

# SEAFARERS LOG

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

Vol. VIII.

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No. 4



## Congress Is Deluged By Flood Of Anti-Labor Bills

WASHINGTON (LPA)—Crack down on labor! That was still the battle cry of all the union haters in the House and Senate as Congress started the second week of sessions following the holiday recess.

Anti-labor bills poured into the hoppers of both chambers like a spring flood, as reactionaries sought to take advantage of the current strike wave to put over permanent shackles on the nation's workers.

Also, both chambers resounded with violent speeches from Tories denouncing organized labor, though the same solons had not a word of criticism for hard-boiled corporations which have precipitated the strikes, knowing that rebates under the tax laws will protect them against loss.

### PROGRESSIVES SPEAK

However, the labor-baiters didn't go unchallenged. Many progressives in Congress countered with speeches strongly supporting labor's present struggles for preservation of "take-home" wages and assailing repressive legislation.

Rep. A. J. May (D., Ky.), chairman of the House Military Affairs Committee, served as generalissimo of the campaign. He and his associates tried to intimi-

date the House Labor Committee into taking rush action on restrictive legislation. May threatened that the Military Affairs committee would report out bills to curb labor if the Labor Committee did not.

Later, reactionaries in the Labor Committee tried to railroad out a bill embodying President Truman's "fact-finding" scheme, but lost by a tie vote.

In getting behind the President's "fact-finding" proposition, the foes of labor made it plain that they wanted to use that measure solely as a wedge and that they intended to tack on all sorts of other shackles when the bill reached the floor of the House.

### ANTI-LABOR MEASURES

Besides the "fact-finding" bill and the pending Ball-Hatch measure, which would destroy many of labor's right, old guard solons introduced a mass of other anti-labor measures.

One of the most sweeping came from Sen. James F. Byrd (D., Va.) and it sounded as if it had been written in the offices of the Natl. Assn. of Manufacturers.

It would, among other features, require unions to incorporate; open the way to heavy damage

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## NMU Stalling On AT&P And Isthmian Elections

As a result of the strong SIU position within both the Isthmian and American Trading and Production fleets, the NMU is deliberately stalling in both of

these vital elections. The Seafarers International Union accomplished more in their five month Isthmian organizational campaign than the NMU could

in five years of intensive effort on their part. In a brief five months, the SIU performed the difficult feat of securing the Isthmian election petitions — something which the NMU found impossible.

Now, through their nefarious moves, this so-called union has the outstanding gall and duplicity to think that they can sabotage innocent seamen seeking to be fairly represented by the union of their choice in accordance with their democratic rights.

Here's the complete score on the background and present status in both the Isthmian and American Trading elections, and the reasons why they are being stymied by the desperate NMU commissars.

### AT&P STIPULATIONS

Back in June of 1945, the NMU petitioned for an election to determine the collective bargaining agent for the American Trading seamen, and the SIU furnished evidence to prove they should also be on the ballot. At that time, stipulations called for the inclusion of all unlicensed deck, engine and steward personnel with the exception of Radio Operators and employees coming under the Staff Officers Act of 1939 (this includes Purser).

In November of 1945, the Seafarers petitioned for an election to determine the bargaining

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### Even Isthmian Is Better!

It's a pretty well known fact that if a seaman had to live on his straight salary, that he'd be a poor sack, and would have to do pretty much without a lot of things that we ordinary guys feel we need—things like food, clothing and decent shelter for ourselves and our families.

The overtime provisions that the Seafarers put into their contracts serve many purposes. Among them are the preservation of working conditions aboard ship; the prevention of that old shipowner racket of hiring a man in the lowest rating and having him do work of a higher endorsement; and, certainly not least, to furnish a means of supplementing his income.

The mark of a good union is how well its members are guarded by their contract-provisions, and how successful it is in collecting overtime beefs. If it fails in these things, then it has failed its job and is not worthy of its members' support.

We have many times proven that the Seafarers has the best conditions on the waterfront—our contracts, representation, wages and conditions outstrip all other competition, including the NMU, a point we have made and proven many times before.

To say that the SIU is the better organization is one thing. But to say, and prove, that an unorganized line, one as notorious as Isthmian, gives its men more of a chance to earn overtime than a so-called "union," is quite another story. On page 3 of this issue, we print the story of a man who made more overtime shipping Isthmian for two months, than he did on an NMU ship during a six-month period. We think the moral is pretty obvious, but read the story, and read the records we reproduce—and draw your own conclusion. (SEE STORY ON PAGE 3)

### TALLY HO! IT'S ONE FOR JOE!



Here are the boys who are counting the votes that will determine the Atlantic & Gulf District officers for the year 1946. There are a lot of nervous candidates pacing the floor these days, waiting for the final tally, which will be announced in next week's Log. If waiting's no fun, neither is counting—ask anyone of the tallying committee, who are shown at work, above. From left to right, they are: James Manning, AB; W. W. Boatright, Wiper; Jimmy H. Crescitelli, Ch. Cook; Graydon (Tex) Suit, AB; Earl (Snuffy) Smith, Wiper; and Robert Deppe, Ch. Cook.

# SEAFARERS LOG

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SEAFARERS INTERNATIONAL UNION  
OF NORTH AMERICA  
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Affiliated with the American Federation of Labor

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

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## Do It Now!

The one obvious thing in the present strike situation—besides the fact that the soaring cost of living and the disappearance of overtime have made the present wage structure pitifully inadequate—is that there seems to be an understanding among the nation's industrialists that now is the time to smash the trade unions.

Direct evidence of an organized conspiracy would be difficult to present. But there is no need to show written agreement to bolster this charge. The unity of action among the leaders in different industries proves, if not a deliberate anti-labor pact, then at least a "spontaneous" understanding that now is the time.

The pattern is the same in all industries involved with their unions: a flat rejection of the union's demands; a speedy objection to the recommendations of government mediation committees, even in the face of a promise—as in the case of the steel industry—of price adjustments that would offset the additional operating costs.

This is a particularly good time for the corporations' union-busting campaign: Under the provisions of the present law, they will be refunded part of their last year's taxes to make up for any profit-loss. The steel industry alone will make \$149,000,000 in tax refunds even if the plants stay closed all the rest of the year! What a set-up! Get rid of the unions and get paid by taxpayers money while doing it!

So far, maritime is not yet involved. Perhaps, the pattern will change by the time our contracts come up for renegotiation. But perhaps not. There is no reason, at this time, to presume that the shipowners will be different from other industrialists.

The Seafarers is prepared for any contingency. Our Union is well-knit, strong in membership and in finances. But we cannot stop there. We must continually grow—in numbers, in financial reserves, in spirit and in understanding of the various forces that exist on the waterfront.

An additional complication in maritime is the wide-open internal dissention among the NMU leadership, which threatens to tear that "union" apart, and will leave its bewildered membership at the mercy of the shipowners. However, as far as these men are concerned, there will always be an open door for them in the Seafarers. In addition, we must continue to organize the unorganized: The non-union seamen of Isthmian, AT&P and the others must be reached continually. They are ready for the Seafarers, and will come to us if only we go to them first.

In all probability, the showdown will come soon. We all of us, united on the waterfront, under the progressive, fighting banner of the SIU will win. This is the time for the consolidation of our ranks. This is the breather we have for better preparing ourselves. If we take advantage of it we cannot lose. Now is the time, Brothers. Organize the unorganized!



## Men Now In The Marine Hospitals

### STATEN ISLAND

M. J. FIELDS  
L. A. CORNWALL  
D. E. SEBOLD  
J. J. HANLEY  
V. SHAVROFF  
D. J. MONTELEONE  
J. L. WEKKS  
TIMOTHY HOLT  
J. L. CAMPBELL  
C. E. HASZ  
H. OLUF  
J. S. NEAL  
J. C. CARSON  
H. L. GILLOT  
R. POWELL  
L. R. KATES  
C. MIDDLETON  
L. L. MOODY  
L. R. BORJA  
D. CARRILLO  
W. B. MUIR  
M. JOHN

### MOBILE

TIM BURKE  
M. CARDANA  
J. C. DANZEY

### BRIGHTON MARINE HOSPITAL

G. PHINNEY  
A. RAMOS  
J. SILKOWSKI  
H. SWIM  
F. KINFILD  
D. KRUG  
E. JOHNSTON  
E. STEWART

\*\*\*

### BALTIMORE HOSPITAL

GERALD BOWMAN  
GLADE WRIGHT  
WOODROW MOORE  
WILLARD BANKHEAD JR.  
ELDON CULLERTON  
BERNARD BUSTER  
FRED DAY  
JACK WALKER  
JOHN VILIVA

\*\*\*

### NORFOLK HOSPITAL

JOHN B. DARCY  
CHARLES T. GASKINS  
EUGENE WENGARTEN  
LLOYD G. McNAIR  
J. H. SMITH  
L. L. LEWIS  
CHARLIE MIZELL  
FRANK HOLLAND  
J. H. SMITH

\*\*\*

SAVANNAH HOSPITAL  
ROBERT HANING

## Protect Yourself

Once again we remind you about the need for protecting your rights in regard to compensation for injuries and medical attention.

Whenever the case warrants it, active seamen should check into a Marine Hospital for medical care. When in doubt about your rights under the law, check with your SIU officials.

Seamen should see to it that any injury or health impairment is recorded by the ship's Master, or your department head, regardless of how small the case may seem to be at the time.

Failure to follow such a procedure often results in financial loss and inferior medical attention if the case develops into something more serious.

Protect your rights!

Anyone who takes ill, or in any other way is unable to sail after taking a ship should notify the dispatcher at the Union hall as soon as possible so that another man can replace him.

### NEPONSIT

E. VON TESMAR  
R. A. BLAKE  
BERTEL BRYDER  
J. F. CLARK  
PABLO CORTES  
E. V. FERRER

\*\*\*

### PORT OF NEW ORLEANS

F. W. MURPHY  
J. E. WARD  
J. A. SCARA  
J. E. McCREADIE  
J. DENNIS  
C. T. WHITE  
J. P. SABERON

## Hospital Payments

Members of the Seafarers are entitled to a weekly payment from the Union if they are laid up in a hospital. Be sure to get what is coming to you: Notify the Union of your ward number so that there will be no delay in your receiving the money due you.

# Found Conditions On NMU Ship Worse Than On Isthmian

SIU member Warren J. Callahan furnishes additional proof to the Seafarers repeated statement that Isthmian seamen have everything to gain by joining the Seafarers International Union, and nothing to gain by joining the organizationally-bankrupt NMU. Through a series of circumstances, Brother Callahan sailed on an Isthmian ship for two months during which time he earned \$26.78 in overtime; he then shipped on an NMU vessel, and during a six month period received \$25.88 in overtime pay, or exactly ninety cents less than he had earned on the Isthmian ship in one-third of the time!

Brother Callahan, Bosun/AB, sailed on the Isthmian Line ship, John S. Mosby, to Marseilles, and paid off in that port by mutual consent, receiving \$26.78 in overtime pay. Desiring to reach home again, he contacted the WSA at Marseilles, and was forced to ship out on an NMU ship, the Kenyon L. Butterfield of the R. A. Nicol & Co. Line.

## BADLY NEEDED!

Loading for Lingayen Gulf in the Philippines with war cargo consisting of 900 tons of ammo, 3 hospital units and ordnance supplies, the Butterfield was leaking badly—21 inches per hour in the No. 3 hold—and operated the pumps almost continuously. Not wishing to sail with his ship in this condition, the Skipper wanted to lay her up for repairs, but the WSA said no—they needed the cargo in the Philippines.

Cargo was needed so badly that the Butterfield laid at anchor for 3½ weeks in the Philippines, and then returned to Cape May, N. J., with the same cargo still unloaded. After laying off Cape May for a month, the ship finally pulled in to Norfolk, and discharged her load there.

At the payoff for the six month trip aboard the Butterfield, Callahan received \$25.88 for overtime work. So, for a six month's trip on an NMU ship Brother Callahan received \$25.88, which is ac-

tually 90 cents less than the overtime pay he received for a two month voyage on an unorganized Isthmian scow—from an outfit that is death on overtime.

## POOR CONDITIONS

In addition to the poor overtime payment, conditions on the Butterfield were as bad, if not worse, than on any unorganized ship—this in the face of NMU claims regarding their ships' conditions!

This NMU crew on the Nicol's ship was really a dilly, according to the report, and only one man besides Brother Callahan was able to make a long splice. There were two wartime ABs aboard, and the rest were acting ABs.

The Chief Cook was promoted to Chief Steward when the latter was taken ill, and upon investigation discovered weevils in the flour. When the Skipper was informed that more flour should be taken on at Panama to replace that which was unfit for human consumption, he put his foot down, and said flour was too expensive to throw away even if it did have weevils. On his orders, the acting Chief Steward had the flour sifted, but some weevils remained and were cooked into the bread, pies and rolls. Most of this tainted food was thrown out as the crew refused to eat it.

## BROKE ARM

On another occasion, Captain Stewart refused to use more than one watch to top and lower the booms—said he was living up to the NMU contract which only called for one watch to be used (SIU contracts specifically call for all three watches to be turned to when working the booms). As a result of this set up, one man who was carrying cable on his shoulders, tools in his pockets, and climbing the mast at the same time, fell when the ship lurched.

This man sustained a broken forearm with the bone protruding through the flesh, and also had a badly lacerated face and contusions. The Butterfield had

to put back to the Philippines in order to hospitalize him (James Milton) before proceeding on her way.

Skipper Stewart of the Butterfield was habitually drunk throughout the voyage, and one stormy night came on the bridge while stark naked. He attempted to maneuver the ship through a dense fog even though the Second Mate was on the bridge at the time, and ordered the Second to stop blowing the whistle and change speed from "slow" to "full" while proceeding through the reef-infested Marshall Islands.

Later that same night, the Captain, who by now had a bad case

of the snakes, broke out three fully loaded revolvers and gave them to the Second, man on the bow, and to SIU member Callahan ordering them to shoot any Japs they saw on the ship (this happened after V-J Day). They were also ordered to shoot any wild monkeys running around loose, and any of the men who wouldn't obey their commands.

Upon arrival at Cape May, Stewart disappeared for a week after going ashore to get \$2000 for a draw, and claimed he "lost" it upon his return. As a result of this and other bad reports, the Skipper was finally fired by the Nicol Line.

Seafarer Callahan has been sailing SIU for almost five years now, and prior to that time sailed unorganized ships until he learned the score. On board the John S. Mosby, he was directly responsible for the entire crew being organized into the SIU with one or two exceptions. Like many others sailing Isthmian, Callahan believes men of that Line will secure a fair deal only when they are unionized under an SIU contract—not under a phony NMU contract such as the seamen on board the Butterfield have—but a Seafarers' contract insuring the best of wages, living and working conditions.

## Here Is The Evidence—See For Yourself

### NMU SHIP — \$25.88 OVERTIME IN 6 MONTHS

FORM 17 REV. 4-45-10M

VESSEL OWNED AND OPERATED BY  
UNITED STATES OF AMERICA

War Shipping Administration

R. A. NICOL &amp; CO., INC. 097-16-5057

GENERAL AGENT

NAME Warren J. Callahan DATE PAID 1-18-46

## TAX DEDUCTION RECEIPT

SS S. S. KENYON L. BUTTERFIELDVOY. NO. 4Employed from July 30, 1945 to Sept. 18, 1946Total Wages and Bonus ..... \$ 141.67Total Board and Lodging ..... \$ 25.88Total Overtime ..... \$ 1105.87Total Cash Earnings ..... \$ 1105.87

## DEDUCTIONS

Social Security Tax ..... \$ 12.48Advance Income Tax ..... \$ 60.55

### ISTHMIAN SHIP — \$26.78 OVERTIME IN 2½ MONTHS

A-225 5M 9-45

This vessel is owned  
to and operated by  
UNITED STATES OF AMERICA  
War Shipping Administration  
By: Isthmian Steamship Co.  
General AgentsISTHMIAN STEAMSHIP COMPANY,  
NEW YORK 6, N. Y.

## STATEMENT OF EARNINGS

PORT Marseilles PAYABLE TO Warren J. Callahan RATING SS No. 097-16-5057FROM Col. 5 5/17 1942 (Col. 6) 7/28 1945 (Col. 7) John S. Mosby VOY. No. 6NATIONALITY USA (Column 2) USA (Column 3, Note 1) FAMILY STATUS CODE 3 (Column 3, Note 2)

Col.	EARNINGS	CASH ACCOUNT
15	Wages..... Months <u>12</u> Days @ \$ <u>100.00</u> Per month.....	\$ <u>1200.00</u>
16	Bonus: Voyage <u>100.00</u> Months <u>12</u> Days..... Hours.....	\$ <u>100.00</u>
17	Area <u>17</u>	\$ <u>17.00</u>
18	Attack <u>66.89</u> <u>243.1475</u>	\$ <u>66.89</u>
19	Overtime <u>31 1/2 HRS</u>	\$ <u>31.25</u>
20	Total Earnings	\$ <u>1314.14</u>
14	Room & Meal Allowance (For FOAB tax only)	\$ <u>6.40</u>
8	Taxable Earnings ( " " " )	\$ <u>1307.74</u>
See instructions on article payroll		
DEDUCTIONS		
25	Allotments: Number..... @ \$.....	\$.....
26	Advances.....	\$ <u>120.25</u>
27	Slops.....	\$ <u>15.48</u>
13	FOAB Tax: Exemption, Col. 13, \$..... Taxable Earnings, Col. 8, \$..... (21)	\$ <u>6.10</u>
28	Resident income Actual days of Tax withheld: period, Col. 22, \$..... Tax per chart, Col. 23, \$.....	\$ <u>43.80</u>
28	Other: Group Insurance for period..... From..... To.....	
	Pension Contribution, \$..... @ 3%.....	
	Describe other.....	
29	Fines.....	
30		
31/32	Balance of Wages Paid on Discharge	\$ <u>1105.87</u>



Warren J. Callahan types the notes for the story that appears on this page. No newcomer, Brother Callahan always knew the score on the waterfront, but the experiences he describes above was the clincher—the Seafarers has the best contracts!

## HE SAW THE DIFFERENCE

# HERE'S WHAT I THINK...

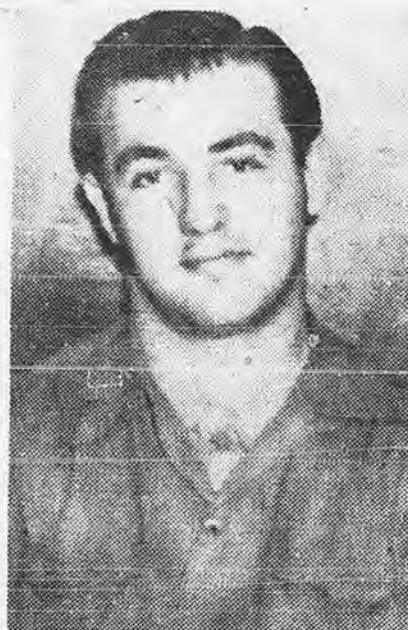


**QUESTION: Why did you go to sea originally?**



**R. M. TYDINGS, Oiler**—The reason that I went to sea was to have a look at all of the far away places that one hears so much about. Well, boys, I really did see them. To mention a few: England, France, Panama, Hawaiian Islands and the Philippines. While doing this, I have managed to meet lot of good fellows in a swell union—the SIU, and have come to the conclusion that it is hard to find a job on the beach to beat going to sea. However, there is one parting word of advice I'd like to give anyone contemplating a life at sea, and that is to be sure to sail only SIU.

**H. ANGELL, Oiler**—I went to sea because I wanted to see how people on the other continents were—mostly, of course, to see how women abroad compared to our good old U. S. variety. At sea you have a chance to get away from the noise and filth of the cities, and enjoy the good salt air. You also have a good opportunity to compare the living conditions in other countries, and then you can choose whether you would rather live there or in the U. S. I guess the main reason one goes to sea is hard to explain. It's just a feeling inside you, and there isn't anything in this world just like the good old open water.



**WILLIAM FAGAN, Elec.**—To me the sea has always been fascinating, and the far away lands, and customs of other people plus the many wonderful sights are indeed luring. The very nature of his job makes the seaman independent and free from the many drudgeries which bother the average landlubber. It is an education in itself that can never be acquired anywhere else, and once acquired is never forgotten. I wouldn't trade my life or experiences at sea for all the tea China, and if I had it to do all over again my choice would still be for the life of a seaman with its freedom from humdrum everyday things.



**P. L. WILLIAMS, Oiler** — I went to sea to see if the French women were all people said they were. They were, and more, too! Seriously, I was born with the old wanderlust in my bones—a good old roving spirit. Going to sea satisfies my urge to go places, do things, and see how the rest of the world lives and what they do. The education one gets from books can't begin to compare to the education which you secure from life itself, and the average seaman's life provides plenty of education. That's the only life for anyone who has the travelling urge and not enough money to indulge it—the sea!



## Flynn Still Organizing The Unorganized

Take it from Al "Whitey" Flynn, Brothers: "The present expansion drive of the Seafarers is the most important job the union has ever undertaken."

Whitey should know. He holds SIU card No. 45. He's one of the original members of the Seafarers.

And Whitey isn't just battling the breeze because he's an old-timer. He's in the thick of it. He just got fired from the Isthmian ship William D. Hoard because of union activities.

Getting knocked out of a berth you want to keep for a reason is no fun. "Hell," Whitey said, "I don't like to get kicked off any scow." Just the same, Whitey is bouncing right back again. He's now awaiting a job on another unorganized ship.

"Listen, pardner," he said the other day, "as long as there are unorganized ships, I'm shipping out on 'em. The way I see it, this is the most important work we've ever been in, and it will mean the difference between prosperity for the whole membership of the Seafarers or just some of us in the years to come."

### ORGANIZED THE HOARD

If you think Whitey didn't do a job on the crew of the Hoard, take a look at last week's Log. There was an editorial in there about the NMU's dirty organizing tactics on board the Hoard, and a sworn affidavit by an Ordinary Seaman who was threatened by a 20-man commie goon squad because he joined the SIU. But the end of the affidavit speaks volumes for the job Whitey Flynn did. It reads: "There is now a 90 per cent SIU crew aboard the William D. Hoard, and the men on board are grateful . . . that we found out what the real score



AL WHITEY FLYNN

is, and there is no question as to how they will cast their vote in the Isthmian election."

And when Flynn says the Isthmian battle is the most important yet, he's not talking like a guy who can't see the forest for the trees. He's a veteran of many union battles, the Seatrain strike at New Orleans a few years ago, among others.

He's just as hard and tough as he has to be when there's a job to do.

### EDUCATION PROGRAM

Whitey's a great believer in union education. He's thoroughly sold on the need for an educational school on an International basis. He doesn't see how a lot of the young fellows ever will be able to appreciate the struggles their union went through to get them what they're getting today unless they get to know what unionism is, and what labor went through. And he thinks they'll be better seamen, as well as better union members, because of such a program for new members.

Not only is Flynn active on unorganized ships and one of the progressives in union affairs, he's a guy who always brings in a clean ship as a ship's delegate.

Take a good look at that picture of Whitey Flynn. He's the sort of guy who has built your union. With seasoned timber like that to help chart the course, plus the efforts of young members, it looks like the Seafarers will be hard to stop.

## Restore Transportation Rider

**PHILADELPHIA** — Misquoting by the public press created a furor here when members of the SIU aboard contracted ships refused to sign articles containing Rider 64-72 (revised) which denies seamen transportation costs back to port of embarkation unless they have completed a trans-Atlantic or trans-Pacific voyage.

With the Union crewing up the ships as per schedule, resentment ran high when newspapers reported that the SIU was tying up ships pending a settlement of the dispute with the operators.

### PHONY MEASURE

The refusal of the crews to sign articles containing the rider, although not officially sanctioned by the Union, is understandable in view of the fact that the wartime denial of transportation costs was a phony wartime measure introduced by the WSA on the pretense that it would increase the number of merchant seamen available in the outports. In actual fact, however, the ruling was an effective method of shanghaiing seamen by stranding them in ports and leaving them only one way of departing, that via another ship. As a result thousands of civilian seamen found themselves out of contact with their families for considerable lengths of time.

That the action of the individual seamen was justified is testified to by the fact that the dispute was settled in their favor.

### ATTENTION!

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

with the shipowners agreeing to their demands of a prewar rider calling for transportation pay if they were paid off north of Hatteras after signing on south of Hatteras or vice versa.

This morning's papers carried a story with the correct facts, and the news that the operators had agreed to the crews' demands. A humorous sidelight to the first press article was the newspaper demotion of Assistant Secretary-Treasurer of the SIU, Louis Goffin, to Asst. Sec-Treas. of the Philadelphia Branch. Other misstatements of fact were contained in the article.

**PHILADELPHIA**—The Union's car was stolen last night and before the police regained it, the fenders were crumpled, various items stolen from the car, and a cop fell out of the police-car.

Parked by Union Patrolmen while they attended to SIU business, the car was missed shortly afterwards. A statement by police that a gang was operating in the city, stealing cars for stripping purposes, sent several members of the Union chasing around empty lots looking for it, but without success.

### CAR DAMAGED

Police reported that they spotted the car travelling in the city, tried to stop it and got close enough to fire several shots, one of which broke the trunk lock of the car.

The damage to the Union's automobile is covered by insurance.

The thieves, three young punks, escaped when the policeman who was firing as he rode on the police car running board, fell as they swung a corner. His buddy in the car abandoned the chase to pick him up. In the meantime the three thieves jumped from the Union's car and made a run for it.

# THE MEMBERSHIP SPEAKS



## SALT WATER DIET CAUSES COMPLAINT ON LANYARD KNOT

Dear Editor:

A few days out of Frisco, at the beginning of the trip, salt water got into the fresh water tanks. As a result of this we were promptly put on a water ration.

This was okay with us but we were told that we had to use and drink the salt water already in the tank. We did for three days. Then, a week before we arrived here in Okinawa, the same thing occurred only this time the situation lasted five and a half days.

Now we have a darn good Cook aboard, but even he could not lessen the salty taste of our food. He had to use salt water to cook with, and we had to drink salt water from the water fountain as all the fresh water is on the same water line. If the Messboy forgot to put water in pitchers we were completely out of luck for we had to drink something even if it was salty water.

All this time there was still good fresh water in other tanks and the evaporators were making water. The Chief Engineer, however, refused to turn it on for us.

While at sea Brothers Harry Cook and W. Hauger, ABs on the 12-4 watch, asked the Chief Engineer to turn the water on at 11:55 a.m. so that they could wash before eating and going on watch. They were refused.

I'm on the 4-8 watch and we worked up quite a sweat. When I asked the Ch. Eng. to let the water on an extra half hour at night so that we could take showers, he told me to "Do



what I do—do without a shower."

We've had our fresh water tanks filled twice, while here at Okinawa, and now we are rationed again. 6:00 to 9:00 a.m., 11:00 a.m. to 1:00 p.m. and 4:30 to 6:30 p.m.

We work as close to bell to bell as the Mate can get us, so it's pretty hard to shower, eat and wash clothes during the hours designated.

The evaporators are not making water now. I guess topside figures it's cheaper to get free water from the Army and Navy than use the three cent oil they burn for the evaporators.

This letter has been read to the crew and approved by them. Incidentally, we haven't seen the Log for sometime.

Cliff Samuelson,  
SUP 6402 (Dk. Del.)

## ON THE MEND



Brother John Pritz, AB, has been on the beach for 8 months as a result of shipboard injury to his back aboard the Wm. G. Lee, and is waiting for legal settlement before shipping out.

## WILLIAM EVARTS MEN DO SOME RECONVERTING

Editor, the Log:

Please send the Log to my home as I have a hell of a time keeping up with it. The last trip we didn't get any mail at all.

While we laid in Marseille, France, we almost succeeded in signing up an NMU ship which was all out of stores and came to us on the William M. Everts to get anything they could.

I gave them the few Seafarers Log copies we had aboard, and if we'd had some pledge cards we'd have got them signed I'm sure. I suggest some cards should be sent to the ship at Waterman, Norfolk, Va.

Harold Westphall

## IDAHO FALLS MEN THANK BOSTON PATROLMAN

Editor:

Upon instruction from the crew of the Idaho Falls this letter is sent to you for publication in the Seafarers Log.

Patrolman J. Lapham of the Boston Branch has won the hearty thanks of this crew for the manner in which he succeeded in getting the LA Tankers to pay off all overtime on this ship before signing on articles.

The Company wanted to pay wages only and send the OT to Los Angeles for okaying. In the meantime we would have gone. The crew instructed Brother Lapham to inform the Company that the crew said "no dice" and they would have a hard time to sail the ship if they didn't see the light. After a full day of stalling they saw the light.

Patrolman Lapham came aboard at 8:00 a. m. on Jan. 10 and stayed with the ship until all overtime was okayed. His fine work was an eye-opener

for the young first-trippers on here. This has been a good lesson in unionism for them.

In closing the crew wishes to thank Delegates H. Thurman (deck), Smokey Ball (engine) and J. Caldwell (stewards) as well as Brother Lapham for their splendid work.

Fraternally, for the entire crew of the Idaho Falls.

L. CLARKE

## High Living Cost Answer Seen In 40-Hour Week

Dear Editor:

As the year of 1945 comes to a close, the seaman finds that he is no better off, due to the high cost of living, than he was way back in 1941 when most of our contracts were drawn up.

It is no secret to the men who go to sea for a living that the take-home wages are not enough to meet the high cost of living. Its no secret to the working stiff that he is not earning enough to meet his family obligations, and that he is now almost living from hand to mouth. Big and little business alike are only interested in TRYING TO REAP THE SAME AMOUNT OF HUGE PROFITS AS DURING THE WAR. This cannot be done at the expense of the workingman as we see by the nationwide strikes we are having.

Government has failed to hold the line on the cost of living and this is what it all adds up to.

Now, new contracts are coming up for the seaman which calls for modern working agreements and let's not forget that although we go to sea for a living WE ARE entitled to a 40 hour per week agreement. This will eliminate working Saturday and Sundays gratis without the payment of overtime. This will also do away with giving the shipowners a day of free work for every month that has 31 days.

I am asking the SIU membership wherever you may be to go down the line for a 40 hour week agreement.

Adolph Capote

## Time Is Wasted At Meetings By Reading Papers

Dear Editor:

Some engineers continue to chisel on the agreement. The first assitsant on the Cape Mochican (Bull Line) wanted the fireman-watertenders to watch the evaporators, in violation of the agreement.

At the New York membership meetings too much time is wasted reading things that could be posted on the bulletin board, to be read by those desiring to do so.

By the time "new business" is reached, everyone is restive and wants to get out, instead of transacting constructive business.

William C. Kennedy

## FORMER CADET LAUDS FOCS'LE SHIPMATES

Log Editor:

This letter is in appreciation of all help the SIU has afforded me and my shipmates during the past year.

In January 1945, I came to the Union hall fresh from the Cadet Corps after having spent a year in that fink outfit and resigning, thoroughly disgusted with the whole set-up.

I sailed "on the bridge" as cadet for eight months and in the foc's'le for the last year as an SIU member. I'm here to say that its quite a change. The more I sail the more I can see that although the SIU is doing a lot to overcome dictatorial rulings aboard ships, it will continue to be a long hard battle before this practice is eliminated.

The battle, of course, is half won but there are still Skippers and Mates who believe that the men in the foc's'le are of a lower



mentality and intelligence than those on the bridge.

This was apparent during the time I sailed as cadet and has become more so since I went into the foc's'le.

I also believe that a good many Skippers are afraid to give too much overtime because it may result in their dismissal by the company.

Certainly the operators think more of a Skipper who has less overtime than one who has a lot, but there's no ship that can go the whole trip without some overtime.

The last ship I was on (the Geo. E. Pickett, Waterman) there was an average of 200 hours per man for a seven month voyage but there was an all time high of 1100 hours disputed overtime because the Skipper insisted on letting everyone and his brother do carpenter and other work without the crew getting overtime.

I sailed on this ship as Bosun and being pretty green in regard to Union membership, the going was pretty rugged. I know I couldn't have gotten anywhere successfully if it wasn't for the deck delegate, Kenneth E. Finkenbinder, whose unfailing devotion to the Union resulted in our getting the rightful overtime due us. My hat's off to him and the SIU.

I would like to take this opportunity to express my gratitude to the crew of the Pickett for their cooperation in trying to make the voyage a pleasant one.

C. S. Nilhaus

## Seamen in Manila Join Beef Chorus On Mail Stinkout

Dead Editor:

There has been a bulletin posted in the messhall stating that after December 1, 1945 the Navy refuses to handle merchant marines' mail. It says that all foreign mail should be addressed as follows: Mr. John Doe, Name of Ship, Name of Foreign Agent, Foreign Agent's Address.

They pull that on us, and yet we are still under Government orders and subject to go any place they care to send us. Another thing we would like to know is what the devil is wrong with the Navy. After they no more use for the merchant marine, they give us the well-known brushoff. The hell with the merchant marine, they say.

Please try to give this all of the publicity you can. We think it's something the public should know.

Charles (Tex) Welborn

(This letter also was signed by the following additional crew members: A. A. Lorenzo, C. E. Rushlon, Jr., J. E. O'Quinn, L. O. O'Quinn, Ralph Ingle, R. D. O'Brien, Fred Fernandez, Frank M. Loft, Jr., Harold Thurman, Argyle J. Wright, Mark E. Christensen, Clinton Anderson, Salinus M. Joyce, Frank Morie, Harold Farmer, C. M. Masters, William B. Green and George Heidel Lakes.)

## THE REST OF THE MAIL AS SPACE WILL ALLOW

Dear Brothers,

I want to thank you all for the nice Christmas donation you sent to us boys here at Fort Stanton. It was greatly appreciated by the brothers here.

The best of luck in the Isthmian drive. I was supposed to go on an Isthmian ship and everything was fixed but instead I landed in the hospital. I'm feeling fair but getting fat and lazy.

Why doesn't the Union put the heat on to try and get Bill HR 2346 enacted. If the Union would print the names of the Congressmen in the Log I'm sure most of the seamen would write to them and demand action.

John R. Sartor

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Dear Brothers,

I wish to send my thanks and those of the brothers who are patients at this hospital (U. S. Marine Hospital, Neponsit, L. I., N. Y.), to the kind brothers who were instrumental in making possible the thoughtful and welcome gift to all hospitalized SIU members. It meant a very merry Christmas for us.

Emil von Tesmar



# SHIPS' MINUTES AND NEWS

## Sturdy Beggar Crew Asks Education Program

ON THE WILLIAM HARPER

### Bassett Trip Worst Ever, Seamen Say

The Bull Line's Richard Bassett was warped into her berth in North River on January 22 after a trip of two months and 18 days—New York, Rome, New York. Aboard her were 585 returning GI's—all of them glad to be home, but all of them hopping mad about the mess.

None of them were any madder than members of the crew. They agreed that it was the lousiest trip they'd had in a long time.

Robert Hicks, SIU delegate and Chief Army Chef, reported that it was the lousiest trip he'd ever made. He's been sailing since 1939. Never, he said, had a crew been so underfed. And he doubted whether troops had ever gotten the end of a stick as dirty as the one they were handed by the Bull Line's Port Steward.

#### BEEFS LISTED

Hicks has a list of beefs a mile long. Here are a few of them:

The Port Steward at Rome understored the Bassett on everything. They were short of potatoes, eggs, all kinds of vegetables. They were short 350 pounds of meat on the last day out. On the morning of the arrival—on schedule—the troops were fed bread and butter. That's all there was left to give them.

The crew mess was even worse than the Army mess.

The Purser was uncooperative. What's more, nobody could ever find him. He was always sneaking off for a snooze someplace.

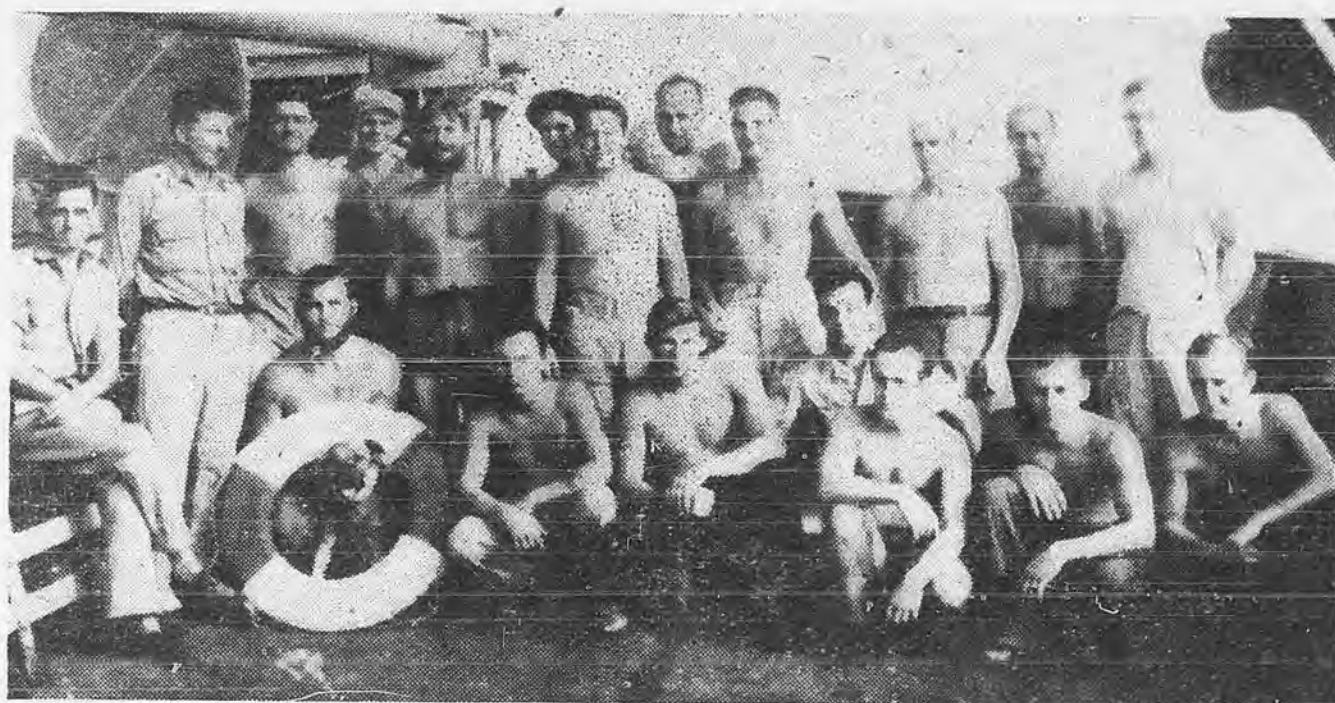
#### MASTER BUSYBODY

The Chief Mate was always "too busy" to do anything.

The Chief Army Steward was an incompetent. The Captain, who acted as though it were a Navy ship and continually bustled around seeing that everything was "shipshape," had rated him up to Chief Steward from Second Army Cook.

On orders from the Bull Line there was no overtime for the Stewards Department. Crew quarters were supposed to be painted by the deck department, which never could get around to it.

On the way over the Bassett ran into a storm and her gangplank was smashed. There was no effort at Rome to repair or replace it. The crew was forced to use a painters' ladder. Hicks fell off the ladder and broke his shoulder. Other men were injured because of this negligence.



The crew of the Waterman scow, William Harper, face the camera as they prepare for a clean payoff in Mobile at the end of a 7½ month trip which all are reported to have enjoyed. Left to right: (kneeling) Deck Delegate D. Acker (AB); J. Arnold (AB); B. Samples (OS); 2nd Mate; Sparks; E. A. Hattaway (AB); H. Patterson (OS); (standing) G. Leroy (AB); E. McNamar (Bosun); E. Mastrevich (AB); D. Pritchard (DM); J. Manning (Oiler); G. Goodwin (Dk. Eng.); unidentified Messman; J. England (Wiper); Chief Mate; Chief Cook; O'Bannion (Steward); and Stewards Delegate R. Wilson (NC&B)

### Hey, Shipowners! Who Says Danger Of Sinking Over?

There was a little item in The New York "Times" a day or two ago, which we are sure the shipping owners would have liked to have had buried back among the obituaries, since it knocks into a cocked hat their contention that there's no more danger in shipping.

The "Times" quotes the Liverpool underwriters, annual report regarding ship losses as follows:

That 45 vessels, totaling 247,811 tons, have been lost or damaged by hitting mines in European or Far Eastern waters since the war ended. Of that number 16 ships of 71, 182 tons were sunk.

That for some time to come there would be danger from stray mines in spite of the scientific improvements available for their detection and destruction.

Significantly, the "Times" and the Liverpool underwriters did not mention loss of life or injuries sustained by crew members on the vessels sunk or damaged.

There's another significant point in this story, too. Before the Underwriters are able to compile such a report, they must receive notice of claims for losses by shipping companies. Thus, the shipowners are turning with guileless faces to say there is no danger in war zones, while they're holding their palms out behind them to collect for lost shipping sunk in those same undangerous war zones.

### Add Shipboard Vermin: Master A Linen Louse

They're having linen trouble aboard the Charles McDonnell, where Captain Albert J. Dixon, a former ATS skipper and a wind-jamming slave-driver, is trying to run the vessel as though his ATS command was still in force.

H. H. McCarthy writes from Batangas, Luzon, on December 5 that linen has not been issued for five weeks. Captain Dixon inaugurated the no-linen dictum with an announcement on the bulletin board, saying that no more would be issued to unlicensed crew members. His announcement said that crew members would be paid at the rate of \$2.00 per week for washing their own linen, and that an inspection would be held each Saturday to see that clean linen was on each bunk.

On these inspections the purser accompanies him and takes down names of crew members whose bunks "aren't tidy enough" or whose linen isn't clean enough to suit him. The men whose names are listed don't get their two bucks.

Officers, of course, find no shortage of linen.

In addition to having been bitten by the linen bug, Captain Dixon gets a case of second degree hydrophobia every time he hears the word "overtime." He has disputed most of the overtime put in by the deck department. The ship ran aground, and the deck department made quite a bit of overtime trying to float it, but the master is disputing it.

Brother McCarthy, who seems to know which side a seaman's bread is buttered on, points out that Section 46 of the agreement calls for overtime in such cases.

### Alcoa Pioneer Crew Demands Return To Peacetime Status

Militant action was decided upon by SIU members aboard the Alcoa Pioneer at a meeting held on December 28. Crew members agreed that no one would sign on again if former promises of improvements were not met, and if the ship did not return to peacetime sailing provisions, in opposition to WSA rider 64, regarding transportation, and rider 72, in regard to repatriation.

Members agreed to sign a petition protesting frozen milk and the large percentage of poorer cuts of meat still provided by the WSA. Members also agreed to request innerspring mattresses, and extended a vote of thanks to the stewards department for food and service rendered.

Brothers Manley and Rasmussen served as chairman and secretary, respectively.

#### A POT FOR 'FRENCHY'

Overheard at the Dispatcher's window: "Michelet? Why he's strictly a one pot cook. Yeh! One pot, corned beef, cabbage, potatoes, greens and even pudding sometimes, all in one pot. Says he figures it all gets mixed up on the inside anyway."

### New Members Would Learn Union Bylaws

A new resolution calling for establishment of an educational program on an International basis for new members has been submitted in the form of a petition by the crew of the Sturdy Beggar (Mississippi) to the membership of the New Orleans branch of the SIU, with the request that it be considered at a regular business meeting.

It points out these facts in urging adoption of the measure:

1. That the SIU during the war has been required to accept thousands of new members without opportunity to investigate their fitness or qualifications to become members of organized labor.

2. That many new members have had no previous industrial experience, and haven't had contact with any unions; that as a consequence, they don't realize the hard struggles of the SIU in gaining the working conditions now extant; that many do not realize their responsibilities, and have conducted themselves in manners unbecoming to sincere unionists, thereby casting a reflection on the membership of the SIU as a whole.

3. That such an educational program is a debt the members owe to the Brothers who fought so hard and sacrificed so much to build our Union in its early days, and many of whom were killed sailing ships into dangerous waters.

The body of the resolution follows:

**Be It Therefore Resolved:** That the International Officials and the District Representatives of the Seafarer's International Union of North America hereby be authorized to establish educational schools in such branches or districts as may be best suited for carrying on this work.

**And Be It Further Resolved:** That after the establishment of such schools and after competent instructors have been obtained that a curriculum of instructions pertaining to the study of the Constitution; the conduct of ship's meetings; the duties of ships' delegates; the proper recording of minutes of business meetings; how to organize for the union; the study of our agreements; Robert's rules on order, and etc.; and that all trip card and probationary members be required to attend these schools for at least 60 days during their probationary period before being obligated as full book members to the Union.

J. Greenhaw, G-956  
Wayne F. Harris, A&G 26873  
Smokey Ball, 2800

## DIGEST OF MINUTES FROM VARIOUS SIU SHIP MEETINGS

**ALBERT P. RYDER, Nov. 24**—Chairman E. Behrns. Secretary E. Shymanski. Meeting called to order at 3:15. This being the first meeting of the trip the meeting moved immediately into New Business. General discussions on cleanliness and linen. Meeting voted a 25c fine for first offense (\$5.00 for second) for anyone caught spitting on deck. Meeting lasted 45 minutes.

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**ALBERT P. RYDER, Jan. 6**—Chairman Robert Winning. Secretary John Sullivan. Disputed overtime because "Navy boy stood week-end watches" is to be turned over to Patrolman. All trip-carders accepted. No beefs in stewards department. Delegates: Eugene L. Behrns (deck), Robert Winning (engine) and Basil Underlilo (stewards).

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**BRANDYWINE, Jan. 6**—Chairman Ritterbush. Secretary P. Jakubcsak. Topics dealt with by meeting: Agent to be contacted on whether "we received a raise in meal subsistence of 10c, if and when an extra Cook is to be carried, repairing radio and fumigating ship. Delegate: R. L. Ritterbush (deck), F. V. Robinson (engine) and James Brandon (stewards).

\*\*\*

**TRISTRAM-DALTON, Dec. 1**—Chairman W. Falkner. Secretary Larson. Purser was brought up to account for prices in slop chest. He had been requested in past to post prices but neglected to do so. List of needed equipment was compiled. Delegates: Eugene Melzer (deck), Charles Bauer (engine) and James Kelly (stewards).

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**WILLIAM S. YOUNG, Dec. 6**—Chairman Joseph Kelley. Secretary Dargan O. Coker. Purpose of meeting to explain SIU and benefits to new seamen. Overtime, living conditions and need for cooperation of all hands were discussed as well as the practice of having Union Patrolmen boarding vessels. The trip-card men were requested not to patronize the USS.

\*\*\*

**OLIVER LOVING, Dec. 23**—Chairman Bogil. Secretary Robertson. Motions adopted: to install a clock in crew's mess-hall, to get new gaskets as all deadlights are in bad shape. Many personal beefs pertaining to overtime were discussed. Medical supplies are inadequate and a man had to use penicillin on Dec. 23 that was stamped "To be used before Dec. 2." All trip-card men aboard were approved and Robertson was elected to take McNally's place as the latter was sick.

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**WILLIAM S. YOUNG, Dec. 7**—This meeting was for full book members only. Chairman T. Green. Secretary D. Coker. A five dollar fine was agreed upon for seamen caught conversing with army personnel in messhall. Messman to get three dollars extra for cleaning mess-hall after card games and three dollars extra to be given to

Baker for serving coffee. The cardplayers will vacate mess-hall by 6:00 a.m. A midnight lunch will be prepared by the Baker and placed in crew's refrigerator. The meeting agreed that any work that calls for overtime pay and is done by a POW will be listed and presented to the boarding Patrolman. Due to seasickness of the Messman, each person had to serve himself therefore the question of overtime is to be taken up with the Patrolman. Meeting adjourned at 7:05 after a 35 minute session.

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**TULANE VICTORY, Dec. 19**—Chairman Robert Ellis. Secretary Karl Esplin. Motions carried included: ice box, hot plate, fans, mixer, potato peeler, blower and domestic tanks to be fixed; ship to be fumigated; steam table to be put in crew's pantry; two Messman for crew's mess to be secured; Patrolman to check slop chest overcharging and stop cash and carry system. Chief Steward was charged with not allowing his department coffee-time while on overtime, not writing the overtime down for himself, showing favoritism to officers in regard to linen and being incompetent in supplying the ship at Frisco. Delegates: Eugene Stevens (stewards), Jim Launius (deck) and engine department delegate not noted.

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**ALEXANDER STEVENS, Jan. 5**—Chairman Louis Sousa; Secretary Jules Barbarin. No beefs so far, but disputed overtime at New Orleans prior to signing on will be called to Patrolman's attention at the pay-off in New Orleans. Motion carried to inquire about purchase of milk and ice cream in U. S. ports outside New Orleans. Stewards claims he ordered some, but was turned down by Master. Motion carried by crew demanding free company launch service at Pensacola, when ship is at anchor out in the stream more than 24 hours. Master refused same when approached on subject. Crew on record concerning same and wants reimbursement for money spent on such service. Motion carried demanding two cartons of cigarettes per man per week, since war is over and cigarettes available in all ports touched. Motion carrier to reinstitute demands for ship's improvement as specified in minutes of last meeting on Voyage No. 9, as very little done at present. Note: Master replied in detail on matter of cigarettes; it all added up to "No."

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**CALVIN AUSTIN, Dec. 16**—Chairman Jorgin Rasmussen; Secretary Edward L. Redmond. Agreed to help keep messhall clean, with fine for each man neglecting to do so. Fine fund to be donated to the boys at Fort Stanton. Engine Dept. agreed to use Navy head and showers and use original for a spare. Agreed that only toaster aboard to be used only for crew's mess. Agreed to take all beefs to Delegate and not try to settle them by independent action. Agreed to come to meals a

## OFF THE EQUATOR



Some of the boys aboard the Robin Locksley in the South Atlantic off the Equator. Top row, l. to r.—R. Bodina, Gunner; J. Wathme, 4th Asst.; M. Peoples. Signals; G. Langley, Oiler. Bottom row, l. to r.—N. Zeverino, FWT; T. Walsh, FWT; and J. F. Byrne, C. Pantryman.

## CUT AND RUN

By HANK

While the Social Security tax has climbed up the ladder to 2½ percent, the pay-as-you-go-broke income tax has been mercifully, but no doubt reluctantly, lowered to 17½ percent. (You see, there shouldn't be any of these insane strikes for more money when there's such an easy-living peace on), and the mail system for us unsung, dungareed millionaire rovers of the world is still off the course, we're shivering out a wintry bag of hot comments.

\*\*\*

Joe "Gus" Eisenhardt blew out on a ship to New Orleans after a few farewell shots with Bosun Ozzie Okray, who also has himself a home for another cruise. Winter ain't a kind woman in New York or elsewhere when your pockets aren't filled with that wonderful spinach!

\*\*\*

Richard Hansen, our square-rigged sailor, has been hit with just about everything in his ship-shaped life. This time it

little earlier, and to stretch meat a little to make it last until end of trip.

\*\*\*

**JOSEPH S. EMERY, Nov. 28**—Chairman Sammy Fama. Secretary Pat Fox. Motions carried: menu suggestions for specific meat every other day, shower on stern to be used for laundering purposes to eliminate confusion and congestion in the one amidship. All members present except those on watch.

\*\*\*

**MEMNON, Dec. 9**—Meeting called to order at 1:00 p. m. Steward elected chairman and Meade recording-secretary. All overtime beefs were reported settled to date and the chair received no reply when he called for the repair list. Meeting spent most of the time discussing the merits of various crew-members who sought membership in the SIU. Meeting adjourned after making recommendations for acceptance of some and further investigation of other prospective members.

really happened: He got hit by an automobile, and is now dry-docked in Staten Island Hospital. Swift and smooth sailing out of there, Hansen! Jimmy Stewart, President of the Third Floor Boudoir, is waiting with a smile on his broad map for your latest yarn.

\*\*\*

Chicago's Pride, Oiler Tommy Hannen, finished with engines in the Blue Front Tavern uptown and the chances of pumping out a few bucks here and there. (But exactly where Tommy?) He's now standing by for a ship South Africa-way. His remark, about shipping out fast to avoid guys who may decide he's a Greek Irishman after all, gave us a kick in the funny muscle.

\*\*\*

Our Assistant Editor, Gerry Harris, has abandoned his paper work and pencil-steering for some sea watches and North Atlantic weather for an English voyage. Cheerio, pip-pop, and all that stuff these English foreigners say in farewell, Gerry! By the way, you should see the new arrival to our powerful organizing machine. He's Warren Callahan, fresh from a year's gray-hired labor on Isthmian ships!

\*\*\*

Oiler Robert "Scotty" Morton, one of our oldtimers, regretfully missed his New Year's drinks. He got sick (the old year was rather in bad health after those two explosive victories) and to turn to on a bed in Staten Island Hospital. Next New Year's will be different, Scotty.

\*\*\*

Can Paddy Ryan be down in Savannah or even Baltimore? It's been noticed he didn't stay around here too long! And our other Paddy—Paddy Walsh—is somewhere in the sea world, resting his elbows on the mess-hall table or over some foreign tavern where they fluently speak pidgen-English.

\*\*\*

Wiper Tommy Taylor (that Florida Irishman newly nick-

## Whitefield Crew Gets Union Talk

The Brothers aboard the George Whitefield (Bull Line) are doing a militant job of Union training, their November 12 meeting minutes reveal.

First item of new business at this meeting was the agreement to a motion by S. Nicastro that someone explain to new members the reason for white caps, and other matters of Union policy.

E. DiPietro took the floor and told the men about the beef in N. Y. when men went down the line with the AFL longshoremen against the commies, and that all SIU men wore white caps during the beef. The commies know, he said, that if it was not for the militant action of the SIU White Caps their stooges in and out of the ILA would have taken over the New York waterfront; and that therefore it was agreed to wear white caps ashore in all ports where the commies are in power; this is also to show the NMU that their police "escorts" in New York did not take the white caps off SIU heads.

A three man committee—R. A. Oates, deck delegate; L. Healey, stewards delegate, and E. DiPietro, engine delegate—was elected to board all Isthmian ships, distribute **Seafarers Logs** and to have pledge cards signed and sent to the organizers in New York.

R. A. Oates served as chairman; L. Connors as secretary.

named Pop) paid off an Isthmian trip and rushed Florida-way by plane to see his father, who's in bad health. Swift recovery for your dad, Tommy, and don't forget our fireman's papers. By the way, Tommy swore himself on the wagon. It's been chasing him a long time, you see, and he got tired of it.

\*\*\*

We found Wiper Henry "Red" Twyman shipping out and confessing a healthy beach beef. He couldn't get discharged by RMO, even with his over-the-draft age and more-than-enough sea time. So, with a wet au revoir to the 500 Club uptown (where lots of our men rendezvous) Red is grabbing a wild horse of a scow.

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Though Fireman "Oaty" Boatwright recently paid off from a Waterman wagon, he's not letting himself get all barnacled and broke, neither in Tampa nor here.

\*\*\*

Volunteering as an organizer, AB Omar Ames, recently working on Moran sea tugs, climbed aboard the George Bibb and we introduced him to Baker John Bove. Well, they had been shipmates on the Cape Borda. They got as far as some bay in Scotland with their load of bombs, suddenly discovered to be worthless. Then one of the lifeboats sank because the mate erred about the tide. And what a laugh it was when one of their drink-loving shipmates was so loaded they brought him aboard by boom and cargo sling. Well, bon voyage, and don't get stuck with any wooden marks, if you go to Frankfort, as rumored!

# AROUND THE PORTS

## Boston Shipping Takes Breather

By JOHN MOGAN

BOSTON — We just completed another busy week in this port and its suburbs. We had four payoffs during the week—two in Boston, and one each in Portland and Providence. In addition, there were three Isthmians in, one in Searsport, one in Portland, and the third in Boston.

There was plenty of hopping around for all hands, especially that Searsport trek. When we arrived in Searsport, the Hawkins Fudske was still in the stream, where she had been anchored since before Christmas—with no prospects in sight of getting up to the dock. We stuck around till we contacted some of our members of the crew, then went to work to try to get the scow docked. We succeeded the next day, much to the delight of the officers as well as the crew—including the NMU delegation aboard.

### BACK TO NORMAL

We are still getting a flock of West Coast tankers in up this way and the SUP stuff is rather plentiful. Right now we have the Mexican to payoff, which won't be too hard as the crew is happy and all speak highly of the ship and its officers.

The job situation is getting back to normal—not too many jobs on the board, and those that do stay on for over a day are always the engine ratings. However, what is true is Boston is not necessarily true in the other ports, and we hear that New York is doing plenty of shipping all the time.

Morris Weisberger and "Bull" Shepard paid us a visit last week. We just pushed a couple of tables up against the wall and somehow made room for them in the office. That's one nice thing the visitors to our office like—it's so cozy. Weisberger managed



to get all his business cleaned up with four people breathing down his neck. Bull found all his Isthmian boys very "happy" and their ship is in pretty good shape.

### BILL OF RIGHTS

We are being bombarded with queries lately regarding the status of the men who served in the merchant marine during the war, particularly with regard to whether any benefits accrue to them under the GI Bill of Rights. It might be a good idea to run a

feature in the Log explaining to all members what they get under present laws—or, more aptly perhaps, what they don't get under the present set-up. In this connection, it was good to see the editorial regarding the mail situation, as the families of the members are plenty burned up to have their letters returned to them after three or four weeks, stamped with the very obvious "undelivered" stamp. It really is time that the various government outfits appreciated the fact that merchant seamen also have wives and kids who are concerned for their welfare and morale.

## It's A Slow Week In Savannah

By ARTHUR THOMPSON

SAVANNAH — The past week was one of our slowest. Four SUP ships came in this week, but all were in transit and only a few replacements were required. Nothing at all was doing in Charleston and we don't expect anything in the near future. There is one ship in Charleston which should payoff in the near future, but it's still waiting for a berth to discharge.

There was a little trouble about transportation on one of the SUP ships in port which has not straightened out yet, but it will be in a few days. The crew is a good one and can be depended on for backing.

I'm still looking for the first one of the four Waterman ships which the local paper claimed were due in Savannah. It sounds like another one of those stories. We have a surplus of men again and we can only wait and hope.

### To the Editor:

We have been informed that one, Paul Powloff, is circulating up and down the Pacific Coast, representing himself as being an attorney and associated with Paul Matthews of New York; and, as such, they are the official attorneys for the SIU and authorized to represent our members in personal injury claims.

This is to inform the membership of the SUP and SIU that no one has been authorized to represent the SUP and SIU in personal injury claims. The traditional policy of the SUP is that the choice of attorneys in an injury case is entirely up to the individual member. The only time the union ever interferes with personal injury cases is when ASKED to advise what attorney on the Coast is competent.

HARRY LUNDEBERG,  
President, SIU of N. A.

## NO NEWS??

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

NORFOLK  
NEW ORLEANS  
GALVESTON  
JACKSONVILLE  
TAMPA  
BALTIMORE  
MOBILE

## Philly Hall Open For Business

By LOUIS GOFFIN

PHILADELPHIA — Ample proof of the need for a new SIU hall in this port was furnished by the number of old-timers who crowded in at the opening last Monday.

Word must have travelled around by the grapevine that we were about to open new quarters, and a surprising number of book members flocked in to give the place the once-over and offer their witty, and otherwise, remarks about what to set where and why. Few of them found the opportunity of offering suggestions for the general remarks were of satisfaction with the set-up.

### SHANGHAIED!

To the surprise of the beachcombers, the Dispatcher's counter was a beehive of activity and, before they could recover their wits, they found themselves shanghaiied and shipping out for the first time in many months.

The honor of being the first man to ship out of the new quarters belongs to Brother Jack Kennedy, who went on the tanker, Newhall Hills. Old Colonel Hoodges escaped the shanghai artists because he couldn't be put aboard a tub while waiting for the Button Gwinnett to payoff.

Formerly a restaurant, the Hall has some fancy wall lights which had been over the individual booths. These serve to give the place a comfortable, homey appearance which the



members—to judge by the number sitting around shooting the breeze, reading, etc.—seem to appreciate.

Excellent planning and carpenter work transformed open floor space and a couple of corners into adequate union offices and a Dispatcher's counter which is a smaller edition of second deck at the New York Hall.

The first day saw 35 men shipped through the Hall, but plenty of jobs remain for all ratings. Members who want to ship pronto would do well by coming here.

## Duluth Is South (Of North Pole)

By WILLIAM STEVENSON

Who said Duluth was at the North Pole?

The little streams of water are running down the hills again, and here it is, not even spring yet. The other quite definite sign of spring is the number of boys around the Hall again. They must have spring fever!

They are asking when the boats are going to start running again; and it is too bad we have not any leaves on the trees here, because they're saying it's too warm to sit in the Hall. If I had a few palm trees around they could sit in the shade of them on the sidewalk in front of the hall, and wouldn't be able to tell the difference from California.

And speaking of California, some more of the boys left this

week to try the Coast for their fortune.

Mrs. Captain Cronk paid a visit to the Hall this week and said she is ready to go any time, if I could only get her a boat. She has her help all picked out. She's sorry about her old ship going to the Bone Yard.

We had a card from one of the Brothers, Short Longline. He is on his way to Greece. Good Luck, Shorty, from all the boys around here. They all want to see your smiling face in the Spring.

Now, listen, all you full book members: come around for meetings. They're the first and third Monday of each month at 7:30 p.m. If we can get a quorum we can discuss things for the Spring.

Editor's Note: Latest Weather Bureau reports from Duluth give temperatures of 19 below zero!

## Asks Men To Ship In Own Ratings

By BUD RAY

SAN JUAN—All hands have found out that all you need is a letter from the Agent to get seaman's papers, and Brother, if it is true that all of the fellows that some of the members bring up and tell me are their brothers—then all I can say is their parents didn't get much sleep.

They come with letters from Postmasters, Pilots, Mailcarriers, Policemen, Stewards, Captains and what have you. If all these men got papers and went to sea, we could crew the entire merchant marine. So, for the love of Mike, let me up; I am all blood.

Well, shipping isn't bad but

ABs go out as Messman. The Cooks as Wipers and FOW men leave as OS. Then when I want rated men, all I can find are Messmen, Wipers and OS—then I have to send out acting men on rated jobs, and it sure isn't helping the Union to furnish competent men.

### ONE DEPARTMENT

Personally, I think this should be stopped and members should register and ship on their ratings. Also, new members should decide which department they are



going to sail in, and stay there until they make a rating. Hoping from one department to another is no good. After going to sea two and three years, these jumpers ain't worth a damn any place.

We are averaging four ships a week. Waterman has one in, and one out each week. Bull is getting its schedules worked out, and I am getting them here steady out of Baltimore and New York.

### SUGAR REPORT

Sugar cutting has started with a few small Centrals starting to grind, so I should have sugar in the next few weeks. In the past few months they have been going light or to Cuba to load. So now the lovers can get a few more days in with the lovely Senoritas and bask in the tropical sun and absorb enough heat to last until they get back. We hear down here that Ole Jack Frost is pouring it on the sturdy North men.

Several times I have written about the dives on the docks at Ponce, telling of the evils that lurk there; but so far it has done no good, and every time a ship is in over there it means trouble. The last roundy go roundy may cost one of our boys a few years in the clink. The man he cut required 32 stitches in his face and he is in the brig under ten grand bond. What is that old adage, Live and Learn?

### PERSONAL SERVICE

We had a Wiper, second trip to sea, who was under the impression all the Cook had to do was prepare his meals—never mind the rest of the crew. Fellows, the stewards dept. is short-handed as is, and with so many green kids it is hard for the Cooks to please all hands and keep things straight. So let us all get in and do our part. Growl when you have a good beef, but such petty things as the eggs are too hard or soft—He doesn't do these things on purpose just to hear you gripe. Leave the messroom in the morning as you found it when the messman left it after supper, and he will praise you the rest of his days.

## NMU GOONS AT WORK



NMU goons on the New Orleans waterfront trying to intimidate SIU Organizer Bill Higgs and two Isthmian men of William D. Hoard crew shown on the left. P.S.—They didn't succeed!

## Need 8th Man In Stewards Dept.

By J. P. SHULER

Shipping is going back to normal in the Port of New York, and most of the jobs have been cleared off the board except ABs and Second Cooks. There were well over a thousand men registered for shipping this past week, and there are still at least 25 AB jobs and about the same amount of Second Cooks jobs on the board. However, there have been no delays in sailing on account of the shortage of men.

Twenty-six ships paid off and 21 signed on. All the beefs were settled at the payoff time, except for three or four minor beefs which have been settled—leaving no recent beefs pending in this Port.

The battle between the Union and the Companies is still going on about the manning scales in the stewards dept. on MAV-1 vessels. The NMU and the MCS have both accepted the 7 man Stewards Dept. on these ships, and are making it extremely hard for the SIU to put 8 men aboard.

All Liberty ships entering this port are being converted into regular freighters, and on these ships we are losing 20 men in the steward dept. and a Plumber-Machinist. Several of these ships have signed articles before they were re-converted and all men on articles have received a month's pay in addition to the wages which they had coming due to the fact that they were laid off without cause.

Since the lull in shipping, the Organizers have been doing pretty well keeping Isthmian Line office flooded with men and quite a number of them have made Isthmian ships. Anyone interested in helping the Organization take over these ships should see the Organizers on the fifth floor, especially rated men. It won't be long now until this company is forced into an election and every vote will be a help to the union.

### TEST CASES

This has been a busy week with the Coast Guard as several members have decided to make test cases and not appear before the Merchant Marine Hearing Unit when subpoenaed. The men have gone and shipped out and, as yet, nothing has come of it as every beef has been cleared away. But, a man is taking a hell of a chance by not appearing after being subpoenaed.

The Union is working on this and it shouldn't be long before SIU seamen have overthrown the dictatorship of the Merchant Marine Hearing Unit. After the way has been paved, it is possible that the NMU and other unorganized seamen may follow. However, they are still subjecting themselves to this phony WSA Medical set-up which the SIU-SUP kicked off a couple of months ago.

The Tallying Committee, elected at the last regular meeting has been going strong and has all outport votes counted and has started on New York. By the next regular meeting, the membership should know who their piecards will be for the year 1946.

# NMU's Stalling Delays Isthmian Election

(Continued from Page 1)

agent for Isthmian unlicensed personnel. Then, the NMU intervened as an interested party.

On January 7, 1946, an informal hearing was held before the regional director of the National Labor Relations Board in New York in order to secure a consent election on American Trading, if possible. The SIU and NMU agreed on a consent election in accordance with the terms of the original NMU stipulation, but the company refused to agree.

January 8, 1946 was the date of an informal hearing called by the regional NLRB director at New York to attempt to secure a consent election on the Isthmian Line. Both the SIU and NMU agreed on the terms in accordance with the original stipulations of the Seafarers, but the Isthmian Co. refused.

### NLRB FORMAL HEARINGS

The regional NLRB called a formal hearing on the American Trading case on January 17, 1946, and American Trading had two lawyers while the NMU had two also and numerous other officials. The Seafarers was represented by Morris Weisberger and Earl Shepard. Evidence was submitted by all interested parties to be forwarded to the NLRB headquarters at Washington for a final directive setting the date and terms of the election.

Again, on January 18, 1946, the Examining Officer of the NLRB held a formal hearing—this time on the Isthmian case—and both NMU and Isthmian had two lawyers present as well as other

representatives. The SIU was again represented by Shepard and Weisberger, and after considerable discussion raised by the NMU representatives regarding the inclusion of Pursers in the bargaining unit, they agreed with the SIU that Pursers would be excluded.

### EXAMINER CALLS SIU

On the morning of January 22, 1946, NLRB Hearing Examiner Macht called the SIU representatives by phone to come over to his office as the American Trading had agreed to sign a consent election agreement, and he believed that all three parties involved were in agreement and would sign. Inasmuch as the SIU and NMU had previously agreed on stipulations regarding the exclusion of Pursers and setting of eligibility date, and the American Trading now agreed to these provisions, Examiner Macht felt that nothing further would keep the three parties apart.

Shortly after the meeting started, the NMU men again raised the Purser bogeyman and the eligibility date with the plainly apparent idea in mind of using these phony issues as a smoke-screen to cover their delaying tactics. The meeting stretched out all day with several breaks and recesses, during which the NMU attorney notified all parties present that they intended to amend the formal hearing record on the Isthmian case which had already gone to Washington. The NMU amendment will request the inclusion of Pursers within the bargaining unit, and

this move is being vigorously fought by the SIU. At the conclusion, SIU representative Morris Weisberger openly accused the NMU officials in front of the NLRB Examiner of deliberately attempting to stall the election.

In this complete factual presentation, the SIU has attempted, and succeeded in doing so, to reveal all the details concerning the Isthmian and American Trading cases and the issues which so vitally concern the employees of these two corporations. In addition, the Seafarers International Union wants both the Isthmian and American Trading and Production seamen to understand

why they are being denied their just and legal rights to vote on the union they wish to have represent them.

The NMU has never had a contract or agreement covering Pursers, and has never tried to include them in any previous elections. However, there is a bonafide labor union which does represent the staff officers' group of which the Pursers are an integral part. The SIU charges that through the use of the Purser subterfuge, American Trading and Isthmian seamen are being used as guinea pigs by the NMU in their desperate attempt to stall off inevitable defeat.

## Congress Is Deluged By Flood Of Anti-Labor Bills

(Continued from Page 1)

suits against unions for alleged "illegal" strikes; compel unions to register with the Securities and Exchange Commission and submit all sorts of information about their international affairs; deprive unions of all rights under the Wagner Act if they violate any provision of the bill, and place all sorts of manacles on unions, all in the name of "establishing equality" between workers and employers.

Another, by Rep. John Rankin (D., Miss.), would outlaw "union shop" contracts. One by Sen. Josiah Bailey (D., N. C.) would wipe out the Natl. Labor Relations Board. A bill by Rep. Clare Hoffman (R., Mich.) would establish 60-day "cooling-off" periods before strikes would be called.

A proposal by Congressman Howard Smith (D., Va.) would prohibit sympathy strikes, jurisdictional strikes, or boycotts; deprive foremen of the right to organize, provide compulsory "cooling-off" periods, and permit wholesale damage suits against unions for various petty reasons. Friends of labor fought back.

Typical was a counter-blast by Congressman Andrew J. Biemiller (D., Wis.). "You cannot settle the problem of strikes by any kind of repressive legislation," he warned.

Biemiller recalled the fact that the first act of the Nazis in Germany was to destroy labor unions, and the "result was that the main strength of the democratic forces was wiped out."

Congressman Augustine B. Kelly (D., Pa.) cautioned that "only ill-advised legislation will result from hasty action in a period of stress."

From Congressman Charles B. Savage (D., Wash.) came the advice that "we should not get too upset about strikes, because as a matter of fact there are more workers on the job today than ever in the peacetime history of America."

"If, as suggested here, we take away everything that labor has gained, you will surely cultivate communism in this country," he said.



### LOG DONATIONS NEW YORK BRANCH

SS W. PEPPERELL	\$10.00
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### "CLEARING THE DECK"

"Clearing The Deck," by Paul Hall, which usually appears in the LOG each week, is absent this issue, since Brother Hall is touring SIU ports in connection with the Isthmian drive. As well as being New York Agent, Brother Hall is Director of Organizing, and as the Isthmian campaign swings into high gear with the voting commencing very shortly, it is necessary for him to coordinate activities in the various ports, so that all SIU efforts are concentrated on this important Isthmian election.



# THE WEEK'S NEWS IN REVIEW



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

## CURRENT EVENTS . . .

### AT HOME

In his message to Congress, President Truman called upon the lawmakers to pass the following measures: The Full Employment Bill, already passed by the Senate; a minimum wage of 65 cents an hour to rise to 75 cents in two years; a comprehensive medical care program; extension of the Price Control Act for another year; unification of the armed forces; extension of food subsidies beyond June 30th, unless living costs decline; greater unemployment allowances for veterans; extension of crop insurance, and the creation of a permanent housing authority.

These are measures which all of Labor will support with all its strength. On the debit side of the ledger, we find the President still calling for fact-finding boards in labor-management disputes, and for universal military training—which the trade unions are violently opposing.

### ON THE STRIKE FRONT

The United Steelworkers have shut down practically every steel plant in the country. The Steel Barons, like GM, seem to be determined to smash trade unionism in America. Steel and auto labor leaders called for revision of the tax law that would give hundreds of millions to corporations, even if they didn't operate one day this whole year. The steel industry alone would get \$149,000,000 in refunds. What it amounts to is government subsidizing of union-busting.

Govt. will probably seize packinghouses, as meat moguls hold out against govt. recommendations.

### Unions Under His Bed



If there's anything that frightens Rep. Howard Smith (D., Va.) it's unions. Co-author of the infamous Smith-Connally Act and other anti-labor bills, Smith is currently supporting every item of union-smashing legislation that comes up in Congress. (LPA)

tion for settlement, which the AFL and CIO unions accepted . . . The Kaiser-Frazer showing of their new cars an overwhelming success, and is having its run extended for two more days. Car-hungry thousands placed orders, even though date of delivery is uncertain. GM, by refusing to sign with the auto union, may be building up a major competitor.

### ALOHA!

Government agencies recommended a 15 percent increase for 650,000 shipyard workers . . . Statehood was asked by the President for Alaska and Hawaii . . . AFL Council, meeting in Miami, asked for approval of Federal loan to Britain . . . 25,000 women storm Macy's Department Store in New York to buy nylon stockings . . . There is a move on to draft women only for the Army, and take men into a masculine equivalent of the WACs.

Major General Walter C. Short accused the War Department of having made him the scapegoat for the Pearl Harbor fiasco. He said that General Marshall, then Chief of Staff, had not kept him informed . . . No matter upon whom the final blame is finally placed, one thing is certain: The men who headed our Army and Navy will all come out of this investigation with their reputations somewhat less than untarnished. None of them seems quite the super military-man that every officer likes to think himself.

### ABROAD

When Iran went to the UNO (United Nations Organization) asking for an investigation into Russia's actions in Azerbaijan (Iran province), which revolted against the central government recently, she started something . . . Russia countered by charging Britain with interfering in Greece and in Indonesia. Oh, brave new world!

However, Premier Sophoulis of Greece said the British were there with the consent of his govt., while "Premier" Sjahrir of the "Indonesian Republic" declared he didn't want Britain to withdraw her troops.

### NO MORE MEETINGS

A Royalist band revolted in Greece and killed fourteen hostages. Last reports were that the rebels were surrounded and faced defeat . . . General De Gaulle resigned as President of France. Felix Gouin, Socialist, was elected by a three party coalition of Socialists, Communists and Popular Republican Movement, leftist Catholic party.

Russia, in a dispatch from

### THORN IN THE SIDE



Rep. Charles LaFollette is one of those rare birds, a completely liberal and pro-labor Republican, and reactionary Republicans in Congress wish he was much rarer. LaFollette, who comes from Indiana, has been needling the GOP leadership at every chance to get behind legislation for full employment, a permanent FEPC, an expanded social security program, federal unemployment compensation and other bills backed by organized labor. (LPA)

Korea, accused U. S. military command of permitting anti-Soviet propaganda . . . Army brass-hats put foot down on any more GI-wanna-go-home demonstrations . . . Chinese groups reported to have agreed to nationalize the Army under an all-party defense ministry, and a govt. remodeled somewhat along American lines.

Disposition of Italian colonies and fixing the Italian-Yugoslav border were the two biggest problems as deputies of the Council of Foreign Ministers began drafting the peace treaty with Italy . . . A Papal encyclical charged Russian interference with activities of the Roman Catholic Church in Ruthenia, and said they were trying to win Roman Catholics over to the Russian Orthodox Church.

### SOCIALISTS WIN

Germans turned out in record numbers to vote in their first free election in years. First voting was limited to small towns in Hesse, and the Social Democrats turned in a surprising victory. The small towns of Bavaria will vote this Sunday, and a conservative victory is expected. But so it was in Hesse, too.

Despite the great opposition to him from all sectors of the population, Dictator Peron's position in Argentina is said to still be strong. Latin American countries are reported to be fed up with U. S. tactics of talk-big-dollars . . . British, French and Italian socialists are planning a new international organization to replace the one that died with the war.

## SPORTS . . .

### HAWKS FLY HIGH

Coach Johnny Gottselig, in his first season as coach of the Chicago Black Hawks, has really got his boys flying high these days, and they are playing the type of hockey which the fans really love: a devil-may-care offense with the defense taking care of itself.

Gottselig says he's got the players to get the goals, and they will make 4 scores a game, if necessary to win. Seems to be paying dividends, too, as the Hawks are now tied with the Montreal Canadiens for the league leadership as a result of whipping New York Rangers to the tune of 9-1 this week.

Both the Hawks and Canadiens play the same kind of "headlong hockey," and it's paying off. The teams are hockey's top drawing cards today, and Chicago fans are the largest and noisiest in any of the circuits' ice palaces.

Coach Gottselig claims Max Bentley, 25-year-old forward, is the smoothest forward in the game today, and he certainly is one of the fastest. Bentley reported back after a two year hitch in the Canadian Army



plenty of action, hurler Hugh Mulcahy of the Phillies is slowly rounding into something like his prewar condition. Badly run down and some 25 pounds lighter than his normal playing weight, Mulcahy tried to come back late last summer but the transition was too great, and he tired easily. He's now down in St. Petersburg, Fla., and believes the early conditioning will put him in A-1 shape.

Bobby Feller, the Cleveland fireballer, signed up for a reputed \$50,000 to top the headline salary receivers . . . With lar-rupin' Ted Williams back in the fold once more, Boston Redsox let loose with three cheers as Dom DiMaggio and Tex Hughson were also released from service . . . The Detroit Tigers high-powered outfielder, Dick Wakefield, signed up after reputedly holding out for 45,000 simoleons. Probably got around \$35,000.

Handyman Red Kress begins a new life in the majors at 40 by coming back to the Big Town as all 'round handyman for Giant manager, Mel Ott . . . According to reports, the operation on Lefty Russo's hurling arm was a complete success, but it's too early to predict anything yet.

### RESIN DUST

In a fast moving ten-rounder at the Garden, Rocky Graziano out-pointed Sonny Horne before a capacity crowd of 19,000. Horne was slightly superior in boxing skill, but the militant Rocky kept coming in looking for a knockout which was denied him. The crowd-pleasing Rocky apparently satisfied them that they got their money's worth, and although his KO-string stopped at five in a row, everyone was happy at the outcome except Horne.

Former champ Jack Dempsey is fronting for a group with dough which is proposing the construction of a ten million dollar sports arena in midtown Manhattan that will seat 30,000 for a fight. The exact location could not be determined, as Dempsey said the deal was still in the talking stages, but it seems a definite reality that the arena (1½ times the size of Madison Square Garden) will be built when and if the location is acquired, should open up the local sports scene by furnishing competition to break the present Garden stranglehold.



where he managed to play enough hockey to keep in trim, and came back a better player than when he entered the service. With the Bentley brothers and Mosienko forming Chicago's top line, it is conceivable that this trio may top the 220 point total set by Montreal's punch line last season.

### THE CITRUS CIRCUIT

If one can believe that the St. Louis Cardinals are involved in the deals which are supposed to be actually cooking, then Sam Breadon, Card's prexy, may expect to enrich the club treasury by the sale of more than \$700,000 worth of ivory from his talent-rich cards.

Having already obtained \$175,000 from the Giants for Walker Cooper, and \$30,000 from the Pirates for Infielder Jimmy Brown, the Cards and Giants are now dickering for Pitcher Harry Brecheen and Outfielder Ervin Dusak whose sale would mean an additional \$125,000 to the Cards in cold cash. Not bad, if you can get it!

After spending four years in the Army during which he saw

# BULLETIN BOARD

**SS WOODBRIDGE N. FERRIS**

S. Goninas	1.54
Daniel Maltese	.51
Wm. J. Wiscozky	2.65
Vlademier Alonionosky	2.69
Vernon Johnson	4.36
Jesse A. Shonts	.67
John A. Hrabstock	2.69
David Baldwin	1.34
John W. Brunday	2.69
Henry Arandorff	6.00
John W. Grygo	6.60
Leroy Jackson	.99
Arthur Thompson	3.20
George D. Santos	1.68
John Kuzma	1.68
John Grabownecki	.84
Henry E. Winters	1.68
Robert B. Hewitt	.84
Pedro Franqui	7.92
Theodoro Pattison	5.05
Virgil Brown	.84
Leo Kramer	4.21
Raymond F. Linkowski	3.17
Robert Whitfield	6.32
James E. Jones	2.95
Andrew McNememy	.84

**SS ANDREW CURTIN**

C. Newhouse	1.67
C. Brown	9.62
J. Kelly	21.83
J. Barrett	1.60
R. Howe	1.60
M. Lecadio	9.62
B. Ruffin	1.60
E. Bryan	42.18
H. Page	1.60
E. Tutt	8.28
E. Gorman	12.97
F. Scott	11.09
F. Snyder	12.97
T. Bendle	11.89
N. Buries	11.89
J. Murray	15.89
H. Bradley	5.32
F. Morran	5.90
J. O'Keefe	44.96
R. Boyle	20.48
R. Hammett	3.52
W. Gunderman	4.21
W. Grant	3.79
R. Cavanaugh	3.79
N. Atkinson	5.47
J. DeCruz	2.73
F. Nickelson	5.87
J. Goode	3.36
C. Anderson	14.93
H. Small	98.75
A. Phillip	98.75
J. McWilliams	98.75
G. Wheatton	13.68
P. Peterson	7.08
F. Barret	3.17
W. Buries	12.70

**SS FLORA McDONALD**

E. Jones	\$ 3.28
O. Livingston	1.84
R. A. Wahahneetah	75.00

**SS JOHN ABEL**

W. Dobson	\$ 1.48
J. Townsend	1.65
D. Ditamasso	.60
N. Tteiger	1.00
J. Thomas	.86
W. Turnwall	18.80
D. Williams	4.95
W. Chapman	19.80
H. Jensen	14.85
H. Rohl	4.95
S. Finn	11.88
S. Finn	16.80
A. Lundberg	11.88
P. DiStefano	4.45
E. Rassau	18.28
William Ackson	3.57
Virgil Rassau	13.60

## —Unclaimed Wages— Calmar Steamship Company

William Ackson	21.08
John Schupstik	15.78
Archibald Bullock	.67
R. Bitterton	20.83
John A. Gerrity	7.42
Harold C. Henderson	18.91
Leon E. Foskey	37.43
Andrew C. Fielder	22.72
Patrick O'Sullivan	35.99
James Lunquist	99.01
Herbert Barbee	15.15
Ollie Collins	17.32
Arvin Veney	16.47
Ollie Collins	2.88
Herbert Barbee	2.88
Vincent Lucas	18.15
Ernest Gorman	10.83
Patrick O'Sullivan	4.21
Charles C. Redwine	3.37
Murray Marsh	14.85
Ralph M. Blair	4.21
Herbert C. Broom	7.07
James F. Gilbert	2.95
Christopher J. Leger Jr.	2.95
Richard C. Cassel	2.95
Harry H. Grym	6.46
John Walz	25.37
Marion Merniel	18.71

**SS CHARLES M. SCHWAB**

G. Richards	\$ 18.32
W. LaLande	3.54
G. Stevenson	2.88
G. Malloy	1.21
O. Klapberg	.67
K. Slapleigh	98.75
B. Bryant	98.75
E. Surkanen	1.01
L. Gallose	20.94
F. Drack	9.78
A. Butts	4.72
F. Spaulding	20.50
G. DiGiovanni	10.22
F. Saucier	2.69
S. Feliciano	1.34
F. Saucier	2.69
S. Feliciano	1.34
W. King	3.36
R. Smith	5.45
W. McConnell	5.75
K. Goss	9.85
W. McConnell	7.97
N. Reso	7.97
R. Smith	2.69
P. Krantz	8.06
A. McCloud	8.06
W. LaLande	2.69
Raymond Stark	44.40
Ben Thomas	1.34
Fred Huesman	13.66
Fred Huesman	13.66
John Chiora	6.71
Paul Curzi	9.74
Marvin Hauf	22.83
Cyril Wagenfer	13.43
Edward Mitchell	13.77
Melvia Selfridge	13.43
Marvin Hauf	2.69
Melvin Selfridge	.67
Daniel Perez	13.43
Daniel Perez	3.02
Frederick Huesman	3.02
Paul Curzi	3.02
Cyril Wagenfer	3.02
John Chiora	3.02
Edward Mitchell	3.02
Paul D. Hanson	15.35
Ray Ambs	4.42
Stanley Modjeska	13.94
William H. Sinclair	3.28

Cleston Garmeam	10.10
Eugene E. Lemieux	4.95
Eugene H. Crescitelli	15.70
James Richardson	3.99

**SS WILLIAM PEPPER**

R. Sommella	\$ 8.90
R. Townsend	21.57
E. Goodwin	3.20
R. Bell	11.18
R. Albeets	1.45
P. Vlachos	9.95
M. Cavanaugh	11.42
G. Thompson	4.03
F. S. Miller	1.34
C. Phillips	1.34
H. Franks	27.18
M. Novak	1.34
W. Earnes	1.34
F. Miller	3.02
C. Phillips	1.34
J. Morris	1.34
P. Cauthorne	1.34
J. Mitherson	1.34
C. Migacy	3.63
M. Hanson	1.82
R. Lagasse	5.58
J. DiStefano	5.31
G. Gonzales	9.73
J. Meaney	1.34
P. Cauthorne	13.43
R. Stout	3.36
F. Miller	4.03
J. Hernandez	7.38
A. Podkosaff	1.11
Eugene Melzer	9.95
Rialto Christensen	4.03
David E. Snyder	1.34
Casper Schwickhardt	5.29
Joseph Lozada	19.98
Donald Griggs	3.37
Cyril Gallagher	.84
W. E. Snavelly	8.82
Charles Ziegler	2.52
C. E. Preclara	9.90
Donald E. Griggs	9.90
Cyril M. Gallagher	9.90
Robert C. Meal	9.90

**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	127-129 Bank Street 4-1083
NEW ORLEANS	339 Chartres St. Canal 3336
SAVANNAH	220 East Bay St. 3-1728
MOBILE	7 St. Michael St. 2-1754
SAN JUAN, P. R.	45 Ponce de Leon San Juan 2-5996
GALVESTON	305 1/2 22nd St. 2-8043
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St.
SEATTLE	66 Seneca St.
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd.
HONOLULU	16 Merchant St.
BUFFALO	10 Exchange St.
CHICAGO	24 W. Superior 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

Leslie E. Wade	9.90
Clarence E. Bruff	9.90
George Preston	9.90
Julian Vista	9.90
Donald Pollack	9.90
Wilmer F. Snavelly	9.90
John T. Watkins	9.90
John F. Sharkey	9.90
K. J. Connelly	9.90
James A. Miller	9.90
Philip Small	9.90
Ray Burkitt	9.90
Steward Evans	9.90
C. Giguere	9.90
Charles L. Ziegler	9.90
John F. Bourque	9.90

**SS STEVENSON TAYLOR**

Taylor Parker	\$ 17.57
A. Moses	23.58
Gilbert Brown	89.07
Lloyd King	6.59
W. P. Smith	2.25
R. M. Miller	3.50
F. H. Switzer	3.97
Irving Coleman	2.01
Bernard Cucuta	.67
Charles Damico	3.36
Inofrio M. Lombardo	1.34
Irving Coleman	12.39
Santos Pizzaro	12.39
Louis Gates	12.38
P. F. Hepp	4.52
Dave Hall	.68
F. J. Ruff	2.01
Wyatt W. Hughes	4.03
L. R. Assup	4.03
Eugene Barbee	7.05
Clarence Bruff	.67
Eric Hill	10.37
Ernst Wright	10.38
George Johnson	4.60
Benjamin Ambrose	4.61
Donald Keller	8.00
Boyd Dressen	8.00
Henry Bark	6.32
Clarence Overly	6.73
Tom Hooper	8.57
Floyd R. Sharp	6.73
John McHale	10.51
Robert Fields	5.83
Paul Madigan	5.48
A. Ticum	13.46
Louis Hamlin	13.46
Joseph A. Girard	8.85
Louis M. Alaims	7.75
Cecil Donald	37.87
James P. Suski	6.73
Clifford A. Morcis	1.68
George Vassily	2.52
Eugene H. Chawaniec	3.37
James P. Suski	34.62
Henry Hillion	6.73
Edward Sears	6.73
W. E. Carr	6.73
Cecil Donald	6.73
J. A. Blarsdell	64.21
Bernard B. Cohen	21.63
J. A. Anderson	8.02

**PERSONALS****RICHARD ZRUBEK**

A check for the amount of \$39.67, is waiting at the Williams, Dimond & Co., San Francisco for you to pick up. No one knows your home address.

C. A. Morris	8.02
Delmir Reed	1.14

**SS GRACE ABBOTT**

F. Gages	\$ 13.19
F. Gages	8.06
J. McCoy	14.77
Max Martin	5.37
J. Davis	17.87
H. Carson	17.86
S. Jones	17.86
H. Russell	17.86
H. Stone	.67
E. Ramirez	3.36
J. Berkenheimer	.67
R. Theiss	5.04
N. Fraser	.67
J. Davis	2.01
W. Russell	2.01
H. Collier	2.01
E. Jones	4.70
A. Benjamin	9.40
C. Williams	2.69
B. Gregory	9.27
A. Goodwin	4.45
M. McDonnell	3.36
Donald Tolan	11.98
Carl Shipper	5.30
James Hickey	1.05
A. D. Rapaport	1.26
J. C. Bloebaum	3.31
R. E. Long	3.32
J. A. Hickey	2.50
C. B. Andrew Jr.	2.96
William Scheibel	5.08
J. B. McNeal	1.42
Roger E. Lang	16.96
Charles Gross	11.28
Donald M. Crowell	2.47

**MONEY DUE****SS ROBIN DONCASTER  
(Voyage 10)**

The following men can collect the money due them by contacting Mr. R. H. Becker, Personnel Department, Williams, Dimond, Inc., 215 Market Street, San Francisco, California.

John E. Workman, \$90.26; Hollis E. Reed, \$110.99; Hollis E. Reed, \$137.52; Herman F. Bosch, \$2.52; Harry A. Robinson, \$2.52; Leslie L. Zigler, \$2.52; Alfred P. Porto, \$2.52; Leo J. Boos, Jr., \$2.52; George D. Birdsell, \$2.52.

Jerry P. Murphy, \$2.52; Robert R. Russell, \$2.52; Oscar Martinez, \$4.68; Arne Arche, \$1.78; Herbert Boyce, \$141.12; Leon J. Wolowicz, \$141.12; Alexander Laguillo, \$47.04; Douglas A. Campbell, \$47.04; Thomas M. Woods, \$47.04.

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**SS JOHN GRIER HIBBEN**

The following men can now collect their transportation money by contacting Mr. R. H. Becker, Personnel Department, Williams, Dimond, Inc., 215 Market Street, San Francisco, California.

John E. Sweaney, Lloyd McIntire, Alfred Sloman, John C. Stebber, Albert Wuensch, Ralph Tindall, William Hogan.

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**SS GEORGE WASHINGTON**

Philip Caruso, 12 hrs.; Chelo Vega, 12 hrs.

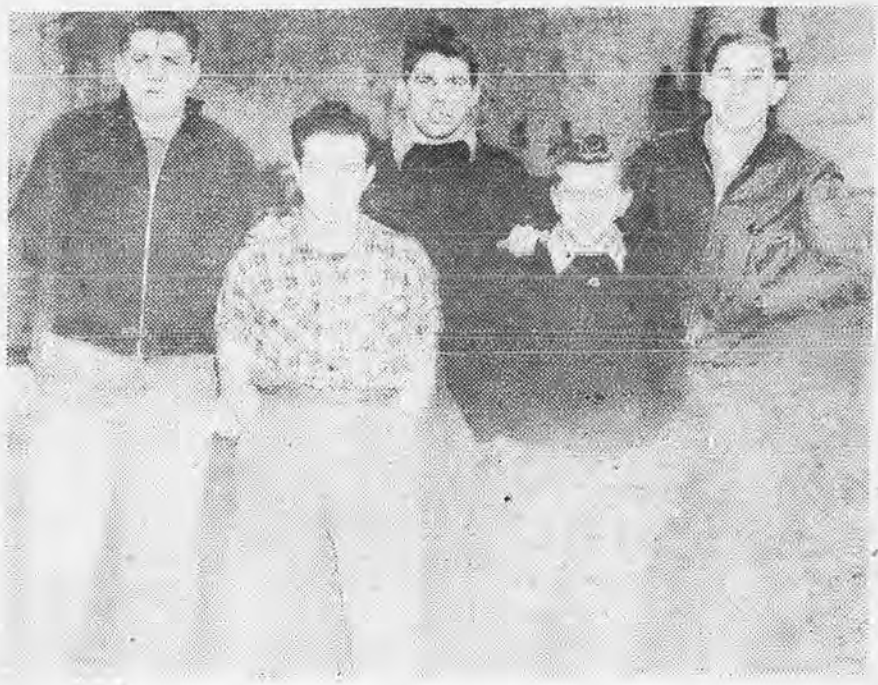
Can be collected at the Alcoa SS Co., 17 Battery Place, New York 4, N. Y.



# ISTHMIAN SEAFARER



## GROUP FROM ANNISTON CITY



When the Log photographer called on the Isthmian Anniston City, there weren't many of the practically all pro-SIU crew available, but he was fortunate to find these boys on the pier. Above we have Banks Caldwell, Frank Kuvakas, Virgil Harris, Frank Christler and Howe Hudson.

## All It Needs Is SIU Contract

The American Trader, AT&P ship, arrived recently in Elizabeth, N. J., after completing a tough trip on the coastwise voyage from Mobile. According to Seafarer I. E. Bishop, Bosun, the quarters were bad and the provisions were not up to snuff, even though the cook was a good one. An almost solidly-pledged SIU crew was aboard the Trader, and if the election to determine the bargaining agent had been held upon docking, the Seafarers would have garnered 85 percent of the votes.

During the trip, Brother Bishop declared, one thing after another occurred until the crew thought that the ship was hoodooed. When they left Mobile, the engine failed about a mile down the stream, and another day was lost before the repairs were made. After the ensuing fog which held the Trader for another day lifted, she made the open water, and had a fair run to Houston.

### MATE LOST

Loading a mixed cargo at Houston, the Trader boys had a tough time securing the load for sea. About a day later, something must have loosened up, as the Chief Mate apparently noted on his rounds. Rather than call the boys to tighten it down, he tried to secure it himself, and in so doing was swept overboard. First Mate Bigelow was well liked by the entire crew, and his untimely loss was mourned by all.

Due to the accident, Bosun Bishop acted as Third for the balance of the run, and had nothing but praise for his shipmates and the Old Man. In his opinion, the American Trader would make a nice home for any married man living around Houston or Elizabeth, as she will operate on that

run exclusively, and can be made into a swell ship once the American Trading and Production Line is covered by an SIU contract providing better conditions and wages.

### FIRST MEETING

On the trip north, the Trader had 32 signed SIU pledge cards and, with Brothers John Rushing and H. Hulburt elected as Chairman and Secretary respectively, they conducted their first Union meeting on board ship. After a discussion on disputed overtime and certain needed repairs and improvements, it was decided to take up the overtime beef with the New York Patrolman.

Seafarers literature was distributed to all the new members, and an educational discussion was led by Brothers John Rushing and Leo Smith. With some of these brothers to form a nucleus on the return voyage to Houston, the entire crew or greater majority of them on the American Trader should be either SIU members or pledges.

## The Memphis City Gives Crew The Blues

The Isthmian Line's Memphis City which was built in 1921 is of the Chicasaw type, and is really one for the books, according to a couple of SIU ship's organizers aboard her. These two lads, Bob Larsen, AB, and Irwin Suall, FWT, declare that the age of the ship, poor quarters and equipment, plus the company's chiseling practices combine to make her a lousy vessel.

In the engine dept., the company has established a new job classification—that of "Deck Oiler." With no Deck Engineer aboard, this work is done by an Oiler who is supposed to do Deck Engineer's and Wiper's work—All for the pay of an Oiler!

Both Suall and Larsen assert that penalty hour for work performed during chow time is unheard of, and that there's hardly any overtime pay at all with the exception of work after hours. An Oiler was used to take on stores without overtime. This same Oiler has a Jr. Engineer's rating but doesn't sail with it.

### SIGN SIU

"You can imagine the reaction of the crew when we described SIU conditions," declared Suall, "and a majority of them have



BOB LARSEN



IRWIN SUALL

signed pledge cards with more to come. We're bringing a bunch of them down to the Hall one of these days, and they can see how the Seafarers operates."

"One misguided individual who belonged to the 'New Moscow Union,' spoke up during coffee time but the boys put him straight in very short order," Larsen stated, "and we expect to sign him up in the SIU because

he's no commie—only a decent seaman who has been led astray."

"We'd give our right arms to be on this ship after she goes SIU," both Suall and Larsen avowed. "These officers on the Memphis City will be dumfounded when they sail with seamen under a Seafarers' contract, and learn how SIU members not only secure the best conditions afloat, but also fight to preserve them."

## Wanamaker Crew Meets Confused (As Per Usual) NMU Organizer



I. E. BISHOP

Bosun Hansen is one of the volunteer ship's organizers aboard the Isthmian Line scow, John Wanamaker, and according to reports from that ship is doing an excellent job of organizing with the assistance of several other SIU members. They declare that more than 90 percent of the Wanamaker's crew is either pledged to the Seafarers or are already members of the Union.

One extremely interesting highlight, which the Isthmian boys delight to relate, is slightly on the humorous side, and is in regard to the type of green, in-

experienced seamen which the NMU is utilizing in its futile Isthmian campaign. When asked something about Joe Curran, the poor NMU stiff aboard the Wanamaker said he "thought Curran was up on the Great Lakes organizing."

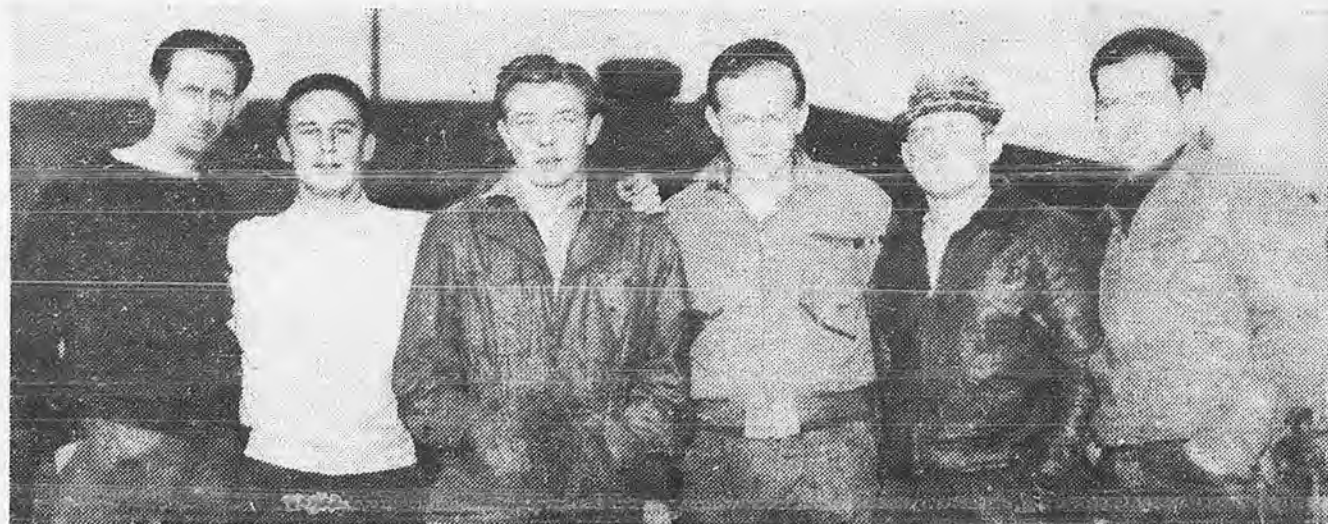
### WHO IS JOE?

This same guy "didn't know that Curran was president of the NMU." How have the mighty fallen! It must be the dōldrums for the NMU when they are forced to use poor tools in place of their—in the past—super-slick smoothies. Poor tools who don't know the headman—the illustrious and malodorous Joseph, better known as "Hamhead" or "No Coffee Time." Incidentally, we didn't find out what Josephus was organizing up in the Great Lakes.

### "HUNGRY" SHIP

Back to the more serious things of life once more. The Wanamaker men declared that it was a "hungry" ship as far as food was concerned. One SIU brother said it was the worst ship for food that he'd been on since 1933! However, the boys were sticking to the ship with the confident declaration that it wouldn't be long before Isthmian was forced to feed as well as other ships under SIU contracts, as well as conform to the better all-Around conditions which a Seafarers contract insures for Union men.

## JOHN WANAMAKER BOYS



Six Isthmian lads on the John Wanamaker who are working for the SIU cause. L.to r.—Philip Cord, Oiler; George V. Carpenter, Oiler; Cecil Smith, OS; J. C. Vincent, OS; R. K. Robertson, AB; and W. E. Flaherty, AB.