

# SEAFARERS LOG



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

Vol. VIII.

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No. 35

## SIU Wised Up To NMU Acts

By EARL SHEPPARD

DETROIT — The NMU has made a bold attempt in the Great Lakes "strike" to use the SIU as a stooge in their organizing drive on the Lakes. However, SIU members saw through their phony plans, and were not fooled. They (the NMU) thought it would be easy to pull the old palsy-walsy act, and have the SIU aid them in driving the unorganized Great Lakes men into the NMU's arms. Nice work, if you can get it.

This so-called strike of the NMU's is purely an organizational device meant to give the NMUers who don't know what's what an idea the "militant" NMU is engaged in an all out drive to organize the Lakes. It's part of the cover up to hide their loss of the Isthmian Fleet election which will become public information shortly when the votes are counted after September 18.

Despite their usual ballyhoo, the NMU knew that the Steelworkers Union-CIO and the Auto Workers would not support their picket lines. Why should the Auto Workers or Steelworkers risk a tieup in their respective

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## SIU TELEGRAM TO WSB

Dr. John R. Steelman, Wage Stabilization Board  
Washington, D. C. (Copy to Willard Wirtz, Chairman of WSB)

The membership of the Seafarers International Union of N. A., assembled at meetings on a coastwise basis last night, went on record to condemn the National Wage Stabilization Board decision on case 1394-47-2. These agreements were negotiated in good faith between the private ship operators and this Union. These wages are now in effect on all private owned vessels and on vessels bareboat chartered from the WSA. In fact, the wage scales turned down by your Board with respect to Able Seamen are now in effect on 75 percent of the vessels manned by the SIU. The WSB decision is contrary to the purpose for which the WSB was set up. Instead of stabilizing wages on vessels manned by the SIU, the Board is creating inequities in wages between private owned and Government owned ships. With respect to the \$22.50 increase for ratings of Oiler, Fireman, and Fireman-Water-tender, the record of the formal hearings held by the WSB will justify WSB approval within the rules and regulations of the Stabilization Act and the National Labor Relations Act. This decision of the WSB abrogates the right of free collective bargaining between unions and industry. The membership of the SIU has recently voted overwhelmingly to strike for higher wages and better working conditions. In order to avert a nation-wide strike in the maritime industry, the SIU urges the WSB to reconsider its decision on case 1394-47-2, and if necessary Union representatives will re-appear before your Board to further explain our case.

Seafarers International Union of N. A.  
John Hawk, Vice President

## SIU Pacific District Upheld On Coos Bay

Following pressure from the SUP, Secretary of Labor Schwollenbach finally made public the findings of the three man arbitration board

appointed to look into the Coos Bay beef. The findings completely exonerated the American Pacific Steamship Company from the charge of violating any "established pattern of organization" in granting an exclusive contract to the SUP.

The protests of the MCS, the MFOWW, and the ACA, were held to be groundless.

Although the CIO unions originally agreed to abide by the decision of the fact-finding board, spokesmen for the unions have already been quoted as saying that they will not accept the findings of the board. This is in line with their refusal to participate officially in the hearings, being represented only by observers. It stands to reason that their case has no merit, and they were therefore afraid to have it tested by an impartial board.

Meanwhile, since the ILWU refuses to abide by the arbitration board findings, Coos Bay remains frozen. One attempt was made to break the freeze last week when the SS Augustine Chevalier, an NMU ship, and the SS Bunt, sailing under the Honduras flag, tried to load lumber in this port.

The ILWU, who refused to work the SS Mello Franco because of an imaginary pickeline, tried to work these two ships in the face of an actual pickeline established by the CUP. In sup-

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## WSB Ruling Cuts SIU-SUP Wages To Lower Level

With utter disregard for the petitions of the War Shipping Administration and the Seafarers International Union that the wage agreements recently concluded between the operators and the Union be approved, the Wage Stabilization Board denied approval to the contracts which gave the SIU the best wages and conditions in maritime history.

## New Hall Opens In Marcus Hook

Continuing the program of expansion and additional services to the membership, the SIU recently opened another branch office and hall in the Port of Marcus Hook, Pa. Under the direction of Agent Steve "Blackie" Cardullo, it's now open for all official SIU business and at the service of any Seafarers who may visit Marcus Hook.

The acting Agent, "Blackie" Cardullo is an old timer who knows the score when it comes



Steve "Blackie" Cardullo

to the problems and beefs of the seamen.

Marcus Hook is essentially an oil port with huge oil tanks and gasoline storage facilities, cracking plants, and refineries. Many tankers put in there from the Gulf and Pacific Coast as well as from other spots, and it was found necessary to establish a branch office in order to take care of the many SIU members who ride these tankers.

So, mark down Marcus Hook in your little black book, fellows. When in that port, drop in at 1½ West 8th Street, and meet the Seafarers. The phone number is Chesterfield 5-3110.

Editor's Note:—On page 7 is the first report received from Marcus Hook Agent "Blackie" Cardullo. It came in last week, but owing to shortage of space, we waited to use it with the opening announcement this week, and have combined it with Brother Cardullo's second report which was sent in this week. Okay, Blackie?

Only the ships under WSA jurisdiction are affected by the ruling, but the WSB's refusal to authorize the wage increase is looked upon as a deliberate attempt to break down the free collective bargaining system which the SIU has maintained with all its contracted companies. At the same time, this ruling saves the face of the NMU and the other members of the CMU who accepted contracts in Washington calling for far less than the contracts negotiated by the SIU.

Under the interim agreement, signed last month between the SIU and the Companies, only the boats under the jurisdiction of the War Shipping Administration

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## Union And Companies Near Rules Agreement

NEW YORK — Despite the Wage Stabilization Board's attempt to toss a monkey wrench into the collective bargaining machinery, negotiations between the SIU Committee and the operators' representatives to set up a permanent agreement are progressing satisfactorily.

The committees are at present working on a set of working rules for the following eight companies: American Liberty Lines; A. H. Bull Steamship Company, Inc.; Seas Shipping Company; Smith and Johnson, South Atlantic Steamship Company; Baltimore Insular Lines; Alcoa Steamship Company; and Eastern Steamship Lines.

John Hawk, Chairman of the SIU Negotiating Committee, said that the shipowners' representatives appear to be dealing in good faith, and that they, like the Union, are anxious to consummate an agreement.

"The all-important question, however," Hawk added, "is whether the WSB is going to come in and tell us we can't negotiate wages."

The SIU and the eight com-

panies signed an interim agreement on August 5, which granted increases similar to those previously gained from the Mississippi, Waterman, Newtex and Overlakes outfits, and which topped all other wage contracts in the maritime industry.

During the interim period the general and working rules in effect between the Union and the South Atlantic company are covering all ships included in the contracts signed August 5.

After the working rules, the Committee will tackle the rules covering Shore Gang Work, enlargement of manning scales, etc.

Sentiment among the SIU committee members is that the smooth progress of the negotiations is in no small part due to the fact that John Hawk has a strike vote in his pocket, which can be exercised if negotiations break down.

The Seafarers are represented by Brothers Hawk and Lindsey Williams for the Deck Department, Paul Hall and Robert Matthews for the Engine Department and J. P. Shuler for the Steward's Department.

## Madaket Crew Upholds SIU's Militant Stand

Crewmen of the SS Madaket, Waterman Lines, were not notified by New York Patrolmen in time to immediately take part in the recent contract beef against the shipowners due to the very good reason that the SIU representatives had more than 100 ships in the harbor to contact. As a result the Madaket shifted to Philadelphia with no knowledge of the action being taken in New York. But, these Seafarers didn't remain in ignorance very long.

When the Madaket arrived in Philly, and the boys learned the score, they immediately hung the hook on their ship like all good SIU crews. They not only hung the hook on the Madaket, but the crew held tight for ten days until the beef was fought through to a successful conclusion in true Seafarers style.

These Seafarers are as good a bunch of seamen as sail any SIU ships, and many of them are veterans of previous job actions and strikes.

As a result of this action, and (Continued on Page 6)



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 OF NORTH AMERICA**  
 Atlantic and Gulf District

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

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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

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## Bureaucrats In Action

The Government bureaucrats have once more stuck their noses into the affairs of the maritime industry, and their hands into the money pockets of the merchant seamen. The recent action of the Wage Stabilization Board in refusing approval to the new wage scales negotiated between the ship operators and the Seafarers International Union, and approved by the WSA, is a deliberate attempt to break down the collective bargaining pattern which has been established by the SIU.

They, the Washington masterminds, have come to the conclusion that no contract between labor and management is legal unless it is consummated in Washington, under the watchful eyes and with the fumbling aid of the Government red-tape artists.

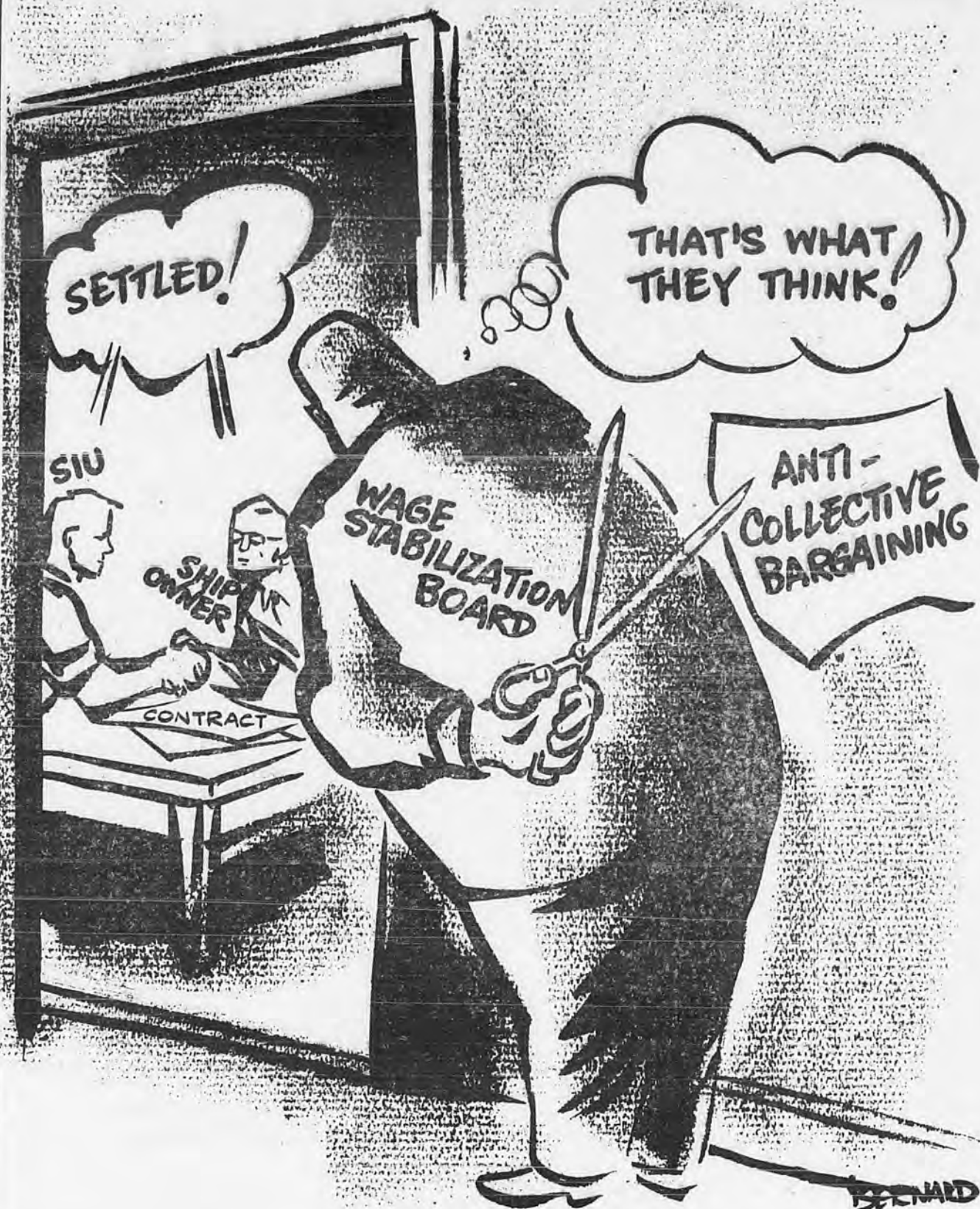
The democratic method of collective bargaining, without outside interference, is a procedure which entails thoughtful give and take. As a result of many such bargaining sessions, the SIU came up with the best contract ever won by any union of merchant seamen. And now, after this long and arduous period, the gains which we have made are being wiped out by men who give lip service to the encouragement of collective bargaining, but who really are interested solely in concentration of power in their own hands.

The difference between the wage scales arrived at by collective bargaining, and those approved by the Wage Stabilization Board, average out to about one cent per hour. Only 94 ships out of a total of 347 will be denied the benefit of the higher wages, since these 94 are under the jurisdiction of the War Shipping Administration. To break it down even further, 73 percent of employees involved will receive the higher wages, while the remaining 27 percent are being asked to content themselves with wages on a par with those paid to the NMU and the other unions of the CMU.

The two members of the Wage Stabilization Board who voted against approval of the agreements, the labor member voting in favor, have little basis for their decision. Either they do not recognize the concept of free collective bargaining, or they refuse to accept the judgment of the Union, the employers, and the War Shipping Administration. All of these groups are responsible for maintaining stability in the maritime industry, and all petitioned the WSB to approve the contracts for WSA vessels.

This type of action, if allowed to continue, will destroy free collective bargaining, and at the same time foster dangerous Government control of unions and industry. As conditions stand at this time, the Board's decision has only given rise to a great deal of unrest which may lead to even more serious consequences.

The SIU and the SUP have negotiated their contracts with the employers. They will not sit idly by while Government bureaucrats deprive them of what they fought for.



## Men Now In The Marine Hospitals

These are the Union Brothers currently in the marine hospitals, as reported by the Port Agents. These Brothers find time hanging heavily on their hands. Do what you can to cheer them up by writing to them.

### STATEN ISLAND HOSPITAL

- W. HUNT
- S. J. SOLSKI
- L. L. OWENS
- P. R. DEADY
- C. G. SMITH
- L. A. CORNWALL
- W. B. MUIR
- J. L. WEEKS
- R. J. TURNER
- R. YOUNG
- J. S. SEELEY JR.
- F. TOKORCHUK
- D. A. WARD
- T. L. KEITH
- T. J. DAWES
- J. E. VILLAFANA
- T. L. SIMONDS
- N. TSOAUSKIS
- R. G. MOSSELLER
- E. ORTIZ
- C. W. SMITH
- F. GAMBICKI
- R. LUFLIN
- L. L. MOODY
- M. C. BROOKS
- M. H. ROBB
- R. PIERCE
- C. KUPLICKI
- J. FAIRCLOTH
- G. GRAHNE

- T. WADSWORTH
- H. PETERSON
- L. LANG

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### GALVESTON HOSPITAL

- GEO. RIGGENS
- J. P. FOUGHT
- J. LONGTEMPS
- W. E. PATTERSON
- K. A. PUGH
- D. FAULK

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### BOSTON HOSPITAL

- AUSTIN CHASE
- PAT CASILINOVO
- T. DINEEN
- E. JOHNSTON
- E. DORMADY
- K. HOOPER
- E. DACEY
- H. STONE

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### BALTIMORE HOSPITAL

- MOSES MORRIS
- H. R. PERRON
- BATHEW LITTLE
- HENRY WILLET
- WILLIAM HAHN
- HENRY CRONIN

## Hospital Patients

When entering the hospital notify the delegate by postcard, giving your name and the number of your ward.

### Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following times:

- Tuesday—1:30 to 3:30 p. m.  
(on 5th and 6th floors)
- Thursday—1:30 to 3:30 p. m.  
(on 3rd and 4th floors.)
- Saturday—1:30 to 3:30 p. m.  
(on 1st and 2nd floors.)

- LONNIE TICKLE
- JACINTO FIGUERA
- MONTERO NELSON
- E. J. DELLAMANO
- PETER LOPEZ
- JAMES KELLY
- WM. SILVERTHORNE
- MORSE ELLSWORTH
- GEORGE LEIDERMAN
- J. R. WAGNER
- NICK KASPARIAN
- WILLIAM REEVES

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### NEW ORLEANS HOSPITAL

- JOSEPH WALSH
- H. SAVIBI
- GLEN DOWELL
- JOHN R. GOMEZ
- EDWARD F. MAHL
- KEITH WINSLEY
- THOMAS COMPTON
- J. W. DENNIS
- R. M. NOLAN
- JOE SCHMUK
- W. H. OSBORNE
- R. L. FRENCH
- WILBUR MANNING
- EDWARD CUSTER
- W. BROCE, Jr.



# Clearing The Deck

By PAUL HALL

Several months ago a notice was inserted in the **Seafarers Log** requesting all former members of the Seafarers International Union now sailing as Engineers to call at the nearest Union Hall.

This notice had a three-fold purpose; first, to determine how many SIU members, active and retired, were sailing as licensed marine engineers (note: Master, Mates and Pilots are an AFL affiliate and such action was unnecessary to secure a check on deck officials); second, to make a complete survey of the functioning Marine Engineers Beneficial Association apparatus on both a local and national scale; third, to get the opinion of the Engineer on the job—what was wrong—what should be done—how and when any corrective measures should take place.

## Enthusiastic Response

The response far exceeded expectations. Hundreds of engineers, ranging from those making a first trip on a license to veteran chiefs came up to the Hall and had their beefs. These were not limited to AFL men, but also included former NMU, MFOW, Company Associations and others who had never belonged to an organization.

No attempt was made to bind these Engineers into any "rank and file," opposition or dual union of any sort.

## Engineers' Consensus

The opinion of the Engineers visiting the Union Halls and borne out by dozens of others contacted aboard ship by boarding Patrolmen, ships Delegates and crews, was practically unanimous. Summarized briefly, the general opinion was first, the MEBA had refused to function as a union and now has degenerated into a dues collecting agency and functions only as a club for night engineers. Second, a handful of communists under the leadership of Merriweather, West Coast official of the MEBA and Harry Bridges had succeeded in committing the MEBA to participation in the CIO-CMU against the interest and wishes of the membership (a petition containing more names than votes that have ever been cast was submitted to Hogan, national head of the MEBA, in protest against this suicide alignment.) Third, beefs were not being settled; ships were not being contacted; contracts were being ignored; the closed shop was not being protected; and the interests of the membership were being ignored.

All were agreed that something had to be done, the most representative ideas being first, to initiate a rank and file movement designated to oust the few communist-controlled and weak-kneed officials, amend the constitution to give the membership control of the organization and launch a movement for affiliation with the AFL.

Second, to withdraw from the CIO and to form a licensed marine engineers group affiliated to and with AFL, AFL Marine Trades Department and other AFL licensed and unlicensed seamen organizations (MMP, Staff Officers Assoc., Radio Officers Union and the Seafarers International Union.)

## It's Time To Act

The AFL has been patient. Far too patient for the interests of all licensed and unlicensed seamen. Now as always, the AFL does not want to engage in any movement that could be labelled as union raiding.

In this case, however, the request for action comes from the rank and file, from the Engineer on the job. The Engineers want and are entitled to a representative union of their own choosing. The MEBA is impotent and fast becoming a captive stooge of the commie-inspired CMU.

Marine Engineers are a product of a hard school. Theirs is a profession requiring both brain and brawn—a profession requiring skill of the highest degree—compensated for in low wages, long hours and miserable conditions.

The AFL believes all marine Engineers are entitled to:

1. Adequate representation both on and off the job.
2. A democratic union controlled by the membership.
3. Wages and conditions in keeping with the necessary scale.
4. Closed shop contracts.
5. Full retirement and unemployment benefits.

## AFL Marine Trades Department

The National Executive Committee of the AFL at a recent meeting in Chicago has established a National AFL Marine Trades Dept. to which the AFL Marine Councils in all ports are affiliated.

This means that the full weight of the AFL Longshoremen, Teamsters, Warehousemen, Shipyard Workers of all crafts, Repairmen, Ferryboatmen, Tugboatmen and any and all AFL members directly or remotely connected with the maritime industry are solidly behind each other in all controversies.

The AFL welcomes the marine Engineers as a powerful addition to this group and pledges itself and its full resources to a campaign to win for the engineers all that's coming to them.

## The MEBA Has Failed

Under its present set-up, the MEBA has failed. Its constitution is so full of evasion that a group of Philadelphia lawyers would go insane trying to find the constitutional way out.

The interests of the American seamen are urgent and no further delay can be allowed. The engineers have requested action and the AFL gives the answer "WE ARE READY!"

All marine Engineers, regardless of previous or present affiliation should immediately contact the nearest SIU Hall and help plan their future security together with their brother Engineers who have started the movement for a genuine marine Engineers Union.

NOTE:—A story will be carried in next week's LOG with complete details regarding the American Federation of Labor's issuance of a charter to Marine Engineers.

George Clark



His log was broken when Skipper was proved wrong.

# \$2,000 Collected By Solid Action Of Edelstein Crew

NEW YORK — After a nine months trip, full of phony loggings and petty tyranny on the part of the Master, the SS Michael Edelstein, Smith and Johnson Lines, finally made port last week. In the course of the voyage, the vessel made stops at Casablanca, Buenos Aires, Durban, Singapore, Shanghai, Manila, Batangas, and then through the Panama Canal to the home port of New York.

Most of the trouble was caused by the Skipper, Captain Oftedal, whose dictatorial tendencies were made worse by his fondness for whiskey. As a result of his ac-

tions during the trip, members of the Seafarers will not sail with him again.

Conditions went from bad to worse during the course of the long voyage, but they were brought to a head when the Skipper logged two ABs, George Clark and Joseph Murphy, for refusing to turn to when ordered to do so. Both men insisted that they had not refused, but had merely turned to a few minutes late. In fact, the men worked out the rest of the trip, and this is corroborated by the other members of the crew.

## BEEFS MOUNT

Another beef against the Master was that, with eight licensed officers aboard, all holding first aid certificates, he ordered Chief Steward Dean, who holds no first aid certificate, to administer first aid. Furthermore, Dean was ordered to inject a hypodermic in one patient, and to take stitches in a cut on another man's head.

When the vessel finally docked last week, the crew was ready for any action. And they got it.

First off, the Skipper wanted to prefer charges against Murphy and Clark, and to call the Coast Guard in. This was in spite of the fact that the Shipping Commissioner told him that it was a bum beef. It took a lot of tall talking on the part of Patrolmen Goffin and Gonzales before the Captain pulled in his horns, and agreed to break the logs.

Next, the question of overtime came up. A lot of time was wasted in ranting and raving, but in the end the Master had to give in, and over \$2000.00 was collected by the crew. Even Chief Steward Dean collected a nice piece of change for his first aid work.

So the trip of the SS Michael Edelstein, bad as it was, ended in a victory for a good SIU crew.

# Coos Bay Beef Won By SIU-SUP

(Continued from Page 1)

port of the AFL seamen's stand, the AFL lumber workers of the Irwin and Lyons Lumber Company refused to work any lumber designated for the scab ships. As a consequence, Coos Bay is tied up tighter than a drum.

The CMU has been filling the airwaves with propaganda about the dispute, most of it vicious and constructed solely of lies. Seattle Agent Ed Coester was dispatched to the scene to arrange broadcasts in the Coos Bay area to give the people the true facts of the case.

There is little likelihood that Bridges will permit the CMU unions involved in this beef to accept the decision of the fact-finding board. Until he does, however, Coos Bay will remain frozen, and the public now knows where the responsibility for such action lies.



By ROBERT MATTHEWS

A section of the law that we have always had plenty of trouble with is the one dealing with "logging" or fining our members. They have been logged at one time or another for practically everything in the book—Some, naturally have stood up and some, have been knocked down. Some men have been fined legally and some illegally. There have been millions of questions asked in regards to what is legal and what is not.

I think it is proper at this time to examine the law as to what is legal and what is not because when a man is logged or fined it really amounts to a cut in wages.

It must be borne in mind that simply stating verbatim what a law says is not conclusive. No law on the statute books means a thing until it has been tested in the courts as to its constitutionality. Insofar as the law regarding logs and fines is concerned just about every phase of the law has been submitted to court test. Therefore, since there have been so many court interpretations handed down on this particular law I will give you, at this writing the law and in a later issue a few court interpretations.

At any rate, any time a man is

fining the following law must be adhered to as will be shown in articles to follow in the Log. The law is as follows:

### Entry Of Offense In Log Book.

Upon the commission of any of the offenses enumerated in section 701 of this title an entry thereof shall be made in the official log book on the day on which the offense was committed, and shall be signed by the Master and by the Mate or one of the crew; and the offender, if still in the vessel, shall, before her next arrival at any port, or, if she is at the time in port, before her departure therefrom, be furnished with a copy of such entry, and have the same read over distinctly and audibly to him, and may thereupon make such a reply thereto as he thinks fit; and a statement that a copy of the entry has been so furnished, or the same has been so read over, together with his reply, if any, is made by the offender, shall likewise be entered and signed in the same manner. In any subsequent legal proceedings the entries hereinbefore required shall, if practicable, be produced or proved, and in default of such production or proof the court hearing the case may, at its discretion, refuse to receive evidence of the offense.



One reason that things run smoothly at the Norfolk Hall. The efficient secretary, name, address, and telephone number not given to the LOG staff for obvious reasons, is a valuable adjunct to any office. (See story on Page 5 for more details.) What is her name anyway?





# HERE'S WHAT I THINK...



**QUESTION:**—In view of the action of the New Orleans Maritime Council, would you be

willing to donate your services to man an UNRRA food relief ship?



**MATTHEW RINSTAD, AB:**

The principle is okay, but who is going to support us when we come back from the trip and are on the beach for a week or so? I would be quite willing to help out by donating one or two days work, but I just can't afford to donate my services for a full trip. Don't think that I'm not in sympathy with the starving people of the world; it's just that I have plenty of my own troubles and going further into debt isn't going to help me solve them. Maybe living is cheaper in New Orleans.

**EDWARD DeMELLO, Messman: CHARLES E. ROGERS, Cook:**

Personally, I think that it is a good idea, and if the Union adopted it as a policy, I would go along with it without complaining. But, to tell the truth, I really can't afford to work for my health, and I bet that most other seamen are in the same fix. Sailing is a job like any other, and if there is no money coming in at the end of the week, why that's all there is to it. No debts paid, no rent paid, and no food in the ice-box.

It is a wonderful idea and shows that men in the SIU have the interests of the starving people at heart. I personally can't afford to make a gesture like that, but I would do it just to show that labor has more sympathy for the starving than the bosses have. Seamen played a big part in winning the war, and now they want to do a job in insuring the peace. I don't know how I would work it, but I would certainly be proud to be one of the crew to donate services and sail that ship.



**ALF URI, AB:**

Seamen can't afford to work for nothing. That's all I can say about the whole idea. It's fine to feed the starving people, but who is going to feed me when the trip is over and I'm on the beach without a job? You don't see the bosses or the farmers going out of their way to help out. It would be good publicity for the SIU, but we can't eat publicity. If someone will show me how we can man an UNRRA food relief ship free, and not starve in the process, I'll be all for it.

## No Port Tie-Up, NMU Grab Fizzles

By ALEX McLEAN

**BUFFALO** — With the Great Lakes strike now in full swing the only ships tied up in this harbor are the contracted ships to the CIO. They have a grand total of five ships which is a long way from the big ballyhoo that every ship that hit this port would hang the hook. The way the ships are clearing in and out one would never know there was a strike going on.

Shipping has picked up here in the last week and we expect it to continue at a good pace until freeze up time.

Captain William Malloy and the Crew of the SS Canadiana received a letter of thanks for their generous donation to the U. S. Marine Hospital for Tubercular Seamen at Fort Stanton, New Mexico. The text of the letter was as follows:

Enclosed please find receipt for the sum of \$38.20 donated by the crew of the SS Canadiana to the seamen at Fort Stanton, N. M.

Permit me to thank you for this kind donation as it is through the thoughtfulness of you who are sailing that things are made more pleasant for the boys down here. We are truly grateful. Signed J. McGrath, Chairman General Welfare Committee.

We also wish speedy recovery to Frances L. Campbell and Juanita Morrison, both recuperating from fractured hips at the Marine Hospital.

## SIU Not Taken In By NMU Actions On Great Lakes

(Continued from Page 1)  
industries involving approximately a million and a half men just so the NMU can organize several thousand Lakes sailors into their outfit?

The only CIO support which the NMU will get from either of these two CIO unions is strictly on a local basis from groups like the commie-dominated Ford Local 600 of the UAW and the Wayne County CIO Council. Neither the Michigan CIO Council, which is pro-Reuther and anti-communist, nor any of the other Councils or Locals in the Lakes area will give them assistance of any account.

### LAKES ANALYSIS

Here's an analysis of the Great Lakes scene from a factual viewpoint, and seen at first hand with observations by boys who know the score on the Lakes. Jobs for the unlicensed seamen on dry cargo freighters, tugs, sandboats, berries, tankers, passenger and excursion steamers sailing under the Stars and Strips, total between 13,000 and 15,000. It varies between these two figures.

Approximately 5,000 of these men are organized in the SIU, and less than one quarter of this figure (around 1,100) are in the NMU. The balance of some odd 8,000 are unorganized. Although some of these are in the Lake Seamen's Union, they're consid-

ered unorganized because it's a company stooge outfit.

Both the SIU and NMU have been competing in an attempt to get the unorganized into their respective unions, and a test will come on the Midland ships when they are voted within the next two weeks. With the Seafarers record for the best wages, hours and conditions in the industry, the SIU expects to win this election.

### DETROIT TROUBLE

During the first few days of the NMU's "strike" in the Detroit area, one of the SIU contract companies—the Bob-Lo excursion boats—was picketed by NMU pickets carrying signs asserting that the SIU was supporting their organizational "strike."

The SIU had already issued a statement to the press that the Seafarers would observe NMU picket lines in front of NMU-contracted vessels, but that they would not honor picket lines in front of SIU ships or unorganized ships which the SIU was interested in organizing. In spite of this, the NMU picketed these SIU-contracted ships.

In line with the SIU pledge to honor SIU contracts, these docks were cleared and the SIU ships sailed. However, several Seafarers and one ILA member were arrested by the notoriously anti-union Detroit Police. Later, they

## Attention Seafarers

Word has come to this office that the Seafarer Log is not to be found in some of the seamen's Clubs in foreign ports.

**Whenever in a foreign port go to the seamen's Clubs and see if the Log is displayed. If you don't see it, ask for it. Find out why it is not put out, and leave some of your ship's copies of the Log there.**

**Notify the Seafarers Log of all Clubs where you do not find the SIU paper.**

were released on bond pending trial. Yes, AFL men were arrested for protecting the rights of the members, and insuring the fulfillment of SIU contracts. That's food for the birdies!

With the situation clearing in the Detroit area and with the NMU forced to leave SIU-contracted ships alone, things here should be back on the right course once again. By that time, only three more Isthmian ships will be left to vote and the formality of the NLRB recognizing the SIU as the Union bargaining agent for Isthmian ships will be over. With the Isthmian victory locked up and the smashing defeat of the NMU on the Great Lakes an accomplished fact, the SIU will continue its record of expansion and achievement. That's the Seafarers way!

## WSB Tries To Cut SIU Gains Down To Same Level Of NMU

(Continued from Page 1)  
are affected, but this means that 94 ships and 27 percent of the SIU personnel employed as merchant seamen will be denied the benefits of the contracts which are a long stride forward in maritime history.

The Board ruling, which was concurred in by two members, with Walter Mason, AFL representative dissenting, was excused by the WSB on the grounds that it would provide uniform sea wage standards and cut out the differential which has been enjoyed by the SIU and the SUP. This is exactly what the NMU has long been angling for, and brings out again the fact that if the NMU cannot win good wages and conditions for its members, it is unwilling to see any other organization of seamen forge to the front.

Also affected by the WSB ruling was the recent wage increases won by the SUP in the contract with the American Pacific Steamship Company. These increases, which were also higher than the wages of the CMU unions, were not approved by the Board, and all wage scales are now to be on a par with those granted to the CIO maritime unions.

### ACTION PLANNED

Seafarers officials have no intention of taking this decision lying down, and already plans

are under way to appeal the ruling to higher authorities. The Union's efforts to have a more favorable decision granted is implemented by the fact that in the recent strike vote, the sentiment to strike was overwhelmingly voiced by the membership. At the present time, the SIU has authorized John Hawk, Secretary-Treasurer, to call a strike at any time if necessary.

In the event of a strike by the SIU, the AFL Unions which are affiliated with the AFL National Maritime Council will undoubtedly give full support to the action.

In the meantime, the Negotiating Committee of the SIU has been meeting regularly with the operators in the process of working out the general rules and working rules which were left out of the interim agreement. The sessions are progressing smoothly thus far, and the Committee feels that these matters will be settled within the very near future.

## ATTENTION!

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



# Norfolk Hall Is A Seaworthy Layout

## Norfolk Hall Is Seafarers Idea Of Good Spot To Relax

NORFOLK—Solid symbols of SIU might and security—that's the impression conveyed by the four, stout, supporting pillars fronting the sturdy, stone structure which houses the Norfolk Branch of the Seafarers International Union in 127-29 Bank Street.

The building was erected originally for the Merchants and Mechanics Bank. During the war years, it served as headquarters for the War Shipping Administration. Came the winter of 1946 and passersby peering into the pillar-flanked entrance saw SIU-ers gingerly sweeping out the remnants and blowing out the mustiness—leftovers of the Government shipping agency.

By springtime, the new Hall was fit and ready for the mem-

bership in Norfolk. With its modern, comfortable accommodations, it evoked much favorable comment from Seafarers who pulled into the Virginia City.

The click of kissing billiard balls draws many guys who like to rack 'em up in idle moments to the bright, clean recreation room. Comfortable leather chairs are come-ons for the lolling snoozers, while card enthusiasts have ample tables for their pastime.

### READY IN SPRING

The office rooms are modernly equipped to permit handling of the port's business with the utmost dispatch.

A loud-speaker has been installed in the Hall very recently, and is of considerable aid to the Dispatcher, Ben Rees. It simplifies matters for the waiting membership, too. Men waiting to ship can sit around in the lounge and hear the jobs called over the public address system. In between the radio fills the air with the latest in goings-on and music.

Aiding Ray White, the Port Agent, and Dispatcher Rees in the administering of the Branch's business is a pert, efficient secretary whose name is not avail-

able, but whose picture is. (See photo on Page 3).

Norfolk men proudly assert that their Hall stands second to none in the SIU.

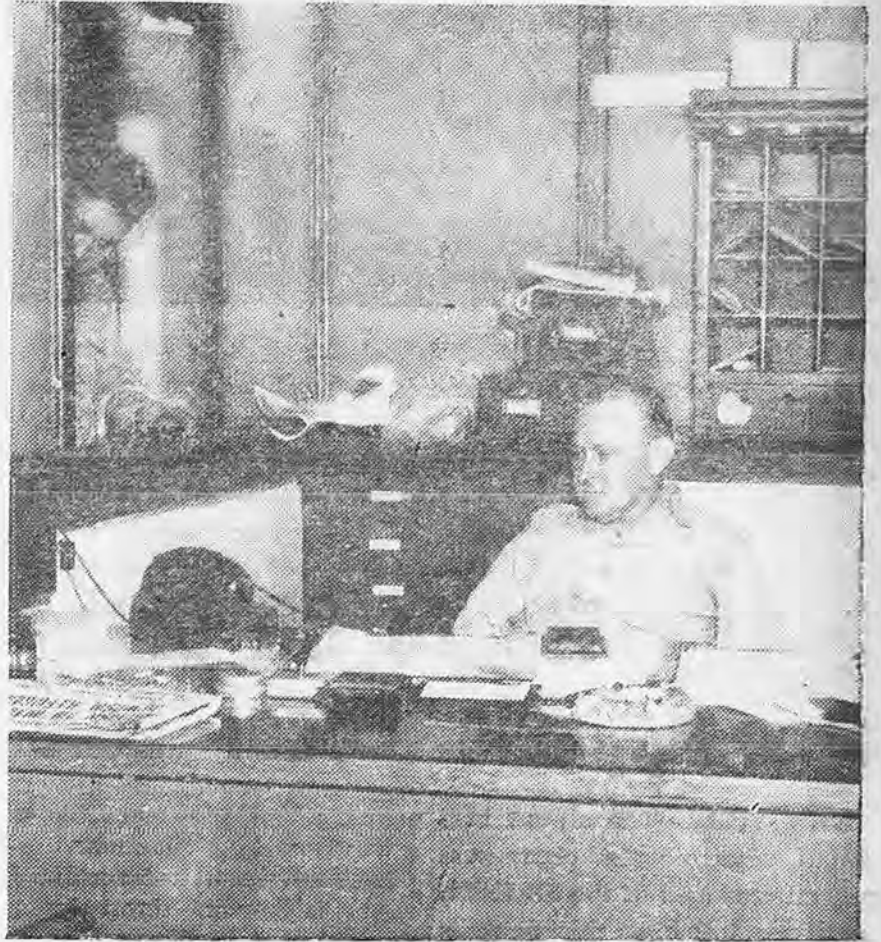
### BUSINESS GOOD

Business, meanwhile, has picked up during the last two weeks in this port, with the prospect that it will continue to be good for awhile. Quite a few boneyard ships are coming in, providing many of the boys with standby jobs and work on the final runs up the river.

This week there were three SIU payoffs in the port: the John Poe, the J. Hibbers and the Fitzhugh Lee. All three made clean payoffs.

The J. Hibbens, particularly, was in good shape due to the efforts of the Ship's Delegate, Frenchy Blanchard, an old book member. Brother Blanchard had everything lined up for the Patrolmen when they came aboard the vessel. He advised all trip-carders and book members as to the amounts they owed, checked their books, etc.—a considerable help to the Patrolmen, who commended Blanchard for the fine way he brought his ship in.

Everybody and everything, functions mighty well in Norfolk.



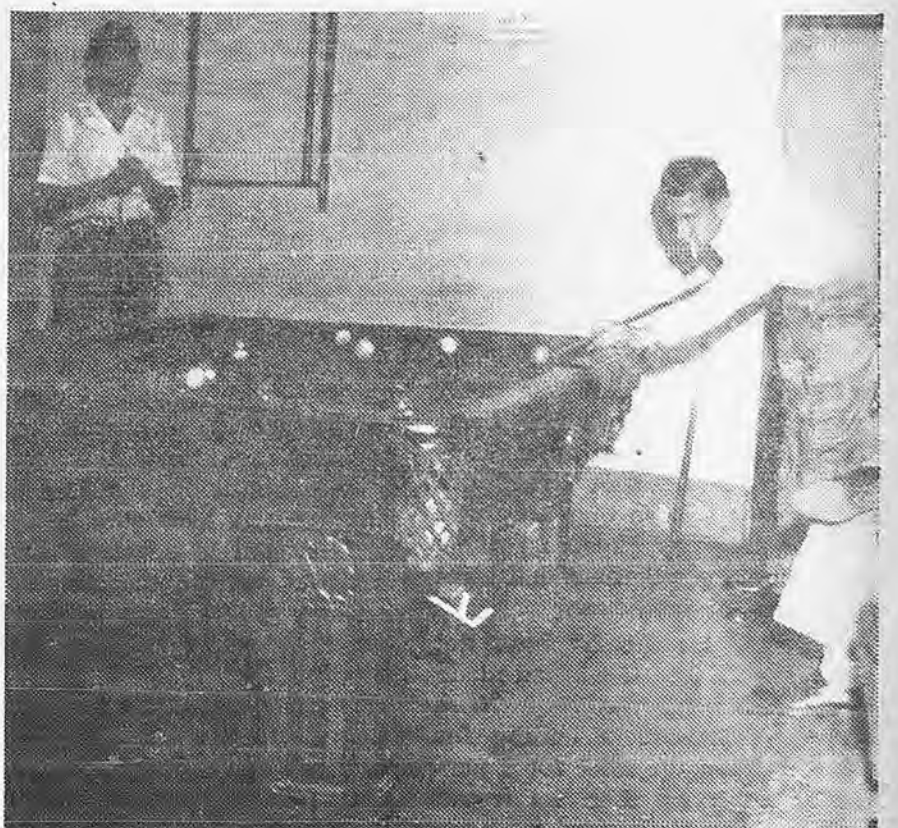
The busiest man in the place is usually Ben Rees, Dispatcher. He serves as a combination dispatcher and Chaplain since he has to listen to every hard luck tale that comes along. Here he is giving his willing ear to a man's hospital story. Oh, yes, he is also a fine dispatcher—ask any man who has ever shipped out of Norfolk.



You can't miss the big Seafarers sign on Bank Street. It is a sign of hospitality for all SIU seamen—the Brotherhood of the Sea. Even if we are located in a one-time bank building, we haven't gone high hat. You can still meet the same oldtimers and hear the same stories of the sea. Drop in next time you are in Norfolk. These pictures were all taken by Chief Electrician LaChange, and a very good job they are.



This is the second most popular spot in Norfolk for seamen on the beach. The nearest gin mill ranks just a little bit higher than the recreation room pictured here. In the foreground you can recognize old-timer Bernstein, trying to beat himself playing solitaire.



The click of pool balls is a welcome sound to Seafarers returning from a long trip. They don't have to go to a dive to play pool in Norfolk. They are welcome to come right to their own Union Hall and indulge in the sport to their heart's content.



**SS MADAKET, A SOLID SIU CREW**



These Seafarers from the SS Madaket stuck together solidly on the recent contract beef between SIU and shipowners. Sitting (left to right): Joe Borden, Alfred Borjer, Arthur Langley, Cicero Douglas, and Philip Bazoar. Standing (left to right): Jose Garcia, Pedro Cruz, Jim Rowan, Charles Lienne, E. Peterson, A. Remijin, and Lyle Brannan.

**Madaket Crew Upholds SIU's Militant Stand**

(Continued from Page 1)

similar action by other SIU crews in every port, enough pressure was put on the operators to make them come across with the best contract that merchant seamen have ever seen.

**NEVER AGAIN**

Precautions are being taken that a mistake such as the above does not occur again. The militant men of the Madaket had no intention of going counter to the sentiments of the rest of the Union, it was just that the transmittal of information was faulty.

All's well that ends well, and the crew of the Madaket are pleased with the contracts which the SIU has won and with the way negotiations on general and working rules are progressing. To a man, they are in favor of strike action, if it is necessary, to force the Wage Stabilization Board to grant the Union the wage increases which have been won through collective bargaining processes.

"Say, buddy, could you use a good funny story for the Log."

That was our introduction to Percy Boyer, Bosun, who came into the Log office with a funny story, and ended up by being written up as the Seafarer of the Week.

Percy has been sailing steadily since 1924, and has been a good Union member during the entire time. He was one of the group of merchant seamen who kept the lines to Europe open, but was fortunate enough never to have been torpedoed.

Ask Boyer about his Union activities and he grows uneasy. "I can't say anything about myself that practically everybody else in the SIU can't repeat," he says. "Just put down that I have been through everything a Union man could go through."

So now you ask yourself "what's so damn funny about his story?" Nothing so far, but did you ever hear of "Moon" Koons the "Pride of the Merchant Marine." Moon fought over 400

**MEET THE SEAFARERS**



**Percy Boyer**



times, and won more than two-thirds of his engagements. He was never knocked out, even when two thugs attacked him with baseball bats in New Orleans. The only casualties at that time were the thugs, plus the bats which were broken on Moon's head.

**LAST BOUT**

Here's the story of his last comeback, as told by his manager, Percy Boyer.

"You see," he started off, "Moon and I grew up together down in the Gulf. He was a big guy, and he liked to fight, so I figured that he might as well get paid for it. I got him a couple of fights, and he won them all by knockouts. But the going got tight, so to keep us in food, I took a job as a night watchman in a bank.

He chuckled at the memory. "The job lasted exactly one night," he went on, "and it ended the next morning when they caught me asleep at my post. So then I shipped out, and a few years later Moon joined me.

"Well, in 1938, Moon decided to make one last comeback, so we got him a fight with the middle-weight champion of Argentina. We crewed up in New Orleans for the run south, and we collected two bits from every crew-member, from the Skipper on down, for a bathrobe for Moon. He was way overweight, so I put him on top of the boilers for a few hours each day to sweat him down. Sure enough, he lost 35 pounds in two weeks.

"To train him, we had to have sparring partners, but he soon wore down everybody in the crew, so finally I built him a punching bag filled with rocks and sand, but damn if he didn't wreck that in a couple of days. When we got into B. A. the crew rushed ashore and bet everything they had on the big fellow.

**SHORT, SHORT, STORY**

"Well, to make a long story short, the night before the big event, Moon climbed up on the number 5 hatch for a little limbering up, and he fell off and like to broke his neck. The fight was called off, and instead of drinking cognac as we expected, we had to be satisfied with beer. To make the whole thing even worse, Moon went out and hocked the bathrobe we bought for him.

"Anyhow," and Percy brightened up at this, "Moon was discouraged and so he stopped fighting before he got his brains splashed. It was a good thing because a sailor with bells in his head is no good at all."

**Helen Case To CG Brass; SIU Appeals Local Edict**

NEW YORK—The all-out battle to vindicate the eight suspended crewmen of the SS Helen continued full blast this week as the SIU carried the case to the Coast Guard Commandant in Washington. This follows the rejection of last week's appeal by Rear Admiral Smith of the Third CG District.

Both the original trial hearing of July 17, when the CG Hearing Unit ruled for the lifting of the men's papers for six months, and the subsequent decision rendered by Admiral Smith in an appeal hearing, are being reviewed by the Headquarters Commandant. Smith, in his ruling, upheld the lower unit, but acknowledged the severity of the penalty by ordering the suspension reduced from six to three months. His denial, however, of the SIU's contentions that the trial had been held in the presence of a biased hearing officer, and that the conviction was against the weight of

evidence, indicates that his was a white-washing function.

In the event an unfavorable decision is handed down by the Commandant in Washington, the SIU will then move into the civil courts where it will contest the legality of the whole procedure.

The revocation of the men's papers resulted from their refusal to man the Helen because the ship was undermanned and unseaworthy. The Bull line, operators of the vessel, then called in the Coast Guard, though they have since admitted the error of this action in a letter to the Union.

Ben Sterling, attorney for the Helen men, has expressed complete confidence that the fight will be ultimately won.

Meanwhile, the SIU is leaving no stone unturned in the effort to clear the men of all charges in this miscarriage of justice. The suspension, as reduced, will expire shortly, but the Union has dedicated every resource to gain complete vindication for the Helen men.

**Dutch Seaman, Jap PW For 3½ Years, Joins SIU**

This is the true story of a newcomer to the Seafarers' ranks who is new to the SIU but not new to the sea. Brother M. H. Schaafsma is a native of the Netherlands now 52 years of age, and recently joined the SIU after having been a Jap prisoner for 3½ years.

Schaafsma started sailing 'way back in 1910, joined the ISU in 1919, and left that Union to go to England in 1927. There he joined the British Sailors and Firemen's Union, and was a member until 1941 when he left to take a job in the Dutch East Indies.

As a Dutch citizen, Schaafsma was placed by them in the Dutch East Indian Colonial Army, being taken a prisoner of war by the Japs on March 9, 1942 near Bandoeng. He was held as a prisoner in various prison camps until September 17, 1945.

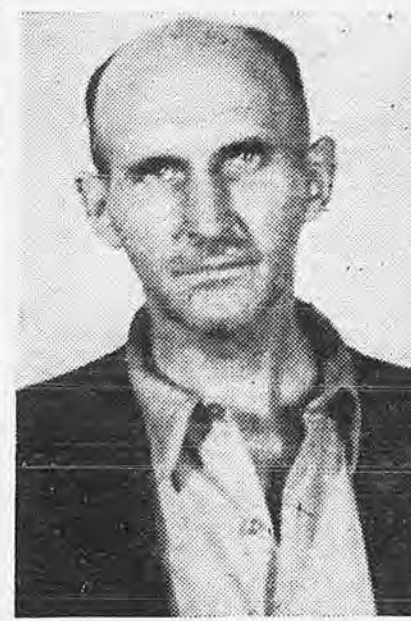
The first camp where the Japs held Schaafsma was not far from Bandoeng. He was then moved in succession to Tjilatgap, Bavia, Palembang, and was finally released by the British at Singapore on September 17, 1945 after the Jap surrender.

**SHIPPED SIU**

Spending several months at the Singapore hospital and convalescent center until he regained some of his strength, Schaafsma shipped out from there on a short-handed Los Angeles Tanker, the SS Verendrye, on June 22, 1946. Prior to his leaving, he received the large sum (?) of \$720 from the British as payment in full for his services in the Dutch Army and as a prisoner of war. Incidentally, to illustrate how bad conditions in the Dutch East Indies actually are, Schaafsma's military pay was 25 cents a day.

After arriving at New York on August 8, Schaafsma took out an SIU book and declared his intention of continuing to sail as long as possible. He's a Black Gang man rated as Wiper.

According to Brother Schaafs-



**M. H. SCHAAFSMA**

ma, "While I was a Jap prisoner, we had no coffee, milk or tea, vegetables or fruit. Our diet consisted mainly of rice which was doled out to us at the rate of 150 grams a day. Occasionally, the big-hearted Japs would include a few rotten fish heads as a delicacy.

"After seeing thousands of prisoners dying like flies around me," went on Schaafsma, "dying as a result of systematic starvation and malnutrition, I'll never forget those horrible days, months and years as long as I live."

Schaafsma weighed around 210 pounds when first captured, and had shrunk to a mere 98 pounds when rescued by the British at Singapore. In addition, he was wounded three times in the battle of Palembang, and cut several times by saber wielding Jap guards in the prison camps.

Today, Brother Schaafsma has regained most of his weight as well as his health. He now weighs around 185 pounds.

The Seafarers International Union is proud to welcome within its membership another fighter like Schaafsma. He'll be a worthy addition to the SIU's fighting ranks!

**Shipowners Stab American Seamen Right In The Back**

By "BLACKIE" COLUCCI

Well, brothers we're getting the business again.

It is common knowledge now that the ships we have been sailing through the war for the government and the shipowners are being sold to foreign countries and we are going to have difficulty in obtaining jobs. During the war there was a lot of talk about keeping our big fleet of merchant ships, but as you see the talk was a lot of scuttlebutt.

The way I see it, the big shots have made their mint and don't care what happens to the fleet. Now that the seamen have started to earn a decent living the shipowners believe that they will lose money by keeping their ships, so they sell them and term it a form of lendlease.

We have let the fat boys get away with a lot. If we had made a contract with the shipowners and the government calling for them to keep the fleet for a period of ten years then we would have had the security of a job for awhile. I know that it seems impossible to obtain a contract like that, but if you remember, the shipowners made a "patriotic agreement" to have our union

sail their ships for the duration and six months with no disputes or strikes for the benefit of the cause. What cause? The war or the shipowner's pocketbook?

The bigshots sure put that one over.

**SWEPT FROM SEA**

Anyway, getting back to the ten-year contract, they probably would claim they could not operate their ships at a loss. Well, if they couldn't operate their ships then they should put them in a boneyard instead of selling them to foreign countries, who will come over and haul cargo that we should be handling and be manned by men who have to work for next to nothing. Don't think that our big shot shipowners won't have a hand in it even after they are sold; they will, but definitely.

As I write, the ship I am aboard is being sold to a foreign government. We have been lying here for a month watching foreign ships that were once U. S. Liberties come in and go out with not an American seaman aboard. This is only the beginning. It won't be long before it will strike home and hard.





## SIU Hall In Marcus Hook Welcomed By Tanker Men

By STEVE "BLACKIE" CARDULLO

MARCUS HOOK, Pa.—This is the first report from the new SIU Hall in Marcus Hook. For only being here a short time we have really made progress and seamen from miles around are streaming in here. Mostly they want to voice their praise of our Union and find out what we intend to do in the tanker field.

been giving him a lot of hooley about being the only union in the tanker field and he was interested in joining a union that was run by the seamen and not by the Kremlin, so when he heard the SIU was in town he made quick tracks to our door.

Speaking of the Kremlin, the NMU boys from their hall here have had their stooges out to find out what we are up to. Take it easy fellas, you'll see it all in good time.

From what we have been told by unorganized seamen who have come in there are great possibilities for this port. In time this can be one of the biggest ports on the coast as there are anywhere from 100 to 150 tankers paying off here every month. With the help of the membership who gave such splendid aid on Isthmian ships, we can make them all SIU.

Tanker seamen have been neglected long enough, working for low wages and at the mercy of shipping crimps. They will welcome a real seamen's union that will get them conditions and wages that they richly deserve.

## Skipper Hates To Part With Money—Even If Not Own

By JOE ALGINA

NEW YORK—You've got to be quick on the draw these days. That's the lesson we learned this week as we investigated several complaints aboard vessels in this port.

Some of the men putting in for a draw have tangled with their Skippers who have attempted to clamp down on the amounts requested. In many cases they tried to limit the draw to \$10 or \$20, claiming that more than these amounts wouldn't be necessary since the ships are paying off within a few days.

In a few of the cases where squawks arose, the crewmembers had as much as \$300 coming to them, some even more. Heads-up thinking on the part of the Delegates, who called the Hall immediately, resulted in the satisfactory settling of these beefs.

These beefs are sound in basis. We should like to know just what good a \$20 draw is (to say nothing of the \$10 laugh) over the weekend in these days of \$3 steaks and \$1.25 movies.

Seafarers who find themselves at odds with their Skippers over the amount of the draw should notify the Hall immediately for prompt action on their claims.

### PORT FIRST

We scored a first the other day when we paid off the SS Donald Wright, first American Pacific freight ship in this port. As on the other 12 ships paid off, all beefs were squared away by the Patrolman right at the payoff. Otherwise, shipping and business have been fair in New York.

Considerable activity, however, is involved in the visiting of ships. There are always about 70 vessels in New York, and we try our utmost to visit each and every one of them, and settle whatever beef arise, whether the ships are paying off or signing on, or just making a call for a few days.

We're looking, and hoping, for shipping to pick up some next week.

Over at Isthmian, the election for a bargaining agent is almost over, and our successful operation on this front indicates that a new fleet of ships will be sailing soon under the SIU banner.

Up Boston way, the boys are moving into a new Hall, and this Beantown boy wants to wish them good luck in their new quarters.

It'll be a happy day when the Seafarers have a host of new

halls up and down the coast. Already the SIU has advanced great strides since that day of the old ISU's breakup. With a hard-fighting, militant membership boasting a solidarity second to none, we've forged to the top. "Best wage and working conditions in the industry"—these few words best tell the story.

## NO NEWS??

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

BALTIMORE  
SAN FRANCISCO  
HOUSTON  
CHARLESTON  
MOBILE  
TAMPA  
GALVESTON

## WITH THE SIU IN CANADA

By HUGH MURPHY

The SIU in its never ending fight for revision of the antiquated "Canada Shipping Act" and for decent seamen's legislation has again been successful, in obtaining compensation for all Seamen whether deepsea or coastwise, for loss of life or limb. In the Bill passed by parliament August 6, seamen or their dependents shall receive compensation in the event of death or injury.

The passing of this Bill ends a long and bitter struggle on the part of the SIU in its effort to obtain compensation for seamen.

The recent score on seamen's legislation is:

1. Compensation for loss of life or limb.
2. Unemployment Insurance for seamen, which went into effect on August 1, 1946.
3. Abolition of Manning Pools.

Still on the agenda and at present before the Government is:

1. Sick Mariners benefits for all seamen, whether coastwise or deepsea.
2. The establishment of the eight hour day.
3. The recognition of legal holidays.
4. Annual Holidays.
5. National Health Insurance.
6. Abolition of continuous discharge books.
7. Abolition of Shipping Fees.
8. Complete revision of "Canada Shipping Act."

### CPR AGREEMENT SIGNED

The protracted negotiations for a working agreement covering the unlicensed crew members in deck and engineroom depts. on vessels of the CPR fleet were successfully concluded and the agreement signed Wednesday, August 14.

This agreement constitutes the greatest victory of any seamen's organization in the history of the maritime industry in B. C., as it brings under agreement the vessels of the CPR Pacific Coast Service for the first time in the history of the CPR. Crew members hailed the agreement as a major step in the direction of their ultimate goal which is a

decent standard of living. They realize that it is not an outstanding example of the best in the industry, nor in anyway comparable to SIU conditions in other companies, but are determined to ultimately improve it to the best anywhere. This is the spirit that will, and can accomplish this objective.

### CHINA COASTERS

The China Coaster Hai Su being handled by Empire Shipping Company, called for an SIU crew, and expected them to sign articles similar to CSU conditions on Park ships.

The crew on signing-on made it known in no uncertain terms that CSU conditions were inferior to SIU and would not be acceptable. Some hours of discussion

later, conditions were improved to the satisfaction of all concerned. Overtime was increased from 38c, 58c and 63½c (which is all that is paid to CSU members) to 75c per hour, (one rate for all hands). Toilet seats and showers were installed in the washrooms. Before sailing, she began to look something like an SIU ship.

### TUGS FOR SALE

The CPR has announced that the Tugs Qualicum and Nanoose are being offered for sale. Another page in the history of the maritime industry in B. C. has been turned. Both the Qualicum and Nanoose have done their part in building the industry under the house flag of the CPR and no doubt will see some further service on the coast before ending up in the boneyard.

## The Patrolmen Say...

### Tough Set-Up

I have been of the opinion that dictators were a thing of the past, that is except for a number still in existence in commie controlled countries, but now I learn that the commies are not the only dictators.

In paying off the SS Michael Edelstein, a Smith and Johnson scow, which just returned from the far east, we found a Skipper, one Captain Oftedal who imagined himself a small tin god or would be Hitler. Ruling the crew with an iron hand, logging was his favorite pastime. Not content with his phony loggings, he de-rated rated men for the slightest misdemeanor.

We boarded this ship knowing well that there would be a number of disputed overtime beefs, but we didn't figure on this almighty tin god and his loggings and demotions.

All of the overtime beefs were settled in the crew's favor, and after a little battling we scored on the rest of the disputes. This phony was then informed that sailing SIU ships as master was something that our membership wouldn't tolerate. Such Skippers are a menace to society and themselves. To avoid future beefs, we feel that such a Skipper was never meant to sail SIU ships so we hope this guy gets wise to

himself and takes a long vacation on the beach.

Louis Goffin

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We went aboard the Stephen Gambriel of the Alcoa Steamship company to sign the ship on, but immediately we had to retreat to the dock for reinforcements. Upon entering the alleyway we were met by an army that was determined to stop us from establishing a beachhead, and brother I do mean an army. Yeah, an army of cochroaches.

We thought we had the situation in hand, and proceeded to get a cup of java, when suddenly a column of the enemy stole up behind us and took the cups away from us. There was nothing left to do, but beat a strategic retreat and await developments as the crew refused to sign on because they didn't know whether they or the roaches were going to sail the ship.

A company official was with us all this time and we noticed that the roaches didn't attack him. So we gave him the choice of fumigating the ship or sailing with the roaches himself as the crew was going to pile off. Well, boys, we signed her on the next day after the unconditional surrender of the roaches.

James Purcell  
Salvador Colls

## Beefs Mount As Beef Is Scarce

By JAMES "RED" TRUESDALE

PHILADELPHIA — When a ship goes out with 60 days stores on board, and winds up on a seven month trip, then even the rats and bugs can't get enough to eat the last three months. That's what happened on the SS Malcom Stewart, which blew in here last week.

There was not a thing to eat on the whole ship except some flour. But don't raise your hopes on that—the flour had great big weevils in it. To add to the bad



trip, the Skipper and twelve men were dropped in various ports from Rio de Janiero to Odessa.

The WSA better get on to itself and stop sending poorly provisioned ships on long voyages. The days of Captain Bligh are over. We urge any ship that is signing on in any port to make sure that sufficient stores are aboard before signing on. The next port may not have anything to stock your ship with.

Shipping continues to be very good in this port, especially for rated men. Right now we have about 40 ships in the stream that have signed on in other ports. They lie in the stream for two or three weeks, and then they run out of stores. However, we try to get them everything possible, and so far we have been able to satisfy practically every Seafarer who hits this port.





# Dirty Ship And Plenty Beefs Enlivens Jacksonville Week

By JIMMY HANNERS

JACKSONVILLE — Business and shipping has picked up here in the last week and from the reports that have reached us we expect a few more ships next week. It looks like the old port of Jacksonville has really started to boom with shipping.

We paid off the SS Zachary Taylor, a South Atlantic tub, this week. Let me say that this ship was the dirtiest I have ever paid



off in the whole time I have been a Union official.

She smelled like an old garbage scow, and the bed bugs were so thick they could have carried the bunks ashore with ease. I was informed by the crew that all conditions were to have been taken care of before they left the port of Savannah.

Besides running into a lot of dirt we also ran into considerable beefs. The patrolman I sent aboard contacted the company representative to settle the beefs and the Port Captain turned out

to be Captain S. Van Wout. He looked over all the overtime and said that he was not going to pay any that was in question and the crew could take it up with a port committee. The crew, when informed of this, said they did not wish to pay off under those conditions.

The crew got browned off at the double talk Van Wout had given them and were getting out of hand when I came aboard. I contacted Van Wout and explained to him where he was wrong and he decided to pay off all the overtime in question.

### TAKE NOTE

All members take note, especially those sailing as Stewards. Captain S. Van Wout of the South Atlantic Steamship Company has said that all ship's Masters shall run their departments as he dictates. So, for the information of all Stewards on South Atlantic vessels, you are, upon Captain Van Wout's orders, to go to the Master of your vessel and get his okay on all overtime before you turn any man on such work. I do not mean you are to get the Skipper's signature for the overtime put in, but you should get the old man's okay before you start. If they want things that way we can give it to them.

Well, I guess that is all from this land of sunshine, and I do mean sunshine. It has not rained in this town in seven days, and that is really something to talk about.

# SIU Men Succumb Easily To Drink And Women On Island

By BUD RAY

SAN JUAN — Things are looking brighter with the Belgium Victory in for Waterman and the SS Helen, Coastal Stevedore, Soastal Mariner, Cape May and Cape Hatteras in for Bull Line.

Shipping is getting somewhat better with a few jobs going on each ship as they come in, also there has been some painting work on Bull Line ships.

I have been having some trouble with members of various crews coming in. The men want to wrestle with that "Ole Demon" and play with the ladies of the "Scarlet Sisterhood" during working hours and this practice has been working undue hardships on their shipmates who have to cover for them while they are absent. A good SIU man does his work in a seamanlike manner at all times and works to protect the best wages and conditions of any maritime organization.

Keep in mind when you're in the Enchanted Isle that you have certain obligations to your shipmates. Cooperation has always been the keynote among SIU men. So consider the position you put your shipmates in when you take off during working hours.

### SHIP COMES FIRST

I know the island offers great pleasures and temptations, but remember there is a time for

work and a time for play. All men are expected to fulfill their duty to the ship and to their fellow crewmen. When the work is done for the day then there is plenty of time to visit the local spots.

You can't expect your fellow crewmembers to put up with such antics indefinitely. When they



get hot over it you may be one of the first to feel their wrath. They may be slow in starting, but remember, Hell hath no fury like an SIU man when he gets started. I don't want to scare any of you away from the island with this lecture or conduct; a word to the wise should be sufficient.

This whole business is just I've always been saying—the island's lure is so strong it literally drags men from their ships as soon as they drop the hook. You can't blame a man for that, can you? Ah, this tropical life is wonderful!

# A PROBLEM, BUD?

The life of the present day seaman is difficult and often very complicated. He is at the mercy of unscrupulous companies, government agencies, brass hats and human sharks of various descriptions, everyone trying to take advantage of him. If he happens to know some of his rights, he is sneeringly referred to as a Sea Lawyer.

A Special Services Dept. of the Union has been set up to consult with you on all your problems involving the Coast Guard, Shipping Commissioners, Unemployment Insurance, personal injury claims, your statutory rights when you become ill aboard ship, Immigration Laws, and your dear, beloved Draft Board.

If you happen to be in New York, contact us personally, or if you are out of town, write and you will receive a prompt reply.

Address all mail to SPECIAL SERVICES, 51 Beaver Street, New York 4, N. Y. Your Union is your shoreside contact. USE IT'S FACILITIES.

# Great Lakes Sec'y-Treas Reports

By FRED J. FARNEN

At long last we have come to an agreement with the D. and C. Navigation Company regarding their Shipkeepers which marks great strides forward in such contracts. The new agreement provides an increase of 40 cents per hour, with hours on straight time reduced from 48 to 40.

The vacation clause is also all to the good, with men who have been with the company from one to five years receiving one week vacation with pay, and men with the company longer than five years receiving two weeks vacation.

These conditions and wages are entirely satisfactory to our members, as the previous contract called for 85 cents per hour with no vacation clause.

### TROUBLE, TROUBLE

My attendance at the meeting in Chicago for the purpose of setting up an AFL Maritime Council was highlighted by the telephone call I got from Detroit Port Agent Stevenson stating that the commies had placed a picket-line around our ships. I immediately returned to Detroit, and the same evening we were successful in persuading the pickets to abandon such profitless pursuits. Of course, we had to use a little force, but it appears that force is the only language those commies understand.

The commies appealed to our men to come off the ships, and they did. But they came off swinging, and as a result of this little by-play, three of our members, including Bill Stevenson, were arrested by the police.

Curran later made a statement to the press that it was all a mistake, and it was — for the NMU.

The whole business by the NMU has been strictly political. They are trying to save their necks now that the commies are making an open bid for power in the union. Isthmian is lost as far as they are concerned, and their last hope for survival is to gain a foothold on the lakes. They may get one or two contracts, but Great Lakes shipping will never come under their control as long as we have anything to say about it.

# Here Is One Rustbucket That Should Have Been Used For Bikini Atom Bomb Testing

By ARTHUR THOMPSON

SAVANNAH — Last week we paid off the SS Falmouth of the Eastern Steamship Company. It's hard to believe this old rust bucket is still afloat, but it's here now and seeing is believing. Rumor has it that during the war the enemy refused to waste a torpedo on it and I can't blame them.

This is the same old scow that used to run between Portland, Maine and New York before the war and it's in no better condition now that it was then. Since the Eastern Steamship Company are the owners I can understand why.

The crew on the last trip was composed of four full book members in the Stewards Dept. and one in the deck gang. The rest were trip carders. All except the regular members and one other, an oiler on a trip card, were free-loaders and hardly worthy of membership in this Union.

### WHAT A SHIP

The condition of the ship for this day and age is unbelievable. Only one head usable, the other being out of order most of the trip and only one shower could be used. All the steam lines in the showers and heads were exposed and there is hardly a man in the crew who wasn't burned at one time or another during the trip. They showed me the marks and some of them looked pretty bad. The deck above the quarters leaked and the Bosun had a suitcase full of new clothing, which was damaged by water. He kept his suitcase on slats above the deck, but the water which leaked in was high enough to ruin his suitcase.

They had no drinking fountains aboard. Instead they had two barrels filled with water and they either drank from this or went without. The coffee urn was in such a state of disrepair that it was impossible to stay in the messroom when coffee was being made because steam leaked all over the place. The portholes are all leaking and the anchor

hawes are so loose they slide from side to side with the motion of the ship.

One of the crew was of the opinion that if the whistle was jacked up and a new ship put under it they would have a good ship. But I heard the whistle and disagree.

### BIKINI BAIT

This ship should have been sent to Bikini. The Skipper for the last trip was R. A. McCarthy who came up from the foc'sle and was a SIU member. He was okay from past experience. He's the Skipper who threw a party for his crew in Charleston last winter and no member that I know of has ever complained about him.

The Steward is Sam Bayne who is one of our first members and there should be no kick about



the food. Eastern claims this is to be her last trip if we can get a crew for her. They promised to make all repairs they possibly can and work is being done on her now. Maybe they will be able to patch it up sufficiently to make a trip. I hope so, but I'm keeping my fingers crossed.

Other ships in port are the SS Bertram Goodhue, which should leave tomorrow and the SS Cyrus W. Fields which is due to sail at noon. The SUP ship SS John Howland is still in port and should sail next week. All in all we shipped 22 men this past week which is nothing to brag about, but it does help.

South Atlantic is chartering two more ships; the SS Meredith

Victory, which I believe is now in Norfolk and the SS Jefferson City Victory which should be in Savannah next week.

The corral I mentioned in a previous report has been constructed down here and quite a few head of horses are awaiting transportation to their new homes abroad. If you like cattle wagons there'll be quite a few of them sailing from Savannah for another year at least.

One of the letters I sent to Senator Walter F. George about the Merchant Marine Hospitals was forwarded to Granville Conway of the WSA. His reply, a copy of which was sent to me, merely states how the hospitals are supposed to be run and who is supposed to get treatment, etc. None of it is news to us and no better results are to be expected from WSA, but I mention it because of the last paragraph which gives us an idea of the great work being done by our Congressmen in behalf of our Merchant seamen. Here's what it says, "There are several bills including H. R. 2346, known as the Merchant Seamen's Wartime Service Bill, introduced during the last session of Congress, which provided aid to both disabled wartime service seamen and to families of such deceased seamen. However, Congress failed to take action on these bills before adjournment."

### WORSE AND WORSE

So you see, brothers, it may be best for us to suffer in silence or lie down and die while our overworked Congressmen get their much needed rest before we can ask them to do anything in our behalf.

I read a few news items during the past week which put me in a rather pessimistic mood. In case you missed them here they are:

Inflation is here. Canada, Sweden and Austria all have upped the value of their money and England is expected to follow suit. This means that according to their views the value of our dollar has gone down.



WAIAKEA TOWN



Taken by an SIU member, this picture of the Hawaiian Island of Hilo illustrates some of the damage done by the hurricane and tidal wave which hit that area a few weeks ago. Look at that wreckage strewn about if you don't think wind and water can cause plenty of damage.

# NMU Action Fails To Tie Up This Port—But Their Propaganda Says Otherwise

ASHTABULA — The NMU has met with little success in their attempt to seize control of shipping crews on Great Lakes ships.

The strike which started on August 15 has so far tied up only about 17 of the Great Lakes ships. The newspapers show pictures of the Nicholson graveyard which misleads the public into believing that many more are tied up, but it don't fool the seamen up here, as we know most of those ships have been condemned by the Marine Inspectors and are due to be scrapped.

They had less success in their initial attempt to raid SIU ships on August 16. The NMU threw picket lines around the Bob-Lo Excursion Boats at the foot of Woodward Avenue. Their picket banners stated in large letters "The SIU demands 40 hours per week and are on strike." The purpose of this was to mislead the SIU crews aboard these boats, but the scheme back fired and only served to make the crew mad. This picket line was quickly dispersed, not by an AFL goon squad as the NMU reported to the papers, but by rank and file members of the SIU and one Longshoreman and some of the crew that was being picketed.

FADED AWAY

Two of our members and the Longshoreman were arrested by the police. But the NMU pickets were far away and under cover

by the time the police knew what was happening.

The next day they threw another picket line around the McCarthy docks. Upon investigation we found that they must have alerted the police as there were about three policemen to every picket. As no ship was in at the dock we never bothered with this line and the longshoremen ignored this picket line as did members of the UAW-CIO



who drove new cars from the assembly plants through their picket line.

GOOD ACTOR

Joe Curran arrived in Detroit this week mid flashing of photographers bulbs and the fanfare usually accorded movie actors, which he deserves since he is a ham. He really appears to enjoy all the publicity accorded him by the newspapers, but the rank and file of the NMU are beginning now to realize that Joe is

just a figure head for the real rulers of the NMU. They are the communist element whom he has publicly claimed robbed his union and treasury.

The NMU is not getting any support of the CIO and is being accused of bad timing in setting this strike for the fall of the year. We pointed this fact out when they first started talk of this strike. CIO chiefs realize now that if this phoney strike is kept in force for any length of time it will eventually affect the auto industry and that is the chief source of their treasury's income.

Several seamen since the strike has started have come into our hall and joined the SIU. They know that the SIU will protect its members in any case and under any circumstances. This policy is not followed by the NMU and they have violated the rights of the members of their union as well as broken faith with and violated clauses in their contracts.

Following such policies, and the determination to organize seamen and rule them with an iron hand through force, will eventually only mean one thing.

It will mean a bigger and stronger SIU and no more NMU.

Sailors as a general rule don't like to be pushed around. And when vital matters pertaining to their welfare and activities are concerned they want a voice and vote upon the subject. The SIU assures them of these rights regardless of race, creed, or political beliefs. The SIU assumes that a man, upon attaining age enough to work for his living and to join a union of his own choice, can form his own opinion as to which church he shall attend and who he will vote for in political campaigns. Naturally he will resent any group that attempts to dictate to him.

## This Ship Lives Up To Name By Long Voyage In Pacific

By C. J. "BUCK" STEPHENS

NEW ORLEANS — The major beef this past week was paying off the crewmembers of the Alcoa scow, the SS Northern Wanderer. This boat sure had the right name because she tramped around the Pacific for 14 months before the company decided to sell her to the Philippine Government. From all indications the Filipinos sure got a prize package.

The crew arrived in San Francisco on July 18, and some were sent here by the company to be paid off, arriving here on July 22. They were told by Alcoa officials that the payoff would be held up for a few days until the payrolls, log books, etc., were received. So finally, on August 4, they took the first steps to settle accounts.

In line with usual penny-pinching tactics of the shipping companies, this gang said that they would not pay for time after July 22, and the men would receive no compensation for the time spent on the beach while waiting for the money. They even had the nerve to try to make us believe that the WSA had ordered this action.

We contacted the WSA and

they informed us that they had authorized wages and subsistence only for the actual travel time from Frisco to N. O., but that the company had waited too long before paying off. Therefore the men should collect for the extra time from Alcoa. This was not liked by Alcoa, as you can well imagine, and they tried every angle to have WSA assume this cost. But WSA said no soap, and the company finally paid off on August 6, up to and including August 6.

Alcoa balked at this too, but the Shipping Commissioner ruled that the men didn't care who paid them, just as long as they collected the money due them.

The remaining members of the crew will be in here any day now, and we imagine that we will have to go through the same rigamarole all over again. If so, we will keep the news to the Log hot.

Shipping and business are practically at a standstill in this port, but we have plenty of beefs on ships in transit, and on ships making the Puerto Rico and Bauxite runs. Well, it's all in a day's work.

## The Patrolmen Say...

Tide Turns

The SS Lou Gehrig of the Eastern Steamship Company paid off last week after a trip of 100 days. She was a beautiful ship to look at and clean all round. There was not one minute disputed overtime in all three departments, and all quarters were in first class condition.

Even though the crew knew that the ship was going over to another Union they made it possible for whoever comes aboard to have a clean and respectable home to live in. That is the teaching of the SIU.

The crew also asked that the Skipper, Captain A. H. Shea, be given a good word in the Log for his relationships with the crew. He is one Captain that thinks the crew are human beings. The crew stated that if the ship were not changing over they would stick with him like butter sticks to bread.

So if any seamen happens to sail with Captain A. H. Shea, bear in mind that you have not only a Master, but a Master and a brother friend.

I hope that the majority of

skippers that read the Log will digest this and take a hint.

W. Hamilton



Good System

The New York branch has worked out a system that we hope may be used by all large ports in the near future as we find it 100 per cent helpful to the officials of the branch and the membership. Here is how it works:

We have a blackboard on the fifth floor in the patrolmen's office with the ships name, company, when arrived, when paid off, when visited, current beef and how handled, and by what patrolman. We know where every ship is tied up and when it will sail. In other words we can, by a glance at the board get a complete picture of every ship in the port.

So if you men that are arriving in New York will step onto the dock and give us a ring we will have your ship up on the board and we will know everything that is going on while your ship is in New York.

Johnnie Johnston

## Routine Business Keeps Port Active All The Time

By JOHN MOGAN

BOSTON—Business and shipping might have been slower than during the past week, but not much. One ship, the SS Melton Smith, Mississippi, paid off in Portland, Me., with no beefs remaining after the payoff. Otherwise, the port was kept busy with routine business, looking after the ships in transit, settling beefs on same, etc. There seem to be more beefs on ships in transit than on the vessels scheduled to pay off here.

Another Isthmian, the SS Cape Junction, was voted in Boston on Friday, August 16. There were 31 eligible votes on this ship; 28 voted for the SIU, two probably voted for the NMU, and one vote doubtful and may have been for no union. It was a typical SIU crew, and to "Red" Twyman goes much credit for making and keeping the Cape Junction an SIU ship.

END IN SIGHT

According to the latest figures there are only five more Isthmian ships yet to vote. These should be voted within the next couple of months, and there is no question as to the results. The SIU will have a contract with the Isthmian Line, and, what is more important, we will have a flock of jobs available for the membership, which is now feeling the pinch caused by lay-ups and ships sales.

With reference to the job situation, it has been pretty tough in Boston, especially for tripcard and permit book members. The last meeting showed a count of close to 200 members present. Of

course the job situation and the unenviable status of trip card members received a good airing; but it could be pointed out that shipping is unusually slow, not only here but also in New York, and that a half-dozen payoffs would put an entirely different face on the situation.

After a dozen false starts, the new building is now our headquarters. All mail should be addressed to 276 State Street, Boston 9, Mass. And the new telephone numbers are: Agent's phone—Bowdoin 4057; Dispatcher's phone—Bowdoin 4455. The grand opening, however, will be held on next meeting day, as it is only fair to have the housewarming when as many members as are on the beach will be sure to be present.



## Call For Seamen Causes Comment

By LEON JOHNSON

PORT ARTHUR — We have several ships tying up here this week, but no payoffs. The ships in here at the moment are the SS Tarleton Brown, SS Henry Ward Beecher, SS Cannon Beach and the SS Tonto.

It is rumored that several ships will be leaving the boneyard at Beaumont soon. If this is so we will have something to keep us busy for a while. This brings to mind the recent campaign of the U. S. Maritime Service to recruit more seamen. I wonder what ships these men are going to sail when there aren't enough ships to go around as it is. I have a good idea however, and I think you have too, just what ships and when these men are expected to sail. At any rate I can assure you it won't be for our welfare.

When I send in my next report I expect to do so from our new Hall at 909 Fort Worth Street, Port Arthur. Maybe the new hall will stimulate me and give me more to report. We had some difficulty with the telephone company getting our 'phones transferred, but now that is all straightened out and we are practically set up at the new address.



# SHIPS' MINUTES AND NEWS



## The 'Buck' Brings 'Em In Alive

You can have your Sherlock Holmes, your Charlie Chans, Nick Carters, or J. Edgar Hoovers, even. We'll take C. J. (Buck) Stephens to do our sleuthing whenever we find that the footprints leave off in the middle of the deck.

For this week, Buck Stephens—who, by the way, is Acting Port Agent in New Orleans—turned in one of the neatest pieces of detective work this side of Scotland Yard. And with hardly anything to work on, either.

### MISSING PERSON

It seems that recently several members of the SIU from the East Coast asked Buck for the whereabouts of a girl "named Ethel Johnston or Ethel Morgan." At the time Buck didn't know. But he takes his job seriously, and although it couldn't be classified as one of his duties he was aiming to find out.

We kind of conjured up our own background for as we go to press the details are a bit hazy.



We imagine that each night when darkness fell over the Crescent City and beef-handling was suspended until the following morn, a character with a beard, dark glasses, and the rest of the classic detection doo-dads could be seen slipping from the Chartres Street SIU Hall. Passersby probably stared a moment, then forgot him in their quest for gayety. They couldn't know it was Buck—riding again.

### PAYOFF

This week, Buck Stephen's nightly voyages paid off. His dogged determination in piecing together his clues led to gratifying success. In fact, it led him right to the door of the Pair of Dice Cafe—then inside, of course.

But Buck himself related that the case was cracked in this very modest message, which was received the other day:

"If it is possible will you run the following notice in the Log: Recently several members of the Union from the East coast have requested of me where Ethel Johnston or Ethel Morgan was. At the time I didn't know. But I have found out and here is the information.

"Ethel Johnston or Ethel Morgan can be contacted at the Pair of Dice Cafe, 239 Decatur Street, New Orleans, La."

Buck made his point, it appears.

## THEY SAIL WITH TOUGH SKIPPER



That mass of seemingly feminine pulchritude is just Patsy Graber, one of the SS Elroy Alfaro crewmen, who got all braced up for this picture. He thought it was going to be a bust shot.

Kneeling (left to right): Hershall Hollaway, John Hisko, John Sobieski, Eddie Kochoian and Ben Smoljan.

Standing (left to right): Mike Erikson, A. J. Coogan, Patsy (Miss Eloy Alfaro of 1946) Graber and James Gardner.

Rear (left to right): Casimir Hynny, Leo Selskie, "Half-head" Harrison and John Madden.

## Havana Unhealthy Place For Seafarers Who Are Ill

On a recent trip to Havana, crewmembers of the SS Falmouth, Alcoa Steamship Company, were given a hard time by the Chief Engineer of the ship and the Public Health Clinic of that island city.

On the night of May 6, one of the crewmembers was seized with a convulsion. He was taken to a Public Health Clinic and there was given a letter stating that he was unfit for further sea service and should be discharged, as for him to return to the ship in any capacity would endanger the lives of the crew.

The Chief Engineer, for reasons unknown, forced him back aboard with the threat that he would see that he was sent to a detention camp in Cuba with no transportation back to the States. Since this time the Chief Engineer has been mistreating

the man with threats and abusive language.

The treatment of seamen with medical disorders was severely criticized by the men and they give the following examples of what one can expect there.

One OS was refused a medical examination and treatment for a stomach disorder in Cuba.

An Oiler was refused a medical examination and treatment for a bad heart, also in Cuba.

Another Oiler was first refused treatment, but later received treatment for deafness in one ear, but no diagnosis was made.

The minutes of the ship's meeting did not state exactly what action was going to be taken concerning the maltreatment. They intend to put the Chief Engineer in hot water, but doing something about the clinic in Havana is something else. Their tip is to remain healthy or stay away from Cuba.

## Digested Minutes Of SIU Ship Meetings

**SS T. McDONOUGH, July 2**—Chairman McQueen, Secretary Smith. Steward requested that all beefs concerning food be directed to him through the Delegates. Good and Welfare: Steward asked company for clean mattresses, but believes they will not be delivered. Motion carried to have Delegates see Skipper about changing supper hour to begin at 4:30 p. m.

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**ALCOA PENNANT, July 6**—Chairman Roy Ackhoff; Secretary J. Siringfellow. Motions carried: that each Delegate make a list of mattresses needed in his Dept. and turn it in to Steward so new mattresses can be procured in first port; that

ship be fumigated when reaching port.

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**CHARLES LANHAM, March 15**—Chairman John D. Lane; Secretary Kendel A. Tomkins. Good and Welfare: cots for sleeping on deck. All cooperate to keep mess and sinks clean. Three delegates take inventory of ship's stores and make report. Slop chest to include dungarees and dress shoes. To obtain one perculator for mess and one for engine room for the watcher to use. Lemon

## Master Of SS Alfaro Scorns All Overtime

Capt. L. L. Frank of the SS Eloy Alfaro would "rather die than say yes"—to overtime. He has consistently throttled all attempts of the crew to clean up the ship because overtime would be involved, and he has taken refuge behind a WSA order which states that painting by members of the Stewards department "should be included under voyage repairs."

The crew has forwarded from Panama a detailed memorandum setting forth numerous instances of the skin-flint Skipper's overtime denials. The communication, signed by the entire crew, also calls on the membership for aid in elimination of beefs of this type.

### CALL FOR AID

"The undersigned membership," the statement says, "is asking the Brothers who can attend meetings ashore, to remember us and these types of beefs out here in the ships.

"Our suggestion is: before you go to the next meeting, think of beefs like this and make constructive motions to end these problems. And see the motion through."

With regard to the WSA order, which was distributed to all Masters and Stewards by Port Steward Hansen, the Alfaro men charge that even when the vessel pulled into California, the painting so long needed was not made in the voyage repairs. The WSA would not approve it.

Because of the Skipper's repeated attempts to barter some minor concession for crew work normally regarded as overtime, the men have dubbed him "Change for Change" Frank.

Here are some of the Captain's labor-whittling flim flams, as gleaned from the Alfaro crew's statement:

### NO SOUGEE

The Delegates requested that the Skipper allow the men to clean up the mess hall, quarters and foc'sles of the Engine and Stewards departments—at least, to permit them to sougee down. The Skipper's answer, in effect, was that the men could spot sougee a little here, a little there

on the bulkheads and overhead, and before "you know it" it'll all be clean.

The vessel had just loaded coal. A steam shovel had been used for the job, and there wasn't a spot on the ship that wasn't covered with a film of coal dust. But it made no difference to Frank.

But the Skipper was mighty meticulous about the quarters and foc'sles of the Deck Department, for which the working rules provide for cleaning and painting by the sailors without overtime. This is where the Captain inspected continually. The Deck gang didn't mind this—they were glad in fact to be able to keep their quarters in SIU fashion, but they also wanted the rest of the ship in like condition.

To the Black Gang, the Skipper suggested that in exchange



for them sougeeing their foc'sles on their own time, he wouldn't log them for having unsanitary quarters, hence the nick-name.

### TAKE ADVANTAGE OF SIU

He took advantage of the character of SIU men, knowing that sooner or later they would do the cleaning on their own time, and save him from okaying overtime. He also took this attitude toward the officers, refusing to allow the Bedroom Steward overtime for sougeeing officer's quarters. The Chief Mate, disgusted over conditions did the cleaning himself, then signed a copy of the time he spent and gave it to the B. R. S. so he might collect it as penalty overtime.

A new Steward was signed on in San Pedro. When he saw the conditions of the mess halls and passageways, and later was told why, he turned to and fully sougeed the crew mess, pantry, and port alley way. He received aid from the saloon mess, who volunteered.

### MORE EXCHANGE

The miserly attitude of "Change for Change" extended to the meat, fish and dairy boxes. None was defrosted or thoroughly cleaned before loading them to the doors, making it difficult to keep the temperatures down to the level required by WSA. Health inspectors, at San Pedro, however, ordered the vegetable box unloaded, cleaned and re-

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# Digested Minutes Of SIU Ship Meetings

(Continued from Page 10)

that Patrolman board ship and inspect slop chest and iceboxes before sign off; Delegates to inquire at Union Hall as to official port of discharge and pay-off. Good and Welfare: Individual screens for each port hole on ship. Each crew member to donate \$1.00 to the Log.

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**WEBB MILLER, Feb. 8** — Chairman Donald Ward; Secretary Pierre Bergeron. Motion carried to hold meeting every two weeks at sea and delegates post time. Good and Welfare: Clear laundry of all non-edible dehydrated food. Have cois ordered for use on deck in tropical waters. Order more butter because half of 480 lbs. on board is rancid. Delegates check to see if proper slop chest has been put aboard.

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## Nashua Men Ruffled By Pressing Problem

They have a pressing problem on the SS Nashua Victory, and the boys are putting their heads—and dough together to iron the matter out.

The old electric iron has peered out apparently, and it shouldn't be necessary, in this modern age of convenience, for the Nashua men to put their laundered gear under the mattress.

So, the minutes of a recent shipboard meeting say, it was suggested the Steward put in for a new iron. Further on in the minutes its says that another suggestion recommended that each crew member chip in 10 cents to be used to buy an iron.

One way, or another, the lads are going to take the wrinkles out of the thing.

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**ROBERT G. INGERSOLL, May 30** — Chairman Bosun; Secretary Fireman. Good and Welfare: Day men to stay away from coffee during the change in watches, so men coming on and going off will have coffee. Crew mess boy on probation for unsatisfactory work until next meeting. Steward to give out two bars of face soap each week.

**H. J. GARDNER, May 25** — Chairman J. Philpott; Secretary Carnes. Motions carried: Patrolman to inform trip-carders about 60-day limit on one ship. Under Good and Welfare the following motions carried: that Steward dept. provide adequate food; that Patrolman see Steward about serving iced tea in hot climate, and lack of menu changes; to advise Mate common tools are for crew's use and should be placed in Bosun's care, not locked in Mate's cabin; that awnings be furnished for flying bridge wheel and No. 3 hatch, making it available for sleeping in hot weather.

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## They Get Bang-Up Meal On July 4

In the Editor's mailbag the other day, we found a statement signed by seven members of the SS Belle of the Seas crew citing the Marine Dragon crew for the hospitality accorded them on July 4. We think it pretty well exemplifies the spirit of SIU fraternity, so we're passing it along to you:

Aboard SS Marine Dragon Manila, P. I., July 4

Today as we celebrate the birth of a new nation, the Republic of the Phillipines, we, the crew-members of the SS Belle of the Sea wish to thank the Master and Crew of the Marine Dragon for the wonderful hospitality and courtesy shown us on this memorable day. We wish to single out Steward Eric Arnio for a wonderful job done making our short stay aboard the ship an enjoyable one.

Being union men and accustomed to sailing ships where the Union and the Company fully cooperate with each other for the mutual benefit of all, we were more than agreeably surprised at the friendliness shown, the quality and quantity of the food and the ability and courtesy of the members of the Stewards Dept. directly responsible for the serving of the meal which we so thoroughly enjoyed.

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**LAWTON B. EVANS, May 26** — Chairman Pedro Velez; Secretary Earl Douglas. New

Business: Decision to find out why ship don't get paper. Investigate mail situation at Waterman SS Co. office. A list of repairs needed was made with many things necessary in the galley. Decided to ask for examination by steamboat inspectors.

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**PETERSBURG VICTORY, June 9** — Chairman Elmo Nottingham; Secretary Ralph Garrett. Motions carried: that a stores list be made up by the Steward in Panama and presented to the Captain; that there be a night lunch on separate plates for the 12-4 watch; to have Steward and Delegates look over food and slopchest before sailing; that anyone paying off before beefs are arbitrated will be brought up on charges. Good and Welfare: Fans to be installed at all port holes. Fix salt water line galley with which to wash down.

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## Wiper Gets Chance To Cool Off

Chalk one up for the patient, understanding, consideration shown by the crew of the SS Otis Hall toward one of their Brothers—a Tripcarder sailing as a Wiper aboard the vessel.

At the August 18 membership meeting at sea, someone made a request that this Wiper no longer be permitted to sail in the Engine department. The suggestion was made for the man's own good since the heat was giving him trouble.

After a warm discussion, it was decided that since it was the tripcarder's first session down in the Engine room, the guy should be given a chance and certainly not denied a job.

Deck Delegate Stankiewicz requested that the discussion be stricken from the minutes. Carried unanimously.

Nice going, fellas.

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**LYMAN HALL, June 12** — Chairman Carl Lawson; Secretary Fidel Lukban. Motion carried instructing Dept. Delegates to appoint one man to clean recreation room each day. One minute of silence observed for Brothers lost at sea. Good and Welfare: Motions carried: That radios in crew's mess be transferred to recreation room; that everyone clean laundry after using; that repairs be made in Bosun's room, galley, recreation room and showers; to install screens in all portholes.



# SEAFARER SAM SAYS:



## CUT AND RUN

By HANK

Here we are again with another fish-day column of Log-worthy stuff for all kinds of watches—a-sea and ashore . . . We just found out that Mike Rossi, the Smiling Bosun and Percy Boyer, The Great Lover, are railroading it down to New Orleans to see how shipping is whipping down there. We're wondering where one of their pals, Moon Koons, is right now? He's the guy who is a champ in more ways than one. He's so pugilistic that he's never been knocked out—and even sweated out an affair with three guys with baseball bats, too. The only permanent beef Brother Moon Koons has, based on shipmate records, is that his head is so big that no hatter can fit him.

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Stanley Yodris, oldtime Gulfer, carrying book number 5, is in New York right now . . . A young Seafarer, Raymond Shields, was wondering where his pal, Jimmy Harrington, is right now. Well, we think he's still over there in Manila, wishing he could get home, indeed . . . Sam, who is better known as the best porter of the SIU, was sure glad his best pal, Chief Cook Percy Delmeadio came back recently on the SS Snake Head in New Orleans. Percy must be having a swell time here in New York, we'll bet . . . Well, we're only hoping that "Beachie" Tommy Murray stops all that fast beachcombing and sends us a bit of a letter from Puerto Rico . . . Leo Siarkowski is wondering where his shipmate, Clarence Dennis, is right now, after the Coast Guard took his papers away for nine months!

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Here's some more worthwhile news about that recent Isthmian Sea Hawk trip from one of our pals: Any one of the officers could order you to work and you had to do it. The Old Man was just as bad as his serving gilded angels. The crew lost a good SIU man by the name of Paddy Holden, who was paid off in Shanghai. He was their bosun and they made him hit the beach. After this rotten affair they made a seven month salted crew member the Bosun. And if you're ever caught in Shanghai by the Gestapo Coast Guard, you're American head is cooked and taken away . . . (These little sentences weren't dreamed up, Brothers. They're facts and have been duplicated so many times to you and your shipmates that it isn't funny anymore!)

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Gee, it was a surprise to see one of our shipmates, little Thomas Counihan, who is now sailing as Number Two Mate in the Bridge Department, drop into the hall in some kind of a civilian suit and smile away his freckled red face at us with a hullo. He has a lot in his noodle, talks a little fast sometimes, but we think he's treating his fellow union Brothers in a swell way. It was good to see you, Tommy . . . Oldtimer Bob Burton is in New York right now. He's had better luck than a cat with nine lives. Bob has survived nine war-time gifts from the Nazis, alright—but he still has a fedora on his head on this present day, anyway.

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Here's Tony Forgiore writing a few note from good old Philly: I regret that Blackie Cardullo is not with us, as he was sent to Marcus Hook . . . Walt Gardner is in the doghouse for some reason or other. Maybe his appetite to eat hasn't even come back yet . . . Most of the oldtimers have shipped out which makes it pretty quiet. The 511 shuffleboard seems to have a lot of champs. Anyway, Sinfick Sam says he'll take anyone on, even though Ray has beaten him so many times . . . What happened to Klondike Lil, Sam? Dangerous Dan is ready to ship out . . . Ray Oates, why don't you stop and read the Poplar Street Newspaper? Frances Kelley is looking for you!

## Skipper Scorns Overtime

(Continued from Page 10)

paired. Frank was forced to allow overtime in this case.

Topping all the exchange ideas of Master Frank in this gem:

At one point the Bedroom Steward asked permission to put a receiver in his foc'sle and attach it to the ship's loudspeaker. Frank okayed the request, and the job was completed after many hours of labor.

The matter was forgotten, momentarily, when some port and customs officials came aboard, and the Bedroom Steward was told to bring a tray of coffee to the Captain's quarters. The BRS complied, and later handed in overtime for the hour consumed by the job. But Frank had other schemes.

He told the man that he had earned the overtime, but that he also had a radio hooked up in his room. "Forget the overtime, and

the radio can remain for your enjoyment," he said.

"Put in the overtime, and out comes the radio," he added.

The Bedroom Steward, a militant man, hurled a hot reply. "No damned radio is going to stand in the way of following my agreement," he bellowed.

So, in went the overtime, and out went the radio.

The crew's statement, which was prepared by Jerry Palmer, Ship's Delegate; Herschel Holloway, Deck; Harry Spencer, Engine, and Ed Kochian, Steward delegate, carried a warning to the effect that the Skipper's "actions in not authorizing any of the overtime by the Engine, Stewards and officers" in getting the ship in livable condition would not go by without action.

"The men have been careful in keeping track of these hours, which are in all cases within reason," the statement said.



# THE MEMBERSHIP SPEAKS



## READ AGREEMENT AND KNOW RULES, BROTHER ADVISES

Dear Editor:

In the last three or four months I have had quite a few hours to read all the news in the *Seafarers Log*. I'm sure all the wage increases and better conditions that our pioneer leaders have once again won for us are very much appreciated by every brother member.

There were two articles in the latest issue of the *Log* that attracted my attention. The one by Brother Albert Colditz concerning conditions in Marine hospitals was very good. He only forgot to mention the long hours he must have spent in line waiting for admittance to the hospital. Usually one has to wait for all the Coast Guard brass hats from some nearby junk yard to be polished up. Of course in their spare time they are in some juke joint beating their gums waiting for some merchant ship to come in so the Captain or agent can give them some fresh meat to work on.

I was also impressed by the new series "Lets look at the Law" by Bob Matthews. It's time we spent more of our leisure time really finding out what the laws say. If we will all spend some of our time reading the laws, our constitution and company agreements instead of heading for some gin mill we may be able to pin some of the no good shipowners, mates and engineers back to the wall.

We can get books on sea law at some nearby waterfront book store or ship's chandler to help us along and bring us to a better understanding of the law. This knowledge will make for a more well informed union and also lift a lot of burdens from ship's delegates, patrolmen and agents.

I believe that when you can take the little book up to the old man and read him a few chapters his feathers will fall out and he'll be a better man to get along with.

Well Brothers, I'll close looking for another day and a prosperous future. Keep your hand on the plow. Full speed ahead and good sailing.

C. N. Matheny

## LOG 'VALUABLE'—INDIAN EDITOR ASKS EXCHANGE

Dear Editor:

We are approaching you in behalf of the All-India Trade Union Congress, the central organization of the Indian working class, with a membership extending to half a million organized workers, with a request that you put us on your mailing list.

We are putting out a small monthly bulletin named *Trade Union Record*. It deals with the conditions of workers in various industries in India. We will be willing to send it to you in exchange for your very valuable paper.

We hope you will be good enough to grant our request and oblige.

Manek Gandhi, Editor  
Trade Union Record  
Bombay, India

## COAST GUARD PUPPET SHOW



## Gum, Gals And Gondolas Make Nights Merry For SS Bickerdyke Crewmembers In Venice

Dear Editor:

Just arrived from the playground of Europe—Venice, and the crew of the SS Mary Bickerdyke have suntans that could bring Hollywood contracts.

We laid in Venice 23 days, and enjoyed the world-famous Venetian Mardi Gras on the Venice canals. All the crew hired gondolas for the occasion and stocked up with good wine and cognac. The girls were more than willing to join us being that chewing gum and good American cigarettes were handy. This was the first time the carnival has been held since Italy's entrance into the war, and it made New Orleans's Mardi Gras look pretty sick.

Most of the crew spent their days off at Lido Beach—the most beautiful beach in Europe. The gals—oh! It was a hard time getting the crew members back to the ship; they wanted to stay on the beach.

By the way, one of the boys got married—legally. He's Ronald Crighead, Fireman from New Orleans. So if you want a good, worth-while trip, try Venice in the summertime.

Joe Zimmer, New Orleans long-shoremen, nick-named "The Grinder" by the crew, went into a fortune teller in Venice. He noticed two holes in the crystal ball, and asked the fortune teller what the holes were for. "On Wednesday nights I go bowling," she answered.

It was a good trip, with lots of fun at sea. J. A. Cave, Bosun,



and his brother, who was First Engineer visited Milan, and didn't see Mussolini's shoe. Fredensky, Carpenter, promised to marry umpteen million girls in Venice. Three of them came to the ship with luggage, and had

to be shooed off by the Skipper.

Some of the ABs were Tapia of Mobile, Fazio of New Orleans, Contreary of New Orleans and Harrell of Baton Rouge. Robert Peel of Carnegie, Ga., did the cooking, doubling for the cook we were short. And he did a good job. In Venice, his jug of wine got mixed up with the gravy and everybody was happy.

A blue-blood from Kentucky, a Fireman named Robert E. Lee said the cognac in Venice didn't taste as good as the mint-juleps and mountain dew in the Blue Grass state.

The Deck Engineer, Don Davison, grew a beard and picked up the prettiest girl in St. Mark's Square until Fredensky came along and showed her some good American chewing gum.

Everybody meets at the Victoria bar each night for the cuties, and they sure were that. By the way, the *Log* should be sent there—it's an American hangout in Venice.

Thanks to the Purser L. K. Johnson for hiding a carton of cigarettes apiece for the crew.

## Log-A-Rhythms

### Sea Thoughts

By R. E. D.

No matter how much I try,  
No matter how much I strain,  
The call of the sea is within me  
Like a serpent eating my brain.

I try to give up, but I cannot,  
Try as I will, I can't break away;  
Salt water is imbedded in my soul,  
Salt air is in my lungs to stay.

The people I knew not long ago,  
In the days I lived ashore;  
They talk to me with wonder  
As they speak of days before.  
"Why do you go to sea?" they ask,  
"For what a homeless life,  
"For what the women of foreign lands;  
"The toil, the strain, the strife?"

And I think of the long wheel watches,  
The icy decks and the rain;  
The wind like a huge tornado,  
The lookout in misery and pain.

My friends, I cannot answer  
To you who dwell ashore.  
All my speech is empty,  
Like a tired ancient bore.

What do you know of friendship,  
The sea, the world, of life?  
What do you know of anything  
But petty, miserly strife?

Yes, the call of the sea is within me,  
Like a serpent eating my brain.  
Salt water is imbedded in my soul  
And salt air within my lungs shall reign.

## 'Scotty' Calikis' Family Thanks the SIU

The mother of the late Peter "Scotty" Calikis, who died recently in New Orleans, has written to the Hall there expressing the family's appreciation for the burial given her son.

The note, and a verse of tribute to Scotty, from his family in Glasgow, Scotland, follows:

"The family of the late Peter "Scotty" Calikis desire to thank all concerned for their floral tributes and cards and services rendered.

"The dearest son the world could hold,  
A winning smile, a heart of gold;  
Those who knew him well will know,  
How much we lost by this sad blow."

He broke them out 10 days from home because every body was getting a drag on everyone else's cigarettes. It was just like a Christmas package.

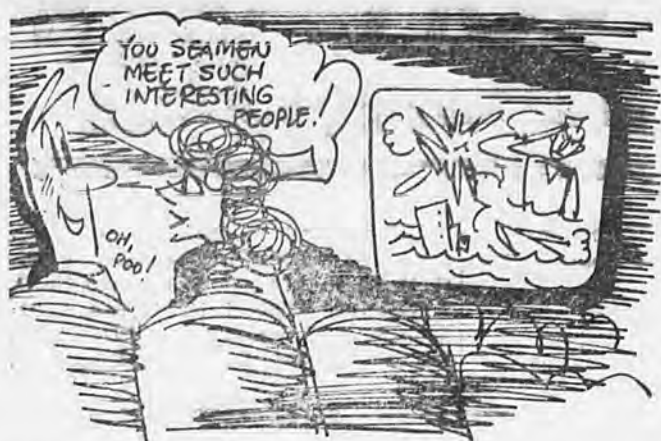
This trip will be a cherished SIU memory for the crew.

The licensed department were all sailors and a good bunch. To top it all we had a real good Skipper for a change. Looks like the 90-day wonders are getting scarce.

John A. Fredensky



# 'Steamboat' Debunks Movies' Sea Story, Spoils All The Romance For His Dame



Dear Editor:

The other night we were dawdling over our drinks when my chicken unexpectedly comes out with a bit of romancing on the life of a seaman:

"Oh, what a romantic life you lead," she says to me.

"Huh" I says.

"But all those foreign places, why you know," she tells me, "Just like in 'Adventure' with Clark Gable."

"Now wait a minute baby," but she quickly goes on.

"And the 'Hairy Ape,' how can you shovel all that coal? And they never feed you. Why don't you boys do something about it?"

"Just a second," I says, "I saw some of those movies about the Merchant Marine too. Don't believe it."

"Take 'Action in the Atlantic,'" I says, Bosun goes around saying 'Sir' to the cadet. Actually saluted him once. I been going to sea for years

and never heard 'Sir' yet, but these movies, its worse than the Navy.

"Then there's 'Ship of Death,' Captain goes around at night cutting up the delegates with a meat knife. Scared the hell out of me. Wouldn't ship for six weeks. And this crew, all the time singing 'Blow the man down.' Say, that's real salty isn't it.

So my next trip I sing it on lookout. 'Shuddup!' the mate says. No salt in him. Why don't these green horns stay on the beach.

"Now take 'Adventure,' if a real bosun threw his weight around like that, he'd make the trip flat on his back. And all that jabber about going to sea looking for something. What the hell was he looking for? What that guy was missing he couldn't find on a boat.

"Then there's this love interest. Every ship in the movies has a dame on it. Come to think of it, they're all good-looking too. How do they get there? I never found a dame on a ship and I looked for them too. Maybe they only go on NMU ships.

"The Long Voyage Home.' Now this one is real. Really catches the spirit of the sea. Beautiful, no kidding. But its' a limey ship, conditions terrible, 18 men in the foc'sle, and no ice cream, Say Bull, how about it—room for an SIU contract there?

"Who writes those pictures? He never saw the sea. Probably one of those guys with the real anchors on their shoulders. Pure Hollywood.

"But maybe the fault lies with us. Maybe we don't love the sea like we ought to. Maybe we aint got enough salt.

"What's the matter with you guys? Why can't you sing 'Blow the man down.' What's the matter, no romance?"

Steamboat O'Doyle



## HOW MUCH MILK IS SUFFICIENT FOR A 34-MAN CREW?, DELEGATE ASKS

I should like to know how much milk is considered a sufficient amount to have for the men on this vessel, according to Section 43 of the Seafarers International Union agreement with the Bull line.

Some Patrolmen tell us that one pint of milk a day per man is a sufficient amount; while others tell us that one quart per day is the proper amount according to the agreement.

Please enlighten us on this subject so that future disputes on this milk situation will be avoided on this ship.

There are 34 men on this ship. How much milk per day is considered sufficient for them all?

E. Tilley, G-75  
Engine Delegate  
SS Powelton Seam

We queried several Patrolmen on this question, and the interpretation they gave was that a total of 10 gallons of milk should be available each day for the 34-man crew. This, of course, should be divided equally.

## 'ENJOYABLE' TRIP ON BRANDYWINE DESPITE CH. MATE

Dear Editor:

Just a word from the SS Brandywine in the gulf. I want to give an illustration of what concerted Union action can accomplish.

I joined this ship on July 12th in Tampa and found a pretty good bunch of boys on board. Although most of the boys were trip-carders we did have a few book men aboard.

Well, after one trip around the gulf I got a chance to look the ship over. Boy, those narrow shelves they called bunks, no springs at all and the mattresses were as thin as a blanket. The fans were not working properly, there were not enough screens for the portholes and no cots.

Well we got up a repair list when we found out we were to go into dry dock in Mobile for a few days and with the cooperation of our agent at Mobile we got everything we asked for.

When we put out from Mobile we had the Port Captain aboard and it sure was a pleasure to sail with him, and on top of that we had a good bunch of officers, excepting the Chief Mate.

The Chief Mate believed he could do no wrong and was known as Mother Superior to the crew. He tried to pull a fast one by taking all the crew's overtime and crediting it to himself. The agent in Jacksonville put a stop to it by collecting all the time for the crew. The bosun col-

lected \$10.00 for carpenter work and donated it to the Log. Aside from the Chief mate's antics the trip was a very enjoyable one for all.

W. Mueller

## SS EDELSTEIN MEN GRATEFUL TO SIU PATROLMEN

Dear Editor:

We just want to say what a pleasure it is to be in a Union that has Patrolmen like Brothers Goffin and Gonzales.

After witnessing the way these men have handled the payoff on voyage No. 5 of the SS Edelstein, the crew of this vessel announces that it is entirely grateful.

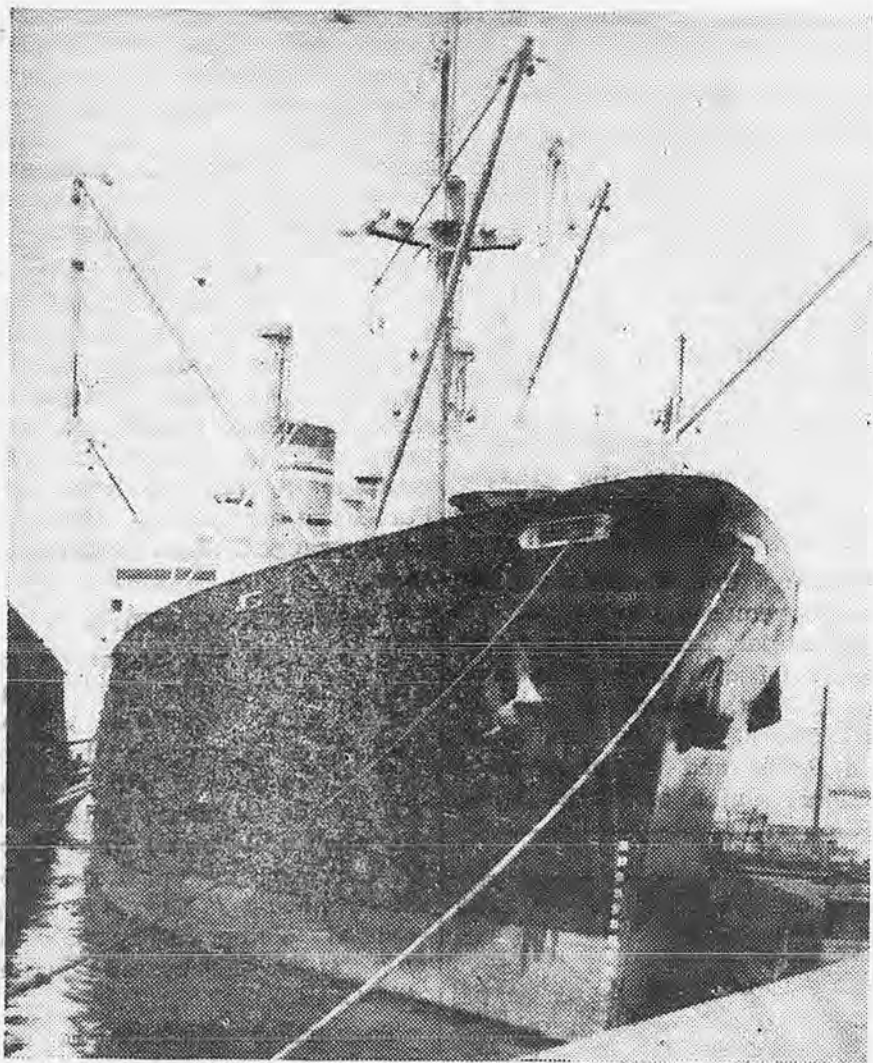
Joe Murphy  
Bob Bryant

## 'Off Limits'



This crewmember off the SS Meyer Lissner points to a sign reading "Off Limits" over a flimsy shack in Japan. Brother I. H. Pepper, who sent in the picture, didn't say why it was off limits. Maybe it's the name of the place.

## SS CAPE PILLAR



This is a South Atlantic vessel, which manages to figure in the news quite often, for one reason or another.

## MATE SEES THREAT TO DEMOCRACY IN CG RULE

Dear Editor:

I think the following sums up the seamen's opinion of the Coast Guard control over us.

If the United States Coast Guard is to be allowed to keep its wartime control over the civilians of the Merchant Marine it is a direct violation of our constitutional right of pursuing a livelihood.

We the merchant seamen feel that control of civilians by a military agency, however slight, is a contradiction with what we fought against through two wars, and is equal to the U. S. Army having the power to prevent a man from following his trade ashore.

The power of the Coast Guard to revoke or suspend a man's papers for any infraction at their discretion can set vicious precedents, i.e., a man's papers suspended for nine months when he missed his ship. The whole set up must be eliminated to insure the seamen of their democratic rights.

S. J. Flaherty, 3rd Mate  
SIU Book Member

# Purser's Slant On Slopchest Situation Will Make Some Faces Red

Dear Editor:

I have just read Joe Algina's column on Ship's Slopchests in the August 9 Log.

Wouldn't you agree with me that these outrageous prices, and the fact that the officers usually grab the better stuff first, are due to the inefficiency and dishonesty of some Purser's?

I have been on several ships where the slopchest contained good quality "T" shirts in small, medium, and large sizes, for 55 cents each. These will cost about \$1.95 ashore or even more than that at some stores.

I have been on ships where pocket combs were four cents each, and where you could buy Hershey bars for 82 cents per box of 24. Also blue chambray work shirts were available at \$1.21 each and white cotton shorts were 52 cents a pair. Lifesavers were 67 cents a box, and chewing gum was 72 cents a box. Cigarettes were 65 cents a carton, and on some ships were 60 cents.

Is there anything wrong with these prices? You know that all shipowners require that a 10 per cent profit above cost be made on each item.

A complete list of prices was posted in the crew mess and in the officer's mess, so that everyone on board could check the price of any item in the slopchest at any time.

It is more or less up to the Purser as to how much the slopchest prices are on a ship. He can either be honest, or one who wants to make a million dollars on every trip. I have come into contact with both kinds.

As far as the "wide variety of goods" which the AMMI claims, they are surely wrong. You have to take what the shiphandler

sends nowadays, or else send it back to him. But there is no point in sending it back unless you want to go to sea with an empty slopchest.

When the slopchest order was put in at the beginning of a voyage I have heard the office say to the Purser: "What the hell do you think you are running for those monkeys—a full department store?"

That Purser was trying to get a good supply of quality merchandise for the ship, and in a wide range of sizes to fit everybody. What he asked for and what he

got were two different things.

I happened to be that Purser.

I am looking forward to meeting Algina on my ship someday, and I sure hope he won't have any beefs on my slopchest. It may not have everything you want, but officers and crew will be treated alike, and the prices will be right.

For your information, I was the Purser on the Hellship SS Roger Sherman. There is a very nice write-up of this scow by Red Truesdale of Philadelphia in the August 9 Log.

Howard A. Conrad, Purser



# Hudson And Jay Special—False Teeth At \$50 Per Set

In line with the many complaints from Seafarers regarding conditions and abuses existing in Marine Hospitals, the Log adds the experiences of Archie King, Book No. 24632, Night Cook and Baker, at the Hudson and Jay Dental Clinic.

Brother King had the unpleasant experience of giving one dentist a "tip" of \$40 to secure a decent upper plate only to find that the teeth were so poorly fitted that they wouldn't stay put. So, when another dentist at the same clinic told him that the teeth couldn't be fixed, but that he would be glad to make a good upper plate at his own place for the modest sum of \$50, Brother King refused to be rooked.

Archie King first visited the Hudson and Jay Dental Clinic around April 24, and was given a complete dental examination. He was then told to come back in two weeks. At that time, he had an impression taken by Doctor Baldwin. King spoke to the Doctor at length about getting a good fitting plate, and then gave him \$40 to make sure that he got it. The money was not solicited by Dr. Baldwin, but it was accepted.

### PLATE WOULDN'T FIT

After securing his teeth, Brother King went to sea only to find out that he had a plate that wouldn't stay up, and was constantly dropping out of his mouth. As a result, he was not able to eat the regular meals served aboard his ship, but had to get along with gumming a soft diet.

King went back to the hospital after his return, approximately around July 27. His ill-fitting

plate was examined by another dentist who commented upon seeing the teeth, "Another Hudson and Jay job!" After saying that he would see what could be done about the plate, this other dentist proceeded to grind some of the material off the plastic base. Still the upper didn't fit.

Finally, the dentist stated, "There isn't anything that I can do about this plate, but for \$50 I can make you a good plate in about five days time." He further amplified his remarks by telling King that he had his own shop, and that the new plate would be far superior to the Hudson and Jay teeth.

### NO DOUGH

By this time, King was quite burned up. His cabbage was getting low, and he'd already donated forty bucks toward a decent plate, and now this. So, he told the dentist in no uncertain terms that he had no dough.

Finally, the dentist realized that King wasn't a live one, so he told him to return around August 15, and have his plate re-lined. At this writing, we haven't learned whether King was properly fitted with an upper plate or not. However, if he wasn't, a further issue of the Log will carry a follow up.

Yes, it's tough to be a seaman and put up with conditions like this. Something should be done about it, and something will be done about it. The Log intends to continue publicizing these items on the Marine Hospitals until they're cleaned up, and until seamen are given the kind of care and treatment to which they are rightfully entitled.



### NORFOLK

#### INDIVIDUAL DONATIONS

Crew of SS Quachita Victory—\$38.00. D. Cullins, \$2.00; M. V. Simpkins, \$2.00; F. Reed, SUP 2527, \$5.00; H. C. Hunt, \$2.00; C. Woodley, \$2.00. J. L. Abernethy, \$1.00; P. G. Cassevens, \$2.00; L. M. Voliva, \$1.00; E. R. Cooper, \$2.00; G. L. Allen, \$2.00; J. F. Boyle, \$2.00; A. E. Silver, \$2.00; C. L. Clements, \$2.00; G. Blanchard, \$4.00; K. Hoffner, \$2.00; R. Vance, \$2.00; R. Morris, \$3.00; J. King, \$2.00. E. Lashley, \$2.00; E. Popper, \$2.00; G. Clark, \$3.00; R. Rogers, \$2.00; J. Michael, \$2.00; H. Kamin, \$2.00; Pete, \$2.00; Cal, 1.00; Hejmev, \$1.00; Ziaja, \$1.00; Vaughn, \$1.00; Frenchy, \$1.00; Rome, \$1.00; Fewell, \$2.00; Julian, \$5.00; Manno, \$1.00; Chance, \$2.00; Wright, \$2.00; Witt, \$2.00; Galanio, \$2.00; Gonzales, \$2.00; James, \$2.00; Plunkett, \$2.00; Blazio, \$2.00.

### GALVESTON

#### INDIVIDUAL DONATIONS

L. P. Eford, \$1.00; G. L. Fuzzel, \$5.00.

### BOSTON

#### INDIVIDUAL DONATIONS

Ehlen, \$2.00; Sloan, \$2.00; Pelowski, \$2.00; Okonewskie, \$1.00; Roll, \$1.00; Kenneby, \$1.00; O'Connor, \$1.00; Dower, \$1.00; Schroter, \$1.00; Derish, \$1.00.

### BRIGHTON MARINE HOSPITAL

From Crew of SS Bera Victory—\$7.50

### PHILADELPHIA

#### INDIVIDUAL DONATIONS

Crew of Walter Ranger—\$25.00. W. L. Deeny, \$2.00; Carl J. LeGrand, \$2.00; Homer R. Clawson, \$2.00; J. E. Lillstson, \$2.00; Stanley Harms, \$1.00; Gunney, \$5.00; W. Harrison, \$1.00; C. Perkins, \$1.00; C. Pantermakis, \$1.00; F. Jackson, \$1.00; J. Donahue, \$1.00; J. Montoney, \$1.00; C. Tucker, \$2.00; J. Stakes, \$2.00; LeJaune, \$1.00; D. Huffman, \$1.00.

### NEW YORK

#### SS L. GEHRIG

J. R. Presnell, \$2.00; C. Garner, \$3.00; J. W. Sheen, \$2.00; J. B. Campbell, \$2.00; A. E. Strom, \$2.00; M. A. Freeman, \$2.00; R. W. Brown, \$2.00.

#### SS GRIFFIN

L. Richardson, \$1.00; S. A. Karlak, \$2.00; D. L. Roberts, \$1.00; Lewis Deese, \$2.00; K. R. Stalling, \$2.00; T. C. Webster, \$2.00.

#### SS EARLHAN VICTORY

Donald Reiting, \$1.00; A. J. Skillman, \$1.00; G. Janavaris, \$1.00; J. M. Gonzales, \$1.00; J. J. Bluit, \$1.00; A. Stoecklin, \$1.00; T. Overland, \$1.00; Alex Strachan, \$1.00; L. Henis, \$1.00; H. Hence, \$1.00; C. Voss, \$1.00; N. J. Boyle, \$1.00; W. Busbin, \$1.00; William E. Keim, \$1.00; J. McHale, \$1.00; A.

Teter, \$1.00; T. Ramirez, \$1.00; J. Ammons, \$2.00; P. J. Pederson, \$1.00; K. H. Basse, \$1.00; J. F. Mers, \$1.00; R. J. Westrich, \$1.00; J. N. McLeod, \$1.00; William R. Bruce, \$1.00; B. Dallak, G. DeLuca, \$1.00; D. E. Weilmuenster, \$1.00.

#### SS M. EDELSTEIN

R. L. Bryant, \$5.00; W. M. Klem, \$5.00; G. J. Clark, \$5.00; J. Murphy, \$5.00; B. Stwertmik, \$10.00; J. A. Reeves, \$1.00; J. A. Reeves, \$1.00; A. Arshakuni, \$25.00; C. H. Easley, \$10.00; J. Roberts, \$25.00; F. White, \$30.00; W. Dean, \$30.00; H. Toner, Jr., \$5.00; D. Vallus, \$5.00; S. Colecchi, \$5.00; L. S. Burning, \$11.00.

#### SS R. JOHNSON

W. J. Parish, \$1.00; L. Boyette, Jr., \$1.00; J. H. Boyd, \$5.00; J. R. Duckworth, \$5.00; H. B. Williams, \$5.00; E. A. McGoffey, \$2.00; S. B. Sikes, \$1.00; W. C. Davis, \$2.00; F. L. Vuner, \$1.00; S. N. Ultinger, \$5.00; E. H. Belz, \$5.00; R. F. Dolese, \$2.00.

#### SS HALL

C. Carr, \$1.00; E. G. Johnson, \$1.00; J. A. Barone, \$2.00; Crew of SS Hall, \$11.00.

#### INDIVIDUAL DONATIONS

John G. Harris, \$1.00; C. Jindia, \$1.00; T. Gipp, \$1.00; J. Ehrhart, \$1.00; L. Malczyk, \$1.00; J. Stewart, \$1.00; E. Craf, \$1.00; W. Henderson, \$2.00; W. J. Lane, \$1.00.

# Three More To Go In Isthmian Election

NEW YORK—Voting in the Isthmian Fleet election neared its inevitable end when the Steel Inventor was balloted in New York on Wednesday, August 28. Organizers Cal Tanner, Jack Parker, and Johnny Arabasz represented the SIU officially, and they along with Inventor crewmembers reported that the Seafarers garnered better than 80 per cent of the crew's vote. The NMU received only three out of 26 eligible votes with two others being doubtful.

This now leaves only three more Isthmian ships to be balloted. They are the Atlanta City, Pere Marquette, and the Robert C. Grier. However, the Grier is expected to vote in Honolulu within the next couple of days. So, it's entirely possible that the other two Isthmian ships will register their vote sooner than the September 18 deadline. Then

the counting of ballots can be started immediately.

### LIKE AFL COUNCIL

Since the report appearing in last week's Log about the formation of an AFL Maritime Trades Council on a national scale, many Isthmian seamen have dropped in on SIU Halls, written letters, and made phone calls in outspoken praise of this action. They really go for the Port Maritime Councils, coordinated on a national basis, and declare that it represents one of the greatest steps forward every taken by the AFL waterfront Unions.

The fact that the International Longshoremen's Association, Commercial Telegraphers Union (Radio Officers Union), International Brotherhood of Firemen and Oilers, the Masters, Mates and Pilots, and Seafarers International Union of North Amer-

ica have joined together in a national AFL Maritime Trades Council to promote the welfare of the entire group and coordinate their activities on a national scale has assured more comment on the waterfront than any other action taken in a long time.

Added strength may be provided for the Council after the Teamsters convention. Teamsters President Dan Tobin has pledged that affiliation will be brought up then for official action, and that meanwhile the Teamsters will continue to affiliate with the Port Maritime Trades Councils as well as support all of their picket lines.

### COUNCIL PRINCIPLES

In addition, the Statement of Principles as issued by the national AFL Maritime Trades Council clearly states that the aims of the Council will be "limited to the economic field" and that they will "at no time adopt or advance any political problem or ideology." This is in sharp contrast to the highly political program of the commie-dominated CMU.

To further illustrate reasons for the overwhelming support which the Council is receiving, statement number 4, section C, declares that one of the objectives will be "To assume a coordinated offensive against the number one enemy of labor, the communists." Other sections state the need for coordinating activities and moving into the unorganized field.

There it is, in cold turkey. Reasons—plain reasons—why the AFL Maritime Trades Council is receiving praise from the organized and unorganized alike. All seamen want a program for the seamen, not something which ties a knot around their necks before slowly strangling them. That's why Isthmian seamen continue to vote for the SIU by a score of better than 2 to 1!

# LABOR DAY, 1946

Once a year it rolls around—Labor Day, we mean—and everybody takes a holiday. Everybody, that is, except sailors at sea and a few others, and they get paid overtime rates for working. This year Labor Day falls on September 2—the first Monday in the month, as usual.

What does Labor Day mean to you besides being a holiday and an overtime working day? Too



little to the average union member, we're afraid. So, let's look at the record to see why Labor Day has so much significance for John Q. Worker.

Labor Day was first inaugurated by the Knights of Labor (parent organization of the AFL) way back in 1882, but not until 1894 was it officially declared a legal holiday by Congress. Today, it is so observed in both Canada and the U. S.

In the Phillipine Islands and most of Europe, they observe May 1 as their Labor Day. However, the red fascists of Moscow have more or less taken over this celebration until today it is regarded by many as a Russian-

originated anniversary. As a result, many liberal groups and most labor unions no longer celebrate May 1.

No matter, we're concerned with the official Labor Day—September 2, 1946.

World War II has barely passed into the limbo of history, yet the war drums are booming loudly all over the world. UNRRA, United Nations, none of these idealistic organizations has meant a thing. Power politics and fascist-communist attempts to dominate the postwar world overshadow every decent attempt to resolve the problems and differences of our bloody little globe.

Nowhere does there appear a possible leader in the world unless it is the organized labor movement. Free labor throughout the world—not the dominated kind which exists in fascist-communist countries like Russia and her satellites—can be the savior and builder of the kind of world which you and your children want and need. A world of plenty for all!

So, let us take time off from our own selfish pleasures to dedicate ourselves to this better world. Make Labor Day, 1946, a real Labor Day in the sense that we will strive to better conditions—working and living—as well as wages and hours in this country. We will also cooperate with workers in other countries to help them build the kind of world we want and they want. That's our way to celebrate Labor Day, 1946!

# LABOR SPOTLIGHT

WASHINGTON—The government made the first move last week to force owners of the nation's soft coal mines to negotiate a new contract with the United Mine Workers-AFL. The mines have been under federal control since May 27 following a two-month strike.

The UMW immediately accepted the invitation of Admiral Ben Moreel, Coal Mines Administrator, to meet here Sept. 10 to work out a new agreement that will permit return of the mines to private ownership. The mine

owners, who have been in no rush to regain possession, continued to stall and the Mine Operators Negotiating Committee at weeks' end had not yet replied to Moreel's bid.

At the same time Moreel directed the UMW's District 50 to file an unfair labor practices charge with the Natl. Labor Relations Board against Jones & Laughlin Steel Corp. in a new effort to clear up for once and for all the right of foremen to be represented by a rank and file union.





# BULLETIN BOARD

**R**

|                         |        |
|-------------------------|--------|
| Reese, Vance            | 2.13   |
| Reeves, James Edward    | 7.92   |
| Referovich, M.          | 4.02   |
| Reffitt, C.             | 1.98   |
| Regan, J. T.            | 4.64   |
| Regis, McKenzie         | 2.75   |
| Rego, Cresanto          | 3.23   |
| Reid, Roger A.          | .60    |
| Reineke, Edgar C.       | 1.37   |
| Reinhold, Carl G.       | 6.58   |
| Reisbeck, E.            | 13.13  |
| Reiss, John H.          | .71    |
| Remarine, Bern          | 1.00   |
| Remley, Ned Lee         | 1.37   |
| Renfro, Clyde C.        | .59    |
| Rengs, G. P.            | 2.23   |
| Renn, Grover            | 104.65 |
| Repsher, William Ellis  | 8.26   |
| Resik, Alfons J.        | 2.23   |
| Ressler, Francis P.     | 13.69  |
| Restucher, H.           | .59    |
| Reth, Frederick B.      | 5.69   |
| Rever, Alexander        | 9.95   |
| Reyes, John W.          | .33    |
| Reynolds, E. V. Jr.     | 75.52  |
| Reynolds, Eugene M.     | 2.23   |
| Reynolds, Jack A.       | .45    |
| Reynolds, Joe           | 9.81   |
| Reynolds, John L.       | 41.26  |
| Reynolds, Odis          | 5.94   |
| Reynolds, Poland        | 2.25   |
| Reynolds, Vincent O.    | 4.16   |
| Rhoades, Edwin B.       | 5.19   |
| Rhodes, Leo             | 40.33  |
| Rice, C. G.             | 7.61   |
| Rice, R. R.             | .82    |
| Rich, Benjamin A.       | 6.49   |
| Rich, Charles I.        | 1.98   |
| Richard, Roland D.      | 2.41   |
| Richards, D.            | 1.58   |
| Richards, F.            | .79    |
| Richards, John D.       | 8.26   |
| Richards, William L.    | 12.40  |
| Richardson, Charles J.  | 3.12   |
| Richardson, D.          | 3.96   |
| Richardson, Wade G.     | 6.88   |
| Richardson, Weston I.   | 6.88   |
| Richaux, Albert J.      | .89    |
| Richer, Joseph          | 2.64   |
| Richmond, Claude S.     | 11.55  |
| Rick, C.                | 17.80  |
| Rickard, Robert M.      | 8.83   |
| Ricketts, Robert D.     | 58.41  |
| Riddell, Edward         | 27.40  |
| Rieout, James A.        | 8.21   |
| Riedie, George Jr.      | 1.22   |
| Rieger, Harry B.        | 95.62  |
| Rieva, Francisco        | .79    |
| Rigby, Walter           | 7.59   |
| Riley, Donald           | 8.26   |
| Riley, Earl K.          | 3.00   |
| Riley, Francis R.       | 5.07   |
| Riley, James W.         | 2.84   |
| Riley, Julian           | .45    |
| Riley, Kenneth D.       | .45    |
| Rimberg, C. R.          | 12.03  |
| Rinaldo, Frank E.       | 14.39  |
| Rinehart, H. G.         | 4.50   |
| Riner, Gene G.          | 131.94 |
| Ringnald, Marcellus     | .26    |
| Riopel, Louis A.        | 8.53   |
| Risher, William F.      | 32.19  |
| Risk, James L. Jr.      | 3.09   |
| Ritchie, Paul R.        | 1.10   |
| Ritenhouse, Charles Jr. | 2.06   |
| Ritenhouse, Edward      | 5.15   |
| Ritter, H. J.           | .75    |
| Ritter, John            | 9.47   |
| Ritterbusch, Robert     | .74    |
| Rittner, Paul C.        | 5.70   |
| Rivera, Ruperto         | 2.65   |
| Rivers, G. P.           | 1.32   |
| Rivers, Harold          | 29.33  |
| Riviere, Edward J.      | 3.04   |
| Rizzo, Martin           | 2.25   |
| Rizzo, S. R.            | 3.00   |
| Rizzuto, Jennie         | 1.32   |
| Riach, Donald L.        | 3.23   |
| Road, Albert            | 1.88   |
| Roash, C. M.            | 7.01   |
| Robbins, Michael        | 158.00 |

**—Unclaimed Wages—**  
**Mississippi Shipping Company, Inc.**

This list comprises unclaimed wages as of December 31, 1945, some of which may have already been paid. If you still have a claim, write to Mississippi Shipping Company, Hibernia Bank Bldg., 13th floor, New Orleans, La., enclosing your z-number, social security number, date and place of birth and present address.

|                         |        |                       |       |                      |       |
|-------------------------|--------|-----------------------|-------|----------------------|-------|
| Robbins, Oceolar E.     | 7.57   | Rooney, James J.      | .89   | Ruben, Edward        | 1.48  |
| Robbins, Robert H.      | 5.69   | Ropponen, R.          | 2.92  | Rubin, Philip        | 5.69  |
| Robinson, O.            | 4.50   | Rordia, G. P.         | .52   | Rubin, Edgot         | .69   |
| Robert, Elie J.         | 6.93   | Rosales, Jim          | 5.25  | Rucker, Benjamin     | 9.90  |
| Roberts, Alley J.       | 2.80   | Rosato, Vincent       | .59   | Rudnicki, Walter     | 3.91  |
| Roberts, A. J.          | 22.88  | Rose, James E.        | 2.13  | Ruggero, Leonard M.  | 1.34  |
| Roberts, Charles E. Jr. | 12.09  | Rose, Robert          | 6.75  | Ruggles, J. E.       | 5.25  |
| Roberts, Dan S.         | 8.26   | Rohe, Walter J.       | 34.48 | Ruiz, Frank          | 2.67  |
| Roberts, Elmer          | 2.49   | Rosenbaum, D. A.      | .82   | Runnels, Cordis, A.  | 3.82  |
| Roberts, Frederick D.   | .45    | Rosenberg, M.         | 2.53  | Rupp, Wm. S.         | 1.37  |
| Roberts, Harold L.      | 1.48   | Rosenthal, Maurice    | 2.23  | Rusheed, Joseph A.   | 3.79  |
| Roberts, Howard L.      | 40.62  | oRsing, A.            | 39.98 | Rush, Ben            | 18.33 |
| Roberts, J. E.          | 10.82  | Hoskie, Louis F.      | 7.00  | Russ, J.             | .84   |
| Roberts, Logan F. Jr.   | 6.88   | Ross, C.              | 1.50  | Russell, C. A.       | 20.96 |
| Roberts, Raymond E.     | 1.79   | Ross, E. T.           | 7.50  | Russell, E.          | 5.92  |
| Roberts, Walter         | 1.98   | Ross, Geo.            | .46   | Russell, Edward J.   | 13.24 |
| Robertson, Alfred M.    | .45    | Ross, John Valentine  | 8.46  | Russell, John C.     | 5.94  |
| Robertson, James D.     | 11.46  | Ross, Jose            | 2.23  | Russell, Mirle L.    | 1.04  |
| Robertson, Jorgan R.    | 6.54   | Ross, Jose            | 3.56  | Russell, Raymond     | 9.30  |
| Robin, Henri J. Jr.     | 4.87   | Rossen, G. H.         | 51.00 | Ruth, Lloyd A.       | 20.52 |
| Robinette, Hershel K.   | 4.03   | Rosi, Louis J.        | .69   | Rutkowski, Andrew T. | 7.59  |
| Robins, Howard F.       | .89    | Roth, John J.         | 2.75  | Rutkowski, Beleslaw  | 9.04  |
| Robinson, Calvin        | 2.46   | Rothers, Fred         | 1.27  | Rutoski, F.          | 6.73  |
| Robinson, David O.      | 13.91  | Rothers, Fred A.      | 9.67  | Rutala, Heimo A.     | 2.82  |
| Robinson, Robert A.     | 24.09  | Rouke, Pat            | 11.42 | Ryaall, Charles R.   | 3.96  |
| Robinson, Robert A.     | 166.48 | Rountree, Norman J.   | 4.17  | Ryan, Peter J.       | 14.24 |
| Robinson, William B.    | 98.75  | Rouse, Percy C.       | .69   | Ryan, Ronlad F.      | 2.23  |
| Roche, J.               | 21.25  | Rousseau, Arthur H.   | 31.33 | Ryan, Walter A.      | 7.12  |
| Rochell, William        | 13.22  | Rousseau, Joseph II.  | 2.23  | Rybak, Edw. Alfred   | 6.69  |
| Rochete, Louis P.       | 5.49   | Routh, Newel L.       | 11.50 | Rydalch( Wm. J.      | .89   |
| Rock, J. G.             | 5.25   | Roverly, Leonard      | 10.27 | Rydowski, L.         | 6.75  |
| Rodfield, Clarence G.   | 2.25   | Rowan, James P.       | 16.19 | Ryniger, George P.   | 3.44  |
| Rodiowski, Stephen      | 24.81  | Rowe, Charles         | 5.00  | Ryniker, Loren Fred  | 3.44  |
| Rodney, K.              | 14.58  | Rowe, Lee J.          | 76.16 | Ryon, Oscar F.       | 22.03 |
| Rodriguez, Celso        | .74    | Rowland, Edgar W. Jr. | 16.52 | Ryopponen, Viikko A. | 2.11  |
| Rodriguez, Jos. A.      | 8.26   | Roy, Joseph C.        | 2.23  | Ryopponen, V.        | 5.17  |
| Rogers, Albert S.       | 2.61   | Royal, Floyd          | 42.35 | Rzesgotarack, H. T.  | .75   |
| Rogers, A. M.           | 11.67  | Royals, V. C.         | 15.29 |                      |       |
| Rogers, Bernard A.      | .69    | Ruach, Marvin T.      | 3.96  |                      |       |
| Rogers, Edward C.       | 1.98   |                       |       |                      |       |
| Rogers, Edward G.       | 8.91   |                       |       |                      |       |
| Rogers, Elmo            | 2.25   |                       |       |                      |       |
| Rogers, James O.        | 20.62  |                       |       |                      |       |
| Rogers, John G.         | 5.97   |                       |       |                      |       |
| Rogers, Justin B.       | 4.01   |                       |       |                      |       |
| Rogers, Wayne E.        | 11.98  |                       |       |                      |       |
| Rogers, W. L.           | 5.25   |                       |       |                      |       |
| Rohner, Jean S.         | .79    |                       |       |                      |       |
| Rohner, John            | 40.79  |                       |       |                      |       |
| Rokstad, John E.        | 123.75 |                       |       |                      |       |
| Roll, Nicholas          | 4.87   |                       |       |                      |       |
| Rollins, Carroll J.     | 8.02   |                       |       |                      |       |
| Rollins, Don            | 5.25   |                       |       |                      |       |
| Romankiewiz, Robert     | 2.23   |                       |       |                      |       |
| Roman, A. R.            | 2.84   |                       |       |                      |       |
| Romanoff, Nicholas N.   | 3.77   |                       |       |                      |       |
| Rome, C.                | .74    |                       |       |                      |       |
| Romero, Ralph           | 5.71   |                       |       |                      |       |
| Rooks, Richard P.       | 1.78   |                       |       |                      |       |

**Attention Members!**  
**Seafarers Sailing As Engineers**  
 All members—retired members and former members—of the Seafarers International Union who are now sailing as licensed Engineers: Please report as soon as possible to the Seafarers Hall at 51 Beaver Street, New York City. Your presence is necessary in a matter of great importance.

**—PERSONALS—**

**WILLIAM J. THOMPSON**  
 Your papers and Union book are in the New Orleans Hall.

\*\*\*

**R. L. ROTTER**  
 Please contact John Maxim at Seafarers Hall, 902 Main St., Jacksonville, Fla., as soon as possible.

\*\*\*

Brothers Clarence Carter and James McRae are in the Parish Prison here in New Orleans and would like to hear from some of their old shipmates and friends. These Brothers are both old time members and full book members and can be reached at the following address, Parish Prison, Broad and Tulane Streets, New Orleans, Louisiana.  
 These Brothers could use a few friendly letters and also a few extra dollars.

\*\*\*

**DAVID AUTORE**  
 Contact your mother at Pittsburgh, Pa.

\*\*\*

**J. E. LILLIS**  
 (Book No. 39125)  
 Please come to New York Hall immediately with your book.

**NOTICE!**

The following full and probatory books are being held in the Houston Hall:

|                     |            |
|---------------------|------------|
|                     | Book No.   |
| Brazell, Troy L.    | Pro. 41737 |
| Bares, Albert L.    | 37105      |
| Baird, Forrest F.   | 42291      |
| Bray, James H.      | 44695      |
| Beckner, J.         | 37900      |
| Gideon, A. R.       | 31448      |
| Glass, L. W.        | 37507      |
| Gamble, Alvin E.    | Pro. 47396 |
| Hercheck, Milman    | 43808      |
| Knight, Van         | 45578      |
| Keel, J. C.         | Pro. 47393 |
| Lafitte, Harold D.  | P-3862     |
| Morris, James E.    | 44596      |
| Meyers, Clarence D. | 32172      |
| McLemore, T. D.     | Pro. 47389 |
| O'Banion, Coley     | 30938      |
| Roper, R. L.        | Pro.       |
| Stewart, Jas. W.    | 236        |
| Smith, LaVerne R.   | Pro. 759   |
| Swan, Vernon H.     | 35883      |
| Saide, James P.     | Pro. 49993 |
| Spivey, G. W.       | Pro. 47394 |
| Vasek, Robert S.    | 39854      |
| Wilson, G. D.       | Pro. 45311 |
| Walker, Gene R.     | Pro. 45311 |
| Watson, William     | 42785      |

**SIU HALLS**

|                  |   |
|------------------|---|
| NEW YORK         | 51 Beaver St. HANover 2-2784            |
| BOSTON           | 276 State St. Bowdoin 4455              |
| BALTIMORE        | 14 North Gay St. Calvert 4539           |
| PHILADELPHIA     | 9 South 7th St. Phone LOmbard 3-7651    |
| NORFOLK          | 127-129 Bank Street 4-1083              |
| CHARLESTON       | 68 Society St. Phone 3-3680             |
| NEW ORLEANS      | 339 Chartres St. Canal 3338             |
| 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        |
| CALVESTON        | 305 1/2 22nd St. 2-8448                 |
| TAMPA            | 1809-1811 Franklin St. M-1323           |
| JACKSONVILLE     | 820 Main St. Phone 5-5919               |
| PORT ARTHUR      | 445 Austin Ave. Phone: 28532            |
| HOUSTON          | 1515 75th Street Phone Wentworth 3-3809 |
| RICHMOND, Calif. | 257 5th St.                             |
| SAN FRANCISCO    | 59 Clay St. Garfield 8225               |
| SEATTLE          | 86 Seneca St. Main 0290                 |
| PORTLAND         | 111 W. Burnside St.                     |
| WILMINGTON       | 440 Avalon Blvd. Terminal 4-3131        |
| HONOLULU         | 16 Merchant St.                         |
| BUFFALO          | 10 Exchange St. Cleveland 7391          |
| CHICAGO          | 24 W. Superior Ave. Superior 5175       |
| CLEVELAND        | 1014 E. St. Clair St. Main 0147         |
| DETROIT          | 1038 Third St. Cadillac 6857            |
| DULUTH           | 531 W. Michigan St. Melrose 4110        |
| CORPUS CHRISTI   | 1824 N. Mesquite St.                    |
| VICTORIA, B. C.  | 602 Boughton St.                        |
| VANCOUVER        | 144 W. Hastings St.                     |

**MONEY DUE**

Retroactive payments by Seatrains Lines, Inc. due the following former members of the crew of the American SS Seatrains New Orleans are available upon application at Seatrains Lines, Inc., 1024 Whitney Building, New Orleans, La.

Hans E. Hansen, Herman Fruge, Francisco Rodriguez, Victor L. Johnson, Le P. LeCompte, George E. Kane, Willis W. Wright, Royden R. Vandervort, Lawrence McCullough, Oliver W. Trawick, Joe E. Marshall, Lewis Marchetti.

George L. Esteve, Paul Reese Jr., Jacob C. Anderson, Deck Roberts, Archie L. Holmes, Harold O. Tennant, Francis Peredne, David E. Stanfield, Gordon Jensen, Francisco G. Delgado, Demetrio G. Zerrudo, Jose F. L. Ferreiro, Benito Candamio.

Adolph Capote, Jose M. Sera-Deus, Glenn R. Dowell, Andrew Lucero, Wilkins E. Boyd, Charles H. Crawford, David A. Stanfield, Louis Veccheit, Antonio Castro, Jim A. Schwippel, Marion R. Short, Jesse R. Aldridge, Raymond J. Hock, Ollen G. Brown, Beno Zielinski, Gene C. Boatright.

\*\*\*

**SS WILLIAM B. GILES**  
 Wah Suey Yee, \$14.65. The above can be collected by calling at the Mississippi Steamship Co., 17 Battery Place, New York 4, N. Y.

|                     |       |
|---------------------|-------|
| Samstay, August J.  | 4.69  |
| Samuel, Harold      | 9.00  |
| Sanborn, George B.  | 4.06  |
| Sanchez, Antonio J. | 1.78  |
| Sanchez, John       | 8.26  |
| Sanchez, M.         | 20.72 |

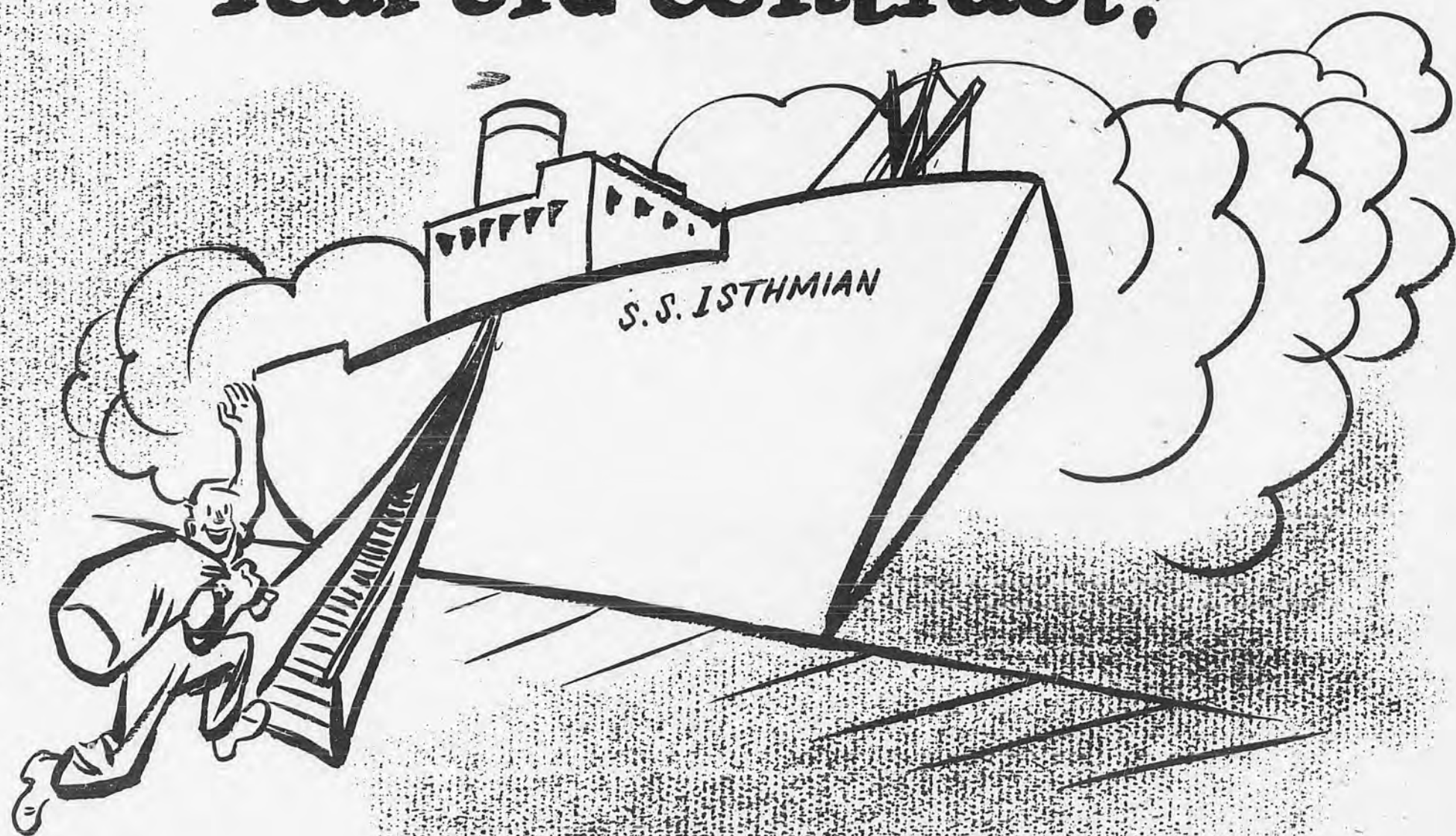


# ISTHMIAN SEAMEN!

You are choosing the Seafarers in the election. Even after the final results are announced-

**STAY WITH YOUR SHIPS!**

so that you will win a real SIU contract!



**Seafarers International Union**