

SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

VOL. IX.

NEW YORK, N. Y., FRIDAY, DECEMBER 26, 1947

No. 52

Anti-commies Form New French Union

PARIS—Charging that the recent French strikes called by the General Federation of Labor (CGT) were "in complete contempt of union principles, and often against the will of the majority of workers," a large section of the CGT this week resigned from the parent body.

This blow, coming ten days after the end of the commie-promoted strikes in France, and on the heels of the defeat of the CP-led strikes in Italy, proves once more that the communist party does not have the real support of the workers of Europe.

The resolution adopted by the new body, which calls itself "Workers Force," also charged that strike action had been taken "for reasons that had nothing to do with the union movement," and that the Executive Committee of the CGT "did not hesitate to throw the working classes into an adventure that could not help but break the unity of the labor movement."

One of the key men in "Workers Force" is Leon Jouhaux, veteran anti-communist labor leader, and until his resignation co-secretary general of the CGT. For thirty-seven years, until 1946, Jouhaux had served as sole secretary general but last year communist pressure forced him to accept Benoit Frachon as co-secretary general.

SAILLANT STAYS

Four other members of the thirteen man executive committee

(Continued on Page 14)

The SIU Spirit

Contributions for the Ralph Youizy-Robert Boutwell defense fund continue to come in from ship's crews with \$54.00 being turned over this week by the men of the SS Colabee.

Richard Geiling, Steward Delegate, reported these contributors in his department: George Dunn, Norman Kramer, Richard Geiling, Herbert Carter, Juan Vasquez, Alfred Zalewski, Alfred Robertson and Joseph O'Malley.

Deck Department donations turned over to Delegate I. W. Margavy came from Brothers Jensen, Johnson, Neuner, Margavy, Blanchard, Kornelius and Wallace.

"GANGWAY WATCH"



Resolution For 1948

In just a few more days the year 1947 will be over, and the big question now is "What is in store for 1948."

During the past year we have seen the spectacle of certain union officials in other maritime unions, becoming the fair-haired boys of the shipowners. These "leaders" are called "reliable," or "good Americans," and the operators have really tried to butter them up.

Stripped of all the high sounding phrases, what this means is that the shipowners are attempting to create bosses' stooges in the maritime labor movement. On the one hand they are trying to lull the seamen into a false sense of security, and on the other hand they are ready with threats of government interference if the seamen continue to fight for their rights.

In the past, some trade unions have gone along with the changing pressures of national politics. The so-called "New Deal" gave a number of labor fakers excuses for relying on the government instead of on the economic strength of the labor movement.

What they didn't realize was that that sort of dependence weakens, rather than strengthens, a trade union.

We in the Seafarers International Union have always relied on our economic power. We have never asked the government for a handout. By the use of economic action at the point of production, this Union has made gains which have since become standard for the entire industry.

The New Deal didn't give us decent wages and conditions, and the Wage Stabilization Board couldn't take

(Continued on Page 2)

Seafarers Hits Plan To Transfer US Ships To European Countries

That part of President Truman's speech to Congress last week, on the Marshall Plan, dealing with the transfer and sale of American ships to foreign powers to carry the food and machinery to European countries, brought immediate repercussions from the Seafarers International Union and the American shipping industry. The State Department, supplementing the President's speech, recom-

mended that 200 war-built ships be sold, and 300 more temporarily transferred to countries participating in the plan. By so doing the State Department expects to save \$1,220,000,000.

To this the Union, through Paul Hall, New York Port Agent, replied, "That is exactly the sort of deal we would expect from the politicians. The seamen have been taking a beating from them for a long time.

"What this will do is increase the unemployment of American seamen, and it won't save enough money to make it worth while."

The National Federation of American Shipping, which represents about 100 major American shipping companies, analyzed the provisions of the Marshall Plan and asserted that the estimated saving of \$1,220,000,000 would more likely turn out to be \$300,000,000, and that the small financial advantage would be greatly outweighed by the permanent damage to the American Merchant Marine.

The President said that the temporary transfer of ships (to European countries) should be linked with a reduction or deferment of the projected ship-

building schedules of the participating countries."

The CIO Shipyard Workers pointed out that European shipyards are humming with orders enough to last five years, while at the same time American shipyards are rapidly approaching complete idleness.

Many of thousands of men who produced America's wartime fleet are now out of work, and of the men who sailed the ships, many of them are now on the beach, out of work.

Next Meeting

Since the next regular membership meeting date falls on New Year's Eve, and many of the men on the beach will want to be home with their families or out celebrating, the meetings will be held instead on Friday evening, Jan. 2, 1948.

In New York, the membership will meet in Roosevelt Auditorium, 100 East 17th Street, corner of 4th Avenue. The time, as usual, is 7 P. M.

Congressman Asks That US Ships, Seamen Transport European Aid

American merchant seamen, in the greatest numbers possible, should man the vessels that will carry relief supplies to Europe,

Representative Henry M. Jackson of Washington, declared last week.

In a statement published in the Congressional Record, Jackson, who supported the legislation for interim relief, said it should be made clear that Congress intended that American vessels be used to transport the relief cargoes to Europe.

The Congressman pointed out that the legislation just enacted contains provisions "that the great majority of the relief sup-

plies furnished must be bought in the United States.

"That provision protects American industry and American jobs," he said.

"But that same provision, strangely enough, is not expressly made applicable to the American Merchant Marine or to the jobs of American seamen."

Jackson added that despite omission of specific reference to the American ships and seamen, the two are of "tremendous importance" to the country's well being.

"My view," he said, "is that wherever possible, American ships should be used to carry these relief cargoes."

SEAFARERS LOG

Published Weekly by the
**SEAFARERS INTERNATIONAL UNION
 OF NORTH AMERICA**
 Atlantic and Gulf District

Affiliated with the American Federation of Labor
 At 51 Beaver Street, New York 4, N. Y.
 HANover 2-2784

J. P. SHULER - - - - Secretary-Treasurer

Editorial Board

J. P. SHULER PAUL HALL
 JOE ALGINA

Entered as second class matter June 15, 1945, at the Post Office
 in New York, N. Y., under the Act of August 24, 1912.

George K. Novick, Editor



Resolution For 1948

(Continued from Page 1)

them away from us. We have fought for our rights, in the face of tough odds, and we intend to continue doing so. If this violates the law drawn up by Taft and Hartley, it's just too bad.

The shipowners have indicated that if we are "good boys" they will keep the ships sailing so that we can have jobs. That is just so much malarkey. While profits are so enormous, the shipowner has no intention of going out of business.

And while he's in business, we'll get only the jobs, the wages, and the conditions we are big enough to take and hold on to.

Before the SIU became strong enough to lead American merchant seamen out of the slime, there were seamen and union officials who were thought of by the companies as "respectable." Their rewards for being "respectable" were crimp halls, fink books, blue sheets, moldy food, and loss of jobs if they ever dared to speak up for their rights.

We know that the shipowners, the government, and the communist party are the enemies of merchant seamen. We ought to know because we've had to battle all three elements in our unending struggle for decent wages and conditions.

This Union has no intention of changing our policy of the use of economic action. In the year 1948, the shipowners and the government will probably join together in an effort to use the provisions of the Taft-Hartley law against trade unions. This will affect seamen particularly, since the keystone of the maritime unions is the Hiring Hall.

Our pledge, made last summer, to lock up the industry if the shipowners and/or the government try to break up our Union, is just as valid now as it was the day we made it. There can be no other course of action.

1948 can be a year of peace on the waterfront. But if the shipowners and the Washington bureaucrats want war, they will get it. Seafarers will be good seamen, but they won't be dogs.

That is our resolution for the New Year.

Commies Face New Look

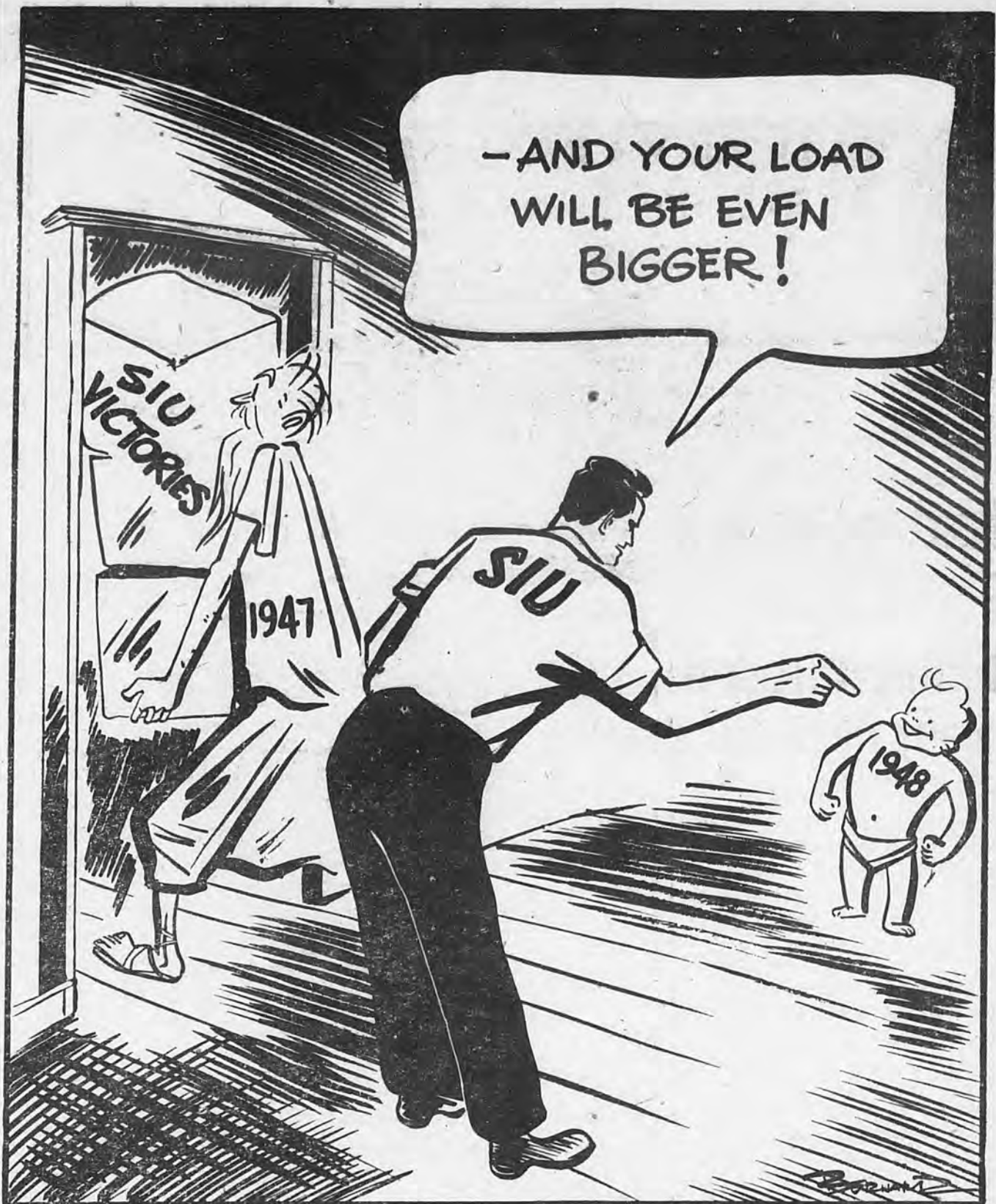
There is one thing about the new year for which we can be grateful from the beginning, the weakening of communist influence in the labor movement.

In America, the comrades suffered defeat after defeat in 1947's closing months.

In western Europe too, they lost a great deal of strength. A demonstration of this is the emergence of what looks to be a strong anti-communist leadership in French unions.

But the communists are not finished. Far from it. It behooves SIU members and members of all other unions which are devoted to democratic ideals to remain alert to communist infiltration. They'll be using their old tricks, and they may be using some new ones.

But our members have taken care of them in the past and will keep on doing so.



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

- J. BURNS
- H. WATSON
- G. J. MILLER
- G. CARLSON
- J. McNEELY
- J. M. GARDNER
- G. RODRIGUEZ
- O. A. HESS
- J. DUBUQUE
- E. T. BROWN
- C. SCHULTZ
- N. B. EDRINGTON
- W. VAUGHN
- E. CARAVONA
- R. L. GRESHAM

- J. BARRON
- P. CASALINUOVO
- J. RIDDLE
- J. ANDERSON
- E. DELLAMANO
- J. SMITH
- F. O'CONNELL
- J. LEE (SUP)
- J. McKEEN (SUP)

NEW ORLEANS HOSPITAL

- O. S. SHAHAN
- W. K. WUNG
- J. J. O'NEILL
- G. CURL
- A. S. CONTI
- C. T. WHITE
- R. L. MCGREW
- F. R. DE VASHER
- I. F. MATHERNE
- M. LIUZZA
- G. A. WILLIAMS
- G. HARDEMAN
- L. A. HOLMES
- W. C. COLLEY
- J. E. SILKOWSKI
- R. E. TRULY
- L. CLARKE
- C. C. RAYFUSE
- J. E. PENCON
- A. J. LE JEUNE
- MARJORY "LINDA" EVANS

FORT STANTON HOSPITAL

- JOHN P. WILLIAMSON
- R. B. WRIGHT
- CLIFFORD MIDDLETON
- ARCHIE McGUIGAN
- R. S. LUFLIN
- JULIUS SUPINSKI
- M. D. PENRY

BRIGHTON MARINE HOSP.

- J. LEWIS
- R. LORD
- C. CREVIER
- H. STONE
- T. BOCUS

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.)

- J. B. GEISSLER
- E. E. DAVIS
- E. M. LOOPER
- E. G. WALKER
- J. DENNIS
- L. GROVER
- C. MASON
- J. E. MAGUIRE
- A. A. SAMPSON
- R. BUNCH

MOBILE HOSPITAL

- W. J. SULLIVAN
- E. L. MYERS
- W. C. JEFFERIES
- J. C. RAMBO
- W. C. CARDANA
- M. W. BUSBY
- R. V. GRANT
- W. D. JOHNS
- C. W. BARNE

GALVESTON MARINE HOS.

- J. M. FLANNIGAN
- W. CANANAN (SUP)
- E. G. TARLTON (SUP)
- G. D. WINN (SUP)
- J. CARROLL
- H. TENA (SUP)

NORFOLK

- FRITZ KRAUL
- CECIL WILLIAMS
- CHARLES LORD
- JACK WOOTON
- P. ALLGEIER
- W. A. YAHL
- SAMUEL J. STEELE

Seafarers Delivers Goods On Membership's Beefs



George Noble (l.) and Frank Richardson

Getting Things Done SIU Style Really Pays Off, Brothers Find

When Brothers George Noble and Frank Richardson had to get off the Yorkmar to be left behind in a hospital in Portland, Oregon, their shipmates told them that they would have one tough time collecting transportation back to Baltimore where they had signed on. Calmar was a tough company, the boys said.

Richardson and Noble figured that the Union would know how to handle the matter. When they reached the east coast they headed for Headquarters in New York where they let a Union official telephone the Calmar office.

Nothing to it. The official hung up his phone. Noble and Rich-

ardson headed for the Calmar office and collected their money—\$163.25 each for travel and six days subsistence. They simply did it the Union way.

As Brother Richardson put it: "If everybody did as we did instead of blowing their tops, things would work more smoothly. That's why we have a Union."

Noble, a Seafarer veteran, added: "I've been in the SIU since 1942, and I've found that the best way to do things is the SIU way."

Both Brothers departed for the Baltimore Marine Hospital for further treatment.

Old Overtime Makes Brother's Xmas Merry One

One man who was all smiles for Christmas was Robert Benjamin, Utility in the Stewards Department of the SS Hawser Eye, Alcoa.

By letting the Union square an overtime beef for him, he headed for Kokomo, Ind., the other day to spend the holidays with his family nearly \$90 richer than he would have been had he not had the protection of an SIU contract.

When the Hawser Eye docked in New York, Benjamin put in a claim for 105 hours overtime for making ice which the Company refused to honor. In fact, Alcoa held up the payoff three days disputing the beef.

A PLEASURE

When the ship finally paid off November 28, the Stewards Patrolman told Benjamin not to worry, but to come around any time after December 17. He showed up at the New York Hall December 19—and there was a voucher for \$89.04 in take-home overtime after the deductions had been made. Collecting the money just before Christmas was a pleasure for Benjamin.

The incident demonstrates the readiness of SIU officials to come to the aid of SIU men who have legitimate beefs. It makes no difference whether the man with



ROBERT BENJAMIN

the beef has a book or only a permit. He is entitled to the full protection of the Union contract and Union officials will see that he gets it.

FIRST SIU SHIP

In fact, Benjamin is a permitman, and the Hawser Eye was his first SIU ship. He obtained a white card last summer after a year in the Army Transport Service, and spent four months on the Hawser Eye which shuttled bauxite between Dutch Guiana and Trinidad.

Benjamin came to the SIU, in the first place, because he wanted to keep on going to sea, and knew that he would never get anywhere in the Army Transport Service without Union protection. He passed up the NMU because he didn't want his unionism mixed up with communism.

Russia Halts Inflation — But Workers Lose

In the Soviet Union, where the welfare of the workers is screamingly proclaimed to be of paramount interest, the citizenry were apparently shaking their heads in bewilderment as the government announced a drastic currency reform program which drained the workers dry of cash.

The new currency program, which is intended to halt increasing speculation and inflation in the Soviet Union, was based on the old capitalistic conception of supply and demand.

With the abandonment of the system of rationing, the Soviet feared purchasing power would sweep store shelves clean of virtually all stock.

To reduce the nation's purchasing power the government announced the issuance of new currency. All old currency is now to be exchanged on a cash basis at the rate of one new ruble for ten old ones.

On money already on deposit in savings banks, the exchange rate is one new ruble for one old on the first 3,000 rubles, two for three on the next 7,000 and one new one for two of the old on all above 10,000 rubles.

WORKINGMAN SUFFERS

Thus the worker who had only his cash each payday was the biggest loser, while those with bank savings suffered less severely.

Further evidence of the illusion that the Soviet Union is a workers' paradise was revealed in the government's new price list. Men's woolen suits are listed at 1,500 rubles, which is \$285 in American money. Leather shoes can be had for the equivalent of \$54.72.

A woman's wool dress goes for \$106. A bar of laundry soap is 99 cents, but toilet soap is only 76 cents. A package of cigarettes, top grade, costs the Russian worker \$1.20.

According to a dispatch from Moscow, "an average Russian family" had a monthly income of 1,260 rubles in 1946. The father of this family, a crew foreman, received 870 rubles a month, which at the official exchange rate of 19 cents is \$165.30 in U.S. money.

New York State Veterans To Get Bonus Next Year

Under a law passed at the last election, residents of New York State who served in the Armed Forces between December 7, 1941, and September 2, 1945, are eligible for a bonus.

Payment will be at the rate of \$250.00 for service outside the United States; \$150.00 for service of 60 days or more within the continental limits of the U.S.; and \$50.00 for any service less than 60 days within the

United States. The continental limits of the United States are the 48 states of the union and the District of Columbia.

Members who served in the Army, Navy, Marine Corps, Coast Guard and in the Public Health Service or Coast and Geodetic Survey while engaged in active service with the Army, Navy, Marine Corps, or Coast Guard are considered eligible for the bonus.

Residence, for the purpose of collecting the bonus, is as follows:

To be eligible, the man or woman filing must have been a resident of the State of New York at the time of entrance into the service, and must have lived in the state for six months prior to that date. At the time of making application, the applicant must be a legal resident of

the state, whether discharged or still in service.

Application must be made to the Veterans Bureau at Albany on official application forms which may be obtained at Veterans Service Agencies, district offices of the State Department of Taxation and Finance and at county, city, town and village clerks' offices.

In addition, fire houses in New York City will have a supply of the forms available. The form, when sent in, must be accompanied by an actual size photostatic copy of discharge or separation with record of service, and must be notarized. All applications are to be filed by mail, not in person.

The forms will be ready after the first of the year, and will be handled in order of their receipt.

Under the law, payment to a deceased veteran will be made to next of kin in the following priority: widow or widower, children, mother, father, brothers, or sisters. Remarriage of widow or widower does not invalidate the claim, and next of kin do not have to be residents of New York State.

Further information may be obtained from veterans organizations; district offices of the State Department of Taxation and Finance in New York, Brooklyn, Buffalo, Rochester, Syracuse, Utica, and Albany; and in New York City at the Veterans Service Center, 500 Park Avenue.

Shoreside Wages Higher Than In Maritime

Recently the city of New York apprehensively viewed the sight of 4,000 men standing in line for twenty-four hours to apply for 1,000 available jobs as laborers, paying approximately \$41.50 per week. In commenting about this, the LOG stated that the scene had "all the appearances of the depression days."

The Journal of Commerce, under the heading "What's the Significance," points out that \$41.50 per week works out to slightly better than \$180.00 per month, and then compares that sum with the \$191.99 which is the current base pay for ABs.

There's a possibility that the editors of the Journal of Commerce have come to the conclusion that seamen are making too much money, and before that idea takes root too firmly, the LOG would like to bring to their

attention some figures on comparative wage scales which were compiled by Ned Williams, Book 49030.

Brother Williams compares the pay of a stevedore or common painter with that of an AB, and finds that the hour rate for painters and stevedores is \$1.75 per hour, with overtime at \$2.62 per hour, while ABs earn \$1.45 per hour with overtime at \$1.06.

Williams also points out that a seaman must have three years of experience before qualifying for an AB's ticket, and must pass a physical examination before each voyage.

BOTTOM OF LIST

As far as the weekly wage of skilled laborers is concerned, Brother Williams proves that of eight classifications, Able Seamen are at the bottom of the

list. Here are the figures on skilled workers:

	per week
Plasterers	\$95.00
Iron Workers	95.00
Plumbers	83.00
Metal Workers	83.00
Carpenters	80.00
Stevedores	76.00
Painters	76.00
Able Seamen	64.00

In addition, Williams points out that shoreside workers are not confined to their place of employment for months at a time as seamen are, separated from home and family for as long as the voyage lasts.

The foregoing should prove conclusively that seamen are actually underpaid. If the editors of the Journal of Commerce need any more proof, all they have to do is to interview any merchant seaman. They'll get all the information they need.

Hawaiian Sugar Men Quit Bridges' Union

HONOLULU—The president of the International Longshoremen's and Warehousemen's Sugar Workers Union on the island of Hawaii has announced that more than 4,000 workers from eight plantations have voted to bolt the CIO and organize an independent union.

Amos Ignacio, union president, gave as the reason for the move the unjustified smearing of his organization as communist because of its affiliation with Harry Bridges' outfit in San Francisco.

"We have been smeared enough with red paint," Ignacio said. "We want to take on a new color. We have waited a long time for denial of Communist activities by some of our biggest union bosses and we are sick of waiting."

The new union will be known as the Union of Hawaiian Workers and will be independent.

HERE'S WHAT I THINK...



QUESTION: The politicians want to give U. S. ships to foreign countries to compete with American ships and seamen. What are your views on this matter?

JACK SIMISON, AB:

We built these ships and the taxpayers paid for them with good money. Why don't they let American seamen sail them rather than cut our own throats by turning them over to competitors who will carry relief goods made and paid for by Americans. I think it is okay to build up foreign merchant fleets but certainly not at the expense of our own fleet and the men who sail them. What these politicians are proposing sounds like a hatchet job on the American merchant marine. No seamen could go for it.



CHARLES VARN, Deck Eng.:

I certainly don't think we should turn the ships over. It only means cutting American ships out of business and creating a serious unemployment problem for all maritime workers. The whole stunt looks to me like a follow up on the policy of allowing American ships to sail under foreign registry as a means of beating payment of a living wage scale and maintenance of decent conditions. If the ships are turned over the government will be guilty of selling out American seamen in favor of substandard conditions and pay.



NORMAN PETERSEN, OS:

It's not fair to American seamen. It would knock the future of American shipping for a loop. If they get rid of all the ships in the boneyard and turn them over to foreign competitors, the possibility of new American companies starting up, and the older ones increasing their fleets, would be wiped out. They should study this thing carefully before they act to jeopardize the American merchant marine. Also in case of another war, we would find ourselves without ships and our competitors all over the world well-stocked with them.



BILL GRAY, Deck Eng.:

This new move on the part of the politicians merely shows that history is repeating itself. I have been sailing since 1917 and once before I saw how the shortsighted policy of our government ruined our merchant marine after the last war. We are going through that process again. We definitely cannot compete with foreign shippers, whose seamen are paid extremely low wages and who are forced to work long hours. Rather than turn over the ships, we should keep them in the lay-up fleet for an emergency or future use in carrying cargo.

Baltimore Carries Own Shipping Load

By WM. (CURLEY) RENTZ

BALTIMORE — With the holiday spirit in the air one would believe that this would be a good excuse for letting down the bars a little and cutting loose, but in Baltimore this doesn't seem to be the case.

The men around the Hall are a sober bunch, and when they take a job off the board they go straight to the ship without a short stop-off on the way.

The gashound situation has improved one-hundred percent. We have to look a long time to find anyone carrying a load around this place.

The load on the water-front is pretty good, but not good enough to warrant sending out a call for aid. We have plenty of men on the beach waiting for the ships as they come in, so look to greener (or should I say whiter, now that winter is here) fields if a ship is on your mind.

EVEN STEPHEN

We handled seven payoffs and seven sign-one during the past week. On all of the ships, except Isthmians, we had no difficulty in squaring away the beefs.

On Isthmian ships the squawk was on the disputed overtime. We took care of the individual beefs and everyone went away happy.

I've noticed a good thing on the ships hitting port recently, and that is the great amount of aid the oldtimers are giving the permitmen and first trippers in getting squared away.

It's instruction such as this which makes a newcomer into a first rate seaman, and there is no one better qualified to give the dope that the oldtimer in the SIU.

Since it's too late to wish everyone a Merry Christmas, I'll get in my wishes for a Happy New Year to all.

Sweden Prime Example Of Economic Democracy

NEW YORK CITY—The Swedish economy has afforded good health, good recreation, good housing, good education, security, and equality of opportunity, not for the few but for the many.

This is the main theme expressed by Arnold S. Zander, president of the AFL's State, County, and Municipal Employees Union, in an article prepared for the Workers Education Bureau of America.

Portions of Mr. Zander's article follow:

"The Swedes have a most advanced social and economic order because they have few rich people and no poor. They have achieved an amazing measure of equality.

"They do not have the sumptuous dwellings of our well-to-do, but neither does one find slums. They have both less splendor and less misery. It may be said that enjoyment is less excessive but it must be added that comfort is more general.

"He who would defend full freedom for the mountain lion and the wolf would be uncomfortable for a time in Sweden, where the order of things is such that domestic animals can make their contribution without being constantly in danger of attack. Monopolies do not exist in Sweden except as public enterprises, but competitive enterprises are freer there.

"Sweden is not a land of slogans and catch phrases. The

'enterprise system' needs to be defined and must be shown to contribute to economic stability or it has no charm for them. They use it where it works to advantage, in the areas where free competition actually obtains.

"To them, communism is not 'Red Fascism,' another catch phrase, but a system which destroys personal liberty and freedom. The Swedes have a way of judging communism by its destruction of freedom and not by the roll of the words.

"To them the 'American enterprise system,' as ordinarily described by business leaders, un-disciplined, uncontrolled by consumer cooperative competition and public yardstick operations, would mean booms and busts and finally a depression so deep that there would be no recovery, but only mass unemployment, disillusionment, chaos, and dictatorship.

NO DEPRESSION

"When I asked why they had done some of the things they have I was told that they are a poor people and could not afford another depression. They said, 'If we were to have the kind of depression you are going to have in your country it would mean ruination and the loss of our rights and privileges.

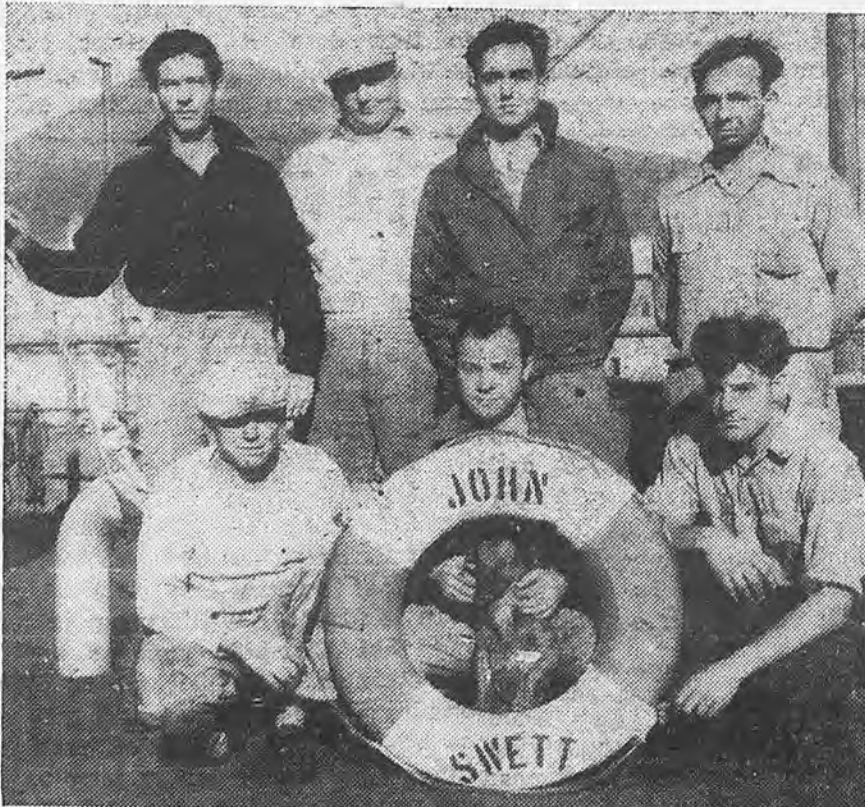
"We hope your great wealth will carry you through. We don't have such wealth.' They were

forced by their poverty, they said, to defend themselves against chaos by properly adjusting their economic system.

"I asked them how it was that they were able to take such forward steps. They pointed out that they had not left in private

hands the power to stand against advances which goes with the ownership and control of monopoly industries. They have been able to gain a sense of assurance about the future by removing forces opposed to progress."

GREETINGS FROM SUNNY ITALY



When the SS John Swett got to Torre Annunziata, Italy, members of the Deck Gang remembered to send a picture to the LOG. Standing, left to right, AB Harry Garrigues, AB Karl Ingerbrightsen, Bosun James Callis, and OS Bruno Augustin. Kneeling, in the usual order, DM Gustave Loeffler, AB Rik Risluck, and AB Pete Ucci.

Brothers Send Xmas Greetings Through Log

The LOG's holiday mail bag bulged this week with messages of greetings to members of the Seafarers International Union throughout the world. From near and far came season's greetings and best wishes for the coming year from Union members and friends who asked that their sentiments be conveyed to all hands through the LOG.

Among those from whom greetings had been received at the LOG office at press time were: George H. Seeberger, "Cut and Run Hank," the crew of the SS Algonquin Victory, Rose Eldridge, Russell Smith, Jack Parker, Antonio C. Nina, Ludovico S. Agulto, Jim Drawdy, James Purcell, Wm. (Curly) Rentz, Walter (Slug) Siekmann, Tom McBride, Paul Hall, Henry Sorensen, Joe Algina, "Sir Charles" Oppenheimer, the crew of the SS John Hathern, Eddie Parr, Leo Leopold, and the Brothers in Neponsit Marine Hospital.

Shipping Stays Good In New York, But Drop In January Is Possible

By JOE ALGINA

NEW YORK — Business and shipping have remained good here with plenty of payoffs and sign-ons.

However, we look for the manpower situation to get a little heavy when the holidays are over and past. Just how heavy is impossible to say right now.

So many of the boys took off for a visit home over Christmas and New Year that shipping is bound to tighten up when they come back in. Naturally, if things get a little tough they will be a lot tougher for non-rated men.

However, shipping has been especially good for Tankermen, and we expect that Tanker sign-ons will hold up pretty well even after the holidays. The oil shortage up around here ought to take care of that situation.

The SS Steel Architect, Isthmian, paid off under the interim agreement and signed right on again—under the new contract. It should be no surprise that the

boys expect to have a lot better trip with the new conditions guaranteed.

There wasn't too much trouble, however, aboard the Architect. One thing we did have to fix up was a beef against the Skipper



for overcharging on a few slop-chest items. We settled it in the good old SIU way. The Old Man had to shell out.

The most serious beef this week concerned the crews of the Council Crest and the Fort Matanzas, both Los Angeles Tankers, after the ships were sold out from under the boys in England.

The crews of both ships came back to New York by plane, but the Captain and Purser of the Matanzas didn't want to fly the North Atlantic in December, electing to come back by ship. This was all right, except that they kept all the records for the payoff in their possession. The Skipper from the Council Crest wasn't reported at all.

The crews arrived in New York December 20, anxious to collect their dough and get home for Christmas — most of them were from the South. But, the ship bringing the Matanzas Skipper wasn't due until the Saturday after Christmas, and the Crest's Captain was still unheard of. The boys were high and dry on the New York beach. High, dry and sore.

The Company agent here is giving the men an extra week's pay and subsistence while they hang around, but that doesn't get them paid off and home for the holidays. So you can be sure we will have something to tell those Skippers when they show up. Something pretty pointed.

We also had a bit of trouble on the SS Helen, a Bull ship. Some boys joined her in Boston to bring her to New York. When she paid off, the Company balked a little at paying their transportation back to Boston. We took care of things, however, and when they left they had everything that was coming to them including first class transportation.

Generally speaking, most of the recent payoffs have been clean with Delegates right on the ball. However, New York Patrolmen have been kept very busy with payoffs, sign-ons and visits, a fact which leads me to pass on a small reminder to Delegates in this port.

If you're aboard a ship here and have a beef, and if they tell you on the phone that the Patrolmen are busy and can't make your ship which may be in Bayonne or Staten Island, if possible have the Delegates come to the Hall with the beef. That way, the beef will be ironed out. And you'll be doing us a favor. Remember, the Patrolmen can't be everywhere at once.

Ore Carrying Record Broken On Great Lakes

By EINAR NORDAAS

DULUTH—Another season on the Great Lakes has come to an end, and all records for the peacetime carrying of ore have been broken.

Approximately seventy-eight million tons of iron ore left the ore docks at the head of the Lakes for the steel mills during the 1947 season.

In normal pre-war years about half of that total was all that was necessary to keep the mills rolling. What will happen on the Lakes if we get these so-called normal times back again?

Unless another depression hits the country, we are not likely to see them, but we must be prepared for any eventuality.

Now is the time for all Lakes seamen to prepare for the possible lean times ahead. The record of the SIU, past and present, has proven that we are the only Union on the Lakes that can guarantee security, the best wages, and a shorter work week for the seamen.

Only two ships are wintering in the Duluth-Superior area — the SS Nettleton of the Great Lakes SS Company and the SS Crescent City of the Browning SS Company. Both are at the Knudsen Shipyards, Superior.

NEW PROJECT

A seventy-seven million dollar taconite plant is scheduled to be built at Beaver Bay, about 52 miles from Duluth. When finished, this plant will employ some two thousand men, and will ship about five million tons of ore annually.

At the last meeting of the Maritime Trades Port Council, Secretary Gibson reported on the possibility of the ore dock workers affiliating with the Council. Our next meeting will be held in Duluth, and we will elect and install new officers at that time.

Guess that's all the news for now, and the Duluth Branch of the SIU Great Lakes District wishes to take this opportunity of wishing all SIU members and friends a Very Happy New Year.



San Juan Kept Busy During Xmas Season, But Agent Sadly Foresees Coming Slump

By SAL COLLS

SAN JUAN — This week has been a pretty busy one and, naturally, there have been some beefs as a result.

For one thing, it seems that quite a few members have been forgetting to give the required 24 hours notice to department heads before piling off. This bad habit is causing a lot confusion in this and other ports.

The first offender here was a man named J. Solis. This was the second time he had pulled this trick. The first time he was fined \$25. Apparently he didn't get the idea. He's got it now though. Moreover, he's got 99 years in which to think it over.

The second man we let go with a \$25 fine and we hope it will be a lesson to him. The third and fourth men haven't been up before a committee yet.

DOUBLE MENU

Another beef we had was aboard the SS Kathryn, Bull Line. The Steward on her was putting out two menus in regard to milk and salads.

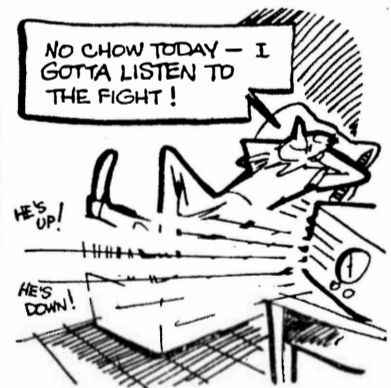
This Steward had been in trouble with the crew on the previous trip, but was given a chance to redeem himself. After that, everything was okay while



MATILDE PELLOT

Seafarers who have been helped out on the San Juan beach by Matilde will be glad to learn that two of her sons are now sailing SIU ships.

is on the SS Francis and Matilde thinks he is on the way across to Europe. She expects him to write soon for originally he fig-



the ship was in port, but as soon as she pulled out he started the same thing all over.

This time we told this Steward to get off when the ship got to New York. Anytime a Steward can't get along with a crew, he'd better get off.

Due to the fact of one of those pile-offs noted above, we shipped a fellow named Roberto Pellet on the SS E. Livingston. Roberto is the son of Matilde Pellet, the lady who at one time and another has kept a lot of beachcombers going here.

SECOND MOTHER

A lot of the oldtimers will remember Matilde Pellet when they see her picture. If they have been on the Puerto Rico beach during the last seven years they will think of her as a second mother.

Matilde is the mother of six children, and two of her sons are good Union men. Her boy Tutina

ured to be back here for Christmas.

Roberto is doing fine on the Livingston for a first tripper. In fact, he is doing so well that the crew is recommending that he be issued a permit. If the Union could find more boys like this one, we wouldn't have as much trouble with newcomers as we sometimes do.

We are shipping a lot of men during these days, but as soon as Christmas and New Year are over we expect shipping to slow down since a lot of men got off for the holidays. When those fellows get back on they'll stay on. Can't blame them, either.

BATTER UP

Meanwhile, shore-gang work is picking up a little by little. This week, we've had 50 or 60 men working a few of our ships.

We are enjoying the baseball season over here. However, it has rained so much these past few days that quite a few games have had to be postponed. We have some night games, so we don't have to worry too much about getting sunburned. Also, anybody who is busy in the daytime can get in a game in the evening.

We'll sign off until next year—with a wish for a Merry Christmas and a Happy New Year for everybody.

Shipping Booms In Philadelphia, But Exiles From Hook Fill Hall

By E. B. TILLEY

PHILADELPHIA — A sudden upturn in shipping and the necessity of covering the Marcus Hook area, due to the closing of the Hall there, has made the Port of Philadelphia a very busy place.

We are dispatching men to ships with speed and rapidity not seen since the boom days. The funny part of it is that, while the men are going out the ships in a steady stream and we have called outports for rated men, the Hall is still crowded to overflowing.

This is due to the men from Marcus Hook converging on this port.

We are now in the middle of the Holiday season, when a good percentage of the men are home visiting relatives. In this situation we are hard pressed for rated men, but we have held off in issuing permits as much as possible.

After the New Year, most of the men will return for ships and we want to guard against overextending ourselves and then being overloaded with men.

NEW YEAR CUSHION

If we can coast along without issuing permits, as we have so far, shipping won't be too tough after the holidays.

The strain of handling all tankers and ships hitting ports as far south as Wilmington, Delaware, has not been what we thought would be since the addition of the former Marcus Hook agent Blackie Cardullo and Patrolman Bob Pohle.

With them to aid us in this tremendous job, we're quite sure we'll be able to handle any beefs which may arise in this area.

No complaints of being slighted have been made by any crews falling under the jurisdiction of the Philly Branch and we are sure none will come in the future.

We are foremost concerned with giving representation to the crews and in that we don't intend to fall down on the job.

PROSPECTS GOOD

The coming week promises to be good for payoffs as already we have been informed of the arrival of two ships and more will probably hit in before the week is out.

Now that Santa has finished lugging his load across the country, I hope I'm not too late in extending everyone a Merry Christmas and a Happy New Year on behalf of myself and the Philadelphia staff of the SIU.

CSU Seamen Are Sold Out Again, Despite Rank And File Militancy

By MIKE QUIRKE

MONTREAL—The President of the Canadian Seamen's Union, Comrade Davis, has issued a statement to the press proclaiming a great victory he wants people to think he has won for Canadian sailors.

In his statement, Davis waxed enthusiastic about the \$20 wage increase and the gains in holidays he supposedly had wrung from the operators.

However, he left out a lot of information he should have included, if he had any idea of giving a true picture of what happened.

Davis did not mention the original demands made by the CSU. If he had, they would have shown him up for what he is: the greatest down-the-river salesman with whom the Canadian Seamen ever have had the misfortune to be burdened.

Here's what really happened:

All CSU contracts expired at midnight November 15. When the operators refused to come to terms, Davis and his commie negotiating committee went for a 10-day contract extension instead of letting the boys hit the bricks.

The only thing that came out of the 10-day extension was a lot of phony strike talk and, on November 25, a further extension of three days.

RANKS MILITANT

Meanwhile, the rank-and-file in the ports of Halifax, St. John and Quebec took matters into their own hands and refused to



sail the ships without a contract calling for a \$30 pay raise, a 40-hour week in port and a 48-hour week at sea.

In spite of this show of militancy, the CSU continued to crew up ships in Montreal and allow them to sail. This was in the face of the fact that the membership was perfectly willing to hit the bricks and stay there until the demands were met.

The yellow-dog contract eventually signed took away one of the greatest gains of Canadian sailors.

Previously, a man was entitled to a day off for each month served aboard a vessel. Comrade Davis saw fit to change that—for the worse.

Under the new set-up, a man has to work a full six months aboard one of these Canadian rust-buckets to get his days off. True, he gets six days then, but if he works less than six straight months he is entitled to just nothing.

One thing that sounds good in the new agreement is the 44-hour week in port. But is this provision any good—however good it sounds? Get this:

When a Canadian ship reaches port, all watches are broken immediately. A port watchman is then hired, and any chance of overtime for the Deck gang is eliminated.

Down below, the Donkeyman takes over and the Firemen and Oilers go on day work.

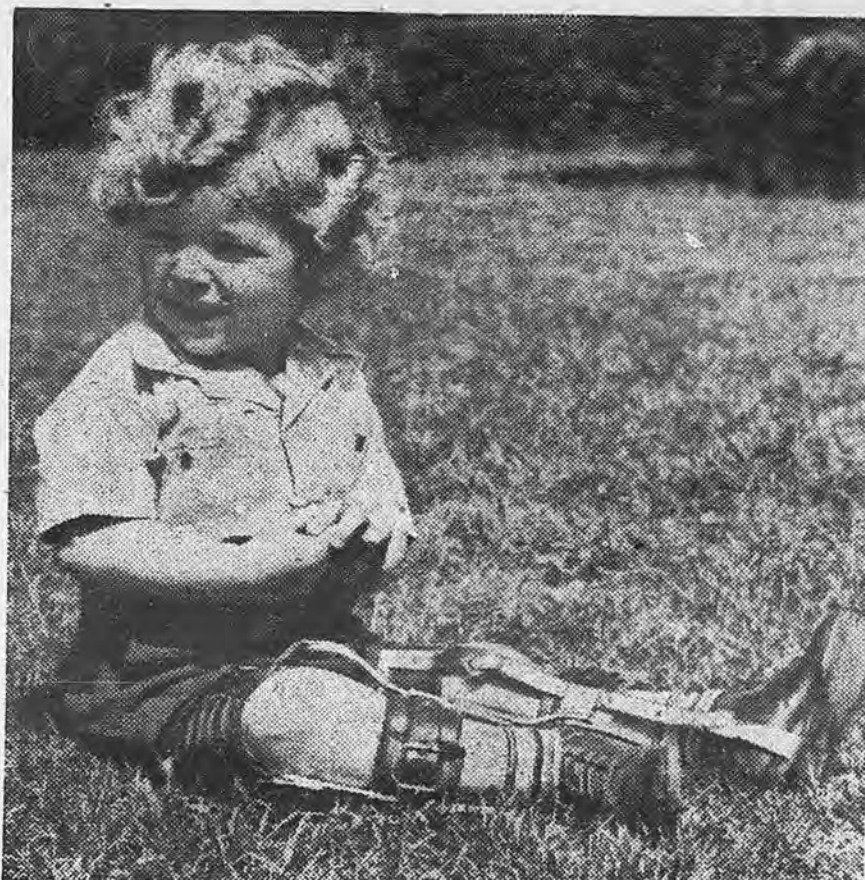
WHAT GAINS?

The upshot is that there is just one man who derives any benefit from the agreement, and one man only. On Canadian ships it has always been policy to knock the men off at noon on Saturday in port. Where now are the great gains that the commie leaders have won for Canadian seamen?

After years of being pushed around by their leaders, the rank-and-file of the CSU should not be surprised by this latest mass sellout. But it is high time the rank-and-file got wise to their plight and dumped the commies who take their orders from Stalin and disregard the membership's wishes.

In the past, I always have been in sympathy with the Canadian seamen, but if they allow their leaders to get away with this latest piece of chicanery, they have only themselves to blame.

SYMBOL OF HOPE



Symbolizing the March of Dimes drive for money to combat the effects of polio will be spunky Terry Tullos, 3-year old polio victim who lost the use of his legs before he could even walk. Terry is expected to regain the full use of his legs—thanks to the March of Dimes. Drive of the National Foundation for Infantile Paralysis starts on January 15 and ends on January 30.

Lakes Operators All-Out For Phony LSU

By RUSSELL SMITH

DETROIT — Various reports have reached us recently that mail sent out by the SIU Great Lakes District to unorganized ships during the past season, and going aboard these ships at both the Soo and Detroit, was interfered with, intercepted, and in some cases actually destroyed by ship's officers or company stooges.

According to these reports, this was done when these stooges aboard the unorganized Lakes vessels suspected that the mail was from the SIU. Investigation is now going on to determine whether or not the U. S. mails were tampered with in an effort to prevent Lakes seamen from receiving any SIU letters.

In direct contrast to the reported destruction of SIU mail, letters bearing the name of the Lake Sailors Union and its return address were delivered aboard the ships in large quantities. Mail sent out by various unorganized companies was also delivered to the seamen sailing on these ships.

If one iota of proof is found to substantiate these stories, then the SIU is going to see that those responsible are prosecuted to the limit of the law. It is a serious federal offense for anyone to be found guilty of tampering with or otherwise interfering with the U. S. mail.

Certainly, when open shop Lakes operators and their paid stooges stoop to tactics such as these in their attempts to prevent unorganized seamen from receiving SIU mail, it is up to us to see that these individuals feel the full weight of any punishment due them.

HANNA PROPAGANDA

During their last few trips of the season, Hanna ships were bombarded with letters and literature from both the company and the so-called "independent" Lake Sailors' Union. In addition, company stooges held meetings, distributed Hanna and LSU literature on the men's bunk, and kept up a verbal barrage against the SIU Great Lakes District.

One particular letter sent out by Hanna and signed by S. W. Sexsmith stated the following, "The SIU operates its own shipping halls here and on the coast, and we are told uses a rotary hiring hall system to assign its members to jobs. That system works out something like this: You get on the Union's shipping list and are assigned to whatever ship has a vacancy in your capacity when you have worked up to the top of the list. You could be moved from ship to ship and fleet to fleet in this manner."

The letter continues, "Under this system you might have to ship next year on one of the passenger boats or one of the Kelly Island sandsuckers and any Midland or Browning ship. The Lake Sailors Union has no hiring halls and leaves it to its members to select their own jobs."

SMOOTH PROPAGANDA

Notice how smoothly the company attempts to put over the lie that SIU members are "assigned" to jobs. Everyone with any sense knows that under the SIU system of rotary shipping that the members register for jobs, and choose the particular ship and job that they wish and to which their place on the shipping list entitles them.

This same quotation from the Hanna letter shows that Hanna openly prefers to have the LSU on their ships. It is easy to understand why Hanna prefers the Lake Sailors Union when one considers the conditions existing aboard the Cleveland-Cliffs ships, which is the patron company of the so-called "independent" Lake Sailors' Union.

Many of the seamen sailing on the Cleveland-Cliffs ships are thoroughly disgusted with the poor conditions, lack of representation, and lack of any form of security or job protection on these ships. In fact, during the past summer many of these men have written into the SIU regarding their lousy conditions.

One such letter was sent in from the SS Frontenac, and signed by two Brothers whose names we are withholding. This letter is on file along with other

letters from Cliffs seamen in the SIU headquarters at Detroit.

We take the liberty of quoting from this letter as follows: "As far as the LSU is concerned, there is no union. There is no settling of beefs. We have a union official aboard ship, but a seaman aboard this ship might just as well not beef, because it won't be settled anyway . . . there is no overtime for duties such as cleaning boiler pans or cleaning back heads of the furnace. The only overtime is the regular Saturday and Sunday overtime."

The letter concludes with the following remarks, "As far as evading terms of the contract, to our interpretation there are no terms, that is specific terms. As Meyer Cook was overheard to say aboard this ship when asked about conditions, he said, 'For the wages we are getting, we should do anything they ask us to.'"

That's unionism, LSU style as per the LSU shoreside attorney and representative, Meyer Cook! Men who sail on the Cleveland-Cliffs ships under the "protec-



tion" of an LSU contract are expected to sacrifice those conditions which other seamen have fought for years to maintain!

This revealing letter is but a sample of the many which we have received from Cleveland-Cliffs seamen. Certainly, if the men sailing the Cliffs ships, which are contracted to the LSU, want no part of this phony outfit, any other man who votes for the LSU should have his head examined.

West Coast Makes Progress In Guard Drive

By W. H. SIMMONS

SAN FRANCISCO — If there ever was a port for ups and down in shipping, this is it. One week we are riding high with jobs aplenty, the next week we can't place a man.

This was a down week. Shipping slumped quite a bit for the men in the Engine and Stewards Departments due to our having but one payoff, the Fairland, Waterman.

We had no trouble with this ship. She paid off in good shape with a fine crew and three good Delegates. Red Turner was Chief Bellyrobber aboard so, naturally, there were no beefs in the chow department.

We expect another Waterman ship, the Andrew Jackson, in the latter part of the week. It'll have to go a long way to be as clean and shipshape as the Fairland.

Isthmian provided us with quite a few ships this week. Most of them were intercoastal jobs and all had the usual beefs. One of them was the Yugoslavia Victory out of New York.

CLARIFY, PLEASE

She had a beef in the Black Gang pertaining to the Oilers standing port donkey watches. I am going to ask Headquarters for clarification on this due to the fact that on most Victory type ships the Engineers demand that the Oilers stand port donkey watches.

On this I feel that when the Oilers are required to stand donkey watches, the Oiler on from 5 P.M. to 8 A.M., when cargo is being worked, is entitled to overtime.

A sort spot which is developing on these intercoastal Isthmian ships is the practice of men piling off out here necessitating the signing on of new men. Isthmian is screaming bloody murder about having to pay transportation money when the ships get back east and pay off.

On this I can only suggest that if a man doesn't want an intercoastal job he should not take the ship, but leave it to another member who will complete the round trip.

This will clear up all the confusion coming out of these intercoastal runs, at least until such time as the SIU can straighten out this matter.

PLUG FOR THE SIU

Right now we are in the all out drive to bring the guards and watchmen into the SIU. So far we have made good progress.

Men on ships hitting this port can do their part in this by putting in a word or two to the guards and watchmen on their ships.

Explain to them the make up of the Seafarers Guards and Watchmen's Union, an affiliate of the SIU, and steer them to 105 Market Street.

Cities Service has taken over a new T-2 tanker, the Governor Camp. We managed to get six men aboard her, but the ship has not left yet due to a transportation dispute with the former crew.

That's about it from the Gold Coast for the week—no strikes, fine weather and the infectious holiday spirit abounding.

Shipping Dips Once Again For Port Boston

By JOHN MOGAN

BOSTON—There is little to report from Boston this week in the line of shipping, as it has been very slow.

Were it not for the tankers pulling into New England ports, all of which call for several replacements, things would be at a standstill, for we haven't had a payoff all week.

However, scarce as jobs have been, members anxious to grab a job have been even scarcer—which can be attributed to the desire of most men to be with their families during the holiday season.

With income dropping off, and in line with the recommendations of the Quarterly Finance Committee, I have already laid off one of the staff, and it appears at this time that I will be able to let another go without injury to the membership touching the Port of Boston and its outports.

UP-AND-DOWN

This is, and has been, an upport as far as business is concerned. But the prospects at this writing are not so hot, with only the Empire Wandle (Fall River Navigation Co.) and the Dalles (Pacific Tanker) scheduled to payoff in the next few days—the latter ship, incidentally, set up for a Christmas Day payoff. (Throw away the whiskers and the red suit, Brother Sweeney, you won't be Santa Claus this year!)

That the Christmas spirit is evident among the membership there can be no doubt. Nearly every ship's crew touching here are taking up voluntary donations to be used for the purpose of making the holidays for the boys in the hospital a little brighter.

The latest to be heard from was the SS Yarmouth, the Deck Dept. of which collected and forwarded \$33.10 to be distributed among the patients at the Brighton Hospital. And at our last regular meeting a tarpaulin muster produced \$75.00 for the same purpose.

All in all, these donations, together with the \$10.00 per man voted by the membership to be donated from the Union treasury, will insure our boys of a little joy for the holiday season.

FINAL DISPATCH

On Thursday December 18, Brother Hans Schwarz, who died in the Brighton Marine Hospital, was buried by the Union.

The hospital delegate and some of the members attended the funeral, and the friends and shipmates of Hans (who sailed out of Norfolk) can be assured that he had a good send-off by the Brothers of the Boston Branch.

In closing, I would like to take this opportunity in behalf of the Boston Staff and myself, to thank the hundreds of members and Brother officials for their Christmas Greetings, and to wish one and all a Happy and Prosperous New Year.

Check It - But Good

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

Why Bosuns Get Grey Hair

By G. W. (Bill) CHAMPLIN

(Ed. Note: This is an open column for all Bosuns. We can't ask Bill Champlin to fill it every week. Some of the rest of you Bosuns have plenty of experiences, advice and ideas which other Bosuns and the rest of the membership want to hear about. Write them up and send them in.)

The subject of up-grade schools for members of the SIU has received a good deal of attention from time to time, not only in the LOG but in the proceedings of several committees.

It was suggested by the Committee on Slop chests that, since profits could go only to good and welfare or education, a means of financing a system of Union schools was opened up. Moreover, the Bosuns Committee of a couple of years ago indulged in considerable discussion of the need for schools. Certainly responsible thinking old-timers have often talked over ways and means of teaching young seamen. Usually what is taught is something of immediate usefulness. I guess knots are taught more than anything else. Each Bosun is a law unto himself in these matters, so no uniformity exists.

HIGH STANDARD NEEDED

Until a really sound system of education comes into existence in our profession, we never can expect to reach the high standard which it truly is necessary that we have and maintain. Unless the seafaring profession depends upon skilled training, any number of shore-going bums can be scabbed into our jobs. When

"AB" means not just "Able Bodied" but "Skilled Seaman" as well, then our jobs will be secure.

These principles apply equally to all departments.

The following suggestion was made by Joe DeCarlo, an Oiler—and, being a Deck man myself, I'm sorry a deck man didn't make it—in the "Here's What I Think" section of the LOG, December 5, regarding the recreation room on the third deck of the New York Hall:

"...Perhaps a good way of killing those hours of waiting would be to have rope around for the newcomers to practice knot-tying. The deckhands, I believe, would make use of weaving materials supplied to make belts, wallets and other handi-craft."

How about suggestions from all our Brothers about their ideas on up-grading in all departments. How about including ideas on up-grading in all departments. How about including ideas on up-grading to licensed status. Wouldn't you rather sail under ex-SIU officers? And if all officers came from SIU foc'sles, wouldn't you give all ambitious young Seafarers a better chance in life?

Gt. Lakes Operators Use Bonus As Weapon

By FRED FARNEN

DETROIT — One of the big clubs which operators on the Great Lakes constantly hold over the heads of the unorganized Lakes seamen is the seasonal bonus.

Through the use of this vicious weapon unorganized Lakes seamen are practically forced to work under the rottenest conditions imaginable.

That is why the SIU Great Lakes District has fought so hard to absorb the bonus through increased basic wages, or make it payable on a monthly instead of a seasonal basis.

After any seaman has put in more than four months in an unorganized fleet, he begins figuring just how much bonus he will receive whenever he finishes laying-up the vessel.

The operators realize this, and that is why they are so cocky about pushing the unorganized Lakes seamen around, especially during the fall and laying-up periods.

Conditions are so bad on the lay-up of some Boland ships that there has been an extremely large turnover in the after ends of these vessels. However, this fleet is no exception to the rule, and the same conditions exist in most of the other unorganized LCA fleets.

The only men who will stick and take the dirtiest jobs dished out by the Engineers are those who have a substantial bonus coming to them. Other seamen who do not have this coming to them refuse to work under these conditions and quit.

Not so the seasonal seaman. He will stick and take the worst just to get the two or three hun-

dred dollars extra in bonus pay, and Brothers, these guys really get the works!

Although the SIU Great Lakes District has the seasonal bonus in most of its contracts, we are very definitely opposed to it in principle. However, with SIU conditions, competent union representation and job protection, SIU contracted operators cannot abuse the bonus provisions like the unorganized ship owners. We make damn sure that our contracted operators live up to their contracts in both word and deed.

SIU CONTRAST

In direct contrast to this, unorganized Lakes seamen who have no job protection and union representation are at the tender mercies of the profit hungry open shop operators. Of course, the only solution to this is to make the entire Great Lakes SIU, and then the bonus will be done away with by absorbing it into the basic wage structure.

LCA operators realize what a powerful weapon they have in the seasonal bonus, and are very reluctant to drop this device. In fact, some unorganized operators have carried the idea so far as to develop a plan of seniority bonuses for each additional year of service.

Recently, the Lake Sailors Union has openly bragged that they have a seniority bonus clause in their agreement with the Cleveland-Cliffs company. This further proves our oft stated opinion that the LSU is nothing more than a company dominated outfit.

Somewhere around the san-jate, a letter was issued b-

Christmas Shipping Should Clear Mobile Beach Of Job Seekers

By CAL TANNER

MOBILE—Shipping in the port of Mobile continues fairly strong with six sign-ons and six payoffs during the past week.

It should become stronger when the pre-Christmas rush begins around the middle of the week. If it comes off as expected, we will be able to clear the beach of most men waiting jobs here.

Several of the payoffs this week were very clean with not an hour of disputed overtime or jeefs pending. Among them were the Daniel Huger and Governor O'Neil, both Waterman; the Alexander Wolcott and Cape Romaine of Alcoa.

Credit for the fine shape of the above ships goes to the excellent Delegates. The crews elected capable men to the post on all the ships and the men carried out their duties in SIU style.

Brother William Morris, Deck Patrolman in this port, has been in the hospital for the past five or six days and at this writing he is doing fine. We hope it will not be too long before he is back out on the waterfront again.

CHRISTMAS PRESENT

Patrolman Jordan wishes the crew of the Juliette Lowe to know that he succeeded in winning for them a big part of the beef presented him when they hit Pensacola recently.

The Port Committee here ruled against the shore leave in Ireland, but Jordan won his case on

the breaking of watches before the ship had cleared quarantine. The men involved can collect the money due them by writing directly to the company.

That just about winds up the week's activity in the busy Port of Mobile, but before closing on behalf of myself and the officials here in Mobile, I want to wish the membership of the SIU a very Merry Christmas and a Happy and Prosperous New Year.

Seafarers Give Aid To Brothers In Hospitals

Seafarers never bother to wait until Christmas to come to the aid of their Union Brothers and their families, or of anyone else who can use a little help. However, it is especially heart-warming in the Christmas season to record a number of the recent examples of generosity on the part of SIU members.

In Boston, 23 Brothers got together to donate \$33.10 to SIU men in the Brighton Marine Hospital. In New Orleans, the Deck Department of the SS Del Mar chipped in \$55 for the Brothers at the hospital in Fort Stanton, New Mexico, and at the New Orleans Hospital.

HELP STOWAWAY

The crew of the SS Monroe Victory contributed \$36 and three cartons of cigarettes to Brother Robert Martin, laid up in the Marine Hospital in Baltimore with his legs broken.

And from Portland, Maine, comes the news that the crew of the SS Choctaw Trail turned over a sum of \$216 to Mrs. Maude Hersey for the account of Mrs. Maria Louise Hicks, a stowaway who was landed there. Of the total, \$126 was contributed by the unlicensed personnel.

The men in Boston who made the contribution to the Brighton Hospital patients were: R. Doucette; G. Merlesena; Fraser; Cabral; Oyhus; Carlson; McDonough; Vroom; Hawn; Paulson; D. Averill; R. Hardson; Bonner; Pinkus; F. Donovan; F. Burns; S. Madden; Goodwin; J. Penswick; Pawel; Doane; and O. Englesen.

The Deck men of the Del Mar, whose donation went to their SIU brothers hospitalized at Fort Stanton and New Orleans were: G. Libby; B. Jensen; J. Tucker; K. Pettersson; D. H. Horn; A. Pederson; L. Taribio; F. Durham; L. Arena; E. Johnson; H. Howard; W. Mauterstock; L. Webb; G. Vila; J. Miskinis; F. Balkom; G. Fascoles; E. Aviard; B. Mercer; W. Glasgow; C. Slater; E. Starns; J. Bice; J. Hull; C. Seal.

To replace them, and to restore Lakes seamen to a condition of freedom of choice as far as jobs are concerned, the bonus should be eliminated once and for all, and be added to the basic monthly wages.

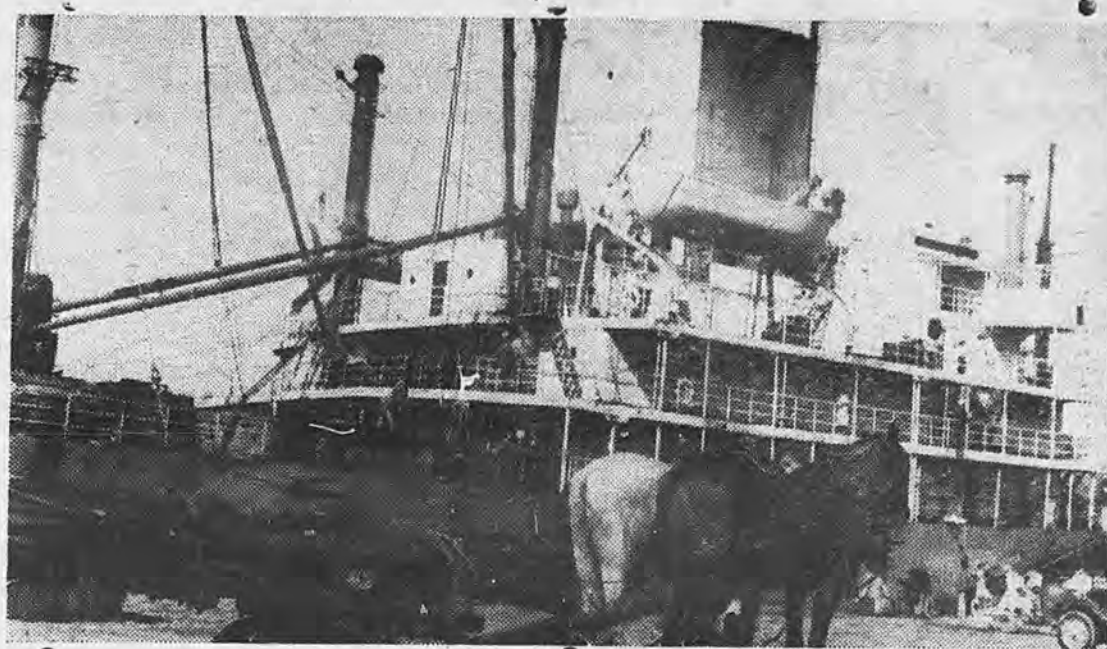
Drop us a line and tell us whether or not you support the SIU program to do away with the seasonal bonus set-up. Address your letters to me at the SIU Hall, 1038 Third Street, Detroit 26, Michigan.



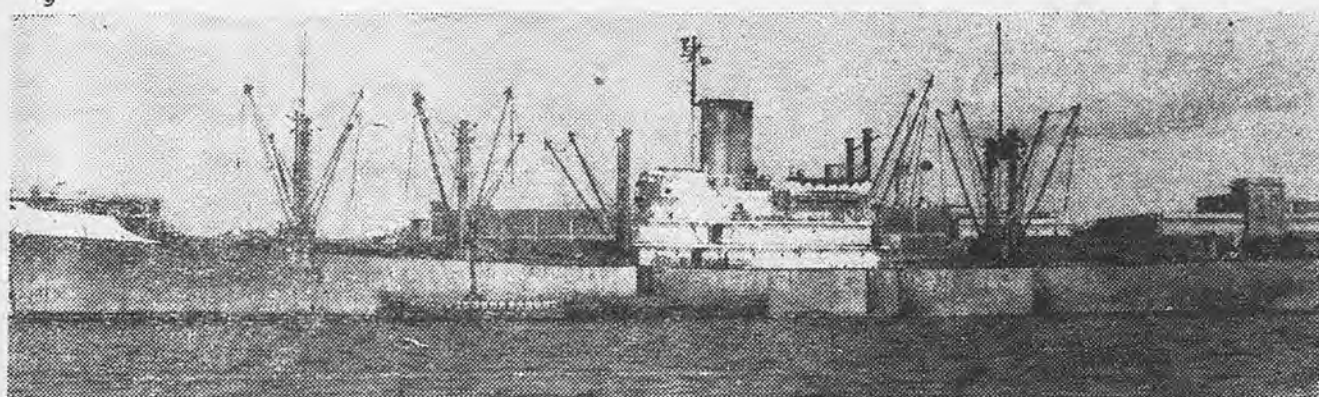
Steel Chemist Crew Sends Pix From Far East



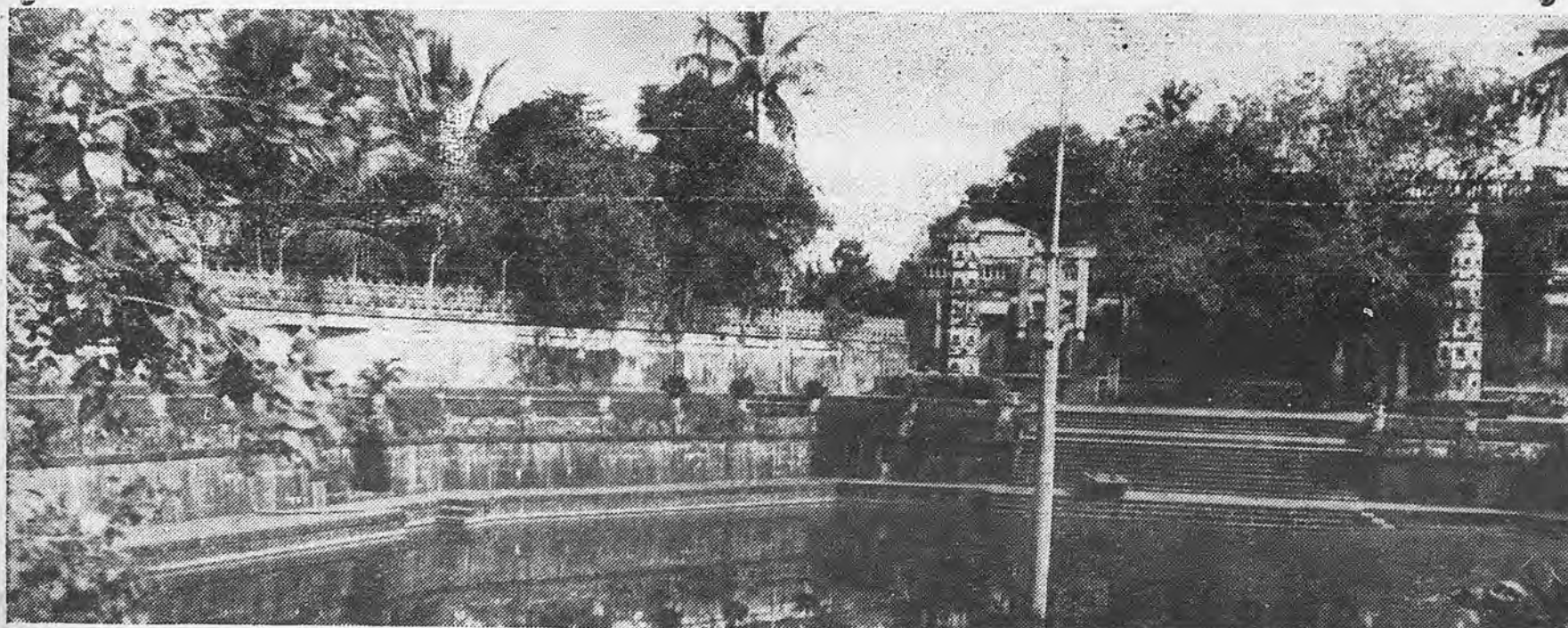
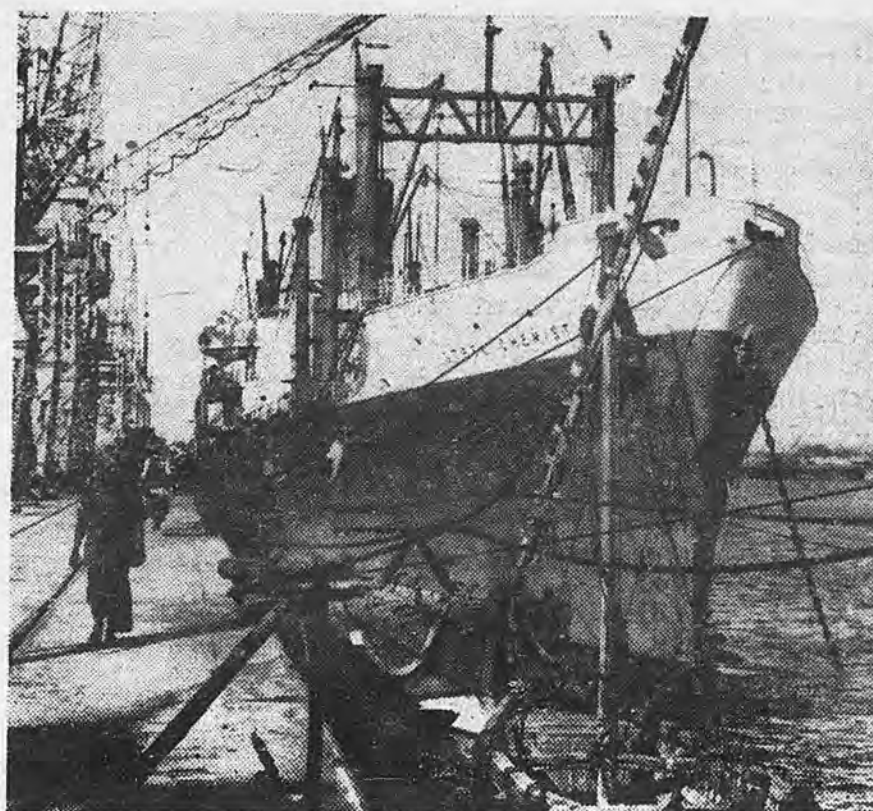
Members of the Deck Gang knock off the hard work to pose for a picture. Working in the hot Far Eastern sun really takes it out of a man, but these men look fit.



The Steel Chemist loads stores for another part of the trip. There were no notes accompanying the pictures, so it's impossible to tell where this shot was snapped.



Above is the Steel Chemist from stem to stern, tied up at dock, location unknown, in the Far East. At the right is a close-up of the vessel, just before casting off to resume the voyage. Next time we get pictures from this ship, she will look even better for she will be under the new Isthmian agreement. Getting the Isthmian contract took two years of organizing and negotiating.



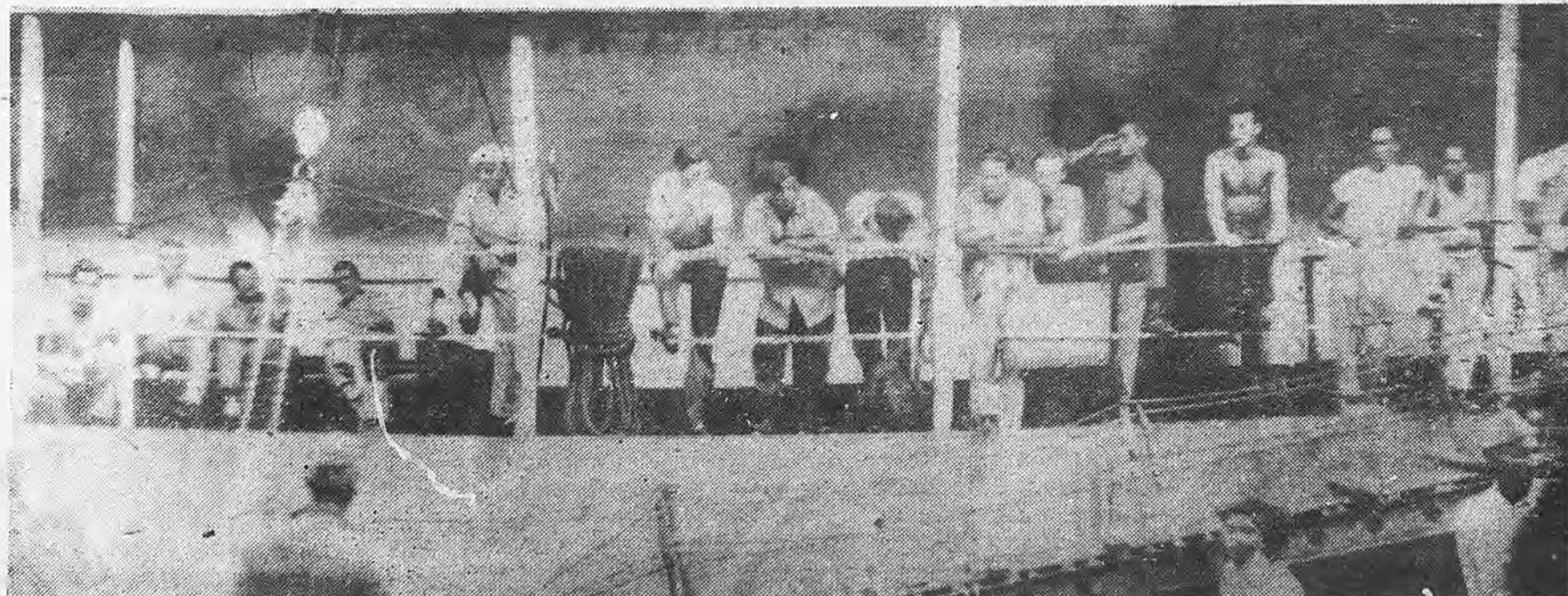
§ § §

Fabulous India, land of beauty and mystery, is the scene of this shot on the left. When these pictures arrived at the LOG office, sent in by the crew of Isthmian's Steel Chemist, there was no identification with the pictures. Rather than hold them until the ship returned to the United States, it was decided to run them with an explanation as to why there was not more to the captions. From now on, Brothers, please send identification with pictures.

§ § §

As the Steel Chemist leaves the dock and heads out into the sircam, members of the crew gather along the rail to take a last look at a place they may never see again. Whether it's a port in India, Siam, Indonesia, the Malay Straits, or China, when the vessel pulls out the men have a feeling that they may never return. Sometimes they are fooled, and a few years later finds them visiting the same spots.

§ § §





SHIPS' MINUTES AND NEWS

RIDING THE SS RIDER VICTORY



Pictured here are some of the crew aboard the Isthmian ship when she called at Wilmington, Calif. Flanking the lifering from left to right are G. Godfrey, Messman; and C. Durwall, Wiper. Second row, seated: E. Saporiti, 3rd Mate; H. Kelly, Chief Mate; I. G. Lewis, Purser; A. Raymond, Steward. Third row, Rodgers, AB; R. Roehe, Saloon Mess; L. Valanquiz, Galley Utility; R. S. Coperthwaite, 2nd Electrician; W. Glesen, Fireman; L. Chevely, Wiper.

In rear row, left to right: Bill Prince, 3rd Engineer; B. Herzog, Wiper; B. Barnes, Deck Maint.; L. Niemiera, Utility and C. Harlow, AB. Photo was submitted to LOG by Ship's Photographers of San Pedro.

Cavalier Men Score Brass-bound Bucko

(Ed. Note: Brother Schmolke is Bosun of the Cavalier. His article is endorsed by the departmental Delegates: J. Whidden, Deck; Gerold Riley, Engine; and Fred A. Oldson, Stewards. This ship should not be confused with the Alcoa Cavalier.)

By PAUL SCHMOLKE

Here is a log of the SS Cavalier, Wilkinson, since leaving San Francisco for the French West Indies.

After various difficulties in port, the real trouble started as soon as we cleared the Gate.

First, the Chief Electrician jumped ship an hour before sailing time, making the ship short-handed. The Deck Delegate and I were ashore at the time and just missed him when we arrived back. Had we been aboard we would have put a stop to this cheap stunt. We will prefer charges against this guy as soon as we arrive in Miami. Meanwhile, the Junior Engineer has taken over as Maintenance and is handling the Electrician's job.

CRACKED DOWN

After the above little incident, the Old Man cracked down. He let all hands know that he was the Supreme Master, and started by putting sailors to standing watch on the bridge on their regular stand-by.

Next, he ordered the Ordinary Seamen out of the wheelhouse--no steering for Ordinaries. And so on, down the line.

He dresses up like a Navy lieutenant, walks around the deck taking paint brushes out of sailors' hands and showing them how he is going to paint his yacht. On top of that, he is trying to convert the ship out at sea, moving a lot of furniture from here, there and in the engine room to make an agent's office in the room next to his.

So far we have a lot of disputed overtime, as you can well imagine. But, of course, shining the fire hose nozzle after getting the paint off is not overtime.

The ship has nothing to work with in the form of gear. I had to strip the booms with a pair of pliers and a Kress Stone special wrench. I won't bother you with the rest of the little incidents of this sort. There are enough other things.

Some of the men wanted to make out allotments. When we arrived in Panama, a Delegate saw the Shipping Commissioner, who said the Old Man would have to sign the allotment slips so that he could take care of the matter right in Panama.

DIFFERENT VIEW

The Old Man had a different view. When the Delegate came back, the Old Man said to hell with the Commissioner and logged the Delegate two days pay for leaving the ship for an hour on ship's business. I had given the Delegate the time off to go. We are still working on this beef at this writing.

And now we come to the Engine Department's beef. So far, on the way from Frisco about four men have passed out on the job down below. Two of them are in bad shape.

The ship is a high-pressure job, and the engine room gets red hot. After the men passed out, the Skipper just remarked "don't drink too much cold water." Moreover, the First Assistant almost had to drag the Old Man aft to see the sick men!

The Black Gang is fed up with this scow and ready to pile off in Miami. The Engineers are ready to pile off too. The Chief broke watches here in Panama so he wouldn't have to pay overtime.

At this point, I'd like to observe that this ship had a CIO crew before we got her, and the Skipper remarked that he got rid of that gang and he would get rid of this gang too!

STEWARDS TOO

It's the same story in the Stewards Department. The library is located in the saloon. When the Old Man saw one of the men come in to get a book, he told the Steward: "I don't want any unlicensed men in this saloon."

To top this off, the galley stove broke down and we had scrambled eggs for about a week.

All in all, Brothers, we feel that we have a real hot potato. And the potato I mean is this finky Skipper. We will bring this ship into Miami where we will bring this story up and get things straightened out.

Alawai Leaves For Italy With Friendship Cargo

Renamed, the SS Friendship Train for the voyage the Waterman ship Alawai left this week for Italy with the last consignment of food raised in the cross-country jaunt of the Friendship Train.

The two previous shipments of the precious food for the starved people of Italy have already reached their destination in Naples.

Carrying a full SIU crew, the Alawai was rededicated at ceremonies held at Bush Terminal, Brooklyn. The vessel's 2,500 tons of food will be discharged in Genoa.

Cornelia Crew Takes Stand On Chow Issue

From the minutes of a special meeting held aboard the SS Cornelia comes reason to believe that there is something to the old saw "one man's food is another man's poison." Not exactly poison, of course, but certainly pointing up the fact that there is a big difference in the reaction different people will have to the same food.

In the case of the Cornelia men, they thought the food served them tasted pretty bad, but whenever a crewmember mentioned it to the Steward he expressed astonishment. To him the food tasted wonderful.

With much head scratching the men accepted the Steward's word and began thinking of seeing their psychiatrists; but, as so often happens, the men began discussing with each other the state of the Cornelia's bill of fare.

Gazooks and mashed potatoes! They found that most of them were nursing the same complaint.

INDIGESTION QUESTION

Amid burps and yells a force soon rallied around and called a special meeting. The Steward was found and the battle of the palates was on.

Faced with the charge of presenting bum food and not knowing bum food when he tasted it, the Steward--backed by a few supporters--took his place and faced his accusers.

In they came.

First witness: "Potatoes are not up to standard and no variety in the meals."

Next witness: "Franks are green and spuds are bad."

Steward: "The franks are not bad."

The chairman ruled him out of order and the procession continued.

Third witness: "Eggs and spuds are no good."

Fourth witness: Spuds no good."

Fifth witness: "Potatoes have musty taste and eggs are bad."

On and on paraded the men giving their complaints: "Spuds cooked wrong; no taste to meals; French fries are lousy; no seasoning in food; night lunch bad; steak like rubber; spuds and eggs no good; spuds putrid, etc . . ."

From the long line of witnesses the Steward found but two allies -- two messmen felt the chow was okay.

POMME DE TERRE, UGH!

By the time the last man had registered his complaint, it was pretty much agreed that the spuds, franks and eggs were not to the crew's taste--if anything, they felt the Steward's taste buds were out of kilter.

A rap of the gavel and the vote was taken. How is the food, men? Chow suitable: 4 votes;

chow not up to standard: 15 votes.

In his defense the Steward was then allowed to speak. He produced a copy of a letter he sent to the company from Germany asking for repair of the ice box so food could be stored correctly.

Action taken by the crew: spuds will be transferred from passageway below decks to locker on open deck where potatoes are supposed to be stored.

Tranquility was restored to the Cornelia.

Presiding over the inquisition was A. P. Lazzaro; G. R. Redman put down the proceedings for posterity.

Attention Members

Each man who makes a donation to the LOG should receive a receipt in return. If the Union official to whom a contribution is given does not make out a receipt for the money, call this to the attention of the Secretary-Treasurer, J. P. Shuler, immediately.

Send the name of the official and the name of the port in which the occurrence took place to the New York Hall, 51 Beaver Street, New York 4, N. Y.



SIU Ships' Minutes In Brief

D. A. MOLONEY (Overlakes Freight Corp.) Oct. 25 — Election of ships delegates, Discussion followed on no rugs in deckhand room, lockers for six men, two short. No washing machine or plungers for washing clothes. Inadequate amount of towels. No drains in firehold. No rugs in fireman's room. Books checked and found in fair shape. M/S/C meeting be adjourned.

BENJAMIN LUNDY, Oct. 6 — Chairman **N. Bigney**; Secretary **Walter Pupchek**. New Business: Motion by **Chumley** to put dishwasher on probation for rest of trip and if he does not improve his work he is to be brought up on charges. Good and Welfare: **Dore** asked to wash clothes and not leave them in laundry for a week. Steward reported shower gratings have been installed.



BIENVILLE, Nov. 9 — Chairman **R. Kennedy**; Secretary **L. Perciballi**. Old Business: It was brought out that messmen were not serving meals as was agreed at last meeting. Good and Welfare: Motion carried that present supply of meat be removed at first U.S. port. Suggestion that standbys of each watch aid in keeping messhall clean. One minute of silence for Brothers lost at sea.

YAMHILL, Sept. 17 — Chairman **DeWitt**; Secretary **Bailey**. Motions carried: By Brother **Carr** that each department start preparing repair list, seconded by **Ensor**; by **Allen** to have Steward check stores and reject goods he is dissatisfied with; by Brother **Ensor** that Steward take care of slopchest.

Log Available In Bound Volumes

Seafarers who wish to keep a chronological record of Union activities can do so very easily. There are available a number of bound volumes of the SEAFARERS LOG at nominal cost. They are to be disposed of on a first-come, first-serve basis. Prices, which cover costs to the Union, are \$2.00 for the January-April 1946 edition; \$2.50 for the May-December 1946 volume and \$2.50 for the January-June 1947 edition. Bindings are of sturdy buckram with dates lettered in gold.

All those who want to set up a permanent file with a minimum of effort should act promptly. Orders for any of all of the available editions should be sent to the Seafarers Log, 51 Beaver St., New York 4, N. Y. Checks or money orders for amount of order should be made out to the Seafarers International Union. Enclose address to which volumes are to be sent and they will be mailed pre-paid immediately.

These bound editions may also be purchased directly at the 4th floor, baggage room, of the New York Hall. Make sure you get your copies by acting now.



CORAL SEA, Oct. 5 — Chairman **Fidel G. Lukban**; Secretary **Bob Mansfield**. New Business: Recommendation that all men work together for the conservation of water. Good and Welfare: Discussion on illness of dishwasher. Man explained his case and membership accepted. Motion by **Al Driver** that all men keep quiet while others are sleeping.

VIRGINIA CITY VICTORY, Oct. 12 — Chairman **A. Campbell**; Secretary **G. Maslaroy**. Delegates reported on number of books, pro-books and permits in their departments. New Business: A list of fines for various misdemeanors aboard ship made up and approved. Education: Discussion of contract jobs explained as not being in line with Union principles. Union agreement does not sanction contract work, therefore, department heads are not to follow this practice.



YAMHILL, Aug. 24 — Chairman **Hart**; Secretary **Walkowicz**. Minutes of last meeting read and accepted. Motions carried: To keep confidential all business transacted at shipboard meetings; that none sign for any slops unless actually purchased by individual; that no one enter crew's mess unless properly attired. One minute's silence in memory of Brothers lost at sea.

GOVERNOR MILLER, Nov. 15 — Chairman **Auburt**; Secretary (not named). Motion by **Thomas Green** that bookmen sign petition asking Union to give **John Aquinaldo** permission to ship as 3rd Cook as he has proved his competency for the job, carried. **Joe Wread's** motion that duplicate copy of petition be kept was carried. Brother **Garcia's** motion that anyone found using steam to wash gear after midnight be fined five dollars, was passed. Also that money collected for fines be turned over to Patrolman at payoff for donation to Fort Stanton Hospital.

JOSEPH H. HOLLISTER, Nov. 23 — Chairman **S. Heinling**; Secretary **B. A. Musto**. Crew unanimously approved letter to be sent to LOG. Moved by **Zovia**, seconded by **Duggan** that it be mailed at first port. All hands urged to be careful not to leave food in recreation room for sanitary reasons. Consideration to be shown brothers sleeping by keeping noise at a minimum. Notice of next meeting to be posted 24 hours in advance of convening.

ALGONQUIN VICTORY, Nov. 9 — Chairman **Joseph Lupton**; Secretary **D. Casey Jones**. Delegates reported no beefs. New Business: Motion carried that blank keys be turned over to Captain and keys made for all foc'sles. Motion carried that each delegate make repair list from beginning of trip. Motion carried that membership of ship go on record to instruct the Secretary-Treasurer to reopen negotiations re: increasing the manning scale in all three departments and endeavor to obtain the return of the 10 percent coal bonus.

QUEENS VICTORY, Oct. 15 — Chairman **Anthony J. Tanski**; Secretary **Ed. Carlson**. New Business: Elections for delegates: **Ed. Carlson**, Deck; **Benny Murillo**, Engine, and **Simplicio Delmo**, Stewards. List of slopchest prices to be posted on bulletin board. Education: Short talk on the SIU and what it stands for. Good and Welfare: Suggestions for keeping the messhalls cleaner.



RIDER VICTORY, Dec. 8 — Chairman **John Burke**; Secretary **C. Rodgers**. Ship's Delegate reported that repairs could not be made until ship returns to East Coast. Beef on soap powder and hand soap squared away. Motion by Engine Delegate that each department post list of its personnel and their standing in the Union, approved.

RIDER VICTORY, Nov. 27 — Chairman **Burke**; Secretary **Prince**. **Gerald Godfrey** elected Ship's Delegate. Beef on PO mess straightened out. Discussion on cereals for breakfast and cleaning ship's laundry agreed to post cleaning schedule of laundry. Ship's Delegate gave short talk on performers. He stated they would not be tolerated aboard this ship, whether permitmen or bookmen.



PONCE, Nov. 16 — Chairman **Karalunas**; Secretary **Douglas**. Deck Department delegate asked for check-up on one man; Engine delegate asked that clarification be made as to electrician and utility man's duties. Good and Welfare: Agreement that last man on stand-by on each watch clean messroom. On pay-off day every delegate is to check rooms for cleanliness. All men urged to vote before making another trip. Agreement that patrolmen is to check slopchest and free medical aid.



Show your badge!
THE SIU BADGE - THE BADGE OF A REAL UNION!

SEAFARER SAM SAYS:

THEY CAN'T KNOW UNLESS YOU TELL 'EM!



MAKE THE HISTORY OF THE SEAFARERS' AN INTEGRAL PART OF SHIPBOARD MEETINGS. MAKE SURE THAT THE NEWCOMERS KNOW WHY THE SIU WAS STARTED, HOW IT GREW TO BE THE STRONGEST UNION IN MARITIME, AND WHAT IT GAINED FOR SEAMEN EVERYWHERE — AND THEY WILL BE BETTER MEMBERS!

CUT and RUN

By HANK

Ashore or afloat, in hospitals or home with the family, we wish all Seafarers a Merry-Christmas and a Happy New Year too... Brother **George Meaney**, who came out of the Marine hospital in Brighton, Mass., with a successful operation, a loss of twenty-four pounds in weight and wonderful praise of the doctors there, now has to anchor here in New York for some time to recuperate while the cost of living takes \$1.50 a day just for lodging...

Here's a postcard from **Steve Girolomo** from his ship in Italy: "Having a good time. I went to Palermo to see my folks. Had a swell time. I'm on the **John Swift**. We have a pretty good crew. **Mike Hook** is Deck Engineer. **Jimmy Calis** is Bosun. Give my regards to the boys. See you soon"... Attention Brothers: Whenever you hit that foreign port and hit a place which gets the LOGS don't take all of the LOGS back to the ship. Leave some for the next SIU ship that comes in... Brother **Harry "Popeye" Cronin** was in last week. Happy New Year, Harry, and a good voyage to you...

Here are some oldtimers who may still be in town for Christmas and the birth of the New Year: **M. Bantco**, **W. R. Dixon**, **W. Wolf**, **I. Nazario**, **R. Garofalo**, **G. F. McAlpin**, **B. C. Bautista**, **L. Lopez**, **H. P. Knowles**, **H. Higham**, **T. H. Gordon**, **N. A. Huff**, **K. Staalsen**, **J. Burgos**, **J. Santiago**, **G. W. Gallatin**... News Item: The **Arnold Bernstein Steamship Company** will start passenger service after January 1st, 1948 with one chartered vessel, the former **Panama Line** vessel, **Ancon**. Also, the **SS Tidewater**, of 10,000 tons, purchased from foreign interests, will soon offer round trip service when she begins her runs between New York and Antwerp, Rotterdam and Plymouth...

News Item: The **Moran Towing and Transportation Company** has purchased seven deep sea tugs from the **Maritime Commission**, bringing its total ocean-going fleet to 25 vessels... Last week we bumped into one of our shipmates, Brother **Paul Cassidy**, who was with us on the **SS Pennmar**, may she rest in peace down in the North Atlantic with the other ships. Brother **Cassidy** remembered one of our shipmates, **Bosun Frank Brown**, who he met as Chief Mate in France in 1945. Anyway, Brother **Cassidy** mentioned something about hospitalization and we naturally wish him the best of luck...

There's Brother **Bob Hillman**—doing the best he can—shaking hands with Brother **Aussie Shrimpton**, the Steward... A Happy New Year to: **Percy Boyer**, **Joe Pilutis**, **Mike Gottschalk**, **Blackie Gardner** and **Peg Leg Andy Anderson**... NEWS ITEM: The **Maritime Commission** has been notified that 80 ships of the 1,331 vessels it is now chartering to private operators will be returned in the near future... Brothers, this means shipping will get tougher yet. Whatever you Brothers do, prepare yourselves for long weeks on the beach.

News Item: The **President's Advisory Committee on the Merchant Marine** recommended the construction of 46 passenger vessels, eight of them to be started next year plus an unspecified number of freighters and tankers. The cost will be about \$150,000,000 a year for four years... Well, while the future looks rosy, although it's only on paper, with such a big shipbuilding program, it doesn't look so good in reality right now and in the near future. The steamship companies are still turning back their chartered ships to be laid up while the merchant seamen have to sweat it out for weeks and even longer trying to get jobs. Who knows how happy the New Year will be?

THE MEMBERSHIP SPEAKS



Log-A-Rhythms

'Dutchman' Off The Bow

By NORMAN MAFFIE

No matter how or when you sailed — trooper, frigate, freighter mail
 In the old days under one-eyed Nelson, Jones; with carronade and sail
 Signed the "Unlimited Articles" and stowed the useless gear board ship
 Some cold night, some of us know it, we have made the Final Trip!
 And they're strange, the things that happen, both to windward and to lee
 To the sweating gunners, to the mates, ordinaries, and AB
 In the choking smoke of battle, lashing wind, and swelling sea—
 Hear now about the strange tale and the Fate that fell to me:
 I was on a windy bow one night and a sound came o'er the wave
 Like the melodies of happy seamen singing in some foreign bar;
 And I thought I saw a vision, like the passing of the brave—
 Those called down by the Mother Sea through the centuries near and far.
 A thin, warm fog came near us and I tried to peer within,
 Shuddered as I saw a misty hull come clipping by abeam;
 Heard the roaring seas crash 'tween us—saw her shape close in:
 Saw her sails all wet and bulging, set by wet spray all agleam.
 Knew I hadn't sailed too long, though I'd heard the stories tell,
 Knew by her depthless dimensions, by her rigging ghostly gray,
 By the singing creeping from her, 'twas the "Flying Dutchman,"
 all too well;
 But my feet were rooted to the deck, I was scared and had to stay.
 Then I saw her lanterns gleaming, heard her crew below all gay,
 Heard the roaring chanteys sung to the accompaniment of tin;
 And the courage swelled within me as the dark hull swung to stay
 As I jumped from steel to wood—in a second I was "in."
 Down the deck from 'neath the longboat, a quick glance aft I did steal,
 Saw her steer a steady course, though no man was at the wheel;
 Saw a dark and stalwart figure on the poop, had a feeling in my bones,
 Knew I'd seen him on a bottle—'twas old ghostly John Paul Jones.
 Past her well-kept gear and cannon, I crept forward to her peak,
 Saw a foc'sle hatchway open and crawled down upon a beam,
 Saw a sight down there below me, of which I'm still afraid to speak,
 Then I peered into that reveling crowd and saw old history's salty gleam.
 There were ranged nothing but sailors—all the brave and all the true
 From the old ships, men-o'-war, merchantmen from all the nations;
 Saw the fancy clothed old gunners, those fresh from the Clarksdale's crew,
 Those lost at the frozen davits, those lost at the battle stations.
 Here I saw all hates and difference, here the common understanding
 Of all those who had fought together against the bounding main;
 Singing here aboard the "Dutchman," crewed into the "Final Banding"
 All the old lost souls of sailors, sheltered from the wind and rain,
 Saw the French and English singing while old Drake's crew started jiggling,
 While prim old Nelson was a'dancing with the Frog who'd shot him dead.
 And the iron-muscle Yankees from the Ironsides old rigging
 As they drank old salty limeys 'neath the benches, head by head.
 Heard the Greeks and 'talian's singing while some Dane a bell kept ringing.
 While some salty old Dutch bosun complimented his sweet tone,
 And some bearded chorus sang in the sweetest brand of singing,
 And a Rebel from the Alabama bellowed forth with Home Sweet Home.
 Here and there an eyebrow sagged as the song brought forth a tear
 And old lips smiled as oldtimers gripped their buddy's hand;
 A thousand tales floated round about adventures far and near
 As young lads drank and listened to the older ancient band.
 In various tongues they argued about the days they'd sailed along,
 Done the deeds and fought the battles, remembered now only in song;



Neptunus Rex



Cecil Morash, who just paid off Alcoa's Hawser Eye after a trip which he described as "one of the best" he's made yet, as he appeared during "shellback" ceremonies during a previous voyage on the SS Archer.

The Hawser Eye, which docked in New York after the bauxite run, had a first-rate crew, Morash said.

New Delegate Assumes Duties In Ft. Stanton

To the Editor:

I wish to advise you that M. D. Penry, our former Delegate here at Fort Stanton, has been discharged with an arrested case and that I have been elected as the new Delegate.

Speaking for the other members out here as well as for myself, we wish to take this opportunity to express our thanks all for the past donations from different ships and our good Brothers.

SUGGESTION

In order that things may be handled as smoothly as before, I would appreciate it very much if you would have any further donations in the form of money orders or checks made out to SIU Delegate John P. Williamson.

Last but not least, as you know, chasing the cure is a pretty tough grind on some of us, especially the bed patients, and I can assure you that a letter or card from some of our old shipmates would be greatly appreciated.

Wishing you and all the Brothers a very Merry Christmas and a prosperous New Year.

John P. Williamson

(Ed. Note: The Marine Hospital at Fort Stanton specializes in tuberculosis. We are glad to learn that Brother Penry's case has been arrested.)

Crews Hit Nitrate Danger; Union Presses Penalty Pay

To the Editor:

Almost the entire crew of this ship, the George M. Bibb, is under the impression that our Union officials have taken steps to obtain a bonus for carrying ammonium nitrate.

Whether this is correct or just hearsay we are not positive.

We are carrying a full load of nitrate from Mobile to the Far East. In the event this particular practice has not come to your attention the following we feel would be a very strong argument for obtaining a substantial bonus:

We arrived at the Canal Zone at 2 P.M. one afternoon. We were next in line to go through but were held back until 7 A.M. the following day. When we were finally allowed entry we had to fly the danger flag.

It was said the reason for the hold up was that nitrate cargo was too dangerous to take through during the night. This instance coupled with having to load at ammunition docks is surely strong evidence for nitrate being labeled dangerous cargo.

Another item: If this cargo isn't dangerous, then we cannot understand why the stevedores were paid 100 per cent bonus to load the ship.

We hope the Canal information

will be helpful toward securing a bonus for this type cargo.

Macan Welch
 G. R. Schartel
 Lloyd E. Warden

To the Editor:

Please have answer in the Beef Box if ammonium nitrate is penalty cargo.

Seymour Heinflegg,
 SS Joseph Hollister

(Ed. Note: The Union negotiating committee has already served notice on the operators asking penalty payment for the carrying of ammonium nitrate cargoes. Discussions are expected to begin soon.

The points mentioned by the Bibb crew make solid additions to the committee's arguments for a bonus.)

MASEK LAUDS CREW OF DANIEL HUGER, HOPES FOR ENCORE

To the Editor:

Well brothers, we had a pretty good trip on the old Daniel Huger. The crew and officers have cooperated with each other 100 percent and, so far, anything that has been taken up at our meetings for the good and welfare of the crew has not been refused us.

I only hope that in the future all of my trips to sea will be as good as this one has been.

Most of the crew comes from Jacksonville with the exception of a couple of oldtimers from around Savannah. The crew consists of a bunch of swell guys and I hope that I will have the pleasure of sailing with them again sometime.

By the way, R. Gordon says to say hello to any of the boys around the Halls who happen to be from around Charleston way. If Tony Siles happens to see this I hope he will contact me at 2145 Post St., Jacksonville.

Here's wishing you all a Merry Christmas and a Happy New Year.

Michael P. Masek

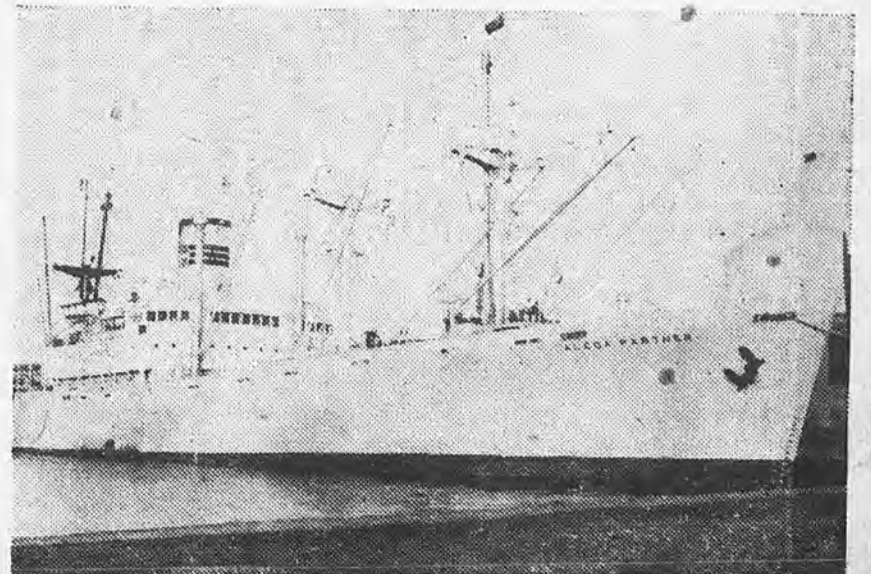
On Overtime

To insure payment, all claims for overtime must be turned in to the heads of departments no later than 72 hours following the completion of the overtime work.

As soon as the penalty work is done, a record should be given to the Department head, and one copy held by the man doing the job.

In addition the departmental delegates should check on all overtime sheets 72 hours before the ship makes port.

REAL SIU SHIP



The Alcoa Partner, above, was rated by organizer Mike Quirke to be the cleanest ship that ever came into Montreal. The Partner is on the bauxite run, so keeping it clean and ship-shape is quite a chore.



Brother Tells New Members: Keep Abreast Of SIU Ideals

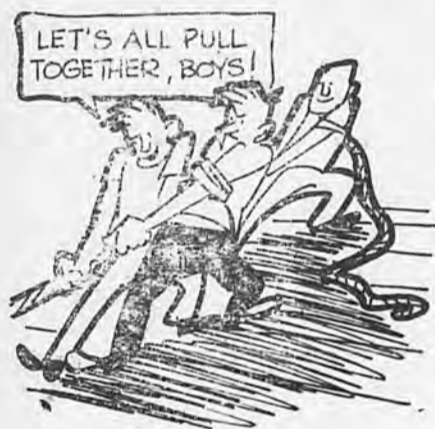
To the Editor:

The sum of progress in the SIU through the years has been the result of establishing our thoughts as reality by one and all concerned. Our officials on the home front are doing a magnificent job all the way down the line. Organizational work is in full progress on all water-fronts. Yet we of the rank-and-file also have a job to do and we can't leave it to others to carry the whole load. So I make a personal appeal for help, an appeal directed to every man who sails an SIU ship.

There are lots of nice fellows who sail SIU tugs and ships who have little knowledge of what Unionism really means. They are not anti-labor, they just follow the other fellow or whoever talks the loudest and let it go at that.

ALL MUST HELP

It's up to each bookman to familiarize new members with what the SIU stands for. Personally, I do my best, but I'm only one man and neither my



voice nor what I write to the LOG can reach all. I'm not that big.

My plan is simple enough. It doesn't require any set time or place, or any preparation. It only needs the devotion of a little time to our SIU ideals and a willingness to bear witness to those ideals. The plan is merely this:

TALK TO THEM

Talk to a tripcarder or new member for he's new in our ranks. Explain to him what the SIU has done, is doing and will do. Explain to him what you know and believe. Explain about

The "Tiger" and Pal



"Tiger" Thompson, crew-member of the SS Andrew Jackson, dons the fez of a passerby to give Ted Filipow, fellow crewman, a subject for his camera. Shot was taken in Penang, Malayan Straits.

Unionism in the words of our officials. Explain from your personal experience the benefits you have derived from membership in the SIU.

Put your oath of non-discrimination regardless of nationality, race or creed into effect in your daily routine of living. Do your duty to the best of your ability no matter in what department you may be. If in doubt, ask questions. Show you are qualified to accept any responsibilities.

An organization is judged not so much by speeches and writings as by the actual good work each member has done.

Tell the new men—tell them what should be our aim. Please help me—if you please.

"Sir Charles"

(Ed. Note: The writer of the foregoing letter is familiarly known by the pseudonym "Sir Charles.")

HIS FINAL VOYAGE



On his last trip aboard the Bret Harte before his death Seafarer Ray Simmons is shown swinging in the Bosun's chair. Brother Simmons, a full bookmember, was killed in an auto accident in Houston during September.

Log Finds Cover-To-Cover Readers In Burnham, Pa.

To the Editor:

I am now working in the Try Angle Service Station here at home. But, on Monday, I will be on my way to New York for a ship.

I get the LOG every week. And I always have it here at the gas station.

Just yesterday, there were a few fellows here. One of them picked up the LOG and started to read it. He read it from the front to the back.

After he was done, he told me it was a hell of a good paper. He said it was better reading than the home paper. It didn't take long for the rest of the fellows to get at it. They all liked the LOG.

So, will you please have it sent to the address I will give you as I know that if they like one LOG they will like all the rest of them.

Some of the fellows were asking how they could get into an outfit as good as the SIU. So will you please give them all the information they may need, as they said, they would like to get in.

I told them that there is no other outfit as good as the SIU. They say the Union must be strong. What else could it be but strong?

Ira W. Myers, Oiler
Try Angle Service Station
Burnham, Pa.

(Ed. Note: We are grateful for Brother Myers' kind words and the LOG is being sent as he directs. We are sorry that he has to tell his friends who like the LOG that the present time is not a good one in which to contemplate going to sea without previous experience. There is an abundance of men for the available jobs.)

US Shipbuilding Program Would Aid SIU, Brother Feels

To the Editor:

At present, scores of articles are being written for the nation's press with the noisy backing of top-blowing politicians, asking "Why are we selling or giving away our war-built merchant marine to foreign countries, and not using the ships ourselves?"

The trouble with most of these articles is that they barely scratch the surface. They do not relate properly the pre-war condition of the American merchant marine, the position of the Maritime Commission, the interest of foreign governments in U.S. ships and the reason American operators are slow to buy ships—not to mention how the entire situation affects the employment of American seamen.

BEFORE THE WAR

Before August 30, 1939, when the war began in Europe, the U.S. merchant marine consisted largely of vessels constructed in American yards, plus a sprinkling of vessels built abroad on order from the U.S. Shipping Board.

These vessels were wholly inadequate for a maritime nation as large as the U.S. To carry the nation's cargoes of industrial and agricultural products all over the world required bigger and faster vessels.

As a consequence, foreign bottoms carried 75 percent of that part of our production which was exported.

The Merchant Marine Act of 1936 changed this condition somewhat. It authorized the building of modern merchant ships in the interest of the national defense—in American yards with American labor and materials—to be manned by American personnel.

The period from 1936 to 1940 saw ships built primarily in four yards owned by U.S. Steel and Bethlehem Steel (the "Steel Trust"), at a snail's pace compared to the construction rates to come during the war. Those built were C-1s, C-2s and C-3s, plus a few tankers.

This retarded construction rate continued until the U.S. finally entered the war. Then shipbuilding was greatly accelerated under the emergency pressure.

During the war, all ships built were turned over to the oper-

ators, but title to them was retained by the War Shipping Administration. Some new companies were created, mainly through the machinations of the operators who had direct liaison with the WSA through shipowners on the main directing body of the WSA.

Over and above everything, including all operating expenses, the same operators were paid eight per cent of what each cargo would have cost at the time the U.S. entered the war.

So you can see the shipowners netted themselves a tidy sum since at the time we entered the war water-borne cargoes to many parts of the world cost \$45 to \$60 a ton.

The operators were to have first call on all the ships after the war. Once the war was over, one form of propaganda gave way to another—to the now familiar question: "Why are we giving our ships away abroad?"

In the first place, most of the C-1s, -2s, -3s and -4s, the 10,000-horsepower T-2 tankers and other fast, economical ships have been grabbed by the American operators who, for the most part, had them from the time they were launched.

Those they don't like—Liberities for the most part—the owners have turned back to the Commission for foreign sale or the boneyard.

Now here's the real joker. In the Ships Sales Act of 1946, it is stated that American citizens shall have first call on these ships at a fixed price, which in most cases is one-quarter of what the vessels cost the government to build.

Actually the American owners aren't squawking so much about sales to foreign governments as they are about the statutory prices.

By holding back, they figure that plenty of ships will be left over, and that in the end they may well be paid to take them off the government's hands.

At any rate, American operators seem fairly well supplied for the present.

Which brings us back to the shipbuilders—largely the Steel Trust, which is now demanding a subsidy to keep its nearly dead yards from folding up altogether. It contends that if the government doesn't take action soon, all the highly-trained shipbuilding personnel will have drifted away.

GOOD IDEA

Now for my money, it's a damned-good idea to keep building ships, with or without government subsidy. That will keep our shipyard-worker brothers employed for one thing.

But I wager it never will happen so long as we have in the vicinity of 1,000 vessels in bone-

yards the country over, awaiting disposal or rusting away.

My argument is that, so far as Seafarers are concerned, if a ship is unprofitable to operate it will be laid up if it isn't sold abroad. Therefore, the jobs on it are gone anyway.

In the same connection, it's a lead-pipe cinch that the Maritime Commission will sell the laid-up vessels to any foreign nation—Honduras, Panama or Siberia—which wants them.

You can't blame the foreign nations for grabbing the war-built ships while the gravy is around. Most of us know that 90 percent of Europe's shipyards were almost completely wrecked.

Our best bet for the present is to back up the shipbuilding program, because any ship built now will wind up under the house flag of one of the American operators, and will create jobs for American seamen.

Opposing the foreign sales will get us nowhere. For one thing, the U.S. Attorney-General recently ruled that such sales are perfectly legal.

In addition, let's not rest on our laurels, but let's continue to organize all unorganized companies under the banner of the Brotherhood of the Sea, and let's be in the forefront demanding that relief cargoes be shipped in American bottoms.

Abe Rapaport

LONGJOHNS OUT; SHORT SEAFARER ASKS SELECTION

To the Editor:

I haven't been sailing long but on the ships I have been aboard I constantly ran into the same beef pertaining to the slopchest.

I am a small person, one of the man small men sailing today, yet never have I found a slopchest having dungaree or underwear in my size. If I were the only small person in the merchant marine I could understand the shortage, but we make up quite a good size minority.

I was just wondering if something can't be done about this situation. I wear size 28 waist, which isn't too small, so let's see if we can have clothing put aboard to fit the smaller seamen.

Harry D. French

WAITING THE LONG VOYAGE HOME



Two SIU brothers demonstrate one way to knock off the long hours of waiting for transportation home after delivering their ship to an English buyer. A. Nix, left, seems to be bored over the whole matter while J. A. Talbot appears not the least disturbed over the prospects of a long wait. Scene is a London bar.

Finds It's True: DeSoto Crew Is Good

To the Editor:

For quite a while I had been hearing that the SS De Soto had been maintaining a good reputation for having a good crew, unlicensed and licensed. Now that she is here in Bremerhaven for a short visit, before going on to Hamburg, I had an opportunity to visit her and see with my own eyes that all the rumors in her favor are definitely true.

From the Stewards Department I learned that she is a good feeder and that all members of the department work together as a unit.

As for the Engine Department I can say that everything looks much better than I expected. The good relations existing was shown by the fact that the First and Second Engineers posed willingly for a picture with four SIU boys from the unlicensed crew.

I didn't learn much about the score in the Deck Department because of my limited time to go places, but I did find out from a couple of oldtimers that they had no beefs up to the present time.

The DeSoto will be back in the States just in time to do some coastwise work and then park in New York for Christmas. At least, that's what I heard.

Luis A. Ramirez

SUGGESTION

The SEAFARERS LOG is the membership's paper; it is a medium for the expression and airing of your ideas, suggestions, beefs, etc. The LOG urges all Brothers to submit material for publication.

Occasionally, however, we receive a complaint saying that a beef we have printed is a personal one and without basis in fact.

To avoid recurrence of such situations in the LOG whenever possible, criticisms of individuals should be signed by the ship's delegates and/or as many of the crewmembers as are interested.

This would eliminate any possibility of the beefs being regarded as personal.



De Soto Engine Department men pictured here are, left to right, standing: Finnegan, Oiler; Scanlon, FWT; the Second Engineer, and J. Nimmo, First Engineer. The two Seafarers kneeling are unidentified. Luis Ramirez shot the picture.

Marymar Steward Points Up Gains Of Crew Solidarity

To the Editor:

After reading the article in the Oct. 17 LOG by Brother Lloyd Short, who questioned the settling of the Marymar food beef on the East Coast, I find I agree with him in every respect.

When I joined the Marymar in Philly, I immediately saw that sooner or later that same beef was going to rear its ugly head again for we did not have sufficient stores for the round trip.

I contacted Calmar's Port Steward who told me I would get stores on the West Coast. Inasmuch as the ship was not going foreign, and we were destined for an American port, it was okay with me.

Well, we hit the West Coast and I got stores in Long Beach, Frisco and Seattle, but it was not enough to take us back to the East Coast. I was told that when we got to San Pedro stores would come out with the oil barge. I knew that was strictly for the birds because the last fellow in my job got the same malarkey with the result that the crew went hungry for four or five days before she hit New York.

I decided that would not happen on the Marymar as long as

I was Steward, so when the ship hit Vancouver I told the company, "No stores, no sailing."

I waited two days and nothing happened. The ship's delegate gave the captain twenty-four hours' notice, and I warned the company to expect a tie-up.

At the same time I called the Portland office and informed them of what was about to happen. The jerk on the other end of the wire actually threatened to have me pulled off the ship if I tied her up.

Guess what happened? She was tied up solid and then things popped fast. The Calmar boys brought the Union Agent and a Patrolman down to the ship for a pow-wow. We showed them the telegram we had received from the Union in New York and, thanks to the New York telegram, the result was our receiving what we desired.

After several hours at the dock we loaded supplies and pulled out on our merry way. I can say with pride that the boys are not going to go hungry. We'll have enough to take us to Boston and, for some strange reason, I am still on the ship at this writing.

I believe that from this day on any brothers who ship on these ships operated by Calmar must see that there are sufficient stores on either coast or they will go hungry.

If you have a good steward, back him up. That saves the officials a big job. You can settle this yourselves and it will be appreciated by all, I'm sure.

Right now, Thanksgiving is only four days away, but the boys on this ship are definitely going to have turkey. No one will go hungry — no thanks to Calmar. Our hats are off to an organization worthy of the name Seafarers International Union.

Let you who do not quite grasp the idea of what it means to be united take a long look through the LOG and the constitution of the SIU. If you don't understand something, ask your officials, they will be glad to help. This way we'll always have a Union second to none.

George H. Seeberger

Know Your Contract Before You Squawk, Brother Says

To the Editor:

Before you squawk, be sure you know your agreement.

For instance: Article V, Section 13, of the 1946 general agreement with Alcoa, Bull, South Atlantic and other lines states rather pointedly as follows:

"Members of the Stewards Department shall not be required to chip, scale or paint."

Moreover, as anyone who can read can clearly see, there is nothing that says Stewards can "chip, scale or paint" at all, even on overtime.

Still, after this agreement has been in effect for over a year, I have had the misfortune to be accused by members of the Stewards Department on this ship, the SS Stephen Leacock, South Atlantic, and on several others during the past 12 months, of "hogging" the overtime of the Deck Department.

On this scow, one of the Stewards Department members went so far as to say:

"On my last ship, we painted all our messrooms, pantries, decks and so on, but if you want to be an 'overtime hog' we can do without it."

This is the old familiar case of the "good old last ship" where everything was so much better and so much cleaner, and where the crew was really good—and so on "ad infinitum."

BINDING CONTRACT

This remark by one of our Union Brothers brings out my point: The agreement was made to be lived up to. An agreement is not an offensive stick to be used against the employer at every available opportunity. Indeed, it's not. It is a contract as binding on our members as it is on the companies.

We are damned careful that, when a Mate or Engineer makes a slight variation from the letter of the agreement, we are Johnny-on-the-spot with an overtime claim. On the other hand, we, as individuals and as a crew, have no authority to alter

BROTHER BEMOANS HIS ACHING BACK, WANTS GOOD SACK

To the Editor:

Have any of you seamen tossed and turned all night in your sack while the ship was riding in a calm sea? Have you felt as though you were lying on a rock pile? No wonder—look at your mattress.

The shipowner in his wonderful false economy has bought the cheapest mattresses he could find, but if he thinks he's saving money he's crazy.

An officer type mattress can be bought by the shipowner for about \$25 and it will last for a couple of years. The cheap mattress costs about \$5 and is no good after a couple of months. You show me where he saves money.

I'd like to suggest that this matter be brought up, and it be made part of the agreement that inner spring mattresses of the officer type be supplied to the crews. The agreement should also call for mattress covers so the crew will not have to make a beef out of it every trip.

P. A. Carlson (SUP)

or evade the agreement in any way whatsoever.

CAN'T DO IT

We cannot set aside any of the various clauses, saying that since certain circumstances have arisen, such as the Deck Department's having too much work to do outside, there is justification for letting the Stewards Department do the inside painting.

Regardless of what the ship looks like from the outside, we live inside the housing. Maintaining the inside is of first importance, for an SIU ship is a clean ship. But don't let Captains, Mates or Stewards turn the Stewards Department to on this work—it's a violation of the agreement and if you crewmembers let them do it, you're nuts.

You can be damned sure that any ship I am on will be run according to the agreement. Lots of my acquaintances may call me an "agreement stiff," but for the sake of having an agreement like ours they can call me anything they please. I will still try my best to see that the agreement is lived up to.

J. M. (Windy) Walsh

SEAFARER FEELS BALTIMORE STAFF DOES GOOD JOB

To the Editor:

The inception of the SIU a decade ago brought into existence a new era for the maritime industry. It also brought fearless men who had, and still have, the courage of their convictions.

Men with one thought: to further conditions for their shipmates, themselves and advance our union.

One of the outstanding of these men is William (Curly) Rentz, Port Agent in Baltimore. He, along with his capable staff has taken all hurdles in his stride. No beef too small; no beef too large to settle with tolerance and understanding. They always endeavor to satisfy the rank and file who have placed him and his staff in charge of their trials and tribulations.

HOLD THE LINE

We have come a long way since 1938 and at present with our nation's political picture, as it is, we need men like we have in Baltimore as well as other SIU ports to aid us in holding what we have attained.

More officials and more direction is needed—such as we have in Baltimore.

The tremendous number of men dispatched through Baltimore makes it outstanding on all coasts. Expediency is their watchword.

We look for bigger and better things this coming year, fellows. We are 100 percent behind our union.

O. L. "Red" Hangen
SS Pennmar

Log-A-Rhythms

(Continued from Page 11)

Swung "line to line" and traded fire, strained the lifeboat o'er the swell.

Brought the land lubber safe to shore, sailed the schooner back from hell.

Kept the battered ship a-going, kept the owners' minds all clear.

Saw the seams crack open and saw the load line slowly drown

As the sweeping seas washed o'er the deck, taking comrades dear.

Through the storms and falling bombs, got the cargo safe to town.

Never thought they'd meet again, not upon this old Dark Clipper.

Once a year like this together, old lost pals beneath the dipper.

In the "biggest foc'sle ever," destined for that port Nowhere.

Skippering before a stern wind with their songs renting the air.

Suddenly I looked around me as I felt the ale-soaked breath.

Saw a bearded one-eyed sailor with his hand upon my shoulder

Beckon me to come and join them, though I felt a fear like death.

But their smiles were assuring and their welcome made me bolder.

So I argued and protested, saw their sly grins and I wondered:

Thought of how the seas had pounded as I'd stood upon the bow:

Remembered as the "mist" had neared me how that one wet sea

had thundered;

Felt my wet and salty clothing—knew that I was dead somehow.





BOSTON

J. L. Osborn, \$2.00; L. Campbell, \$5.00; M. Folan, \$1.00; SS Gervais, crew, \$20.00; A. Carlson, \$1.00.

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Anti-commies Form New French Union

(Continued from Page 1)

tee resigned with Jouhaux, while the eight remaining members numbered six communists and two fellow travellers. Louis Sailant, secretary general of the World Federation of Trade Unions, which has been blasted as commie-dominated, stayed on the committee.

The CGT claimed 6,000,000 members, but the resignation of this large body has taken close to 2,000,000 workers out of the hands of the communists.

As a result of the action of "Workers Force," the communists who were ousted from the government, must now fight to keep from being swept out of control of France's largest organized labor group.

The issue now before the working people of France, and of Italy, is clear cut. They face the choice between continuance of free trade union movements, gained through long years of hardships, and totalitarianism, represented by the agents of Moscow.

From the way the "Workers Force" has answered the communist challenge, it appears as though the European workers want freedom.

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G. Gingovez, \$10.00; C. E. Rittenburg, \$5.00; Edward Morin, \$6.00; R. Bua, \$2.00; J. J. Stachowicz, \$2.00; Justo C. Vega, \$6.00; J. DiSalvo, \$6.00; J. B. Crowley, \$6.00; E. E. Ziel, \$10.00; Paul Cassidy, \$6.00; H. J. Romero, \$5.00; A. Romero, \$5.00; R. L. Weisenburger, \$6.00; R. H. Hemingson, \$6.00; J. A. Fitzgerald, \$10.00; F. C. Korhonen, \$20.00; B. Gjertsen, \$5.00; R. WW. Himelick, \$10.00.

Keep Her Steady As She Goes

We all know that the Seafarers is tops in the maritime field, and has the best contracts and conditions. We got to be that way the hard way—and let's keep it the way it is.

Here are some of the things you can do:

1. Hold regular shipboard meetings
2. Attend the shoreside meetings, and take an active part in them. Bring up your beefs before the membership, not in a ginmill.
3. Keep those gashounds and performers under control. They are among the Union's worst enemies.
4. Do your job to the best of your ability.
5. Don't take time off unless you are authorized by the department head.
6. Study your contracts and shipping rules, and know your Union's constitution and by-laws.

Unclaimed Wages

Smith & Johnson SS Corp.

60 BEAVER STREET NEW YORK, N. Y.

SS. EDW. G. JANEWAY

Carroll, Fred W.....\$.56
Marcoux, Joseph P..... 1.71
Martin, Arthur H..... 13.06
Melle, Erling 16.86
Michaelis, William J..... 12.72
Quimby, Harold 13.06
Reyes, Francisco M..... 5.30
Sandstrom, T. 2.12
Schop, Lloyd G..... .57
Stewart, William M..... 13.88
Waldrop, F. W..... 7.25
Yeakel, Jack 2.64
Ziembka, Ladislaws 6.19

Fiore, R.25
Harris, Thomas 7.12
Hitchcock, Martin85
Hopewell, William J..... 5.12
Johnson, Earl D..... 6.36
Marcoux, Joseph P..... 31.27
Sartin, Oscar L..... 14.58

SS. JAMES M. GILLIS

Bergeria, John 2.97
DeArmona, Ary J..... 110.15
Martins, John 44.14
Richards, Eugene D..... 191.77
Stevens, Greer C..... 3.20
Wroton, Norman E..... 1.60

SS. JOHN A. DONALD

Meehan, William J..... 9.60
Cannon, John J..... 4.57
Costanzo, Carl F..... 2.55
Geiling, Richard V..... 10.16
Graf, Robert H..... .85
Kumor, Joseph 8.48
Mikaljunas, J. 11.47

SS. THOMAS J. LYONS

Bond, E. V..... 31.33
Thompson, Ivan D..... 15.57

PERSONALS

M. C. WELLS

Get in touch with your mother at 4423 W. 163rd Street, Lawndale, Calif.

J. J. CARRIG

Get in touch with your home. Your daughter is in the hospital as the result of an accident.

HERMAN HENRY KNIES

Contact Jean Burtless, 2770 Wynglen Lane, Los Angeles 23, Calif.

GEORGE VAGO

Get in touch with your attorney, before January 21. This is in connection with your case.

WALTER JOSEPH BAKER

Your sister, Mrs. Mary L. Haack, asks that you get in touch with her. Her address: 614 Dubuque St., Webster City, Iowa.

VELTA J. E. HOLMES

Get in touch with your mother at Route 1, Wyme Wood, Oklahoma. Your lost brother has come home.

LeROY J. JACKSON

Get in touch with your mother, Mrs. R. E. Jackson, 140 Church St., Poughkeepsie, N. Y.

SS ELIZABETH CREWMEMBERS

Men who paid off Voyage No. 4-A in New York on Dec. 5, are asked to get in touch with George Freshwater, 159 Oak St., Yonkers, N. Y. He says he has important information for you.

SS. JAMES M. GILLIS

Braun, Frederick E..... 2.33
Dillard, Billy B..... 1.90
Dominguez, Jose N..... 13.31
Froom, Paul N..... 12.30
Gellathy, Steven 5.51
Greer, Sam 17.54
Gunn, Zeland T..... 11.74
Gurganus, Jay M..... 16.28
Hunt, Joseph 12.30
Kelleher, Daniel F..... 13.31
Kneiss, John E..... 6.43
Leighton, Joseph P..... 13.12
Lutz, Dennis L..... 16.95
Rote, Henry J..... 7.54
Stevens, Greer C..... 11.72
Thomas, Cecil84
Watkins, Robert H..... 3.31
Williams, Arthur J..... 13.12

SS. JOHN A. DONALD

Chance, Woodrow W..... 3.18
Coleccki, Steve28
Edwards, Lawrence R..... 16.20
Hammargren, Vincent F..... 24.69
Meehal, William J..... 17.05
Sepulveda, Edmundo G..... 3.65
Steward, Jack P..... .28
Svalland, Gunnar K..... 4.35
Zouvelos, Steve 4.35

SS. JOHN GALLUP

Gonzales, Paul 1.97
Graf, Robert H..... 6.81
Hale, Walter D..... 15.68
Humphries, Reed E..... 15.97
McGroder, Joseph H..... 1.96
Megill, Josiah 17.32
Shack, Steph 15.68
Shiber, James J..... 11.53
Stenmo, Otto J..... 12.35
Veider, Kail A..... 14.12

SS. THOMAS J. LYONS

Aboline, Alexander 15.23
Austin, James R..... 11.45
Aviso, Frank M..... 6.38
Clifton, Douglas W..... .88
Dominguez, Vincent M..... 12.15
Ellsworth, Morse..... 2.79
Fall, Robert E..... 12.15
Graham, James J..... 4.66
Hutchins, Herbert R..... .70
Kaiser, Roy A..... 4.33
Lord, William J..... 2.13
Lowry, George W..... .84
Morrison, John 3.43
Paxson, Orville H..... 5.83
Sierra, Bileran O..... 5.47
Thlu, Goon P..... 6.38
Thompson, Ivan D..... 3.26
Vaughn, William P..... 2.80
John J. Yurick 8.75

SS. EDWARD G. JANEWAY

Carroll, Fred W..... 5.09
Conley, Joe 56.02

Unclaimed Wages

Mississippi Steamship Company

501 HIBERNIA BLDG., NEW ORLEANS, LA.

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

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

Gainey, Sam. G.	28.95
Gaitor, Ivan	.10
Galaza, Jose G.	62.19
Galiano, Aubin Jr.	23.32
Galiffa, J. J.	.46
Gallagher, Leo	.20
Gallant, Joseph E.	14.46
Gallefos, Adolph	22.42
Gallegher, Manus	.59
Gallery, Robert D.	28.00
Galligan, William T.	.70
Gallorpy, J. H.	2.72
Galloway, Lloyd C.	10.74
Galster, Clarence	3.59
Galt, Chadbourne N.	.94
Gambertoglio, Francesco	.79
Gambino, A. J.	17.76
Gamble, Joseph	39.54
Gambuco, A.	4.42
Gant, Warren F.	15.40
Garasich, Vincent A.	23.45
Garber, Clarence F.	4.00
Garbett, J. K.	3.87
Garbo, Rolf F. C.	6.79
Garcia, Alfred	2.97
Garcia, F. A.	12.57
Garcia, G.	7.52
Garcia, Louis	23.35
Garcia, Pedro J.	6.83
Garcia, Rafael	240.40
Garcia, S. P.	2.34
Garcia, Teofilo A.	5.93
Gard, Edward	1.79
Gard, James	7.73
Gardanse, M.	2.97
Garden, Lloyd D.	1.48
Gardiner, Edward F.	20.28
Gardiner, H. H.	11.32
Gardiner, James	8.32
Garner, Arthur C.	1.66
Gardner, Carroll P.	2.31
Gardner, Clarence F.	4.90
Gardner, C. J.	.33
Gardner, Edward	18.77
Gardner, Frank E.	.01
Gardner, James W.	4.20
Gardner, Roy M.	8.86
Gardner, S.	2.47
Gardner, Stanley	16.84
Gare, George N.	16.80
Gargan, John	20.62
Gargiulo, Frank J.	23.83
Garner, Chas. R.	.69
Garner, Clyde	8.54
Garner, Herman O.	2.82

Garner, R.	2.36
Garner, William T.	27.41
Garnier, Paul R.	2.34
Garrett, Edgar Lewis	4.32
Garrett, Harry J.	13.77
Garrett, Ralph	2.67
Garrett, Wayne M.	9.86
Garrett, William	3.96
Garris, Robt. L.	1.56
Garrison, Charles W., Jr.	14.47
Garrison, Eugene	3.84
Garrison, Howard G.	9.99
Garrison, Norman G.	8.26
Garrison, Roy	.71
Garrity, F.	2.00
Gary, Allen L., Jr.	2.06
Gary, Grady R.	13.45
Garza, Rofujio	8.42
Gasic, Paul Thomas	14.05
Gaskill, Thomas G.	42.22
Gaskin, Lee Roy, Jr.	17.86
Gaspard, George	.89
Gasper, Clarence F.	10.74
Gasperini, Eugene	.59
Gassaway, Henry	6.40
Gassman, Franz J.	5.19
Gates, Cecil L.	3.27
Gates, John Joseph	20.64
Gatewood, A. W.	8.50
Gatti, George J.	1.46
Gattoné, Vincent	5.35
Gatewood, James Lee	50.17
Gaupp, Otto A.	14.93
Gaut, Delmar	4.18
Gauthreaux, Claude J.	2.01
Gavigan, Robert	6.35
Gavillo, Peter	.83
Gavin, Joseph P.	3.27
Ganron, Henry	30.81
Gaylor, Enoch J.	25.06
Gaylord, Reggie S.	4.60
Geanusés, Peter G.	36.44
Gearhart, Dale B.	17.84
Geary, James John	5.55
Geanusés, P.	6.00
Gehbauer, Arnold	46.43
Geib, Leroy	2.06
Geihel, George	.80
Geiss, William J.	3.87
Gentry, Eddie L.	3.89
Gentry, Elmer L.	.50
Gentry, Luther	.48
Gentry, Norman H.	6.69
Gentry, Willie F.	34.32
Georgevitch, G.	5.94
Gerardi, John Joseph	18.19
Gericevich, Vadimir	5.46
Gerland, Willie	5.94
Gerling, Vernon F.	17.83
Germon, Judson W.	9.33
Gerretsen, J. P.	2.82
Gerrio, E.	.56
Getty, Erwin	5.56
Geyer, A.	1.48
Geyer, Andrew	36.48
Ghumm, Oscar Olen	7.39
Giadrosich, Paul	.69
Giallanza, Charles	24.14
Giambone, Vincent	2.85
Girncola, William A.	6.66
Giatros, Christopher A.	.89
Gibbons, Francis	.74
Gibbons, John L.	49.65
Gibbons, Richard M.	37.80
Gibbons, Williams	3.95
Gibbs, Howard T.	114.59
Gibles, Wm.	1.58
Gibson, Vern	.56
Gibson, Wallace	2.60
Gichesko, Matthew	.33
Giebel, William	.79
Giebler, William H.	4.98
Gierezic, George C.	4.70
Giesiking, Edwin	4.32
Gietjek, Chester W.	18.87
Gifford, Jackson T.	3.01

Gifford, Richard H.	2.84
Gilbert, Coy H.	4.70
Gilbert, Davis W.	5.40
Gilbert, Forrest E.	2.97
Gilbert, Frank O.	28.00
Gilbert, Homer Wilfred	.46
Gilbert, Robert C. S.	4.66
Giles, William E.	64.72
Gill, Charles	18.17
Gill, John R.	.69
Gill, Louis L.	.85
Gill, Robert C.	11.98
Gillanders, Kenneth	6.43
Gillanza, Charles	13.06
Gillboy, Wm.	.99
Gillespie, O.	18.56
Gillig, Churchill E.	12.88
Gilliland, Victor Lee	43.95
Gillis, Leo	1.84
Gillis, W. H.	2.00
Gioe, Anthony Paul	11.66
Giordano, Guisepe	98.75
Gioretti, Louis A.	5.15
Girnuis, M.	7.64
Gioux, John J.	24.73
Gish, Jesse L.	216.67
Gison, Michael	7.44
Gisy, Avery W.	28.00
Givens, Allen K.	17.26
Givens, Johnny	1.49
Gizzi, Wm. Phillip	11.20
Gjedstad, Harry	1.11
Gjerpen, Knau A.	1.42
Gladin, James F.	8.26
Gladstone, John E.	5.92
Gladstone, Sanford M.	34.07
Glass, J. A.	14.85
Glass, John K.	9.90
Gleason, Edward J.	32.50
Gleason, John J.	.74
Gleason, Kenneth L.	10.74
Gleghorn, James Thomas	9.61
Glen, James E.	10.26
Glenn, Jack A.	85.84
Glenn, William R. Jr.	9.81
Glidden, Stanley N.	4.00
Gliddon, Stanley	19.26
Gliesche, Julius	25.21
Glinski, Florian	11.48
Glosch, E.	.94
Glover, Frank H.	41.27
Glover, Jack R.	2.16
Glover, Joseph R.	53.86
Gluck, Murry B.	.41
Gobroski, Lawrence V.	.12
Goceliak, Anthony J.	7.94
Goddard, Robt. P.	50.21
Goden, Harold	13.72
Godfrey, George W.	.46
Godin, Robert	.59
Godsey, Joseph	3.56
Godwin, Edw. B.	3.23
Godwin, James A.	3.29
Godwin, Ramsie A.	4.68
Godwin, Welrose G.	.26
Godwin, Wilmer M.	6.60
Gofman, Louis Paul	6.84
Goes, D. W.	6.91
Goetting, P.	5.08
Goff, John, Jr.	7.65
Goforth, Joseph A.	21.79
Gogg, R. A.	1.11
Goland, Louis P.	2.83
Gold, Robert	20.06
Goldberg, Max	.46
Golden, Saul	14.84
Golder, E.	2.23
Goldrick, Philip	7.18
Goldsborough, S.	11.88
Goldsborough, Fred. S.	1.22
Goldstein, David	30.32
Goldsworthy, J. F.	18.07
Goldthwaite, Lawrence	39.09
Goldyn, John	1.37
Golen, Alfred J.	1.04
Golmon, John C.	2.13

Gottshall, Robert M.	7.42
Gould, James M.	21.00
Goulden, Bernard	117.50
Gourdain, L.	16.32
Gouen, Louis	2.47
Grabasik, Marion	.63
Grabbe, Maurice R.	8.91
Grabowski, Richard A.	2.74
Grace, James	1.24
Grace, Robert B., Jr.	26.33
Gralay, James Allen	8.65
Grady, James H. Jr.	3.12
Grady, Jurray	9.19
Graff, Lawrence H.	16.06
Graff, Louis H.	28.45
Graham, Austin P., Jr.	5.94
Graham, James F.	4.90
Graham, James J.	1.48
Graham, James J.	2.82
Graham, Leo L.	.80
Graham, T.	3.46
Graham, Walter	.98
Grajalis, Eladia	.59
Grenade, L. H.	52.65
Grand, Joseph A.	2.16
Grande, J. D.	4.26
Graner, William T.	10.91
Grani, Oliver P.	12.37
Granquist, Paul E.	21.46
Grans, J. W.	2.34
Grant, Donald L. B.	3.96
Grant, Foster W.	10.53
Grant, John	3.62
Grant, John Ignatius	1.44
Grant, Joseph Walter	30.34
Grant, Max S.	45.23
Grant, Richard J.	1.44
Grantham, Carl E.	.69
Grauer, Alan M.	.89
Graves, Frederick J.	6.02
Graves, John T.	.35
Gravitt, John Amos	25.46
Gravon, Helvin L.	.53
Grawe, Lawrence W.	4.67
Gray, Edward C.	1.24
Gray, Fletcher H., Jr.	4.18
Gray, Gladstone J.	1.98
Gray, Gordon H.	12.37
Gray, Homer W.	9.90
Gray, Jackson D.	65.23
Gray, John V.	33.47
Gray, Lawrence	1.46
Gray, Leo Eugene	10.67
Gray, Leo J.	29.54
Gray, Leon	2.12
Gray, Phillip	2.68
Gray, Raymond	10.74
Gray, Robert I.	2.84
Gray, T.	1.19
Grayden, Harlan	.30
Grayson, Alvin J.	11.75
Grebe, William R.	.57
Green, Alexander	1.63
Green, Cass E.	.63
Green, Charles M., Jr.	60.00
Green, Chester H.	1.60
Green, David	7.72
Green, H.	5.49
Green, Issac	13.99
Green, James E.	4.20
Green, Joseph	.84
Green, Joseph	1.54
Green, Oscar	1.53
Green, Roy J.	1.98

SIU HALLS

BALTIMORE	14 North Gay St. Calvert 4539
BOSTON	276 State St. Bowdoin 4455
BUFFALO	10 Exchange St. Cleveland 7391
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	1014 E. St. Clair Ave. Main 0147
DETROIT	1038 Third St. Cadillac 6857
DULUTH	531 W. Michigan St. Melrose 4110
GALVESTON	308 1/2-23rd St. Phone 2-8448
HONOLULU	16 Merchant St. Phone 58777
JACKSONVILLE	920 Main St. Phone 5-5919
MARCUS HOOK	811 Market St. Chester 5-3110
MOBILE	1 South Lawrence St. Phone 2-1754
MONTREAL	1440 Bleury St.
MIAMI	10 NW 11th St.
NEW ORLEANS	339 Chartres St. Magnolia 6112-6113
NEW YORK	51 Beaver St. HANover 2-2784
NORFOLK	127-129 Bank St. Phone 4-1083
PHILADELPHIA	9 South 7th St. LOMBard 3-7651
PORTLAND	111 W. Burnside St. Beacon 4336
RICHMOND, Calif.	257 5th St. Phone 2599
SAN FRANCISCO	105 Market St. Douglas 25475
SAN JUAN, P.R.	252 Ponce de Leon San Juan 2-5996
SAVANNAH	220 East Bay St. Phone 3-1728
SEATTLE	86 Seneca St. Main 0290
TAMPA	1809-1811 N. Franklin St. Phone M-1323
TOLEDO	615 Summit St. Garfield 2112
WILMINGTON	440 Avalon Blvd. Terminal 4-3131
VICTORIA, B.C.	602 Boughton St. Garden 8331
VANCOUVER	565 Hamilton St. Pacific 7824

Notice To All SIU Members

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

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

PLEASE PRINT INFORMATION

To the Editor:

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

Name

Street Address

City State

Signed

Book No.

HEADLINES IN REVIEW- 1947 IN SIU HISTORY

Seafarers Wins Another; Wyandotte Fleet Goes SIU By 68 Percent Majority

DETROIT, July 8—The Seafarers steamroller in the Great Lakes today as the unlicensed seamen of the Wyandotte company completed balloting on their four ship fleet and counted in a one-to-one victory for the SIU. A total of 68 percent of the men voted for the SIU.

SIU Supports Strike Of CIO Shipbuilders; Bushey Yard Tied-Up

NEW YORK, February 1—With the strike of the CIO Shipyard Workers' Union, the Bushey yard in Detroit is tied up.

Seafarers Wins First 40 Hour Week On Lakes

DETROIT, May 20—SIU Great Lakes Secretary-Treasurer Fred Farnen today announced the completion of a 40-hour week on the Great Lakes.

Mathiasen Signs DPV Agreement Is Called Best In Tanker Field

PHILADELPHIA—True to the promises made in the tanker Sag Harbor, the men of the DPV agreement are called the best in the tanker field.

UFE Beats Cotton Exchange With SIU Aid

SIU Again Takes To Street With UFE Leaflets

While the banking interests...

SIU Helps CIO Shipbuilders Stop Scabs

SIU Wins 6 Per Cent Increase In Overtime, Standby And Wage Rate

NEW YORK—The drive of the Seafarers International Union...

New Contract Signed; SIU Gets 5% Increase And Paid Vacations

NEW YORK—Eight companies, among them some of the largest carriers in the United States...

Seafarers Negotiates Top Contract With New Towboat Company

A&G Agents Conference Prepares Plans For Expansion Of Seafarers In All Fields

Mobile Bay Fishermen Are Now SIU, Too

SIU Reopens Contracts To Negotiate Increases In Base Pay, Overtime

SIU Men Join Picketlines Of Office Workers

SIU WINS

Nine-Day Strike Forces Isthmian To Sign Hiring Hall And Rotary Shipping Contract

SIU Supports Tampa Teamsters; Isthmian Heads Try To Break Strike

SIU Helps Full American Canadians Strike Ships

Another Tanker Outfit, Carras, Signs Contract With The Seafarers

Isthmian, Last Of The Big Open-Shop Companies, Signs Full SIU Agreement

SIU Crew Aids Striking Foundry Men

Seafarers Supports AFL Grain Scoopers In Buffalo Strike

Petrol Tankers Signs Pact With Seafarers

SIU Organizing Drive Gains Six Outfits In Three Months

NEW YORK, November 24—Isthmian, the company backed by the full wealth of the United States Steel Company, the company that observers said couldn't be organized in the U.S., yesterday signed a full SIU agreement...

Seafarers Takes Stand Against Peacetime Draft

SIU Declared NMI Phony Protest Delays Certification

SIU Supports Tampa Teamsters; Isthmian Heads Try To Break Strike

SIU Supports Tampa Teamsters; Isthmian Heads Try To Break Strike

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SIU Supports Tampa Teamsters; Isthmian Heads Try To Break Strike

SIU Supports Tampa Teamsters; Isthmian Heads Try To Break Strike

SIU Supports Tampa Teamsters; Isthmian Heads Try To Break Strike

SIU Supports Tampa Teamsters; Isthmian Heads Try To Break Strike

SIU Supports Tampa Teamsters; Isthmian Heads Try To Break Strike

SIU Supports Tampa Teamsters; Isthmian Heads Try To Break Strike

SIU Supports Tampa Teamsters; Isthmian Heads Try To Break Strike

SIU Supports Tampa Teamsters; Isthmian Heads Try To Break Strike