marks of Mobile, the Battle House Hotel, is getting a face lifting. It was bought by a group of local people about two months ago from the Dinkler Chain, and they are having it renovated so that it will once again be one of the first class hotels in this town.

MUST VOTE

It is the duty of every member to get into the hall and vote for his next year's officials who will run the organization for him. If you don't vote, don't come in later and blow your top about how things are being run.

Another C-2 was launched here this week for Waterman, the SS Fairport. This is the third ship of that name to run for this company. We are expecting the City of Alma in to be dry docked.



SS Claymont Victory

(Paid off in New York)

A. Werth	\$ 1.00
W. C. Vanderpool	1.00
Ed Amerault	1.00
Nelson Kiehl	1.00
J. McMahon	1.00
R. Smink	2.00
J. Loro	1.00
N. Sachuk	2.00
T. P. Nissen	1.00
Robert Hendrickson	2.00
Victor Berte	2.00
W. P. Lawrence	2.00
G. Russell	2.00
B. O. Howe	2.00
R. Beach	1.00
R. Miels	2.00
A. Webber	2.00
W. A. Pennock	2.00
J. L. Morris	1.00
W. R. Spake	2.00
J. Moloney	2.00
T. F. Ranger	2.00
C. Immediato	1.00
R. A. Page	2.00
R. A. Chastain	2.00
M. J. Godbout	2.00
E. J. Neal	2.00
R. J. Yatry	2.00
W. F. Vaughan	1.00
R. Sinclair	2.00
P. T. Perry	2.00
C. J. Schmidt	2.00
M. Granard	1.00
D. C. Solgado	1.00
Total	\$56.00

SS Giles

(Paid off in New York)

D. L. Searkowski	\$ 1.00
T. Maga	1.00
S. A. LeGrady	1.00
B. Schesmol	1.00
A. L. Bruce	2.00
A. R. Kern	3.00
W. Beimborn	2.00
L. E. Bush	2.00
T. E. DeMontel	2.00
S. Pine	1.00
G. Suallano	1.00
L. Shroul	1.00
J. Sutton	1.00
R. J. Hopcrost	2.00
D. Horan	2.00
D. Jakubowski	2.00
John Kobb	2.00
Wm. Webb	2.00
G. Sanders	2.00
R. Fisher	2.00
Robert Garfried	2.00
J. Tingle	2.00
E. Brahan	2.00
J. Caddell	2.00
H. Lowery	2.00
J. Porterfield	2.00
G. Shumaker	2.00
Total	\$47.00

SS Williams Victory

(Paid off in New York)

G. Gunderson	\$ 1.00
F. M. Visconti	2.00
J. Troast	10.00
W. Holliday	1.00
V. Hosea	1.00
T. Kulawiak	1.00
S. A. Rembetski	.50
C. A. Cavallo	3.00
S. D. Wright	2.00
G. Finn	2.00
Total	\$23.50

SS Topa Topa

(Paid off in New York)

J. M. Skinner	\$ 2.00
R. C. Oden	1.00
W. R. Chandler	2.00
M. B. Franciose	1.00
J. M. Remond	1.00
J. C. Flippo	2.00
V. T. McKleroy	1.00
E. Wetzel	2.00
A. Keller	2.00
J. S. Wood	1.00
Total	\$15.00

FROM BALTIMORE BRANCH

R. A. Cook	\$ 2.00
J. R. Suttler	2.00
H. Drummer	3.00
W. H. Snitcher	2.00
R. Jordan	2.00
N. R. Myers	2.00
A. Pacey	2.00
L. Fields, Jr.	2.00
P. La Chapelle	2.00
J. D. McLemore	10.00
J. Schumm	1.00
J. K. Ehnts	2.00
C. Hall	2.00
C. Jeffers	2.00
Jess Cerda	1.00
C. E. Barber	2.00
Clyde Boyer	2.00
A. Ellison	1.00
Ben Reaswitz	2.00
A. Jansson	1.00
Total	\$45.00

TOTAL \$186.50

AFL Council To Fight Higgins

By E. S. HIGDON

NEW ORLEANS—On the SS Milton H. Smith, Mississippi Shipping Co., the deck engineer had a beef on doing electrical work which does not come under the jurisdiction of deck engineer. The company refused to pay overtime for this work but after negotiating with them we came to an agreement that they would pay 56 hours of the 70 hours claimed and would not continue the practice of the deck engineer doing actual electrical work.

HIGGINS AGAIN

The Metal Trades Craft affiliated with the AFL decided to take action against Mr. Andrew J. Higgins, Sr., when he refused to negotiate and respect the collective bargaining rights of the organized workers.

The turmoil started at the recent Washington meeting of the National Labor Relations Board when Mr. Andrew Higgins walked out on the hearing.

Monday morning, October 29, at 6:00 A.M. sharp, the lockout was in force. The ex-service men and the home front producers were carrying the following signs telling the reason for their action:

"We want decent working hours, wages and conditions."
"No union representation, no

work."

"We can live up to our end of the agreement, can you?"

"Remember, the AFL made you, Mr. A. J. Higgins."

BACKED BY AFL

The Building and Construction Trades Council (AFL) which has charge of the maintenance of the Higgins Industries, Inc. and the construction of the new Industrial Canal Municipal Building, honored the Metal Trades lockout by refusing to cross the workers line of justice.

"It is a fight to the finish," stated many workers, "either we get union wages equal to the cost of living and our knowledge of the production line, or the Higgins Industries will not move."

Veterans of World War II from various battle fronts expressed their opinion by saying, "We fought the enemy for democracy and the betterment of humanity and expect job protection from our employer, Mr. Higgins, with wages equal to those we left when we answered our country's call to the colors. We perform the same type of work as we did in the past, so why don't we receive the same wages as the past for it takes the same amount of material, production, time and skill.

Anti-Labor Bill Before Congress

WASHINGTON—Probably the most vicious piece of anti-union legislation that has come before Congress in the last 10 years was reported out of the House Military Affairs Committee last week.

In voting repeal of the Smith-Connally Act the Committee tackled on provisions that could completely wreck collective bargaining and union strength in contract negotiations. Among other things the legislation would make a union legally responsible if its members violated a no-strike pledge in a contract. A union could lose its entire contract with a corporation as the result of a spontaneous and unauthorized

walkout by a local.

The repeal bill was quickly condemned by AFL Secretary-Treasurer George Meany who declared that if the new bill can be applied to union contracts containing no-strike provisions "then there just won't be any more no-strike contracts." Meany said "We regard every contract we enter into as binding for the life of the contract and in that sense it is a no-strike contract. If the proposed bill is interpreted as applying to such contracts, then the effect would be to transfer all collective bargaining to the courts. Collective bargaining, as we know it, would be done for."

Intercoastal Shipping Resumed

WASHINGTON—Impending sailings in resumption of intercoastal cargo service made possible by allocation of merchant vessels, most of them Victory cargo ships, were announced today by the War Shipping Administration. None of the vessels are equipped to carry troops or passengers.

Schedules of SIU and SUP ships that will make westbound and eastbound transits of the Panama Canal are as follows:

Vessel	Intercoastal Opera	From
WATER WITCH	McCormick	Seattle
BILLINGS VICTORY	Quaker	Seattle
BAYLOR VICTORY	Amer.-Hawaiian	San Francisco
ARCHER	Luckenbach	Seattle
PAMPERO	Amer.-Hawaiian	Seattle
SIoux FALLS VICTORY	Amer.-Hawaiian	Seattle
OCALA VICTORY	McCormick Line	Philadelphia
PASS CHRISTIAN VICTORY	Arrow Line	Baltimore
MALDEN VICTORY	Pacific Coast Dir.	New York
PARKERSBURG VICTORY	Calmar Line	Philadelphia

THE WEEK'S NEWS IN REVIEW



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

SPORTS . . .



SPORTLIGHT

By GRANTLAND

Too much has already been written about the "T." And yet it surprising the number of sideline writers who keep writing in to ask just what the "T" is and how it works. We'll try, with no promise of success, to make it simple—for the last time.

1. The "T" doesn't demand old-fashioned blocking or hard body pressure. It depends more on speed and deception.
2. It needs a hard-hitting full-back who can split an opened line.
3. It needs a fast-moving back who can circle a massed or tight-ened line.
4. It demands a good passer who can work with deception and smooth ball-handling.

These latter three qualities put heavy pressure on any defense. The greatest pro "T" I ever saw operate was the old Bear brigade with Luckman, Standlee, Gallerna and McAfee, if my memory isn't too fuzzy. They hit you every known way.

The greatest college "T" I ever saw at work was Notre Dame's 1943 outfit with Bertelli, Creighton Miller, Kelly and two or three good fullbacks. They fell far away when Bertelli left, who was not only a great passer but the smoothest and trickiest ball-handler I've seen around. Ask Rip Miller, Captain Johnny Whelchel of Navy or Bill Alexander of Georgia Tech.

It's true that the old Bears and

Notre Dame's 1943 squad would have been hard to handle under any system. Material makes the system more than any system ever made material. And material has made more coaches than any coaches ever made material.

The main answer to football success is your playing strength—the forward wall and the back-field—your man power. And don't ever let anyone tell you a different story. Football coaches have done great jobs. Their general average is the highest in sport. But the best still need good football players to have winning teams.

After all, they can't rush out on the field and do their own passing, running, blocking and tackling.

SPORTS FANS SQUAWKS

Sports fans who move up into the 50 or 60-million class, ranging from ages between 10 and 80 years, are certainly entitled to their beliefs, their squawks, their praise and their blame.

For, after all, they are the big part of sport, the major part by at least 90 per cent. They pay all the expenses, all the salaries. They make both amateur and pro sports possible. And in too many cases they only get shoddy treatment and take the big shove

around by both amateur and professional promoters.

They are taken for granted. They are rarely given any consideration from baseball, football, racing, boxing, golf, or other sporting directors.

They are usually the goats, who have grown accustomed to taking the worst of it. Their hardihood and their capacity for punishment is the most amazing feature of sport.

They are too often packed in after the manner of human sardines at race tracks and other sporting centers. They are too often overcharged.

It has been said there is no law that forces them to take this beating. This is true. But they happen to love their games, whether it is boxing, baseball, football, racing, golf or something else.

They are astonished at little courtesies they are so seldom shown anywhere or any time by the hired people who live off their main outlet for recreation and entertainment.

They are really an amazing breed. They take it on the chin and on the shin, back of each ear, in the stomach and also in the pocketbook.

COURSES TOO TOUGH

Take golf, for example. It has always been my belief that any golf course should be trapped only for the star player. Put all trouble out beyond the 200 yard mark which the average player can't reach.

The duffer or average player has enough trouble trying to hit the ball or get his bogeys. Why should he pay uncouth millions to make his golfing life more miserable?

We have built too many golf courses against the skill of the pros and the crack amateurs who, after all, give most of their life to golf—and who pay nothing in return.

Who cares whether a pro shoots a 63 or a 58? Why build courses to keep him from breaking par on courses which the average golfer can't handle in a 95?

The Nelsons and the other par-breaking stars are a breed apart. Let them go around in even 3's. Who cares? But why keep punishing the 98 per cent who pay all the freight?

Golf is our greatest playing game for everyone. It is a friendly and a companionable game, demanding its share of psychology, philosophy, sportsmanship and nerve control—as well as physical skill.

CURRENT EVENTS . . .

AT HOME

Big event of the week is the opening of the Washington Labor-Management conference called by President Truman. Big John L. Lewis of the UMW made the headlines with his clash with former associate Philip Murray of the CIO. Lewis sided with the AFL, and gave Murray a verbal spanking . . . The AFL position that wages should not be discussed by the conference won out, with Murray again taking a beating . . . Observers say that no labor leader at the conference will dare commit the workers to another "no-strike" proposition . . . Washington, in the meantime, was tied up in a trolley and bus strike.

Republican Pearl Harbor Investigating Committee members charged that Army and Navy officials have been pressed to change their testimony, and that records had been destroyed in attempts to conceal the truth of the December, 1941, fiasco in Hawaii . . . Soviet representatives were absent as the Far Eastern Advisory Committee resumed its sessions in Washington . . . The U.S. and U.S.S.R. were reported to have teamed up to defeat the smaller nations bid for more control in the United Nations Security Council.

In New York, William O'Dwyer was elected to replace "Butch" LaGuardia in a landslide victory over his Republican-Liberal Party and No Deal Party opponents . . . The communist-dominated American Labor Party, which backed O'Dwyer, declared it a victory over the fascist-reactionary forces . . . In Detroit the PAC backed mayoralty candidate, Richard Frankenstein, was defeated by some 30,000 votes . . . In Bridgeport the Socialist Mayor, Jasper McLevy, was re-elected for the seventh time, defeating candidates from both major parties.

A report submitted to Congress by Comptroller General Lindsay Warren criticizes the amounts paid by WSA for ships purchased from Colonial Navigation Company . . . Twenty-one ships reached East Coast ports carrying 29,500 troops from Europe.

GI demands have resulted in several Liberty ships being converted into troop carriers. Servicemen awaiting transportation home insisted that they would do the converting with the result that 70 of them prepared a Liberty, complete with PX and sick bay, in two days.

INTERNATIONAL

Army officials in Germany are seeking an early transfer of administration to civil authorities. They blame the wholesale redeployment of troops as crippling their ability to carry out Allied occupation objectives . . . Economic sanctions are to be used against neutrals who refuse to cooperate in turning over German assets to the Allies . . . Berlin's anti-fascist groups are demanding stern punishment for Nazi criminals and the loss of vote to "even inactive nazi party members."

The French MRP (Catholic-Socialists) are supporting the economic program of the Socialists . . . In Belgium the return of King Leopold is expected soon, with the monarchists asserting that 60% of the people are in favor of the move . . . They say . . . Arab leaders have issued a statement deploring the anti-Jewish outbreaks in Egypt.

Unofficial reports from China indicate that U.S. Marines will be withdrawn from that country, to avoid involvement in the civil war raging between the communists and the Central Government . . . The Dutch offer of dominion status for the Indonesians has been turned down. The Indonesians are demanding complete independence . . . The Soviet Union has expressed its sympathy with the people of Indo-China in their struggle for self-government.

Poland's Russian-controlled Provisional Government is seeking economic aid from the Western Allies despite a steady barrage of domestic propaganda that the Soviet Union is Poland's friend, not England and the U.S. . . . In Rome, the Pope told the Italian teachers union that they should make their influence felt.

The War Crimes Commission has posed the question of how to deal with Japanese convicted of cannibalism, when no international law exists on the question . . . No mention was made of the possible crimes committed by Jap troops under Allied command in the fight against the people of Indo-China and Indonesia.

Britain's Labor Government was disturbing the international money men with its program for nationalization of the Bank of England, and its speed-up action on putting communications under the people's control . . . Government police (Royal Canadian Mounted Police) were called into Windsor, Ontario, to "preserve law and order" but the massed automobile picket line was being maintained by the Ford strikers.

SPORTS ILLUSTRATED
WITH SHORTY

2 KO'S IN ONE ROUND!

ON JAN. 10, 1899 TWO OF THE RINGS GREATS MET IN WHAT WAS A SCHEDULED 20-ROUND FIGHT AT THE LENOX A.C. IN NEW YORK. MCCOY WENT DOWN FOR THE FULL COUNT IN THE TENTH—BUT WHEN HE AROSE NEITHER REALIZED HE HAD BEEN KNOCKED OUT AND IN THE NEXT MIX-UP SHARKEY KNOCKED HIM OUT—FOR THE SECOND TIME!

MC COY WEIGHED 158 AND SHARKEY 178. THEY FOUGHT THE BEST HEAVYWEIGHTS OF THEIR DAY.

NOW 72, SHARKEY IS LIVING IN CALIFORNIA, AND HE STILL INSISTS HE WON THE TITLE FROM JEFFRIES, BUT THAT HE "WUZ ROBBED"

SAILOR TOM SHARKEY

HE COMMITTED SUICIDE IN 1940, AFTER SEVERAL YEARS IN THE EMPLOY OF FORD CO'S. SPECIAL CORP.

TEK, TEK... WHAT AHEAD—A FORD COP! FEAR GUY!

BULLETIN BOARD

SS BLUE RIDGE VICTORY

Bishop Fish	1.68
Robert Green	7.57
Gilbert Jenouri	1.00
Walter Johnson	84.29
Richar Johnson	23.79
Hugh Johnson	.84
William Lewis	6.43
William Lewis	13.58
Donald Lee Plonta	2.59
Herman Litz	16.85
LeRoy McConathy	15.57
William Melhorne	6.05
Arcadio Ortiz	3.40
Edward Powers	.84
Philip A. Pedrotty	13.69
Eugene Parker, Jr.	10.10
John H. Quade	.84
Henry M. Quattlebaum	8.23
Anthony W. Ratkowski	3.37
Walter Rudnicki	.84
Charles Swift	8.42
William Sinclair	1.18
Clarence W. McTurner	1.07
Wallace Wildman	2.52
Reginald Ward	9.26
William Williams	.84
Harvey Young	12.62

SS HONDURAS VICTORY

Harry Altman	2.34
Clyde Aumann	2.24
Wallace W. Brunk	11.66
Walter Bresko	7.53
Jorgen Bodker	.93
Vardabo Barsotti	.91
Rearris Bryant	.93
Robert Bradshaw	.93
George Cort	.93
Orvis Eells	.93
Maurice Freitas	.93
Patrick Forquer	29.97
Earl Enemark	.93
H. R. Fay	7.57
E. E. Glenn	9.01
Teafilo Gonsalves	.93
Willard Hitchcock	.93
Hillard Harnzenger	.93
Robert Hibbard	.93
James Hannon	.93
Donald Hartman	.93
Albert Harrison	2.26
Robert Jordan	.93
Harley Jackson	.93
Emmitt Johnson	.93

SIU HALLS

NEW YORK	51 Beaver St. HANover 2-2784
BOSTON	330 Atlantic Ave. Liberty 4057
BALTIMORE	14 North Gay St. Calvert 4539
PHILADELPHIA	6 North 6th St. Lombard 7651
NORFOLK	25 Commercial Pl. 4-1083
NEW ORLEANS	339 Chartres St. Canal 3338
SAVANNAH	220 East Bay St. 3-1728
MOBILE	7 St. Michael St. 2-1392
SAN JUAN, P. R.	45 Ponce de Leon San Juan 1885
GALVESTON	305 1/2 22nd St. 2-8043
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St.
SEATTLE	86 Seneca St.
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd.
HONOLULU	16 Merchant St.
BUFFALO	10 Exchange St.
CHICAGO	24 W. Superior Ave.
SO. CHICAGO	9137 So. Houston Ave.
CLEVELAND	1014 E. St. Clair St.
DETROIT	1038 Third St.
DULUTH	531 W. Michigan St.
VICTORIA, B. C.	602 Boughton St.
VANCOUVER	144 W. Hastings St.
TAMPA	842 Zack St. M-1323
JACKSONVILLE	920 Main St. 5-1231

—Unclaimed Wages— Calmar Steamship Company

R. Kobervig	3.37	A. K. Monsen	3.12	Charley Pape	.82
Michael Koventz	.93	Leonard Nutt	.93	Stanley Prusenski	26.80
Wm. Krueger	.93	Harry Nousen	158.68	James Russell	.93
Abrana Levinthal	.93	Charles Newport	.93	Carl Schoonover	.93
D. L. Lachowicz	5.89	William O'Brien	.93	Warren Sheets	.93
Wm. Moore	.93	Edward O'Brien	.93	Otis E. Smith	17.92



SS Alexander Bell
(Paid off in New York)

E. J. Muche	\$ 2.00
R. E. Doan	2.00
W. B. Dodge	1.00
R. A. Woods	2.00
J. J. Daly	1.00
T. M. Coffey	2.00
E. Sakon	2.00
G. Gutien	2.00
W. E. Bradford	2.00
H. Bark	2.00
F. Lawrence	2.00
S. J. Gang	1.00
E. L. Hunter	3.00
S. Williamson	1.00
D. Ulsh	2.00
W. A. Jewell	1.00
G. H. Weiler	2.00
J. S. Johnson	1.00
E. Sulprizio	1.00
D. V. Doeing	1.00
G. Pat Mann	1.00
L. D. Voder	1.00
R. C. Carlson	1.00
O. Burks	5.00
J. A. Dorsey	1.00
D. Letourneau	1.00
C. Kiewe	4.00
Total	\$47.00

SS Jackson
(Paid off in New York)

C. R. Stratton, Jr.	\$ 2.00
J. W. Mungo	2.00
L. W. Bailey	2.00
A. Burley	2.00
R. W. Cooper	2.00
T. W. Parker	2.00
J. E. Howard	2.00
E. W. Owens	2.00
M. L. Pearson	2.00
B. Smith	2.00
E. C. Daak	2.00
C. West	2.00
R. J. Stark	2.00
W. C. Thomas	2.00
D. C. Boyle	2.00
A. L. Cota	1.00
D. P. Tocub	2.00
Total	\$33.00

SS George Dern
(Paid off in New York)

L. Hudson	\$ 1.00
T. Thompson	1.00
Dan Lippy	2.00
L. C. Glenville	2.00
R. J. Drew	2.00
R. M. Brikenback	2.00
A. Bearden	1.00
J. C. Picot	1.00
M. Brickhouse	1.00
D. Paugh	1.00
W. Corner	2.00
H. W. Frick	1.00
L. Layter	1.00
J. E. Payne	1.00
F. W. Smith	2.00
W. McDonal	1.00
D. L. Vick	1.00
R. L. Rock	2.00
R. Cozzi	2.00
N. R. Kahmeyer	2.00
J. Boyd	2.00
B. Cleinmont	2.00
R. Oden	1.00
P. Brady	2.00
R. Hagen	2.00
D. E. Kendle	2.00
M. Puzaczewski	2.00
L. Berkowitz	2.00
R. M. Bailey	2.00
M. DeVincent	2.00
C. W. Heppling	1.00
R. F. Anderson	2.00
J. O'Toole	2.00
F. L. Carson	2.00
H. S. Odom	2.00
Henry C. Megor	2.00
R. Kahold	2.00
S. F. Schuman	2.00
O. D. Skillin	2.00
F. Holland	3.00
Total	\$68.00

SS Rawles
(Paid off in New York)

P. Trasmil	\$ 1.00
Prince Baker	2.00
J. Gruen	2.00
Edw. Lof	2.00
Wm. Benders	2.00
Total	\$ 9.00

SS C. Lanham
(Paid off in New York)

J. Jones	\$ 2.00
S. Day	1.00
P. D. Shoemaker	1.00
G. W. Hopkins	1.00
G. D. Gonzalez	2.00
A. N. Wiggins	1.00
C. M. Miller	1.00
E. J. Glaser	1.00
H. A. Abey	1.00
W. F. Brown	2.00
P. D. Morris	2.00
H. M. Reedy	2.00
A. E. Domroese	2.00
F. Bintey	10.00
V. Bowman	2.00
J. Lee	1.00
A. E. Whitmer	1.00
W. M. Smith	10.00
R. Mitchel	1.00
J. Whitley	2.00
Levi H. Puff	2.00
Steven Kod	2.00
R. Montehaus	2.00
Robert Baker	2.00
Thomas Assaid	2.00
Total	\$56.00

SS Cape Comfort
(Paid off in New York)

G. L. Traweck	\$ 1.00
R. E. Yordick	2.00
L. Waddington	2.00
I. I. Blumberg	1.00
R. N. James	2.00
M. Gilmartin	2.00
H. Kowalski	1.00
Total	\$11.00

SS George Washington
(Paid off in New York)

R. Campbell	\$ 2.00
W. E. Brown	2.00
J. M. Lundy	2.00
C. Williams	2.00
A. S. McCutcheon	2.00
R. Evans	2.00
H. Blue	3.00
J. Foster	2.00
Total	\$17.00

Norman Tortini	.93
Allen D. Urlin	5.64
John Verschoeren	.93
Leonard Zanotto	.93

PERSONALS

ROLLAND B. WELLS
Get in touch with Deconhill Tankers. You were short \$231 in your payoff on the SS Fort Charlotte in Mobile.

✠ ✠ ✠
NORMAN BENSON (GEORGIE) HADDEN
Write your mother, at 5 Chandler Street, West Somerville, 44, Mass. Anyone knowing his whereabouts, please contact his mother.

✠ ✠ ✠
KEITH MARTIN COLE FOREST MAYNARD TUCKER SALVATOR BORDIERI
Please get in touch with Attorney Richard M. Cantor, regarding the accident that resulted in the death of John Oliver in the Mumbles Road, off Mumbles Head, Swansea Bay.

✠ ✠ ✠
BENJAMIN GOLDBLATT
Get in touch with the Smith and Johnson Company at 60 Beaver Street, N. Y.

MONEY DUE

SS FITZHUGH LEE
H. Wheeler has 9 hours coming. Collect at Smith and Johnson, 60 Beaver Street, N. Y.

SS Jonathon Grout
(Paid off in New York)

W. J. Jones	\$ 2.00
J. M. Elliott	1.00
J. P. Wank	1.00
P. H. Kanman	2.00
R. Harrell	1.00
J. K. Elliott	1.00
C. Nelson	1.00
A. J. Guesdala	1.00
L. Nasukiewicz	1.00
S. Huren	1.00
K. Karfakis	1.00
Total	\$13.00

SS Monroe
(Paid off in New York)

F. M. O'Kussik	\$ 1.00
R. R. McDonald	2.00
J. M. Delendez	5.00
Ira Taylor, Jr.	2.00
B. M. Hunt	2.00
A. Galza	2.00
W. P. Stone	1.00
J. G. Rivera	2.00
J. F. Lemansky	1.00
A. E. Rouse	2.00
C. Selleck	2.00
Total	\$22.00

SS Adair
(Paid off in New York)

C. Kolste	\$ 1.00
K. Tomlinson	2.00
N. Taska	2.00
A. Malouet	2.00
M. D. Martines	2.00
Total	\$ 9.00

Isthmian Shows Trend To SIU

(Continued from Page 1)
Following this hearing the examiners will hand down a ruling and set a date for elections to begin.

SIU confidently faces this conference, and the election which will follow at some later date. The number of Isthmian men who have been signing up with the Seafarers, and their stories as to how well the SIU is being received aboard their ships, gives weight to this confidence at this time.

One Isthmian seaman who joined the Seafarers this past week declared that that company's crews were looking toward the SIU to get them the conditions that exist on SIU ships; that the men were tired of being at the mercy of the ship's officers.

Another stated that he was required to do many hours of overtime, painting and soogeing at straight-time pay. He pointed to the overtime provisions in SIU contracts, and said, "That's what we want. The SIU can get it for us—and that's why Isthmian men will vote for the SIU when elections come up."

SIU continues its urging to all members to aid this drive in any manner possible until the victory is won, and Isthmian is under union contract. This is a personal campaign involving all SIU men, and everyone should contact Isthmian men, sail aboard their vessels, and do their utmost to get Isthmian signed up one hundred per cent.

With Isthmian under a Seafarers' contract, not only will that company's seamen have their conditions bettered, but conditions on the entire waterfront will be stabilized to the benefit of all seamen.

Wartime Heroes Are Forgotten

The wartime heroes of the Merchant Marine are fast becoming the forgotten men of peacetime. This became increasingly evident this week as the House Marine and Fisheries Committee allowed HR 2346 to gather dust in congressional pigeonholes.

This bill (HR 2346) is the Merchant Marines equivalent to the GI Bill of Rights, and would give them most, but not all, of the same benefits as servicemen, such as disability benefits, death compensation, education and vocational training, employment rights, loans and vocational rehabilitation.

Hearings on the bill were held in mid-October, and seamen, their wives and families, and union representatives were heard by the committee. No government witnesses appeared. Since then, no action has been forthcoming from the committee, and apparently the Washington bureaucrats are sitting on their collective fannies on this much-needed bill.

GIs are entitled to everything given them under the so-called Bill of Rights, and more too. Certainly the Merchant Marine who endured all the hardships, terror, and privations of war are entitled to the same. So far they have received nothing from a grateful—in words, only—country.

THEY'VE LEARNED HOW



Rank and file organizers for the Isthmian fleet leaving after an instruction session. They are well schooled, both as individuals or in groups, in the problems facing the union, and the problems facing the Isthmian seamen in particular.

Volunteer Organizer Says Isthmian Men Are Interested

Further proof of the Seafarers successful drive aboard the Isthmian ships is furnished by Calvin R. Specker, who is an SIU member of three years standing. Specker has been sailing on Isthmian scows for the past four months as a voluntary organizer, and recently completed two trips to Italy aboard the SS Zane Grey.

In his report, Specker claims that comparison between SIU and Isthmian vessels reveals that their officers are overly strict with the crew. "It's really a 'Yes, Sir' outfit," said Specker, "and the officers are on your neck all the time, trying to make you speed up."

"There were a couple of other SIU men on ship, and they helped me considerably," Specker stated. "We found that copies of the Seafarers Log and other SIU literature were of considerable value in selling the Seafarers Union to these men. They were also extremely interested in reading SIU contracts regarding overtime, working and living conditions."

NMU MEN QUIET

"Several NMU men were aboard," continued Specker, "and they were very quiet because the Isthmian boys didn't go for their hogwash. By constantly talking the SIU brand of unionism, and giving them time to digest it be-



fore stating some additional facts, we were able to sell the SIU. Give the Isthmian men the true story, and they'll compare; then they'll choose SIU.

"Most Isthmian men are either oldtimers who have been sailing their ships for several years, or kids just out of school. The oldtimers like to read and talk about the benefits of the Seafarers, while the youngsters are interested in the history and background of the SIU, and how conditions will improve under a union contract," concluded Specker.

Congress Forgets Seamen Quickly

From the Arctic Circle to the South Pacific, merchant seamen have carried the munitions, food and other supplies without which victory over the enemy would have been unattainable. During this war of production and transportation, thousands upon thousands of them paid with life, limb and health. The epic stories of the war at sea, the life-line of our armies and those of our allies, have not yet been recorded in history.

Yet even before the state of emergency has been declared over, the men whom the scourge of war has left mentally and physically sick are likely to be

forgotten as the country returns to ways of peace, if the economy minded, pro-shipowner congressmen have their way.

Instead of transferring the Merchant Seaman's Rest Centers to the United States Public Health Service, the government has decreed that, in the interest of a false economy now that hostilities have ceased, they shall be completely wiped out of existence by the first of next year.

While merchant seamen do not whine about their problems and needs, countless non-maritime big-wigs have acknowledged the debt the nation owes to these men. Although figures differ, some

Friendly Spirit, Good Contracts Sold Him On SIU

Reports have been pouring in recently attesting to the strong swing in SIU sentiment aboard Isthmian ships. As proof of this is a report from Charles Bueser another Isthmian man who has joined the SIU. Bueser, who has sailed aboard five Isthmian ships in the past year, claims these vessels were very definitely in favor of the Seafarers. The ships he sailed on were the SS Anson Jones, Jacob Perkins, Frank Wiggins, Hawkins Fudske, and the Zane Grey.

"The men on these ships are not receptive to NMU propaganda," said Bueser. "There was an organizer for that union aboard the Zane Grey, and he was sadly bewailing the fact that he hadn't been able to sign up one single man. On the other hand, SIU organizers signed them up in wholesale lots, including one man who had been sailing on Isthmian ships for the past twenty years."

CHOSE CAREFULLY

"What sold me on the SIU, after comparing it to the other union, was the friendly spirit among members, and the good contracts they have on their ships," continued Bueser. "I weighed both unions in my mind before joining SIU, and found there's no comparison."

Bueser further stated that he was impressed by the manner in which SIU men go to their halls



and pick their own jobs—which is not possible in other places.

"On board the Isthmian ships, men are not paid overtime for jobs like they are on union ships," Bueser stated. "That's another reason why I joined SIU—the excellent overtime provisions in their contracts. I strongly urge all Isthmian men to get in the SIU, and enjoy the many benefits possible under good union conditions. I was thoroughly sold on the Seafarers before I joined. Now I'm going back to carry the good word to other Isthmian men."

SIU Beats WSA Medical Program

(Continued from Page 1)

ican Ranger and Smith & Johnson yielded to the SIU position without much fight. Eastern Steamship made a loud and furious protest but finally gave up when they realized that the men would not submit to the WSA medics. Alcoa and Robin (Seas Shipping) had not participated in the examining board set-up.

HAD OWN MEDICS

Bull Line and Mississippi Shipping Co. were more obstinate in their refusal to cooperate. The legal division of the Bull Line after calling upon Admiral Land (WSA Chief), MacAuliffe and a number of other bureaucrats, decided that, after all, sailing ships was their business, not keeping WSA doctors in soft jobs. Why Bull stood so firm is not too clear, for this operator didn't use any doctors before the WSA was introduced, and even now has its own medical examiners in the Port of Baltimore.

The wail of Mississippi was perhaps the loudest of all, despite the fact that they had maintained their own doctors in Philadelphia and New Orleans throughout the war. However, even their opposition vanished when they became convinced that no SIU man was going to present himself to the WSA for examination.

FIRST ROUND

Although the Seafarers have defeated the notorious medical set-up of the WSA, the NMU, MC&S and other unorganized outfits continue to ship men through the fink agency.

It is worthy of note that not a single ship failed to sail, nor did any leave port behind schedule due to the SIU action.

This battle, concluded by the SIU, is just the first round in the fight against the bureaucrats who want to control the seamen's lives.

The WSA Medical Program was one of the biggest beefs the seaman had. Besides providing a convenient, hidden system of beaching militant seamen, it was typical of all bureaucratic set-ups in that it wasted the seamen's time foolishly.

The victory over the Medical Program is the first on the Seafarers' list. Soon to be met and removed from any influence over seamen's lives are Coast Guard control, the RMO and the WSA itself.

to do here in Congress that will assist these heroic seamen who, by unconquerable spirit, survived the Japanese submarine torture treatment, and the thousands of others who have suffered merciless treatment at the hands of Nazi U-boats and planes, as well as Japanese craft, that they will receive necessary medical and hospital care for life."

House Democratic Leader John W. McCormack last May told Congress that "We have a job