

# SEAFARERS LOG



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

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No. 24

## Philippine Ribbon For Merchant Seamen

President Truman has authorized the wearing of the Navy's Philippine Defense Ribbon and the Philippine Liberation Ribbon by officers and seamen on ships of the Merchant Marine participating in those operations, the War Shipping Administration has announced.

In a letter to Vice Admiral Emory S. Land, USN, (Ret'd), Capt. J. K. Vardaman, USNR, Naval Aide to the President, said under date of May 16:

"With further reference to your request to the President, some time ago that Merchant Marine personnel be allowed to wear the Philippine Defense Ribbon and the Philippine Liberation Ribbon:

"The President has directed me to advise you he approves the wearing of these two ribbons by Merchant Marine personnel, under rules and regulations similar to those prescribed by the Navy Department for wearing of the same ribbons by naval personnel."

Hundreds of SIU Liberty ships, Victory ships, C's and Hogs have transported troops and supplies in the operations that have regained the Philippines. Many

## Postwar Prosperity For Everyone (?)

WASHINGTON (LPA) — The "United States News," published by ultra-conservative David Lawrence, last week carried a prediction for the future that had government and labor economists laughing out loud.

"At \$120 billion of national income," said the paper, "there will not be 60,000,000 jobs. There will be several million unemployed. Yet, for all but the unemployed, there will be prosperity . . ."

The logic is fascinating, said one economist. "There'll be jobs except for the jobless, food except for the hungry, homes except for the homeless, clothes except for the naked. The idea that there will be prosperity for everyone save several million unemployed should put to rest any doubts about whether we'll have a healthy economy. Everyone knows that apples are nutritious and with millions of unemployed, selling apples on the street corners, how can we help but become a healthy nation?"

have been subjected to enemy attack and some have been sunk or put out of action with serious casualties among their crews.

## Higgins Dumps Agreement, Provokes Union Walkout

By WHITEY LYKKE

New Orleans, June 8—There is a strike going on down here at the Higgins Industries, Inc., leading manufacturer of landing craft. Andrew J. Higgins, who poses as a staunch "friend" of labor, recently cancelled his contract with the New Orleans Metal Trades Council, AFL, forcing the walkout. The unions here charge Higgins with preparing to re-establish the open shop.

One of Higgins purposes seems to be to divide the returning servicemen from the workers, with the hope of smashing the unions. In one newspaper interview, Higgins was quoted as saying that he was against veterans paying "high" initiation fees to unions, an unfounded charge. The unions involved walked out on the principle of "no agreement — no work."

At the shipyard there are about forty members of the Tugboatmen's Union of the SIU, who, of course, refused to cross the picketline. This branch has had representatives at their strike meetings, and has found that there are several retired or ex-SIU men

still working, scabbing on the union.

One is E. J. Vorel. He walked through the picketline the first two days and was scared off only when he was told that both the Shipriggers Union and the SIU were blackballing him.

Another is Ben George Ferris. He turned out to be a super-scabber. He not only works as a foreman during the strike, but is also instructing other scabs in splicing and general rigging work.

These men are being blackballed by the Shipriggers Local No. 635 of the Ironworkers, and will, of course, be cut into our social register.

Of the 3,000 men employed by Higgins, there have been only a dozen or so men walking through the picketline under police escort.

## Board To Cut Bonus This Week, According To Shipowner Sheet

### LABOR SOLIDARITY



Louis Saillant (right), secretary of the French General Confederation of Workers and president of the Council of National Resistance, is greeted in San Francisco by K. C. Apperson, organizer for the International Association of Machinists—AFL. Saillant was one of the outstanding leaders in the underground fight of free French unions against the Nazi oppressors. (LPA)

## Favors Benefits For All Seamen

Philadelphia sentiment is overwhelming on two points about the Merchant Marine. One is that merchant seamen should get the same benefits after the war as soliders and sailors, and the other that the United States should maintain a huge merchant fleet. Whether this fleet should be operated by the Government or by private companies is a disputed point, and one on which many Philadelphians have formed no judgment.

Eight out of ten city residents think they should get the same benefits basing their opinion principally on the risks run during the months when submarines were taking a heavy toll of Atlantic shipping. One person in eight was against extending service benefits to the seamen, and one in sixteen had no opinion. When interviewers for The Bulletin Poll inquired whether the country should keep a large number of merchant vessels after the war, they found virtual unanimity.

Eighty-four per cent of those talked to said "yes" and only four per cent "no." On the question of Government vs. private operation, exactly half thought the Government should be the operator.

The Maritime War Emergency Board is scheduled to meet this week and render a final decision on the reduction of bonus rates in "non-combat areas." According to the June 11 issue of the *Journal of Commerce*, which accurately reflects the views and plans of the shipowners, the Board has received many briefs

demanding a change in the bonus rates, and is now ready to act.

Significantly, all the briefs demanding cuts in the bonus come from the shipowners. The Pacific Shipowners Association demanded that the bonus should be abolished entirely in the Atlantic. This position was supported by the American Merchant Marine Institute and many individual operators.

Aside from the SIU brief demanding the retention of full bonus rates until basic wages could be adjusted, briefs on behalf of the seamen were filed by Representatives Welch (Rep., Calif.), Patterson (Dem., Calif.), and De Lacy (Dem., Wash.).

"The matter of war bonuses is an industry-wide matter that cannot be limited to any ocean," Representative Welch wrote. He recommended readjustment of wages for all seamen, stating that after this had been accomplished, and only then, would a reduction of bonuses in all areas be in order.

Representative De Lacy, who is a former marine fireman, told the board "war bonuses have now become part of seamen's take-home pay." He cautioned that reductions in bonuses before wage

adjustments would hurt the war effort "because the pressure of simple existence for them and their families would be too great to allow them to remain longer at their jobs."

Representative Patterson quoted MWEB member John Steelman, who said he recognized that bonuses and wages were one but that technically the MWEB had no control over wages and, therefore, could do nothing.

The California Democrat contended that MWEB must put an end to its "mechanical" thinking and take the initiative in facilitating an "ordinary transition." He also wrote Vice Admiral Emory S. Land, War Shipping Administrator, to the effect that the WSA cannot dodge its responsibility as owner of the fleet and as the agency directing its war use. He urged Admiral Land to recommend delay in bonus reductions and use his good offices to facilitate wage adjustments.

Capt. Edward Macauley, Deputy War Shipping Administrator, is the only member of WMEB in Washington at present. Dr. Steelman and Frank C. Graham, the third member, are expected to come here for a meeting which probably will be held Friday.

## SAUCE FOR THE GOOSE AND A GOOSE FOR THE WORKERS

WASHINGTON, June 8—An astonishing double standard toward pay rises was indicated by President Truman in two conflicting statements at his press conference yesterday.

Commenting on the \$2,500 "expense" account voted by the Congressmen to themselves, the President indicated that he did not like the method used, though he would not veto the bill. However, he said, if members of Congress would vote to increase their basic salaries from the \$10,000 a year they now receive to \$15,000 or \$25,000, he would be glad to sign the bill. Having been a Senator, he said, he knew that members of Congress were grossly underpaid.

Meanwhile, labor leaders who spoke to the President this week, asking for an upward revision of the Little Steel formula, were told by Mr. Truman that the formula still stood and that there was no change contemplated in the "wage stabilization yardstick."

Two Senators lost no time in taking up the President's suggestion. Today Senators H. Styles Bridges (R., N.H.) and Overton (D. Louisiana) introduced a bill to raise Congressional salaries to \$20,000 a year.

This would represent a 100 per cent increase.



# SEAFARERS LOG

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

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

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

Entry As Second Class Matter Pending

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## Judge, Jury And Jailer

No decision has yet been made on the Coast Guard bid to take over the peacetime control of the merchant seamen. Not much has appeared in the papers of recent days, though you may rest assured that those busy little bureaucrats are working night and day trying to expand their power. When the Coast Guard comes out into the open to demand that its present war emergency control be made permanent, we must hit them and hit them hard.

Foremost among the opponents of the Coast Guard power grab has been the Seafarers International Union, and through the *Log* and other publications, we have time and again exposed the dangers inherent in military control over civilian workers.

Those seamen who have been before the Coast Guard on charges know the tremendous power that agency wields. Case after case, which in shoreside industry would have meant at most a reprimand, resulted in the seaman's papers being lifted for various periods of time.

A shoreside worker who is fired can always get a job in another factory or shop. He is not blacklisted or barred from working at his skill. Indeed, the law of the land forbids the blacklisting of a worker, since this takes from him his only means of livelihood, his trade or profession.

On the other hand, the merchant seaman who has had his papers lifted is unable to go to sea, he is unable to earn a living. He cannot turn to anything else—seafaring is the only thing he knows.

One of the inhuman methods that was used by all the totalitarian countries to prevent revolt from below was to punish not only the man who actively opposed them—but *his family, too*, punishing the innocent along with the alleged guilty with one indifferent blow.

This is the case here under the present Coast Guard control over merchant seamen. The brass hats punish innocent people, the wives and children of seamen, by unjust economic action against what the military mind considers an offender.

Merchant shipping is a civilian occupation; its personnel is civilian, and wants to remain such. Seamen do not want a military setup, the unnecessary harsh, degrading discipline, the sea scout uniforms, the unbending, final-as-death military law which continued Coast Guard control will mean.

## Everything's OK Now

The waterfront workers can relax. The new committee set up by USS "to study the postwar needs of American merchant seamen" is in good hands, and the seamen can rest assured that their interests will be taken care of.

On the committee are the following representatives of the seamen: six shipowners; two WSA representatives; two from the USS, one of them an industrialist; and one Wall Street financier.

Oh, yes, and one each from the NMU, NMEBA, and the MM&P.

So, relax, everything is going to be all right.



## From The Assistant Sec'y-Treas.

By LOUIS GOFFIN

I've met various guys who are under the impression that carrying a union book makes them a good union man. I differ with them, because I believe that a good union man does more than just carry a book.

I believe that to be a good union man, a fellow has various duties toward his brother members, and to the union. In a very few words, my opinions of what constitutes a good union man is as follows: He is tolerant to his shipmates, and helps the young first trippers in the understanding of union contracts, and their duties aboard ship.

He attends all union meetings aboard ship and regular meetings at the union halls. He accepts as part of his union duties the chair, or recording secretary's job. He never declines nomination for various committees that are necessary for the well-being of his union. He acts as ship or department delegate when requested by the crew.

He keeps his book in good standing at all times, and never squawks when paying dues and assessments, because he knows the money is used to better his wage and working conditions. He always makes it his business to participate in all union discussions, and when in port always votes in the yearly elections, and

## Rank And File Helps Distribution

Thanks to the cooperation of rank and file members of the union, packages of literature prepared by the educational department will be placed in the hands of the membership sooner than was expected. Realizing the importance of giving this literature the fastest and widest distribution possible, these members volunteered their time to collate, fold and package the material every union man will shortly have at his disposal.

The packages, which will be placed on the bunks of Seafarers members on all ships in port, contain a copy of the Constitution and By-Laws of the union; the booklets "You and Your Union," "Here's How Brother," "Order!—How to Conduct a Union Meeting on Ship and Ashore," "Instructions To Ships Delegates," "The SIU at War," health information and organizational leaflets and pamphlets.

This literature will serve two purposes, to educate the membership and to aid in the organizing drive. A better educated membership will eliminate the petty disputes and beefs which sometimes turn what would otherwise be a happy trip into a seagoing nightmare.

The organizing material will give union brothers literature on all referendum ballots. He helps to organize, because as a good union man he is a self-appointed organizer.

He has pride in the fact that he is a loyal member of the best union in the maritime field, and when some one asks him what union he belongs to, he proudly states: the Seafarers International Union of North America.

with which to approach unorganized seamen everywhere. More such material is being prepared and will be available soon.

The brothers who helped package the material are: John W. Riebel, Bk. No. 22761; Frank Brainard, No. 88, Pac. Dist.; Tony Zachel, No. 41214; Howard E. Kaul, Pac. Dist Book; Jesse Blodgett, No. 42041; Ray Stirl Tucker, T.C. 19133.

## Book Campaign

A lifeboat, fully equipped and with a sail rigged, is on exhibition in Atlas Court at Rockefeller Center throughout this week. It has a special story to tell. In boats like this merchant seamen on the war-scourged ocean lanes have looked back to see their torpedoed ships burning and sinking; and with every ship and its cargo a library was lost.

In the years of the war, the loss of seagoing collections of the American Merchant Marine Library Association has reached perhaps into the hundreds of thousands of volumes. The lifeboat, symbol of the association's spring drive, serves as a reminder and an invitation to New Yorkers. It reminds them of the consolation that books give to men in the slow, lonely, toilsome life of the sea; and it invites them to share their books with these seafarers.

May the lifeboat be filled with books many times over in the course of this week, and may the association's campaign throughout the city prove that people on land are grateful to men in peril on the deep.





By PAUL HALL

**A CLEAN SHIP, A CLEAN PAYOFF**

Since the Seafarers have been stressing the importance of submitting beefs, the ships paying off lately in New York have been much cleaner than before. The membership is learning right along the proper manner in which to submit their various disputes.

When a ship comes in, all hands should have seen the Ships Delegates and have all their beefs down in a clear, concise manner. Then your Patrolman can devote his whole effort to the settlement of those beefs, instead of spending the biggest part of his time in trying to get them written down clearly. However, there is still room for improvement. All members should remember that the cleaner a ship is brought in, the better the representation the crew members will receive, because it allows more time for the officials to work on the disputes and settle them the SIU way—at the point of production.

It is well, too, for crew to consult, as soon as the ship docks, the shoreside Patrolmen, so that all the beefs can be settled before the pay-off. By having the disputes settled before the ship is paid off, our members will have more time to spend with their families ashore, instead of having to run in and out of the union hall or the company office to get the dough which is coming to them.

**BUCKING THE BUCKOS**

We have had many bucko skippers up this way, but one of the prize packages of them all came in here recently. Captain Deal of the SS Grace Abbott, Calmar SS Company, undoubtedly will rate very high in the "heel" class in the Maritime Industry.

There is a complete story in this week's Log about this character and it will give all the details.

We bring this beef up here to point out that the Seafarers do not intend to allow their members to be pushed around by men of this sort.

We have a pretty clean record in this outfit regarding the prosecution of licensed men on ships' beefs. We have this record, first of all, because we do not like to see any man deprived of his living. Secondly, we don't like to squawk "Copper" to any of the Coast Guard officials, or to anyone else for that matter.

There are times, however, when something must be done with people of this type, and this was one of them. Our membership has good relationships with most all of the licensed officers on our contracted vessels, and cases of this kind are an exception, rather than the rule. It is interesting to note also that any time the Seafarers have taken up a beef between the crew and some of these buckos before shoreside authorities in the various ports, our men have always been judged right.

This outfit doesn't take pride in putting any seaman on the beach, regardless of his rating, whether he be an ordinary or a skipper. However, we feel that men of this calibre are mad dogs and have no place on a ship and should not go to sea. Not only does this type of man have trouble with the unlicensed crew, but with the licensed officers as well, as the record will show. It is our opinion that the Seafarers, in making a fight in matters like this case, are not just helping themselves, but are helping all phases of the entire maritime industry.

**DO-GOODING NO GOOD**

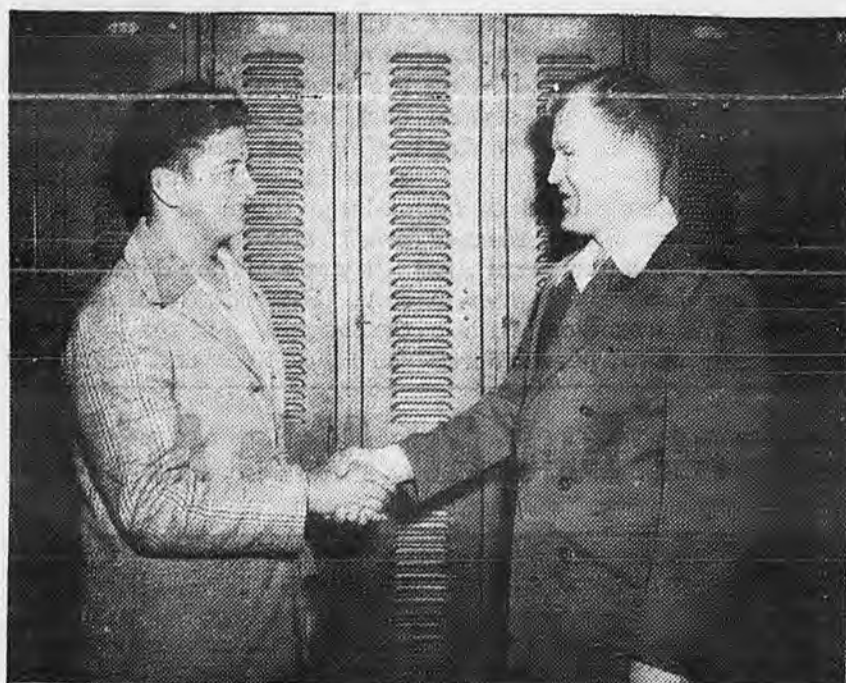
The USS in the Port of Norfolk is at it again! Our members will recall the various beefs we have had with this outfit in Norfolk about their scabby, finny ways. They are not content with being a charity or hand-out organization, but they must also interfere with affairs that definitely are not their business.

The latest reports from the Norfolk Agent state that the officials of the USS in Norfolk are agitating against the Seafarers among all unorganized seamen in that port. Rather a coincidence (or is it?) that these people are trying to turn the seamen against the Seafarers at a time when the SIU is waging an all-out organizational drive.

It only proves what the Seafarers have maintained right along—that these people are detrimental to the seamen's welfare. This, in spite of the fact that they get their dough by blowing off about the free tickets, etc., they are giving to the seamen. These professional do-gooding busybodies make a great show of doing something for seamen so as to enable them to panhandle money from various organizations and people. They use their position, instead of helping seamen, to interfere with their personal rights.

The SIU at one time maintained a picket line around the Norfolk USS for just such phony tricks. Unless they correct this situation immediately, we shall throw another picket line around them and make it stick.

**Bucko Skipper Comes To Grief For Harsh Treatment of Crew**



William Velosquez, Jr. (left) the seaman who was thrown into irons by bucko Skipper Deal, is being congratulated by Patrolman Jimmy Hanners on the successful outcome of his case. Patrolman Hanners was assigned by the Seafarers to handle the pressing of charges against the skipper. This marks the first time that any disciplinary charges have been brought against a ship's officer by the SIU, as the union dislikes taking a man's livelihood away from him.

A bucko skipper, still living in the 18th century, who threw a man into irons for what was no more than a minor infraction, came to grief last week as the SIU successfully pressed charges against him before the Coast Guard.

Captain C. H. Deal, who handcuffed OS William Velosquez, Jr., for 11 hours and 15 minutes, and threatened the rest of the crew of the SS Grace Abbott (Calmar) with the same treatment, suddenly pleaded guilty in the middle of his trial, after having unsuccessfully tried to defend himself. His license was suspended for one month and he was put on three months probation.

In a desperate effort to regain some of his prestige, Deal turned to the crew and dramatically asked if they didn't want to ship with him again. To a man they answered "no."

The SS Grace Abbott was a hard working ship. The crew had worked overtime for several days, putting in 4½ extra hours each day.

This day, Velosquez was asked to work overtime again and he said he was too tired from the previous days' work and could not make it. He asked to be excused. The skipper considered his authority threatened and ordered Velosquez handcuffed to the rail of the monkey bridge. Kept there one hour in the rain, he was removed to the number 2 mast table for a total of 11 hours and fifteen minutes.

Deal threatened the rest of the crew with the same treatment if they wouldn't work overtime after the watch, saying he would call a destroyer crew to bring the ship in. The next day, realizing his mistake, the skipper called Velosquez to him, and asked him to forget the entire incident, promising to remove an earlier log.

Velosquez had been logged 4 for 1 for being an hour and a half late returning from liberty, when he was unable to get a launch to take him to the Abbott.

When the ship came in, a delegation of the crew came to the New York hall, demanding that charges be preferred against Deal. Although the SIU does not ordinarily like to prosecute ships' officers, and take their livelihood away from them, in this case it was felt that action was absolutely necessary in order to save future crews from high-handed methods.

Patrolman Jimmy Hanners was assigned to the case, and with the able help of Attorney Ben Sterling was able to secure justice.

Captain Deal was charged with unlawfully putting a man in irons, and misconduct. His defense, before he entered his plea of guilty, was that he was unfamiliar with the regulations, and thought that was the only way he could punish a man. He was admonished by the Hearing Officers and the Chief of the Shipping Commission, for his actions as the sentence was set.

**NMU On Merry Go Round Again, Curran Meets Self Coming Out**

That sad, sorrowful noise you hear these spring nights is not the sound of the surf against the shore, nor a wolf baying at the moon, nor even Mayor LaGuardia raging at someone or everyone.

No, what you hear is the weeping and wailing and the gnashing of teeth emanating straight from the NMU hall on West 17th Street. The word has come through, first in unbelievable gasps through the grapevine, then in apologetic forthrightness in the Daily Worker—the Communist line has changed again!

The order is out: No more "co-operation" with the shipowners! Russia, trying to blackmail the Allied nations into giving it more concessions, is holding the spectre of "revolutionary communism" over their heads.

What you hear is the NMU, and the other communist leaders, weeping for the bourgeois comforts that soon shall be but memories.

Gone will be the warm featherbeds of the shipowners, the warm fleecy blankets of super-profits, and in their place the cold, cold world of the "class struggle."

Gone will be the aromatic cigars of the operators, the banquets at the Hotel Commodore with the landlocked profit-makers, the popping of photo bulbs and champagne corks.

Ah, it's to be a long, long cold year for our comrades.

It shouldn't happen to a dog, especially a Russian bloodhound.

—Top 'n Lift



**PROCEDURE FOR RATIONING STAMPS**

NEW YORK, May 31—A new procedure to be followed by merchant seamen in New York City when applying for food and shoe rations was announced today by the local War Price and Rationing Board.

In a letter sent to the New York office of the Seafarers, R. Katz, of the Consumer Department, stated that his last discharge paper must be shown by each applicant, to prevent seamen applying for and obtaining duplicate rations.

"Merchant seamen," said the letter, "must present to the Board their last discharge paper which will be marked by the issuing clerk."

"In those instances where the seaman does not have a discharge slip or a discharge book, a letter from the company employing him, stating length of time seaman has been at sea on the last trip, and confirming the fact that he is still in their employ would be appreciated."

War Price and Rationing Board No. 2531.2, which handles rationing for merchant seamen, is located at 107 Walker Street.



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# Little SIU Tug Did A Big Job

With the relaxation of security regulations, that unsung, overlooked hero, the deepsea tugboat, has at last come in for its share of well-earned glory.

The ending of the European war permits the story of the SIU tug, the Black Rock, operated by Moran Towing Company, to be told, and recognition shown of the role played in the winning of the war.

The Black Rock sailed to England under its own power in May 1944, and participated in the Normandy invasion, one of the

more than 200 Allied tugs to be used.

It towed a British cruiser, ships and barges through enemy submarine and air attacks, fighting off bomber raids with its two guns. It narrowly escaped being dragged to the bottom several times, when ships it was towing were sunk.

The Black Rock ranged as far as Bombay, India, and reached New York only a few days ago with a large disabled freighter in tow. All this was done with a regular crew of 31, plus a dozen

Navy gunners. Many of the huge invasion vessels had to be pushed into position off the invasion harbors, before troops could even be landed. In addition, the tugs were busy in the construction of artificial harbors, built a mile offshore.

This was done by towing huge concrete barges and caissons and sinking them to form a solid breakwater.

It was a big job done by a little ship. Seafarers will appreciate the magnitude of the job done by the Black Rock and other tugs.

# An Ordinary Seaman But An Able Artist

Eugene Arnold, 21 year old Ordinary Seaman, member of the Seafarers, is one young lad who does not let the disappointments of life keep him from what is the most important thing to him—the development of his artistic talent.

Kept by the necessity of working since the day he left school, from going to art school, or from being able to buy the right kind of materials, Arnold did not give up trying to improve himself.

If he couldn't get canvass, he used the only stuff he could get aboard ship—window shades. If oils were beyond his reach, he used crayons or pencil. If he could not get solitude, he closed his ears and worked in a crowded foc's'le. Since models are not allowed within fifty yards of a ship, he did the next best thing, he closed his eyes and dreamed them up.

Cast your eyes at the picture he's holding up—is there anything wrong with his talent or his imagination?

Professionals, too, think his talent shows promise, and when he hit the shore after his last trip, he was offered a scholarship in a commercial art school. But again fate stood in his way. Illness in his family made it imperative that Eugene continue working so he was forced to pass up the free instruction offered him.

Brother Arnold comes from Babylon, Long Island, where he went to high school. He was in the Army for eight months, in the Corps of Engineers, and received a medical discharge. On his return to civilian life, he decided to ship out until the end of the war, when with clearer conscience he could pursue his art career.

But throughout it all, while in the Army in a barracks with 60 other men, and on board ship, he has not forgotten his first love. He draws diligently and uses whatever materials he can get—wrapping paper as well as window shades.

When you add such spirit to a known talent, you can't lose. We think Brother Arnold will get there.



Eugene Arnold, SIU artist, displaying one of the drawings that he made on his last trip. Brother Arnold, not having regular materials, uses whatever he can find aboard ship. In this case he has used an old window shade. His work is considered promising enough to warrant an offer of a free scholarship, which he is unable to accept. Oh, yes, what do you think of Brother Arnold's friend? No, she was not on that last trip with him.

# No More Bed Bugs—They Say

According to a publicity release issued last week by the War Shipping Administration, merchant ships will henceforth be so clean you can eat off the deck. No bugs will be allowed aboard, under the new regulations.

"Modernized procedure calling for the liberal use of insecticides will be under the direction of a trained corps of sanitary engineers and inspectors," says the publicity release. It goes on, "The sanitary program is to be carried out with a trained staff of 30 inspectors located in major ports. The 30 inspectors will work under the jurisdiction of the United States Public Health Service and

in cooperation with five sanitary engineers detailed to the WSA."

"Included in the new sanitation program are," according to the release, "domestic water supply and waste systems, garbage stowage, plumbing and plumbing fixtures, the stowage, handling and preparation of food, insect and vermin control, lighting and ventilation."

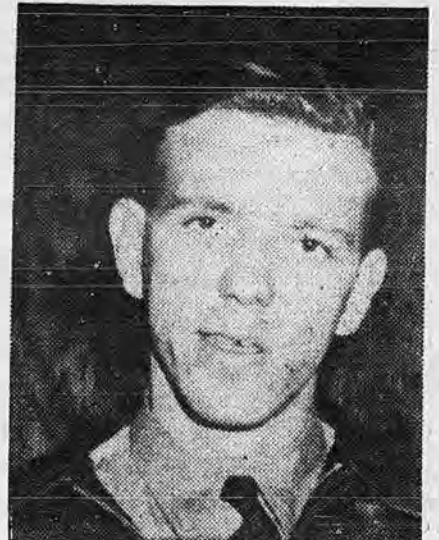
Well, there it is boys—all down on paper. Let's hope that from now on when the union asks that a ship be fumigated, the operator will not demand an act of Congress. If he does—we'll just show him this fancy publicity release.

# HERE'S WHAT I THINK...



QUESTION: Which is the best sailor's port?

**DAN BOYCE, Oiler—San Juan, Puerto Rico**—you don't have to ask me twice. It is a town where things are always popping, and it's within walking distance from the docks. Accommodations for seamen are pretty good—sleeping, eating, music and dancing. It is easy to have a good time, and it doesn't cost much. The climate is ideal. The last time I was there, three of the deck gang signed off and stayed for three months. That ought to give you an idea. For further information, read what Bud Ray the P.R. Agent writes about San Juan.



**ED LARKIN, FOW — Rio de Janeiro, in Brazil**, is the place for me. You can have a good time there for practically nothing. The women are good-looking and friendly. There is always plenty to do in Rio—sightseeing, swimming, dancing, or what you will. Get there during a fiesta, and there are plenty of them, and you will have the time of your life. It's a scenic city, with plenty of scenic women.



**RUSSELL DICKERSON, AB—**Give me Marseilles, in sunny France. The women are absolutely beautiful. I read a letter in today's paper where it said that the French women are the world's best—not only on beauty, but in understanding and personality. That sure is right! Besides that, the population is friendly, and there is plenty to drink in Marseilles. It's expensive, but definitely worth it.



**ANTHONY RATKOWSKI, Carpenter**—I want to go back to Port au Spain, Trinidad. It can't be beat. There is plenty of congenial companionship; the people in the port go out of their way to help you. The beautiful tropical surroundings have to be seen—it's something out of a moving picture. I remember it very vividly: the delicious rum punch, Hotel Paris, the delicious women at the Queens Park Hotel—all this at just about the lowest prices possible. I want to make this a steady run.



# NOTICE TO ALL HANDS

To cut down on beefs and make the payoffs smoother; to know what is legitimate overtime, study your agreement. Keep an accurate record of your overtime, with date, exact hours worked, nature of work and by whom ordered. If possible, have the head of the department sign it. Keep separate sheets for "okay" and "disputed" overtime. Hang on to your records until payoff.

Remember: written evidence makes it much easier to settle





# AROUND THE PORTS



## Freeloaders Make Social Reg.

By E. S. HIGDON

NEW ORLEANS—Shipping in the New Orleans port has been very slow this week, as all of the ships that have come here have been in transit.

There was some excitement in this Gulf port, however, when Francis V. Higgins, Chief Cook, was finally caught up with and pulled off the SS William Bevins. He had been put on the "do not ship" list on October 7th, 1943, but has been sailing illegally since that time. After some difficulty, Higgins signed off under mutual consent.

And there was trouble on June 5th when the SS James Miller, Bull Line, paid off. Philip Anderson, messboy on the Miller, jumped off the ship, ducking the Patrolman. Quite a guy — he refused to do his work and was in the habit of cussing out the rest of the crew. Watch out for this man and **DO NOT SHIP** again.

The crew of the SS Wood Isl-

and lodged a beef for subsistence and lodging for the time they did without steam and hot water on the ship. There was more trouble in getting this settled, but after a hard discussion the men were promised pay for the time they did without.

Some of the men off the SS Sandwich just arrived in port and have turned over to the New Orleans branch the authority to handle the transportation beef on which they have never collected — though the case has been hanging fire for some time. We are going to bat for them to collect.

Might sound like all "trouble" in New Orleans, but that isn't quite the truth. The organizing campaign to get the unorganized ships under the SIU banner is going along fast and hot. Just as soon as a ship hits the port, Lykke is down there with literature and pledge cards. And the results are good. Soon every ship will be an SIU ship.

## ADVISES STUDY OF SHIPPING RULES

By PAUL GONSORCHIK

NEW YORK — Shipping has slowed down a bit, but not so that we don't have jobs. We still have enough to go around.

To those of you who are unaware of Shipping Rule 5, dealing with hospital cases—if you are discharged from the hospital and report to the Dispatcher at the union hall within 48 hours, your discharge will be honored on your shipping card. If you delay longer than the 48 hours, you will have to reregister. This includes those reporting from convalescing hospitals.

Quite a few members come in with the old story, "I didn't know." This is a rather poor excuse, since it means that you are not familiar with your own shipping rules, union contracts and constitution. There is no reason for this, since the union has printed material, written simply and entertainingly, that gives you all the information that you need.

For your protection you should read these pamphlets and booklets and know what your rights are, privileges are—and the rights and privileges of your fellow members, who are protected the same as you.

If you haven't already received them, go to the fifth floor of the New York hall and get yourselves copies of the shipping rules, the constitution, union contracts and the latest educational material. Make it your business to know your union, and by cooperating with it, save yourself and the union a lot of grief.

A last minute plea from the poor Dispatchers — don't ask us where a ship is headed for, when it hasn't been in port for 12 hours and hasn't even discharged her cargo.

## USES Plugs NMU

Additional proof that government employees in the maritime agencies are cooperating with the NMU to the disadvantage of other maritime unions has been demonstrated by the NMU itself in its official paper.

The following letter was published in a recent issue of the *Pilot*, and bears out the charge of the non-communist waterfront unions that government employees are acting as recruiting agents for the NMU.

"Editor of the *Pilot*: I have been receiving your complimentary issue of *Pilot* for some time. I read it with much interest and then pass on each issue to some



merchant marine applicant who seems a good prospect. (Emphasis is ours: Editor). They seem very happy to learn more about merchant marine members, their duties, and activities.

—Dossie E. Bodamar (Maritime Service Recruiter, Decatur USES office)."

To which the *Pilot* answers: "Thank you very much for your courtesy"—as well they might, although we'd call it more than courtesy.

How much longer will this common-law marriage of supposedly impartial government agencies and the communist controlled unions be permitted to continue? Or aren't the agency heads interested?

## NOTICE FOR ALL AGENTS

If any members are laid off in the Marine Hospitals in your port, send news of them to the *Log*. A regular department giving news of the men in the hospitals will be printed as soon as this information starts coming in.

Not only the union brothers in the hospitals want such news, but the men on the ships want to keep track of their shipmates who are laid up. Send a weekly report.

were told by Mrs. Banks that she would square everything away with the union.

Just how this Mrs. Banks could square them with the union remains to be seen.

I wonder how Mrs. Banks would feel if the union threw a picketline around her sink hall?

## Shipyard Workers Are Laid Off, Now They Try TO Ship Out

By ARTHUR THOMPSON

SAVANNAH—Last week was pretty fast and rather busy. We got the Burke off unassisted by WSA and the MV Check Knot, the new Waterman diesel job, which was nearly two months overdue. The crew is all SIU with the exception of a few trip cards in the Stewards Department.

This ship is a new type (AV-1), and the first of its kind to come from Southeastern Shipyards. Another one similar to it is long overdue from Brunswick, Ga., but we are in hopes that it will be ready before the month is up.

There was quite a celebration here the other day when the Southeastern Shipyards launched their one hundredth vessel. The MS Long Eye was the name of it, but I don't believe we'll get that one. She slid down the Savannah River to champagne on her nose and 100th painted on her sides.

Work seems to be slowing down in the yards, however, as is evidenced by the number of plumbers, machinists, electricians or what have you who are trying to get seamen's papers so they can sail now. None of them tried very hard to get a ship during the days we were trying to side-step torpedoes, and now that the big money days are over at the yards they are anxious to be patriotic and join the merchant marine.

Of course, the fact that the draft board is breathing down their necks has nothing to do with it. But these characters can't get their papers so easily anymore.

I had the Steward and the Chief Cook of the SS Francis Lee in yesterday. They were due for a hearing at the Coast Guard. I attended as their representative and the case came out to their satisfaction. It seems the skipper is quite a nasty character and heartily disliked by the crew. He very much wanted the Steward and Cook removed from the ship and was having trouble getting rid of them. They, in turn wanted to get off the ship also but were encountering difficulties.

The old man had them on charges for getting gassed up in Cuba, and he said he would drop the charges if the men would pay off under mutual consent. This they would not do and the charges went in. They each had their papers suspended for thirty days and this was agreeable to them since it enabled them to get off the ship.

No other ships are due in that I know of but some do come in now and then which have been re-routed or diverted.

Here's a true story I heard the other day and you can take it for what it's worth. A Georgia farmer went to a bank not so long ago to apply for a loan. He said his savings had all been spent to keep his family alive and now he was flat broke and in desperate need. The bank wanted to know if he had any collateral to put up for the loan.

The farmer said he was working in the shipyards for over a year and he had some govern-

ment papers to prove it and he believed these papers would entitle him to some money after the war was over. The bank asked him to show these papers and the farmer produced them. You've guessed it. They were his pay checks for over a year. He thought he'd have to wait till the end of the war to cash them.

## SIU HEROES ARE HONORED IN BOSTON

By JOHN MOGAN

BOSTON—As usual, everything in Boston has been calm and peaceful except the weather. Shipping has fallen off a bit in recent weeks, but we attribute that to the reorganization the industry is undergoing at the present time. At this writing we can already see the end of the slump and the return to normal shipping for this port.

However, though things in Boston have been rather slow, the same cannot be said for the outports. In Portland, Me., there has been a big increase in business. Jimmy Sweeney has been doing valiant service making the 240-mile round trip to Portland and back about three times a week, with only three trains a day running up that way. But in spite of his great work up there settling "beefs" and lining up the "pierhead jumpers" on the bauxite run, we found we needed his services even more in Boston. So Brother Gene Dakin has been assigned to look after things up Maine way for the rest of the summer. Already, Gene has the situation well in hand.

On Memorial Day some of the brothers and I placed a wreath on the Boston Common Memorial Plaque, which honors seamen who lost their lives in the service of our country. Attached to the wreath was a ribbon inscribed "Seafarers International Union of North America." We observed that the grounds surrounding the plaque are well kept, but that a good many names are missing from the roster. If possible, we'd like to get a list of all Massachusetts brothers lost through enemy action, in order to have their names memorialized.

We are still looking around for a suitable hall but have not been able to find one that fits our requirements. So it looks as though we'll be at the same old stand for a good while yet. Come up to see us some time.

## Notice!

Brother Walter Cahill is being held in the New York County jail on charges of murder. Cahill insists that he was innocent, and that he was in a barroom at the time the murder took place. He is appealing to his shipmates who were in the bar with him to come forward and testify concerning his whereabouts.

If you have any information which will help Cahill clear himself, get in touch with the District Attorney.



## NMU AND ACA FAVORING COAST GUARD CONTROL

By ROBERT A. MATTHEWS

San Francisco—Well, here goes from the sunny port of San Francisco. That's a joke, of course, as I have seen the sun about once since I have been here. And to think that I left a climate like we have down in Florida for this. But I guess we will survive. At least we are not alone out here as I have seen quite a few of the old-timers from the Atlantic and Gulf in the past couple of weeks. To remind you fellows again—there is a job out here for every one who wishes to come out.

In roaming around today I came across a copy of the Shipping Register for June 2, 1945. There is an article on page 6 entitled "Controversy Over Navigation Bureau," which is very interesting.

"Considerable attention," it says, "is being directed at the proposal of the Coast Guard to permanently retain the Bureau of Marine Inspection and Navigation, with the prospect that this will become a matter over which controversy will center before a final solution is reached."

"Unless one of several proposals is incorporated into legislation by Congress, the bureau, which was transferred for the duration of the emergency by executive order from the Department of Commerce, will probably be returned to its original position in the Government."

"Admiral Russell R. Waesche, Commandant of the Coast Guard, is strongly of the opinion that the bureau would function more efficiently if it were retained under the jurisdiction of his organization. In this position he has the backing of Joseph Curran, president of the National Maritime Union and of other CIO maritime labor unions, including the American Communications Association. A certain number of ship operators are also in favor of this proposal."

"On the other hand, the contemplated transfer of the bureau is being vigorously opposed by the Seafarers International Union of the American Federation of Labor and reportedly also by the Sailors' Union of the Pacific."

"Many ship operators are also not convinced that it would be wise for the Coast Guard to retain the bureau, although some of these are reluctant to see it returned to the Department of Commerce as the SIU advocates."

The article was very correct in stating that the Seafarers International Union was vigorously opposed to the Coast Guard retaining jurisdiction over the Bureau of Inspection and Navigation after the war.

After the experiences that our members have had with the Coast Guard, we emphatically don't want any part of the Coast Guard. The membership of the Seafarers have suffered abuses and indignities at the hands of the Coast Guard that would fill volumes.

It is to be expected, however, that the finky NMU would want the Coast Guard to retain control. Why? Well, it's like this: Often times it seems that the officials of the NMU experience difficulties in explaining some of their finky actions to the membership. Occasionally one of the rank and file might dare to object, and when this happens he could very

easily be referred to the Coast Guard as a disrupter and banished by losing his certificates.

I say, let us do away with Coast Guard influence in the Bureau altogether, and get some old skippers and engineers back in there who know what it's all about, instead of the ninety day wonder who control the set-up now. That goes double for the WSA and USS, too.

We have been successful in enticing quite a few of the Atlantic and Gulf men to stay out on this coast and ship. I can't understand why more of you fellows don't come on out, because most of the best ships we have are out on the coast and will remain out here for some time.

## When Members Shun Old Ships The Free Loaders Can Thrive

By J. P. SHULER

NEW YORK—The payoffs and sign-ons have been slower in the past week than in any week of this year, with 18 pay-offs and 17 sign-ons.

The Alcoa Prospector came in after being in drydock on the other side for two years, due to a torpedoing. There was only one of her original crew aboard her. Most of them were repatriated a year ago.

The Edward Sparrow of Calmar SS Company was in Friday with a prize crew of free loaders. She signed on in the port of Baltimore, and had 4 NMU book members aboard her, who were shipped by some company fink herder in that port. It is well for the membership in all ports to realize that if we are to keep such bums as these off our ships we cannot all ride C-type ships; that there are a certain number of rust-buckets to be sailed, and in order to maintain conditions on these scows there must be a number of union men on them.

The manning scale for the new converted Liberty and Victory ships have taken up quite a bit of our time the past week. The National Maritime Union has negotiated with their operators and they have settled for a 28 man Steward Department on the Liberties and a 45 man Steward Department on the Victories. The SIU is not in a hurry to make a final settlement on the manning scale. We want to be sure that they are adequately manned before leaving port.

There has been a number of men in, the past week, asking for referral slips to the Personal Services of the USS for loans and etc. The Seafarers International Union has gone on record time after time to condemn methods by which the United Seaman's Service operated. The USS is not endorsed by this organization. Therefore, it would save a lot of

## Intercoastal Shipping Soon To Increase

Unofficial government sources predict that intercoastal shipping will increase beyond all peacetime highs within the next three months.

Refusing to allow themselves to be quoted, these officials point out that a revival of intercoastal shipping will take a great load off the transcontinental railroads, now strained to capacity.

While much war material for the Pacific will continue to be sent directly from the eastern and gulf ports, the railroads alone will be unable to handle the vast quantity of civilian goods to the West Coast, now that limited civilian production is being allowed.

It is unofficially intimated that the Maritime Commission will release seven million tons of shipping to serve the intercoastal trade. Seven million tons mean about 700 Liberty or victory ships.

## NMU STEWARD APPLIES TO SIU



NMU officials are so lax in pushing beefs, according to Chief Steward Francis Dunne (above left), that many old timers are leaving the outfit, some of them quitting the sea in disgust. "I quit going to sea last year," said Dunne. "I figured all unions were like the NMU—just dues collecting agencies." Brother Dunne is now sailing on SIU ships, and is having his beefs settled on the point of production. He knows what militant unionism is, because his father was the Secretary of a Schuykill County local of the United Mine Workers. "There is a great similarity between the United Mine Workers and the SIU," said Dunne to Red Trusdale, (shown right) New York Dispatcher, "both outfits think of their members first—and get for them real conditions."

## LABOR SPOTLIGHT

Seamen will second the charge by Rep. Donald L. O'Toole (D. N.Y.) that the War Department has been using prisoners of war to displace American workers and to undermine their wage scales. The Congressman stated that during the latter part of April, several hundred carpenters were laid off at the New York Port of Embarkation, and that the work they were doing was turned over to the POWs.

"These AFL carpenters," said O'Toole, "are for the major part married men with families. They are respectable and decent citizens of the community . . . These carpenters received a daily wage in the neighborhood of \$13.20, but the prisoners of war receive but 80c. This may be some brass hat's idea of economy but to me it is merely an effort to establish a coolie system and coolie standards. How can the War Department justify such an act? What explanation can we give to these American citizens as to why their livelihood is being taken away from them?"

Policemen are not only cops, but they are people too, a jury in

the position that they have thus far, we need not fear postwar conditions because we are one organization that will be able to cope with the shipowners' politics and back-slapping.

Jackson, Mississippi, decided recently, and can join a trade union if they want to.

The local coppers formed a local of the American Federation of State, County and Municipal Employees (AFL) and refused to obey orders of the City Commission to resign. The court case was to prove that they were guilty of insubordination, and of an act tending to injure the public service.

It was proven in court that the city did not act until a "citizens committee" of local business men objected to the mayor.

The Printing Pressmen of Chicago, backed by the other AFL printing trades organizations, are once again trying to crack R. R. Donnelley Sons Co., the largest private printing firm in the world.

Donnelley's has been a citadel of anti-unionism since the beginning of the century, when it smashed the unions in its plant, even running a "scab" apprentice school to train its own operators.

Called back to work by the WLB, the unions denied they were on strike, saying that the men had left their jobs because they could not work under "intolerable conditions."

Donnelley prints many of the nation's largest magazines, including Time, Life, and Readers' Digest.



# THE MEMBERSHIP SPEAKS...



## —Unclaimed Wages— Mississippi Steamship Company

### Skipper Of Bell Is An OK Guy

When you run across a skipper that is square, well you ought to say so. At least that's the way I look at it. I just paid off the Alexander Graham Bell, and the skipper on there is named Captain William A. Depuey.

He's OK. When he hears that there is a beef he comes right into the foc's'l and tries to settle it. Not only that, he deals with the department delegates — none of this trying to make the crew stool on each other. He treats the crew as self-respecting union men, and we treat him the same way.

I want to say that I highly recommend the Alexander Graham Bell for a good clean trip. At least as long as this skipper is on her.

**E. J. DUFFY,**  
Engine Delegate

### Every Cooperation

Recently I had to go before the Coast Guard for an upgrade endorsement. I needed a bit of advice and assistance, so I went to the New York hall of the Seafarers.

I received every cooperation possible, and made the grade. Even though I am not a full member, and hold only a probation book, there was no hesitancy on the part of the union. I received all the necessary assistance. This is only one more reason why I'm damn glad that I'm in our outfit.

**RICHARD ALLEN,**  
Pro. Book No. 41669

### Special Service Dept. Is Praised

I write this to call to the membership's attention a union service that many either forget about or do not know exists. This information may come in handy at any time, there is no telling.

I arrived on the SS Frank Emerson recently, and wound up with Coast Guard charges against me. One of my shipmates, Ray Brockhaus, called my attention to something that he had seen in the Log—that our union has a special service division to take care of beefs of this sort.

This was good news to me, as I knew what it meant to appear before those people without help of any kind. Accordingly, I went to the New York hall and presented my case to the Beef Window, and had Patrolman J. P. Shuler assigned to defend me at the hearing.

And defend is the proper word for it, too, as I was acquitted of all charges. There is no doubt in my mind but what, if I had been without this representation, I would have gotten a good hosing.

I think this service of the SIU is a damn fine one, and it makes a guy feel good to know that we get this kind of representation. I

have been a member of this outfit since the day it started, and it is really gratifying to see the progress that we have made since that day.

**DEXTER L. WORRELL, AB**

### Undertaker Wants To Read The Log

I am an apprentice undertaker. During the pitch black of the still night, a small, dim light makes the pale face of the dead men seem like the luminous paint they use for escape panels aboard our vessels. To make the picture more psychologically complete, a black cat sits at his feet, his green eyes staring at me with all the coldness of a shipowner.

I cut the neat slit in the dead man's throat, as I would like to do to shipowners, and insert the fluid with a huge needle. After this job has been completed, I turn out the light to let the man develop, like Kodak film.

Now, after a most tiring day in the undertaking parlor, I must return home to my wife, and her



three aunts, and brother. This, itself, is nothing but Arsenic and Old Lace. So, you see, I have no means of escape whatsoever. But my instructor is teaching me how to embalm people while they're still standing up. He, like the shipowner, wants more business at my expense. However, he shall have my wife, her brother, and the three aunts tonight, for I intend to embalm each of them ever so neatly.

But, hereafter, when I return through the cobblestone streets on the way to my haunted looking house, I should like to go into my drawing room, and find relaxation in reading the Log.

After these murders are committed, will you please commence to mail me an issue?

**ERIC IVIE UPCHURCH**

### PERSONALS

**ROBERT C. WILSON**

Your case will come up for trial soon. Please communicate with Silas B. Axtell, 15 Moore Street, N.Y., Phone: BO. 9-8286. Anyone knowing the address of Brother Wilson, please notify Attorney Axtell.

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**PEDRO GUERRA**

Book number 20669, AB; please get in touch with your wife. It is very urgent. Anyone knowing the whereabouts of Brother Guerra please notify the Agent, Bud Ray, at San Juan, P.R.

Maloy, J. ....	9.57	Meester, William M. ....	115.64	Montierro, John V. ....	15.33
Malvenan, William ....	6.71	Mefford, Gillum ....	1.32	Montross, Paul J. ....	.35
Manor, John ....	2.84	Meier, Granville H. ....	108.65	Moody, Robert, Jr. ....	5.62
Manor, George N. ....	10.54	Meissner, Richard ....	1.48	Moon, Eugene ....	10.82
Manske, Wendel J. ....	12.52	Mello, N. R. ....	22.88	Moon, Jessie W. ....	.65
Manterys, Bolesane E. ....	.24	Melone, E. ....	4.80	Moore, Arthur R., Jr. ....	13.86
Mantyloffen, M. ....	2.54	Melton, Lyle H. ....	.73	Moore, Benjamin B. ....	84.76
Maples, Lyle W. ....	3.46	Memoli, Steven ....	97.33	Moore, Gordon S. ....	1.50
Mapp, Ian J. ....	1.69	Mendez, Genero ....	2.23	Moore, John ....	10.66
Marchant, Douglas ....	4.86	Menendez, F. ....	7.33	Moore, William H. ....	1.93
Marchese, Angelo ....	6.68	Menor, Victor ....	3.55	Morales, Alfred ....	3.74
Marcus, Morton ....	5.64	Mercadi, T. ....	4.81	Moreaux, Allen A. ....	2.74
Marhefka, Andrew G. ....	.79	Mericas, Evangelos ....	14.68	Moreau, Camille ....	.61
Marceline, Peter ....	10.54	Merlesena, Guy ....	4.36	Morel, Jose ....	1.98
Marcillo, Felicie A. ....	10.69	Merritt, Charles ....	2.90	Morejou, Greg ....	1.68
Marcus, S. ....	.79	Mertrud, V. ....	5.12	Morgan, Bruce P. ....	4.50
Marcus, Wm. J. ....	7.58	Merz, A. ....	5.67	Morgan, David L. ....	1.48
Mardis, Owen C. ....	2.00	Messana, Emile J. ....	.38	Morgan, John C. ....	7.63
Marek, Henry J. ....	2.61	Messana, Emile J. ....	.38	Morgan, Robert J. ....	.74
Marfino, A. J. ....	7.50	Messaros, Stephen ....	5.69	Morgan, Walter T. ....	1.00
Marin, Gipriao ....	1.58	Metclaf, N. ....	6.00	Morley, Charles W. ....	2.23
Marinus, Felix ....	2.85	Metcalfe, Charles L. ....	6.40	Morris, Albert A. ....	1.78
Marjerdoff, W. ....	3.03	Metros, Edward ....	3.81	Morris, David ....	1.78
Marsh, Edmond H. ....	.74	Metzger, Paul D. ....	101.01	Morris, Harvey W. ....	20.57
Marsh, Leonard ....	1.77	Meyer, Wm. J. ....	3.96	Morris, L. A. ....	1.98
Marshall, Ernel R. ....	2.23	Meyers, Charles E. ....	2.38		
Marshall, William E. ....	12.80	Meyer, Claude A. ....	55.36		
Martenaen, C. A. ....	1.25	Meyers, R. ....	1.40		
Martin, Duane ....	1.48	Michael, J. ....	3.52		
Martin, Homer C. ....	138.55	Michalik, Charles V. ....	1.98		
Martin, James E. ....	5.53	Mikkelsen, P. Y. ....	6.21		
Martin, Joseph J. ....	2.83	Milanovich, Alexander S. ...	2.33		
Martin, Neal ....	6.77	Milazzo, Vic ....	7.11		
Martin, Robert C. ....	3.62	Miley, D. B. ....	3.62		
Martin, J. San ....	1.80	Millard, Henry S. ....	19.75		
Martin, Thomas ....	4.88	Miller, Alonzo E. ....	10.70		
Martin, William ....	21.99	Miller, Aaron ....	5.58		
Martindale, Peter ....	3.84	Miller, Alfred W. ....	5.69		
Martinez, Antonio, Jr. ....	13.33	Miller, Bert G. ....	1.42		
Martinez, Jose A. ....	7.11	Miller, Carl ....	10.66		
Martinez, Rene J. ....	1.07	Miller, Charles F. ....	4.50		
Martinkovich, Frank C. ....	6.77	Miller, Charles ....	28.14		
Martz, George W. ....	2.23	Miller, Clarence J. ....	2.84		
Masheroff, M. ....	11.41	Miller, Donald J. ....	6.71		
Masen, Charles L. ....	19.66	Miller, E. ....	2.25		
Masen, C. ....	.79	Miller, E. A. ....	3.63		
Mason, J. ....	16.10	Miller, E. L. ....	.01		
Mason, James ....	2.20	Miller, Elden ....	2.64		
Masterson, F. G. ....	.74	Miller, Edw. ....	1.28		
Mates, C. J. ....	.11	Miller, Elwood L. ....	19.13		
Mathiasan, John W. ....	1.38	Miller, F. ....	3.59		
Mattes, Edward P. ....	11.55	Miller, G. ....	5.43		
Maupin, William B. ....	9.94	Miller, George C. (Miller, H.)	1.13		
Mauro, George ....	8.62	Miller, J. ....	.74		
Maxson, Ormond E. ....	1.98	Miller, James R. ....	3.98		
Maxwell, Gordon W. ....	106.65	Miller, John ....	.18		
Maxwell, Jerry ....	.33	Miller, Joe H. ....	11.14		
May, Alvin M. ....	3.96	Miller, Joseph L. ....	21.33		
May, Charles M. ....	20.30	Miller, Richard ....	6.93		
Mayhall, Chas. R. ....	5.64	Miller, Robert ....	1.48		
Mayer, Ernest ....	2.23	Miller, Victor R. ....	2.23		
Mayne, Joseph A. ....	4.44	Mills, Lloyd D. ....	1.14		
Mazingo, Joseph ....	9.56	Mills, Ralph ....	4.20		
Mead, Herbert W. ....	1.16	Mills, Russell ....	11.93		
Meaders, Joseph P. ....	6.50	Miner, Paul C. ....	31.84		
Meder, Herbert ....	12.15	Minotto, R. ....	1.00		
Medford, Charles G. ....	2.53	Minton, James M. ....	4.74		
Medrand, Joseph ....	.75	Miraglia, Felice A. ....	12.88		
Medvesky, John ....	4.98	Mistretta, Salvatore ....	36.96		
Meehan ....	13.70	Mitchell, Barton A. ....	1.42		
		Mitchell, J. ....	5.35		
		Mitchell, J. R. ....	3.96		
		Mitchell, Marcell ....	2.79		
		Mitchell, R. J. ....	64.83		
		Mitchell, R. M. ....	45.34		
		Mitchell, Samuel P. ....	10.50		
		Mitchell, William W. ....	.47		
		Mobert, Roy K. ....	5.69		
		Mogan, Stephen J. ....	4.13		
		Moise, William J. ....	3.56		
		Mole, Raymond A. ....	7.61		
		Moller, J. H. ....	.34		
		Monday, William M. ....	23.25		
		Mondfrans, Harry ....	256.63		
		Monju, Raymond H. ....	26.74		
		Monroe, J. ....	13.96		
		Montgomery, William E. ...	21.66		

### DONALD McNEIL and WALTER JOHNSON

Contact the New York Agent at your earliest opportunity.

### JACK BIBLER, No. 41485

Stop in and see the New York Business Agent at your earliest opportunity.

All witnesses to the death of **ANDY BURIS** on February 12, 1945, or to the condition of the gangplank on that date, communicate with his attorney **RICHARD M. CANTOR**, 51 Chambers Street, New York City.

### MONEY DUE

#### SS WILLIAM PATTERSON

Paid off in Philadelphia.  
A. Diaz, 20 hrs; T. Bell, 20 hrs;  
Atkinson, 7 hrs; Henderson, 7 hrs;  
C. Hayes, 7 hrs; D. Thomas, 7 hrs.  
Collect at Bull Line office in New York.

#### MV SCOTCH CAP

The following men have vouchers which are being held in the New York Hall until July 1, 1945:  
J. E. Kane, H. J. Tilden, Bjarne Strommen.

#### SS WILLIAM PEPPER

All hands have 5 weeks' linen money due. Collect Calmar SS Company.

#### SS E. G. HALL

The following men have money due them, payable at the Alcoa office, 461 Market Street, San Francisco, California: L. Craddock; Smith; Pollett; J. Mangiacino. The cooks have 14 hours due for washing coats. The payroll for the rest of the crew was checked and found "everything paid."  
(Submitted by the New Orleans branch.)

### SIU HALLS

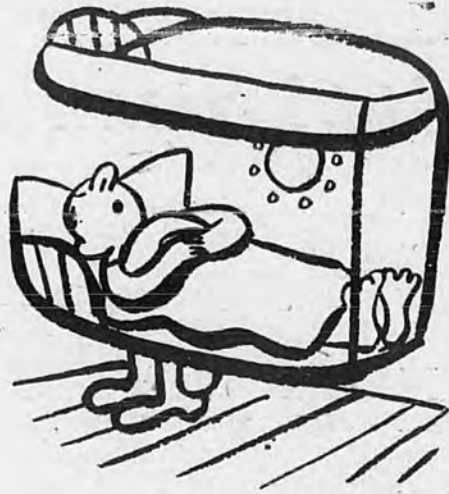
NEW YORK .....	51 Beaver St.
BOSTON .....	330 Atlantic Ave.
BALTIMORE .....	14 North Gay St.
PHILADELPHIA .....	6 North 6th St.
NORFOLK .....	25 Commercial Pl.
NEW ORLEANS .....	339 Chartres St.
CHARLESTON .....	68 Society St.
SAVANNAH .....	220 East Bay St.
TAMPA .....	842 Zack St.
JACKSONVILLE .....	920 Main St.
MOBILE .....	7 St. Michael St.
SAN JUAN, P. R. ....	45 Ponce de Leon
GALVESTON .....	305 1/2 22nd St.
HOUSTON .....	6605 Canal St.
RICHMOND, Calif. ....	257 5th St.
SAN FRANCISCO .....	59 Clay St.
SEATTLE .....	86 Seneca St.
PORTLAND .....	111 W. Burnside St.
WILMINGTON .....	440 Avalon Blvd.
HONOLULU .....	16 Merchant St.
BUFFALO .....	10 Exchange St.
CHICAGO .....	24 W. Superior Ave.
SO. CHICAGO ..	9137 So. Houston Ave.
CLEVELAND .....	1014 E. St. Clair St.
DETROIT .....	1038 Third St.
DULUTH .....	531 W. Michigan St.
VICTORIA, B. C. ....	602 Boughton St.
VANCOUVER, B. C. ....	144 W. Hastings St.



# WHERE YOUR DUES GO



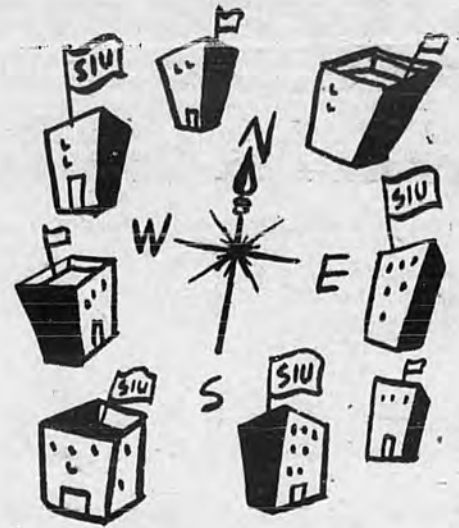
Your dues have built a strong union capable of forcing the ship-owner to pay you a living wage. SIU wages are the highest in the industry—and they will go higher in the years to come. Your two bucks a month is ammunition in that fight. It is a guilt edge investment which pays plenty of dividends.



The old timers remember ship-board conditions before the SIU-SUP stepped in. Bad grub, vermin infested bunks, long hours, no overtime. All this is changed now—and it was your monthly dues which made it possible for the union to accomplish the change. The union will keep these conditions, and improve them.



Not only does the union settle for you overtime and working condition beefs with the ship-owner, but it represents you before the Draft Boards, the Coast Guard, the Immigration Service, and all other agencies which may attempt to push you around. The union looks out for your welfare ashore as well as at sea.



North, South, East, West. There is an SIU hall in every major deep sea and Lakes port in the country. Twenty-nine SIU halls in Canada, the United States and Puerto Rico, stand ready to ship you out, or give you aid and advice on any problems you may have. \$2 a month from you pays for all this.



When a man is laid up he really needs a friend—and finds one in the SIU hospital delegate. Not only does this delegate bring \$2 a week benefits to pay for smokes and incidentals, but he brings reading material, and good cheer from the brothers back in the hall and on the ships.



Your union is the most democratically run union in the country. Rank and file control is a principle of the SIU, and every member has equal voice and vote on all questions. The membership IS the SIU, and what it decides becomes policy which is binding upon all officials. Officials, from top to bottom, are elected every year by a two month referendum vote.



The membership is kept informed of union news, policies and decisions through the weekly union paper, the SEAFARERS LOG. Beside the LOG, educational leaflets and booklets come off the press every month. SIU men are good union men because they are informed!



**Your \$2 a month does a pretty big job, don't you think? Especially, when you consider that the small matter of overtime from a single trip more than takes care of your dues for many months. The SIU is a good investment in post war jobs, wages and security!**



## SEAFARERS INTERNATIONAL UNION