

SEAFARERS LOG



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

Vol. VII.

NEW YORK, N. Y., FRIDAY, SEPTEMBER 21, 1945

No. 38

We Demand End Of RMO—Freeing Of Seamen From War Restrictions

Amid cries of "close the fink halls" a resolution calling for the end of WSA and Coast Guard control over the lives and affairs of merchant seamen was passed unanimously by membership meetings up and down the coast last week. Introduced by Secretary-Treasurer John Hawk and New York Agent Paul Hall, the resolution pointed out that the WSA and the Coast Guard were foisted upon the seamen over their strenuous objections on the excuse that "a war is going on," and that the purpose of the new set-up was to further the prosecution of the war; and that the ending of the war has removed any possible need for these organizations in maritime.

On the War Shipping Administration the resolution called for:

1. The closing of all RMO offices on a nation-wide basis.
2. Discontinuance of the WSA medical program, and the reversion of all matters dealing with the health of the merchant seamen to the United States Public Health Service.
3. The closing of all WSA schools training ordinary seamen, wipers and messmen.
4. An end to the WSA policy of encouraging seamen to wear uniforms, and an understanding that seamen are civilians and not a branch of the armed forces.
5. The surrender by the WSA of its illegal control of the issuance of seaman's papers, and a return to the old policy that any American citizen shall have the right to apply for papers if he is

qualified physically.

On the Coast Guard, the resolution stated that since its control of the United States Steamboat Inspection Service and the Shipping Commissioner's office was limited by the President's Executive Order to "duration of the war and six months thereafter," that the Order be lived up to, and that these bureaus be transferred back to civilian status, under the United States Marine Inspection Service.

The Coast Guard was also asked to abolish its Hearing Units, which were established as a wartime measure. Seamen who have charges against them have a right to be heard before the United States Steamboat Inspection C-Board Hearing.

The resolution further called for the turning back to the Department of Commerce, where

it belongs legally, of all functions that the Coast Guard now has dealing with merchant seamen and ships, such as issuance of papers, inspection, etc.

Text of resolutions follow:

RESOLUTION

WHEREAS, during the war rules, regulations and restrictions were imposed upon the seamen by various government bureaus against violent opposition by the seamen. Those rules and regulations have all, more or less, taken away certain rights belonging to the seamen. The government boards responsible for the issuance of these rules and regulations used the excuse that "a war is going on," and that the object was to further the war effort. The seamen, as a whole, did not agree, and our organization at all times has protested

(Continued on Page 4)

N E X T !



SIU Greets Returning Vets With Man To Man Program

While so-called friends of the veterans are rushing around slapping them on the back and making promises they can only keep at someone else's expense, the Seafarers International Union is making a practical demonstration of welcoming the returning soldier into a civilian occupation.

Inviting veterans to enter the maritime industry, the union has already instituted a program designed to speed up the obtaining of seaman's papers, and thus jobs aboard SIU ships, and further assist in the veterans' rehabilitation into a peacetime economy.

The former GIs for their part show a decided interest in becoming seamen, union seamen, and many cases of vets seeking out the union delegates have been reported. Typical is the case of SIU volunteer organizers aboard an Isthmian Line ship when during their discussions with crew members they were approached by a spokesman for the soldier-passengers who asked if the GIs would be allowed to sign SIU union pledge cards.

Many did sign.

The pro-union attitude of the servicemen, despite the anti-labor program that had been fed them during their military service has been apparent for some time.

The July 6th Log reported that U.S. newsmen were told by troops arriving home, "Don't forget the merchant seamen. They brought us the guns with which to fight." And in June 29, writing to the Log, a GI said, "... GIs returning from the front don't want to return to the open shop, low wage conditions of years ago. Labor must advance, not retreat..." Just two instances among many which indicate the feeling among the veterans.

Shipboard union conditions, quality and quantity of union-made weapons with which to fight and the recognition that the Washington back-slappers are insincere, have probably been among the major causes for the friendliness shown by the GIs towards organized labor. Few GIs seem to take the GI Bill of

(Continued on Page 3)

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



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

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

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

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

267

FORE 'n AFT

By BUNKER

Back in '42 some of the lads in Baltimore who were "keeping them sailing" decided they might as well mix pleasure with patriotism and piled on the Liberty ship Joseph Hughes, which was reported "on the best of authority" around Pratt Street to be making a five or six weeks' trip to Venezuela, with calls at such pleasant spots as Haiti and Porto Rico.

The cold winds of winter were howling in Baltimore at the time and as the Hughes blew her three long blasts of farewell to the icy north, the crew meditated joyfully on visions of coy señoritas with buxom bosoms.

The Hughes went south, as expected, but the visions of shapely señoritas were roughly shattered when she failed to keep her course and headed right through the Canal. From there it was 72 days before the lads on the Hughes set foot again on shore.

Instead of señoritas, rum and cokes, the boys found themselves in the midst of air raids at Suez, it being the time when the Axis was going all out to drive the British out of Africa.

While the ship lay at Suez the old man charged them all with being drunks, spies, saboteurs, disrupters and a varied list of other things not to be found among Webster's epithets. Fortunately the Army Intelligence hadn't arrived yet in this part of the world and the British were too busy fighting to worry about discontented crews, so the lads suffered the captain's ravings with impunity.

After a long period of discharging at Suez, during which brother Paul Hall was caught in a Suez cinema and was nearly trampled to death by barefoot Arabs when the air raid siren sounded, the Hughes pulled out for home.

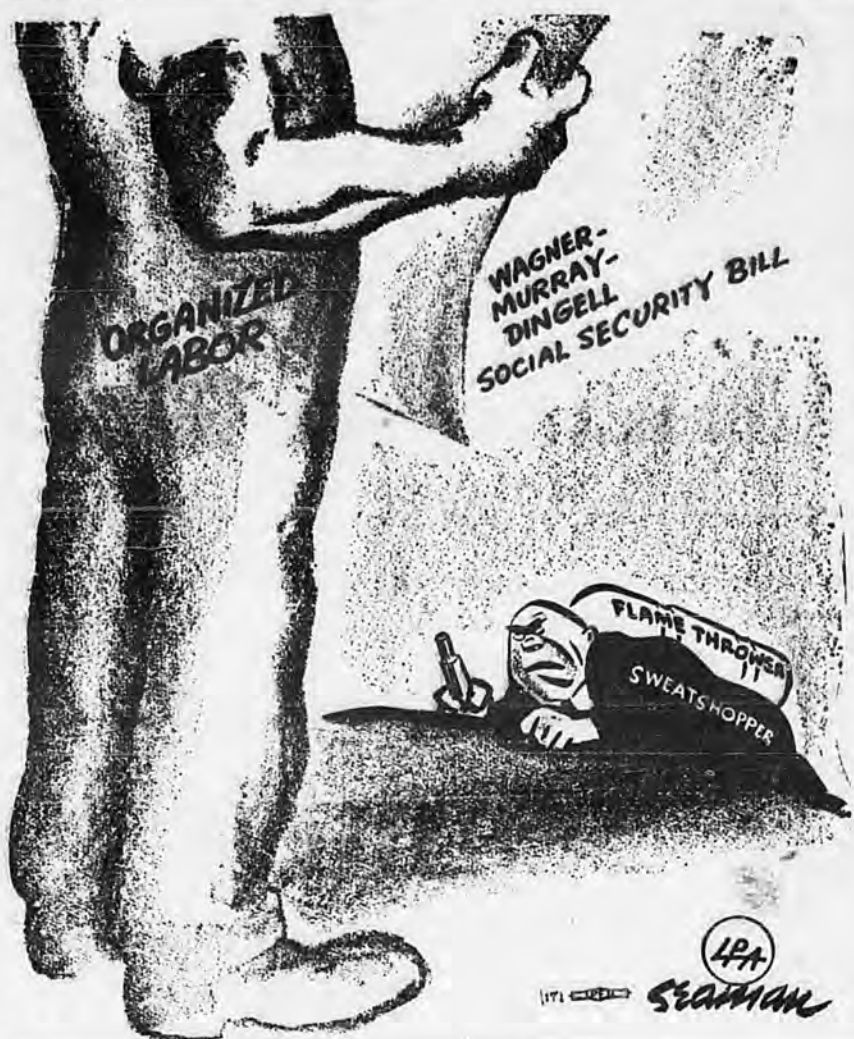
She stopped at South Africa. When 12 days out of there on the way to South America, the skipper lost his charts and the Hughes groped its way back to Cape Town for a new supply, while the old man blamed the fo'castle "saboteurs" for throwing them overboard.

So happy was the old man to finally make the port of Santiago that he tossed a royal drunk and held the scow up for two days after she received orders to leave.

Although he had promised to feed the crew to the wolves when the ship got back to the States, the old man went through a change of heart, probably remembering his own relapse at Santiago, and amazed all hands at the pay-off by throwing all the logs in the ash can and telling the commissioner "this is the best damn crew I ever sailed with."

Among the lads making that memorable voyage on the Hughes were Cotton Haymond, Rex Dickey, Terry Magbon, A. Yacishyn, Whitely Doroba, Whitey Richardson, and Jimmy Nelson and Bill Giebler, both of whom are now sailing as first assistant engineers. Slewfoot Jackson was crew's messman on this trip.

Tunafish (Gene) Tunnison, old SIU man, was the tattoo artist of the trip and if the odyssey had lasted much longer the crew could have set themselves up in business as the living Louvre, for Tunafish, who had decorated himself from head to foot, was fast making a walking art gallery out of the rest of the crew.



LABOR SPOTLIGHT

Oil workers in East Chicago have stopped work this week and called upon other refinery workers to join them and the 500 Detroit oil workers as the threat of strike action spread to all Gulf Oil and Texas Oil refineries in Texas.

Union officials of the 15 unions involved in the movie strike in Hollywood declared this week that they would place 2,000 to 8,000 pickets around key New York theatres which persist in showing pictures produced by producers listed as "unfair."

On the list are Metro-Goldwyn-Mayer, Columbia, Loews, Paramount, RKO, Republic, Samuel Goldwyn, Twentieth Century Fox, Universal, and Warner Brothers.

AFL President William Green has called a meeting in Washington in an attempt to settle the seven month old jurisdictional dispute.

The 17 day old strike of the Hoffman Beverage Company plants in Newark, N. J., continued as the International Brotherhood of Teamsters rejected an offer which had been acceptable to the other unions involved, and continued to picket the plants. The company had offered to boost drivers' wages to \$1.15 per hour after one year service, and to \$1.20 per hour at the end of the second year.

The painters strike in New York and the Bronx, aimed at the Association of Master Painters (employers group) went into its second week as 1,000 of the 10,000 painters were given a union okay to return to the jobs of painting troop ships.

The 1,000 are not directly involved in the dispute being under

contract with independent employers.

At Linden, N. J., 90 Simmons plant machinists still refused to resume jobs until their wage dispute is settled. The men are members of the IAM-AFL which has ordered them to stop the strike pending negotiations. The local, however, has ignored the international union's request, continuing their shut down which started September 1st.

The machinists action is keeping 700 production workers from their benches.

Blamed by Ford for the layoff of thousands of Ford employees, Kelsey-Hayes-Wheel workers continued their strike despite pleas from their international union.

The action of the Kelsey union has set off the spark in the powder barrel which promises to develop into militant action against the major automobile companies.

Already Ford, Chrysler and General Motors have been told that their plants will be closed unless they agree to raise wages by 30% to make up for the workers' losses suffered by production cutbacks and increased cost of living.

In Pittsburgh four Carnegie-Illinois steel rolling mills are shut down in an overtime dispute.

Four hundred tugboat crewmen have stopped work in the Port of Philadelphia because the owners have failed to shell out retroactive pay as ordered by the War Labor Board.

Auto Workers Face The Test

One of the biggest showdown fights in the history of organized labor is brewing in Detroit between the automobile tycoons and the United Automobile Workers. The union is demanding a 30% wage boost to compensate for the loss of overtime pay, reconversion unemployment and the general rise in the cost of living.

The auto barons, bloated with war profits and looking toward a cheap labor market with thousands of unemployed, have apparently chosen this moment to launch a counter-offensive aimed at the complete destruction of organized labor in their plants.

UAW leaders, no longer able to dam-up rank and file demands for militant action in defense of fundamental union security, have announced that they are setting aside four million dollars for the struggle and will "go all out" in strike action to win their demands.

Present strategy indicates that the auto workers will take on the "Big Three" (Ford, Chrysler, General Motors) one at a time. They hope that by closing down one outfit and letting the competitors produce, a more speedy victory can be won. First on the agenda is General Motors.

The present showdown announced by the employers is but the final step of their four-year-long campaign to discredit and smash the union. Throughout the war the employers conducted an extensive campaign of harassment and provocation. They pulled every trick in the bag to break rank and file auto workers away from their union. Now that wartime restrictions no longer prevent militant union action, the bosses will attempt open lockouts to break the UAW.

Already Ford has used the pretext of a strike at Kelsey-Hayes Wheel plant to close down his plant and throw thousands out of work. This tactic may spread among the other corporations.

In any event, it will be a bitter struggle—a struggle in which the entire labor movement has a stake. Should the auto industry succeed in breaking the UAW, every major employer in the country will take it as a cue to intensify his own private union busting plans.

Fortunately, this is not likely to be the outcome. The UAW, despite many weaknesses and vascillations on the part of its leaders, remains one of the most militant unions in the country, and has behind it a history of uncompromising struggle. Once the rank and file forces its leadership to get in motion, as they have now done, mountains will be moved.

CLEARING THE DECK

By PAUL HALL

At the last meeting of the SIU in New York, the membership unanimously passed a resolution calling for the War Shipping Administration to close their fink halls in all ports. The Seafarers have had a tough struggle during the war period with these people and now we are opening the fight to close these Government Bureaus and put an end to the picard careers of some of the phony bureaucrats. The experience of seamen has proven that these Washington phonies have consistently tried to break down all seamen's unions by hampering men who go to sea and in attempting to place rigid control over them, not only on board ships but ashore as well.

The resolution calls for the closing of the so-called "training schools" for Ordinary Seamen, Wipers, and Messmen as being unnecessary and a burden to the taxpayers, in addition, of course, to being just plain finky in their set-up. The Seafarers' stand has always been that a seaman can be trained far better and more competently right at the point of production—aboard a ship.

The union takes the position that the training and entry programs of the Maritime Service have retarded many competent men from going to sea because of former union activities. The phony bureaucrats would not allow them to get papers or upgradings and follow their own chosen line of employment—that of going to sea.

In addition to these curbs on seamen, the War Shipping Administration has also set up a so-called "Medical Division" which took over the functions of the U. S. Public Health Service and was instrumental in stopping many seamen from continuing to go to sea. This particular arm of the bureaucratic octopus—the WSA turned down many old time seamen because of natural ailments that come with age. They did not want a man of say 50 years old, unless he was as spry as a 16 year old kid and could give the shipowners their pound of flesh accordingly.

The WSA also tried to put all seamen into uniforms with the planned scheme of regimentating them and making them a part of the Naval Reserve. This move failed because of actions taken by the SIU and SUP when they insisted that civilian seamen should not be required to wear uniforms. Even now though the WSA still encourages men to wear these phony uniforms by offering them ratings such as Chief Warrant Officer, First-Class Boatswain's Mate and a

COAST GUARD CONTROL

hell of a lot of other crap.

The resolution deals, too, with the question of the Coast Guard and its control over the U. S. Steamboat Inspection Service, the U. S. Shipping Commissioner's Offices, and the U. S. Steamboat Inspection Service C-Board Hearings. We ask that the Coast Guard discontinue its hearing units, which were only a wartime measure, and to return the functions of these bureaus to their peacetime civilian status under the Department of Commerce.

The officers of the Coast Guard Hearing Units, through their so-called "investigations" on merchant ships have done more to make rats out of seamen than any other thing. During the war period, if they could not find a beef on a ship to "investigate," then they would encourage the men to report insignificant happenings during the course of the voyage—merely to bring some luckless sucker up on "charges"—where usually said sucker lost his seaman's papers and his opportunity to make a living for his family.

During the life of these bureaus' controls over seamen, the SIU and the SUP have continually fought to have such controls abolished. We, of course, were faced with many problems resulting from the war which limited our fight. We were not able to make our best fight in our attempt to rid ourselves of these pests.

The NMU, on the other hand, has continually fought to continue such controls and has many times blasted the SIU calling our position "anti-Government." The NMU has fought to make these controls permanent on the theory that they were the fair-haired boys with the Government Bureaucrats and would be in a favored place to get a shot of life for their dying organization. This, in spite of the fact that these bureaus are basically anti-union and would not hesitate to smash any trade union, even those which "cooperate" with them.

The NMU has continually misled its membership, selling them down the river, hoping to get a "break" from these Government bureaus. It was only because of the exposure by the Seafarers of the bureaucratic maneuvers that the seamen are still free to make their choice of unions and get their feefs settled at the point of production.

The Seafarers continually fought to keep these people from hanging a permanent yoke on the seamen, which could be carried over in peacetime, and we have emerged from this war as free men once again with many of the phony wartime restrictions lifted. Now those remaining yokes will be brought under the direct fire and attack of the Seafarers.

As long as the bureaus exist, our jobs and our security are in danger. All seamen, regardless of union affiliation must unite in this fight—the fink halls and the shipowners' bureaus must go!

GOOD SOLDIERS — GOOD UNION MEN



Home from the wars, these ex-soldiers shipped out through the SIU and are now full fledged union men. They do not believe the employer propaganda that the vet and the union man have different problems and goals. Left to right are Brothers Carl McLaughlin, OS; Theodore Cucchiarelli, 2nd Cook; John King, Oiler; John Lopeta, Chief Cook; and Richard Graff, FWT.

From The Assistant Sec'y-Treas.

By LOUIS GOFFIN

The beefs are still coming in and I am squaring them as quickly as possible. I will try to get the results of each settled beef in the Log as soon as I can. A few are pending due to the fact that the overtime sheets haven't arrived in New York as yet, but as soon as they do I will be in a position to settle them.

Brother Hawk has been in the Gulf for the past couple of weeks on union business, the results of which will be in his report. The forty-five dollar a month increase goes into effect October 1st, and all war time bonuses cease to exist, except for two-fifty a day in the European and South Pacific areas. The attack bonus, in case a ship hits a floating mine, is still payable at \$125. Certain increases in subsistence will be in Brother Hawk's report.

Received a couple of beefs from Philadelphia—the SS Sea Falcon and the SS Jean Ribaut, both Bull Line scows. On the Falcon a couple of beefs concerning the Oilers and one Wiper have been squared away, and they can pick up their money at their leisure.

On the Ribaut there was a case of the Chief Steward doing the Chief Cook's work. The company tried to pay only a differential from utility man's wages, which were being paid the Chief Cook who had been demoted due to picking out the wrong women. This beef has now been squared up, and the Steward will be paid both his own wages and the Chief Cook's wages. Also the four to eight deck watch has three hours each coming for spotting booms. All the above can be picked up at the Bull Line in New York.

The SS Cody Victory, paid off in Norfolk, had a security watch

SIU Greet Returning Vets With Man To Man Program

(Continued from Page 1)

Rights seriously.

Quick to recognize the value of adding returning veterans to the ranks of organized seamen, the Seafarers has gone right ahead with its recruiting plans among men discharged from the armed forces. It has accepted as its duty the responsibility of getting for those seamen who wish to go to sea the opportunity to do so.

The seamen and servicemen have many common bonds of friendship, having shared many of the hazards of war together. The beating taken by merchant seamen long before any other group felt the war is only too well known.

The SIU service flag shows over fifteen hundred gold stars for members lost through enemy action. In addition, seamen stood side by side with servicemen

beef concerning the three Oilers. This beef is now settled and the results are in this issue of the Log. From the West Coast comes a beef off the SS Alcoa Pointer, concerning private service for the skipper. This service consisted of feeding this guy three meals a day in his private dining room and for cleaning up, by an Ordinary Seaman, after the skipper's dog and parrot.

Evidently the old man on this ship has the quaint idea that the crew is aboard strictly for his personal benefit. However, since its going to cost him over four hundred bucks for this service, I think he may wake up a wiser and smarter man. Where some of these guys get the idea that they can get away with such stuff is beyond me. If they would read the agreement once in a while, they would be able to see that any such work performed by any crew member is overtime. If the saloon is good enough for the rest of the officers it should be good enough for the master.

during the awful days of establishing beachheads and fighting off enemy attacks. The odds at sea for the merchant seamen were just double, for they had to transport the troops and then make their way back through enemy patrolled waters for more men and equipment.

The seamen have come to know their fighting brothers aboard ship and ashore, have come to know that among them are many of the worthiest union men. What the SIU can accomplish for the veteran is well known to those servicemen who sailed on SIU ships to and from the battlefronts of Europe and the Pacific.

These men will be welcomed into the merchant marine and without doubt will become good union seamen just as they were good soldiers, sailors and marines. Many of them will be future leaders of organized labor.

The SIU program, unencumbered by problems of super-seniority which is being used to divide veteran from worker in shoreside jobs, is designed to encourage and promote friendship and cooperation between seamen and ex-servicemen in real union fashion.

Taken at random, the list for the last three days of August shows that over 35 discharged servicemen have passed through the SIU hall in New York en route to jobs on union ships. The list includes the names: Kehoe, Martin, Richmond, Dickie, Smith, Soutanian, Petrulowisk, Bradley, Franzione, Greenblatt, Golder, Sherman, Robertson, Vilcoff, Sullivan, Levine, Finn, all former Navy men, and: Hollinger, Brodcock, Malinowski, Manuel, Moclyker, Ryan, Pagan, Valdes, and Narciso, all ex-Army.

Viewed from here it would appear that the SIU program is acceptable to the vets because it is designed by men for men—union men.

LOCKOUT WEAPON — UNION MADE

Labor Dept. Supports Move For Sixty-Five Cent Hourly Minimum

PUBLISHED BY THE NEWSPAPER INTER-UNION CONCILIATION COMMITTEE

St. Louis Daily News

Vol. 1, No. 2—Telephone 53day 2220 St. Louis, Sunday, September 2, 1945

JAPS OFFICIALLY SIGN SURRENDER

News Vendor Sells Out In Hurry

U. S. Forces Extend Hold On Nippon

V-J DAY PROCLAMATION

Official Text of Surrender Instrument Signed by Tokyo Accepts Potsdam Declaration



Despite all the talk about fabulous wartime salaries, there are more than 5 million workers making less than 40 cents an hour and more than 4 million others who make less than 65 cents an hour, according to a survey of the Department of Labor which is throwing its weight behind labor's demand for a 65 cent an hour minimum wage.

The Wage and Hour Division of the Dept. which made the study, declared that a minimum of 60 cents an hour for single men and 80 cents an hour for a family of four are needed for the barest subsistence without luxuries or savings. Actually, the 40 cent figure represents about 30 cents in pre-war purchasing power, due to the mounting cost of living. A "decent and comfort" budget for a family of four would require a minimum wage of well over a dollar an hour, the report showed.

The proposed amendment to the Wage-Hour Act would raise the minimum wage to 65 cents, rising to 75 cents an hour in two years. The five million workers earning less than 40 cents an hour are in retail trade, service jobs, agricultural trade and local industries and are not covered by the Act.

Meanwhile Economic Stabilization Director William H. Davis dropped a bombshell into industry's lap by declaring himself for raising living standards by 50 per cent without increasing the cost of living. He stated that he would soon issue regulations permitting substantial wage increases without affecting the general price level.

Mr. Davis expressed his belief that higher wages do not result in higher prices because the extra costs are absorbed by higher productivity and more efficient production methods. He pointed out that the cost of living in 1944 was practically the same as in 1919, despite an increase in the average hourly wage from 47 cents to \$1.02 and in average weekly earnings from \$22 to \$46.

Half an hour after it reached the stands, this AFL and CIO published daily was sold out to news hungry St. Louisans. Publishers didn't count on such competition when they closed their plants to break an AFL paper carriers strike and locked out workers from four newspaper unions without pay. United as Newspaper Inter-Union Conciliation Committee, the four unions won their demand for full pay during the lockout period. Publication of their paper ended when publishers agreed to negotiate with the carriers. (Federated Pictures)

DEMAND IMMEDIATE END OF FINK HALLS

(Continued from Page 1)

and fought against such imposition by the government bureaus, and

WHEREAS, such bureaus as the War Shipping Administration, the Division of Recruiting and Manning Organization, the Division of Training, the Medical Program Division, also the Coast Guard Hearing Units and their issuance of seamen's papers, are, according to the men who go to sea, imposing on the freedom of the seamen, and

WHEREAS, the war is now over, and there can be no excuse for the existence of these bureaus to keep these rules and regulations in effect, therefore,

maritime industry be put back into effect—that any American citizen shall have the right to apply for seamen's papers if he is physically qualified.

II. United States Coast Guard

(a) We request that the United States Coast Guard abide by the Executive Order of the President, namely that the Coast Guard take over the United States Steamboat Inspection Service and the Shipping Commissioner's office for the "duration of the war and six months thereafter." The war is now over and we request that this order be lived up to, whereby these bureaus will be reverted back to a civilian status — the United States Marine Inspection

Service.

(b) We request that the United States Coast Guard immediately discontinue the Hearing Units, on the ground that it was only a wartime measure, and that the men now have a right, under the federal law, to have any charges against seamen heard before the United States Steamboat Inspection C-Board Hearing.

(c) We request that all functions of the Coast Guard, at the present time dealing with merchant seamen and ships, such as the Steamboat Inspection Service, Shipping Commissioners, the issuance of seamen's papers, be turned back to the jurisdiction of the Department of Commerce

where it belongs, under federal law.

BE IT FURTHER RESOLVED, that the membership instruct the officials of the Seafarers International Union of North America, on a coastwise basis, to prosecute the wishes of the membership through the various Government departments, through President Truman, the Senators and Congressmen, and that they rally support from various labor bodies by notifying all parties concerned, and

BE IT FINALLY RESOLVED, that we notify all maritime unions regarding our position, and ask them to take similar action.

'Log' Is Getting Around These Days

I. War Shipping Administration

(a) We request that the War Shipping Administration, as soon as possible, close up all RMO offices on a nation-wide scale.

(b) We request that the War Shipping Administration discontinue its medical program, and revert all activities dealing with the health of the seamen back to the United States Public Health Service.

(c) We request the War Shipping Administration to discontinue all schools training ordinary seamen, wipers and messmen, as they are now unnecessary and a burden on the taxpayers.

(d) We request the War Shipping Administration to cease encouraging the wearing of uniforms by merchant seamen, in line with the policy that American merchant seamen are civilians and do not wear uniforms, and now that the war is over, there is no excuse for the wearing of uniforms.

(e) We request the War Shipping Administration to give up the illegal powers taken upon itself during the war, namely the control of the issuance of seamen's papers, and we request that the old established policy in the

The Seafarers Log is getting around these days. The new stream-lined method of distribution is showing results, and under it the Log is finding itself all over the world.

A letter to all SIU ships stressed the importance of the Log in our drive to organize non-union ships, and pointed out that a read copy of the paper is as effective as a brand new one, and that the Log, after it has been read by the crew, should be distributed in places where seamen gather — hotels, bars, clubs and aboard unorganized ships. Included in the mailing was a postcard addressed to the Log as a check on the post office and as a report on the re-distribution.

Thus far several replies have come to us to prove that this method of distribution is the best yet devised. The Log is going out to our ships and our members are passing them on to unorganized seamen.

From London, Frank Becker and Seymour Heimfing write that the Log was received by the Thomas W. Hyde and distributed at the American Merchant Seaman's Club.

Harold Butler, Hank Kapel-



mann, and Joe Norvicki, the three delegates of the SS John Meyers, took the Log around to the Seamen's Hotel in San Francisco, a place where the copies found many readers.

On the SS R. Toombs, delegates G. V. Mieux, Stan Porpovicus, and James Stewart report that the ship's bundle was distributed to the crew of the SS A. Lillington.

San Juan, Puerto Rico, got the Log after the crew of the Howard G. Coffin had finished with the copies they had received, according to Benjamin O. Wilson, William D. Gruni, and James McCoy, the ship's delegates.

Earlier, before this means of reporting on the distribution had been started, Steward Charles Hartman of the Raphael Semmes had left a bundle of the Log in

the Seamen's Club in Bremen-haven, Germany; and Steward V. Trobe of the William B. Wilson distributed the paper among the seamen at a club in Calcutta, India.

The consensus of opinion among seafaring men is that the Log is the best seamen's paper in the field. They want to read it because it gives them more waterfront news, more stories of interest to seamen than any other maritime paper.

The seamen want to get the Log, so let's make sure that they get it. Keep up the good work of distribution so that we can go on to our goal of making the entire waterfront SIU, and seamen can get the conditions and wages that they deserve.

Profits after taxation rose 113 per cent. Total assets rose 22 per cent. Dividend payments rose 82 per cent. Working capital rose 68 per cent. General reserves rose 288 per cent. Undistributed profits rose 81 per cent. Total financial resources rose 131 per cent. Pity the poor steel operator.

Reports of profits and dividends buried deeply in financial pages without benefit of screaming headlines give the impression that steel is not the exception but the rule, that industry as a whole has made tremendous profits out of this war. Meanwhile more than nine million workers, representing many more millions of dependents, made and still make less than a subsistence wage.





Question:—What's your opinion of the \$45 basic wage increase just won by the Seafarers' International Union.



ROBERT G. VARNON, Steward — The hazards of floating mines still remain. After the last war several hundred ships were lost due to mine explosions. I think the \$45 increase is a good start but is not enough and if you average up a seaman's wages for the year you get a good idea of how small his income really is. Less experienced workers, like a soda jerker, get much better pay even though they don't face the responsibilities and hazards the seamen do. Going to sea is big business with million dollar cargoes in the hands of the crew, not to mention the ship itself. I think these all add up to the need of really high wages for seamen.

WILFORD LOLL, Messman— I'm a single man and I guess I can do alright on the present pay even though I know it isn't enough for a lot of us. If you make a short trip you haven't earned enough money to cover you before you sign on again. I don't know how married men manage to make a go of it. Lots of us are young men yet and look forward to making a living at sea for many years. There are others who don't want to sail all through life but keep going to sea because its the only way they can earn money. Unless we get more money they'll have a good reason to stop sailing.



OTTO CALLAHAN, AB — Sea life has no hardships unless you bring them on yourself and all men can live a clean life. The only real hardship aboard ship is the separation from your wife and/or family and nothing can really be done about that. Our present pay, with overtime of course, is handsomely sweet and the long awaited goal is finally achieved. But the more money we earn the jollier my spirits on payoff day. Shipowners fare beautifully with the hundreds of thousands of dollars profit they make each trip. We who deliver the good and wares should get at least \$200 a month minimum wage. To me that would be heaven and who wants to leave heaven.

MIKE TSAKALOS, Messman— As for me well, I'm single and I might be able to get along on the \$45 increase but what about the married men who have a wife and a couple of kids to support? Suppose we take a married man who has 30 days or so on the beach. What's he supposed to do about feeding the kids during that time? I'm sure nobody thinks we earn enough money to take care of those unavoidable periods between ships. The way I figure it, the more need a man has to be home once in a while because of his family—the less chance he has because he can't stop sailing for economic reasons. Meantime the cut of the bonus drove many good seamen to quit the industry.



NMU LOSES ESSO ORGANIZING DRIVE

The NMU has again lost to Esso, bowing to the company union by a two to one vote. Of the 1,112 votes cast, 659 went to Esso's company union while the NMU got only 327.

Standard Oil of New Jersey is the same type of outfit as Standard Oil of California, which the SIU-SUP knocked over in a recent election.

Evidence shows pretty conclusively that the NMU is unable to organize Esso. However, as long as they are non-union they are a threat to the job security of every union seaman, and since the NMU can't seem to get them organized, it may be that the SIU will have to do something about it.

Merchant Seamen Covered Under Unemployment Bill

Merchant seamen will be covered by unemployment insurance, for the first time, with benefits up to \$20 a week, if a bill now before the Senate is passed.

The Bill, approved by the Senate Finance Committee, is an emasculation of the Kilgore Bill which asked for a \$25 a week benefit for 26 weeks. Bringing up the bogey of "states rights," the Committee changed the provisions to keep the present varying state benefits, but would allow the Governors of the States to request aid of Federal funds if the states wanted to increase the duration of payments.

Present payments average \$17.74 a week, ranging from \$9 in North Carolina to \$19.61 in Michigan. Greatest pressure against the \$25 a week proposal came from industrialists, who feared that an increase in unemployment benefits would tend to raise wages in sub-standard areas.

The payments to merchant seamen depends on whether the individual states wish to assume responsibility. If they do, then the sums will depend upon state laws. If they refuse, then the Federal Government will make the payments, based on the level in this District of Columbia, now at \$20 a week.

Senator Kilgore, original sponsor of the Bill, has announced his dissatisfaction with the amended committee version, and will make a fight from the Senate floor to carry his original provisions.

Tugboat Strike Hits Port Of Philadelphia

PHILADELPHIA, Sept. 17 — A. Raymond Raff, Collector of the Port of Philadelphia, said tonight diversion of Philadelphia-bound vessels had already begun due to the clogging of shipping lanes caused by a four-day work stoppage of more than 400 tugboat crewmen.

"Unless the condition is eased tomorrow," Raff said, "this port will be badly snarled."

Approximately a half million tons of transatlantic cargo are aboard nine ships lying in anchorage pending mediation efforts of the U. S. Conciliation service.

William M. Collier, representa-

Crew Commends Negley Cochrane Steward & Cook

They tell the story of the torpedo that struck suddenly and effectively while the men were at mess. At once the order came to abandon ship. One AB looked up from the table and said very calmly to his neighbor, "Tell the old man I'll be up soon. If this is the last of this chow I'm going to get, I'm damn sure gonna finish it."

Well, the war is over, and there won't be any more tin fish, but a good steward and a good cook can still take the curse off a bad trip. Most of the beefs that come into the Log office have to do with bad feeders, and the most enthusiastic letters deal with good Cooks and Stewards.

One such letter reached us today, air mail from Alexandria, Egypt. Two crew members of the SS Negley Cochrane, extolled the Steward, Richard Cromwell and Chief Cook G. Vidol.

The letter signed by Mike Rossi, Bosun, and Eddie Mooney, AB,

pointed out that the opinions expressed are not theirs alone, but are also shared by the entire crew, seamen and officers alike.

"The Steward and Chief Cook on this trip are really tops," they write. "The Steward can't do enough to please the crew. He goes out of his way to try to please us. In fact, he asks the crew what is their favorite dish, and he puts it out."

"The entire crew would appreciate it if the Log could mention these men and what we think of them. They have really made this trip a happy one, especially since the last stewards department was so lousy. (There was a piece in the Log about it, if you remember.) We feel that if a man does a good job he should be given credit."

"So on behalf of the entire crew and the officers of the Negley Cochrane, we'd like to take our hats off to Steward Richard Cromwell and Chief Cook G. Vidol."

Popular SIU Man Is Lost In Bari

By J. E. SWEENEY

It is my sad duty to report to the membership that one of our most respected and popular union brothers has been killed. Wally Webb, one of the best cooks that ever rattled a pot, was lost on April 9 when his ship exploded in Bari, Italy.

The ship was carrying a load of bombs and she apparently hit a mine which was floating loose. Only the Chief Engineer of the ship survived—he being ashore on business when the explosion occurred.

Wally was about 35 years old and he sure made any trip worth while. For not only did he turn out some mighty fine grub, but he was cheerful as they come.

Many a lonely trip has been made bearable simply because Wally would not let his spirits down.

He left behind a sweet little wife who was his childhood sweetheart.

Wally Webb comes from Boston, and he is mourned by hundreds of his friends and shipmates in this area.

She Lost



Shapely Mrs. Darleen Demos tried for the title "Mrs. America," and lost. The other contestant must have been sensational. (Federated Pictures) CARROL.

CPR Agreement

Negotiations for an agreement covering working and living conditions, an increase in wages, and overtime rates, have already been started between the SIU and the CPR. To date they are proceeding favorably, and the demands of the seamen have been made clear to the company. The wage scales, working and living conditions on these vessels are the lowest and poorest of any company on this Coast. The negotiating committee has a tough assignment in this agreement and will do its level best to negotiate successfully every term of it, as laid out by the crews of these vessels. A new deal for the seamen, and particularly the seamen on these CPR vessels, is long past overdue.

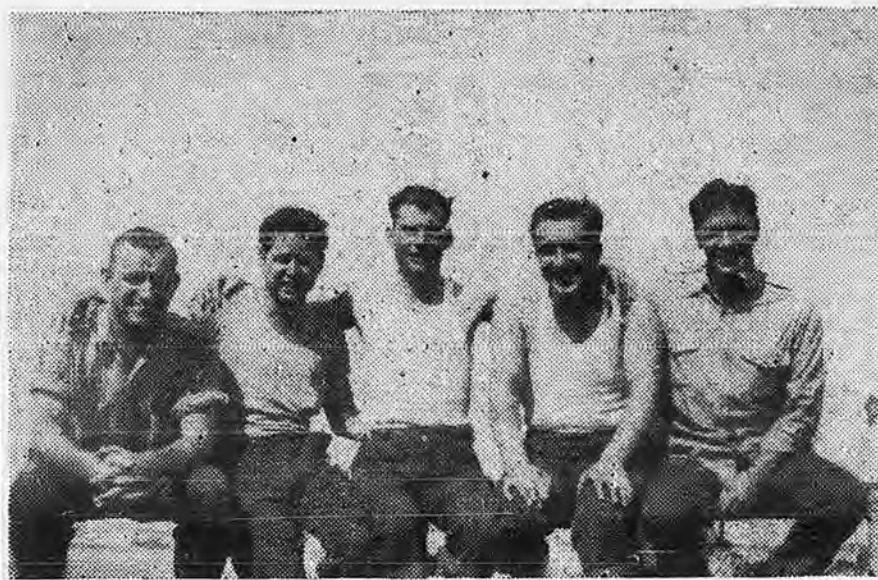
ive of District 50, United Mine Workers, the boatmen's union, said a committee had been appointed to meet with the U. S. Conciliation Service Commissioner William Gann and representatives of the company. Collier said the work stoppage was called when the company failed to pay retroactive overtime due under a War Labor Board ruling.



SHIPS' MINUTES AND NEWS

KNOW THEM?

Do you know any of these men? The pictures were taken on the maiden voyage of the concrete ship Thaddeus Merri-man from Tampa to Cuba, and thence to New Orleans. Send their names and other information to the Log.



Geo. N. Alther Suffers With Too Much Skipper

In the words of the deck delegate J. M. Eddleman of the Geo. N. Alther "... and were we lucky that it was only a three month trip."

September 5th was the end of the voyage for this Mississippian, a voyage during which the skipper took over every ordering job aboard ship, just as a dictator in totalitarian countries takes over every cabinet post.

The Bosun wasn't allowed to run the deck gang, and the captain was always there telling the men what to do, why to do it and when. He finally ended up with the stewards department keys when the Chief Steward turned them over to him in disgust.

The trouble really started in the stewards department when the Chief Cook, who was drunk in every port, was put ashore in Italy and a messboy promoted to fill his place.

Things sailed along for a little while after that but the crew got tired of eating beef stew and corned beef everyday, and sometimes twice a day. To make matters worse, the maggots took over and the men lived on cereal for almost two weeks before things were remedied.

"My advice to my fellow members," writes Eddleman, "is steer clear of this Captain Witelberger."

Beerless and Womenless

Brother John Herdling reports that when Bucky Reisdorf was sent to an army hospital after taking sick aboard the Richard Bassett he lost out on having some time ashore. The delegation that visited him at the hospital came away with blistered ears after listening to his opinion of the beerless, womanless situation.

The Bassett, a Bull Liberty, hit Antwerp during a seven-week trip. Delegates were Brothers Kelly, Reisdorf and Carrol, Deck, Engine and Steward Departments respectively.

Cape Borda Electrician Gets Fired While Asleep

Not suspecting any grief, Brother Gil Jensouri reported to the chief engineer the other a. m. as per that personage's request. The chief informed him that he was charged with not being aboard ship the night before. (The ship, Cape Borda, was in port and Gil was on standby as Assistant Electrician.)

When Jensouri said that he was aboard, the chief stated that both the night engineer and night mate had looked all over the ship for him without success and had so reported.

Gil's explanation was that his foc'sle was marked "Gunners" and that the Wipers' was marked "Electricians" and that possibly the engineer and mate had looked for him in the latter while he was asleep in his own quarters.

"As long as you couldn't be found, you're fired," the chief announced. "I'll not discuss the matter further."

On his own accord the second mate went to the chief and told him that he had seen Gil

when he, the second, came aboard at 12.30 the night before. "I'm an engineer not a lawyer," replied the mate.

Despite the fact that he had several witnesses including stewards and some stevedores, the chief would not change his mind.

ONLY WORKS TILL FIVE

Jensouri waited around until 5 p. m. for the night engineer and night mate to come aboard. When they arrived he went up to the chief and asked if he would talk to them about the case. "I work from 8 till 5," shouted the chief.

At this point the SIU man called the union hall and Patrolman Hanners got into the case. Gil was told to get aboard ship until the dispute was settled.

Then the skipper ordered him off the ship because he was "fired" and when asked why replied that the chief's story was

Remember Capt. Chaffee?

R. A. CRAM CAPTAIN MAKES NEWS AGAIN IN DELEGATE'S REPORT

This little incident happened a few months ago in the Pacific on the Smith and Johnson Liberty R. A. Cram. The ship visited the Phillipines and other South Pacific islands during its eight months trip.

The deck delegate, J. Pasnoski, is as good a union man as can be found and while upholding the rights of the men and the union, naturally became involved in many arguments with Skipper O. W. Chaffee. The skipper used to beat his gums about what good plans he had for them. Time off and the like when they hit port—plans which he failed to complete.

The captain, in order apparently to get even with Delegate Pasnoski, assigned him the post of lookout in the crow's nest during air-raid alerts. "In other words," writes Charlie Cirri, "the old man had hopes of getting the delegate knocked off."

He later asked the SIU man when he was leaving the ship, "What's the matter, Joe?" he said, "Am I treating you too rough?" "No!", retorted Joe, "But I'd sure as hell like to get a ship with a good skipper after meeting you."

This is the same captain that inspired Brother O. H. Pineo's little poem (Log issue of August 17) and who logged a delegate for being disrespectful to an officer when a few members kidded the Purser for wearing an ensign's uniform.

The Coast Guard upheld O. Chaffee's decision, unfortunately.

Delegates aboard the R. A. Cram were, besides Pasnoski, John Boehm, engine; and O. H. Pineo, steward. Cirri and John Aydinian sent the story to the old esta.

Bayou Chico Mate Will Get Tougher

The SS Bayou Chico, Waterman, had a mate on the last trip by name of J. Ross who, according to reports here, never slept during the entire voyage. Of course, we know that sounds impossible but that is what we are told.

"He got off watch at eight o'clock and was on deck until he went on watch again. He just kept right on working on deck all the time" says deck delegate Vincent Gilleseau, OS. "And when I told him I would bring him up on charges he threatened to turn me in to the Coast Guard."

He also told the delegate that he would make it hard for him unless the criticism ceased. When he logged three fellows he boasted that he was going to be real tough with the next crew that sails with him.

Gilleseau advises members to watch their step with this man. Remember the name, J. Ross.

The Hog Islander visited Venezuela during its two month trip.

THOMAS W. HYDE SHIP MEETING

After three days at sea, the stewards department aboard the Calmar SS Thomas W. Hyde held a shipboard meeting, electing a delegate and discussing the SIU educational program.

Sixteen trip card men received some union information and advice on the advantages of organization for seamen. Included in the discussions was an analysis of the SIU pamphlet, "You and Your Union." The delegate promises that more educational activities will follow as the men go across the pond and on the return trip.

The men signed on the Hyde in New York August 24 and are headed for London after loading at Jacksonville, Florida.

Minutes of shipboard meetings are to follow, according to word from ships delegates.

FRANCIS WALKER

The SS Francis Walker, Eastern, paid off in New York and was reported by Patrolmen Hart and Hanner to be one of New York's cleanest payoffs.

The crew, which signed on in Boston, was complimented by the Boarding Patrolmen, for the way they performed their various jobs.



the reason. "However," said the skipper, "wait while I call the Coast Guard and maybe they can help settle the matter."

Not having any fears about facing the C. G., Jensouri waited. Instead of the Coast Guard, the skipper must have phoned the Harbor Police for it was they who showed up and took him ashore.

It took Hanners three days to get the case settled but Gil finally wound up with pay for the full time he lost.

GEO. STERLING IN MOBILE

The Liberty ship George Sterling, out of Philadelphia with a full crew of Pennsylvanians on board, was in Mobile last week loading lumber for the Pacific.

The entire gang on this ship came out of Brother Collins' Sixth Street labor emporium and want to be remembered to the boys back in Philadelphia.

Included in the crew are: Steve Bergeria, Bosun; Martix Otter, Messman; Mikt Laber, Messman; Irv Bloomfield, A.E., J. George, Oiler; Bob Alleva, Deck Engineer; Joe Bulifant, OS; and John Arbanus, Wiper. Delegates are J. E. Milton, Oiler; Bill Strange, AB; and Ronnie Maston, Messman.

The Sterling signed on in Philadelphia on August 9th.

HOLD THOSE SHIPBOARD MEETINGS SEND THE MINUTES TO THE LOG

THE MEMBERSHIP SPEAKS



THOUSANDS MORE WOMEN THAN MEN IN DANISH TOWN

Seafarers Log.

Brothers, if you guys think that the South Sea Islands are the place for seamen, or for that matter any of the other places you talk about, you haven't seen anything until you hit Denmark.

This country is really a seaman's paradise, especially Aarhus where they are seeing their first Liberty ship, the Chas. M. Schwab. They turned the town over to us on a silver platter.

There are 6,000 more women here than men and only five GIs in town, so the competition is absolutely zero. Cigarettes can be sold for 300 kroner (\$60) a carton.

SAM EDELSON

VOTE OF THANKS FROM FELIX GRUNDY CREW

Seafarers Log.

The crew members of the Felix Grundy would like to give a vote of thanks to R. Busch, Chief Purser, for his splendid cooperation and dependability with the ship's personnel.

Also a vote of thanks to steward department Patrolman Hart for the way he got the ship's payoff squared away.

JACK BROWN

JOB ACTION BRINGS VICTORY IN BALTIMORE

Editor, Log.

The end of the war must mean the end of the "no-strike pledge" according to what the crew of the SS Jean understood by the activity shown before sailing from Baltimore. This ship is hot, boys, but a good crew fixed everything.

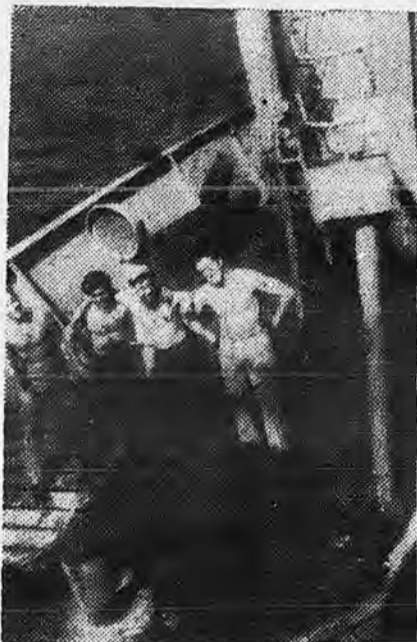
We joined the ship in Boston and inherited a captain who dreams about logging.

The repair list handed to Patrolman Dickey in Baltimore was a whole page long and he spent four consecutive days fighting with Bull Line officials without much success. But he's an oldtimer and one of the best Patrolmen we've got, so he kept at it until the crew engaged in some job action and the disputes were settled.

The job action was all three departments asking for their payoff "because of poor conditions aboard ship." This proved to be enough and the same afternoon new mattresses and six new fans were on their way, a half dozen electricians started repairs to bunk lights etc, and sanitary men came aboard to declare war on bedbugs, roaches and the like. Brand new showers were installed.

Dickey scored on overtime for us. Over sixty hours were in dispute and was finally approved by the port captain. The entire crew of the Jean joins in expressing their appreciation

Getting Limey Sun



A little sun bath being enjoyed by some of the deck gang on the Alexander G. Bell when their picture was snapped. The ship was in the River Mersey headed toward Liverpool. (Left to right are David Bensden, AB; Jack Martin, AB; Jack Lord, Bosun and Joe, AB.

of the Patrolman's efforts in their behalf.

JULIO EVANS
JENARO BONEFONT

RANK AND FILE DISCUSSION AT SIU MEETINGS

Seafarers Log.

The business meetings held every two weeks by the New York Branch are the most democratically run trade union gatherings that anyone can attend.

The members express their opinions on any subject that comes up on the floor and this is what I call a real rank and file union democracy where the organization is really controlled by the membership.

It's much different in the NMU. There the members have to swallow all kinds of dictates of the leaders. If you try to speak against their commie policies you're hollered down as a disrupter, a traitor to labor, a shipowner's stooge and a fascist. Someone will start to holler "dump that guy" and the chances are that they will.

I'm proud to say that I'm a member of a real, militant, rank and file union like the SIU where every member speaks his piece without worrying what the other guy thinks.

JOHN MARCIANO

WEATHER, TRIP AND MATE GOOD; CREW STAYS ON

Seafarers Log.

After a good trip with perfect weather and a good chief mate, most of the SS Noonday (a Waterman C2) deck crew stayed on.

Only beef aboard was that there is no place in stateroom box for washing clothes.

Deck delegate was R. Hill,

DM; and Engine Delegate Wagner, Oiler. I don't remember the Steward Dept. Delegate.

HENRY E. SOHL

JOE BUCKLEY, SIU WRITES NMU PREXY "DEAR HAM HEAD"

(An open letter from SIU member Joe Buckley to NMU President Curran in which Curran is told not to worry too much when things look bad, and is offered a berth on a lake fink ship or flop house at 30 cents a night. "You'd be right at home," says Buckley.)

Dear Ham-Head:

While coming home from my job on the harbor tug I ran across your picture prominently displayed on the side of a building.

Thinking you might be running for congressman again I stopped to read it. Gosh! Joe, isn't your name Curran? After we have been such good buddies for all these years you never told me. You held out on me, Joe. I never knew you were a Grace Line stiff.

Sure, I recall the terrible time we had running the finks off those ships back in the '34 strike. Its funny we didn't meet in those days when I was an Oiler on the SS Santa Rosa, carrying



a Pacific coast union card of the ISU. Maybe you were one of the finks we dumped in New York—memory fades with time.

Say, Joe, I notice your "Keep 'em Sailing" column is missing from the last two issues of the Pile-it. Did your ghost writer die or have they started to hold your wake. Told you once before that if times got tough around 17th St. we could always steer you into a good 30 cent flop-house.

I was wondering, as I read that poster, who wastes good money giving the seamen your life history when we all know what a big over-fed bum you've always been aboard ship and in that pie-card job you've been holding these many years.

Say, ham-head, remember when you made that soap-box spiel on South St. during the "coffee-and" days, telling your listeners that no man should hold office more than two years?

I bet you wish you were back to the skid road days around South Street; though a guy didn't have much, he didn't need a bodyguard when he met his buddies.

Being a sentimental guy at heart, and realizing that your

It's A Dog's Life



Going to sea is a dog's life, when dogs are aboard anyway. When the Alexander G. Bell put in at Savannah before proceeding to the UK, a truck driver gave the crew four puppies of undetermined origin. Here AB Carl Thorsen holds them for the photographer. Before the ship got back to New York the dogs were eating more than the firemen.

day's about finished in the field of organized labor, I feel that we can put you to work in a job which will fit your extensive experience. The Lake Carrier's fink hall in South Chicago is very much in need of coal-passers. Between job and companionship on these fink ships, you would feel right at home. Then you can tell them the man you used to wuz.

Sailing in the Great Lakes is very, very safe and should another war come about, you could still be a hero and hang up those rubber pants you wear deep-sea, when ducking the army.

Do be careful, One Trip, for what would we poor ignorant seaman do without a great intellectual like you to lead us to the promised land.

With deepest admiration,

JOE BUCKLEY.

SIU DEMOCRACY IN ACTION AT N. Y. MEETING

Seafarers Log.

I attended the meeting at Webster Hall the other night and it was my first New York meeting in two years. (I've been on the West Coast.)

I was very impressed with the democratic way in which both officials and rank and file members took full part in the discussions—getting mad, beefing, debating, but always settling matters by vote in true union manner.

I have one suggestion to make though. I don't think anyone should block the will of the majority of the members by calling



for adjournment when others want to continue under "good and welfare."

Lots of times I've had to sit and listen to members blowing a gasket about something I wasn't interested in but I didn't try to stop them by closing the meeting.

It seems to me that our meetings should not adjourn until all hands are satisfied and have had their say. I was glad to see so many old timers, and new men, "object" when a few guys tried to leave the meeting before it had adjourned.

If meetings like this continue always, with full rank and file discussion, the SIU will get stronger and stronger. It is a good lesson in union democracy to attend such a meeting as we had the other night in the New York port.

While I'm on "union democracy" I'd like to remind you about responsibility that goes with it. When a man takes a job he should stay on the ship and if he wants time off he should ask for it. A good seaman is a good union man and a good union man is a good seaman. When you take time off without asking for it you lower the boom on the bosun. If he squawks he's a s.o.b. and if he doesn't they run him off the ship.

Union responsibility should be accepted by everyone who calls himself a union man.

C. H. BUSH

NEW ONION RECIPE FOUND ON SS BASSETT

Seafarers Log.

Aboard the Bassett we had a culinary genius by the name of William Tansey (known to his intimates as "Rabbit").

Now "Rabbit" was the 3rd Cook and had, among his sev-



eral other duties, the task of manuring the Cook's onion supply.

Checking on "Rabbit" one fine day, as he was often wont to do, the Steward found him sitting below among his onion pile, calmly and resignedly cutting onions.

He took one look at "Rabbit" and blew his top.

Said "Rabbit" Tansey, in a meek voice, "I didn't know you had to take the skins off."

D. CARROI.

Protection For Seamen Who Become Ill Aboard Ships

By J. P. SHULER

NEW YORK—The port of New York had a slow week with only 18 ships paying off and 21 ships signing on. All of the beefs were settled at the point of production and most of the men collected their money at payoff time.

One of the outstanding beefs brought to the hall for the past several weeks had been from seamen who were put on disability compensation due to war injuries. Several of these men have been discharged from Staten Island and the Hudson and Jay Street Hospitals with discharges stating that they are fit for sea duty. However, upon entering the WSA Medical Examining set-up at 107 Washington Street, these men were rejected due to injuries and ailments derived from war injuries. These men can be put back on compensation by getting a statement from the doctors at Washington Street to the effect that they are not fit for sea duty, due to injuries through war hazards and by returning to the U. S. Public Health Service Hospital for treatment.

Another very popular beef is a man being logged for not performing his duties when he is sick aboard ship. All of these men have collected. One very ridiculous beef was with South Atlantic when the company attempted to claim that seasickness was not an illness and that no one was entitled to a division of wages while a man was seasick.

As every man who goes to sea knows, a ship is one of the most dangerous places on which to work. At the end of most every trip, there are always two or three fellows who have been hurt or become sick. Naturally, every seaman should know what his rights are when he is unfortunate enough to become ill or injured.

If, during the course of the trip, a man takes sick through no fault of his own, such as drinking or venereal, he is entitled to hospitalization. If he is placed in a hospital before the termination of the voyage, he is entitled to his wages to the end of the voyage of the ship or wages to the time he is fit for duty, whichever

happens first. In addition to his wages, he is entitled to maintenance and cure, when he is taking out-patient treatment.

If a man is injured aboard ship not due to the negligence of the ship, he is likewise entitled to wages to the end of the voyage or until he is fit for duty, whichever happens first, together with maintenance and cure.

If a seaman is hurt due to the negligence of the ship, its officers or his fellow seamen, and he is taken off the ship before the completion of the voyage, he is entitled to his wages to the end of the trip or until he is fit for duty, whichever happens first, together with maintenance and cure while he is taking out-patient treatment and also what is called compensatory damages, which include damages measured by his lost earnings while laid up and damages for pain and suffering, future loss of earning power, disfigurement and any and all damages which may result because of the injuries he sustained from the accident.

Before the war, it was very unusual for a company to pay a seaman his wages to the end of the voyage and maintenance and cure as it accrued, unless he was willing to sign a release of everything. Now, there is a rule which entitles a man to his wages to the end of the voyage immediately at the completion of the trip, together with his maintenance and cure as it accrues, regardless of whether or not he has a lawyer or if he has started suit. The present rate of maintenance has been fixed at \$3.50 a day for unlicensed personnel, which while it isn't enough is a big improvement over the \$2.00 that used to be paid to seamen.

Worse Than Hara Kiri

Johnnie Weir who has shipped with Frenchy Michelet on a couple of occasions, states that the expression making both ends meet originated on a ship where French was Steward and served both ends of the cow on the same dinner menu—boiled tongue and braized ox-tails.

When someone swung at Michelet, Weir stopped them saying "He's eating his own cooking these days — that's punishment enough."

All This & Heaven Too

The guy walked into the 4th deck baggage room. "I think I've got some money due," he said, "and I'd like my gear which I checked the other day." He was given "money due" clippings to look over, while they picked out the Brother's baggage. "Thanks a lot" said the guy as he handed back the clippings and picked up his gear.

But he didn't leave, just stood there looking.

Finally — "Anything else we can help you with?" asked the baggageman.

"No! But how much do I owe you for checking my baggage?"

"Hell, that's just one of the union services every member gets free."

The guy started muttering, "For the cost of a SIU book—union representation on beefs, hospital benefits, mail service, recreation facilities, union protection and now even free baggage service."

"Jeez it's wonderful what you get for two bucks a month."

AROUND THE PORTS

NO NEWS??

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

BALTIMORE
NEW ORLEANS
JACKSONVILLE
PHILADELPHIA

Newcomers To Savannah

By ARTHUR THOMPSON

SAVANNAH — We shipped 36 men to the SS Smith Victory this week and we'll need 32 more next week. The 32 men needed are all for the stewards department. We should not have much trouble getting unrated men since nearly every male citizen in the state of Georgia either has or will have seamen's papers. The commissioner has to stop giving out papers at 12:30 every day so he can catch up with his other work.

This office has a flock of newcomers every day looking for a job. We have to take some of them in so we can man this ship but we have to be careful how many we take. They'll all be coming back to Savannah sooner or later and we'll have more men than jobs here. If we had a regular passenger run out of Savannah we could handle these men but the only passenger service here is the Savannah Line.

The stewards department shipping list in Savannah has seldom had more than fifteen men at one time and we'll have to take quite a few trip carders. Butchers and bakers are as scarce as hen's teeth because we never have a call for any and we may have trouble getting them.

The WSA is leaving town next week and some of the boys who used to ship from there are now looking to the union to ship them out. These are the men who would not join when they could

Souvenir Collectors! Don't Tote Shootin' Irons In P.R.

By BUD RAY

SAN JUAN — This has been a busy week here with nine ships in, some to top off after being around the Island and the others new arrivals.

The Jacob Luckenbach tried to ship men off of the dock, but all the men on her were on their

toes. And every time that this stunt was pulled they called the hall, so when she sailed she was okay.

The Ellenor and Shickshinny sailed during the week. The Washington arrived Friday and sailed Sunday. The Bayou Chico stopping off at the Army Base; the Collabee going south to load bauxite; Cape Texas in with a few passengers, so far no beefs on her.

I was called to Ponce to the Jean, but most of the crew was gassed up and weren't there. This is a helluva way to better conditions, putting the delegate, the Boatswain and the union on the spot by such actions.

The captain told me the only thing he hoped was that he would have enough men to sail her that night, and I told him he would as they were all aft. Just then the Serang walked by and the skipper asked him how many men he had. He tried to cover for them and said they were all there, so what does the Old Man say but, "Well, why aren't they out working?"

Well you can guess what kind of a spot this put the Bosun in. As union men and seamen, do you think such a policy as this is helping our cause? If not, isn't it time that the membership took action and dealt with these performers? First offense, a small fine; the second time a larger fine, and the third time—what is the matter with the 99 Club for them as they would seem incurable and no good to us or the cause that we are fighting for?

The Geo. Alther, a Mississippi Liberty, came in from Greece, Crete and Italy and somewhere along the way the boys picked up some shooting irons. The ship was shook down and most of them found. This ship sailed from Galveston and most of the crew were Texans, good boys, but we all know how they love a shooting iron.

Well, when the ship arrived here the boys all went ashore for their play. The 2nd Cook went haywire and went back to the ship and got him a Luger with 60 rounds of ammo. Then he proceeded back where he had his trouble, but was picked up by the local gendarmes. At this writing he hasn't gone to trial but we got him a mouthpiece who tells me the least that he can get out with is seven months if the local authorities handle it. But if the federals pick him up, he has a chance at from six to twelve years.

I wrote in the Log before that concealed weapons down here, carries mandatory jail time. Money does you no good and the calaboose is tough here; so for the love of Jesus remember this when down in the Enchanted Isle: Rum and the Painted Ladies are to have a good time with and not to get fowled up over.

Sea Watch

Standing your watch at the wheel at night
In the soft glow of the binnacle light,
Thinking of home and loved ones ashore
And the end of the trip you are waiting for.

The mate's quiet tread on the starboard wing,
The engines low hum, their song they sing.
You give her a spoke, she meets the swell,
Four bells strike and all is well.

Soon your relief on the bridge will come,
The mate's coffee in hand, the galley he's from.
You give him the course and a final jest,
Then off to your bunk for a well earned rest.

Watch and watch is a sailors routine,
Although very dull at times it may seem,
It's love for the ships and love for the sea
Away from lands troubles where you're happy and free.

JOHN M. GRAHAM

Take Your Gear

Take your gear when you go aboard! There have been many cases recently of men going aboard, waiting until they were restricted, and then announcing that they had to go ashore and get their gear. By doing this they give the WSA a chance to sneak in replacements. Often times they miss the ship and are in for a Coast Guard rap.

Have your gear with you; don't let your union down.

Many Atlantic-Gulf Ships Now Paying Off In Frisco

By JOE WREAD

SAN FRANCISCO — Everett W. Staley, Master of the SS James A. Butts of Calmar SS Company, thought that his authority was law and order complete and he took great pride in exerting it to extremes. He kept his pencil sharp and his log book open so he might make an entry at the least provocation.

This guy walked around aboard ship and boasted that "This is a short trip, but I am going to have \$2,000 in logs by the time the voyage is ended."

He would walk the bridge and boast of loggings he had made on previous voyages. He stated at various times that he was a good captain and that he had been with Calmar for seventeen years. He probably is a good skipper for the shipowners but he's a Captain Bligh with his wings cropped as far as the crew is concerned.

The ship came in from a three and one half month trip with six men in the deck department logged and charged with everything from failing to dust under their lockers to potential mutiny. Three members of this crew hung around long enough to fight these charges and protest these loggings. These men were acquitted and the logs refunded. The only log that was sustained was cut from 12 for 1 which amounted to \$140.66 to 2 for 1, which amounted to \$23.33. The loggings amounted to \$453 and it took two days to fight these charges and logs.

This took quite a lot of the wind out of the old boy's sails and left him quite a sad sister. Aside from the master being as phoney as the proverbial "nine dollar bill," the Purser could be put in this same category. This guy, Robert W. Weckel, was a fine fellow (censored). In New Orleans he bought 150 cases of Coca-Cola. The Coca-Cola Company had the cases of Coke set on the dock. The Purser gave the mate the impression that he was a good fellow and he didn't intend to make any profit on them, but they were merely for the convenience of the crew at sea. He therefore asked the mate to have the deck gang bring the Coca-Cola aboard.

The guys were more than willing to do this, which they did. After the vessel put to sea our fine feathered friend brought out his Coca-Colas and he tried to sell them, two for a quarter. This made the crew quite angry to think they had let this punk dupe them in such a manner. Needless to say, no one bought any cokes at this price.

This didn't faze the Purser for he found that he could sell them to the Filipino Stevedores at \$4 and \$5 per case, which was even better than he had hoped to export from the crew. The crew threatened to swear out a warrant for the Purser for charging over 10% profit which is allowed by law so he agreed to pay the sailors three hours overtime for bringing the cokes aboard. But being the chiseler he is, he wanted to deduct tax from this amount. When he found out he would have to turn this tax over to the government he paid the full amount.

I went to this punk's room to

make sure that he paid this and from his sorrowful, dejected look, one would think he had lost his one and only friend.

It would seem that these characters would learn sooner or later that they can't get away with this kind of stuff with an SIU or SUP crew. It guess it is up to us to educate them the hard way.

There are quite a few ships arriving in this port with disputed time, where the heads of the departments don't enter overtime with the Purser officially. I have paid off ships where the Steward or chief mate—or 1st asst., told the delegate the overtime wasn't good so there's no use of the Purser sending it in to the office.

It's up to the ship's delegates to see that all overtime—subsistence—linen money and etc., is included in the payroll by the Purser regardless of what anybody thinks.

SHIPS PAYING OFF LAST WEEK—SAN FRANCISCO

M/V Matagorda—Moran. Electricians overtime settled on ship. Deck overtime short 410 hours. Will check with company on this. Crew requested that R. J. Morris No. t. c. 4824 be relieved of his trip card. This was done.

John F. Myers—Alcoa. This was a clean pay off. We wish to commend the crew for a good job well done. Most of overtime settled on ship. Some deck overtime still to be settled with company.

John Marshall — Waterman. Had a few beefs regards mate working on deck and some disputes on Deck Engineer which has been settled. Had logs lifted on two men.

James Butts—Calmar. Plenty of logs and Coast Guard charges. All charges were knocked out and all logs but one lifted. The

Calling All SIU Men

Now is the time to come to the aid of your union. We are engaged in an all-out effort to make Isthmian a union outfit. This can only be done with the help of every rank and file SIUer afloat. When you tie-up along side an Isthmian ship, board her and give the crew the score on waterfront unionism. Show them a copy of our contract, tell them how we settle beefs, prove to them that unionism, the SIU way, means more pork chops for them.



one that was sustained was cut from \$104.66 to \$23.33. Every one satisfied but the skipper.

Richard Alvey—Bull. All overtime settled aboard before pay off. Most of crew collected transportation back to New York.

Stanford Newhall—SUP. All overtime settled aboard O.K.

SS Laura Bridgeman — Seas Shipping. Clean pay off except one messman who fed the skipper in his room. The skipper disputed the overtime but the company will pay 55 hours.

James Cooper—President Line. This was a good clean ship and a good crew. The mate and captain okayed all overtime but the company scratched some.



Remember the days on Stone Street, you salt,
When the lift took us up with a jerk and a halt?
The members recall the deck we had there,
The entire setup was a sordid affair;
But all that was changed not so very long ago
When we streamlined the outfit with Brotherhood dough.

The elegant structure we have is a dream,
Each department within is right on the beam.
We've a lunch room and bar, satisfying hunger and thirst,
With a guard at our portals, right there on the first.
On second is Dispatcher with Paul and his crew
Who tend to their work giving jobs out to you.

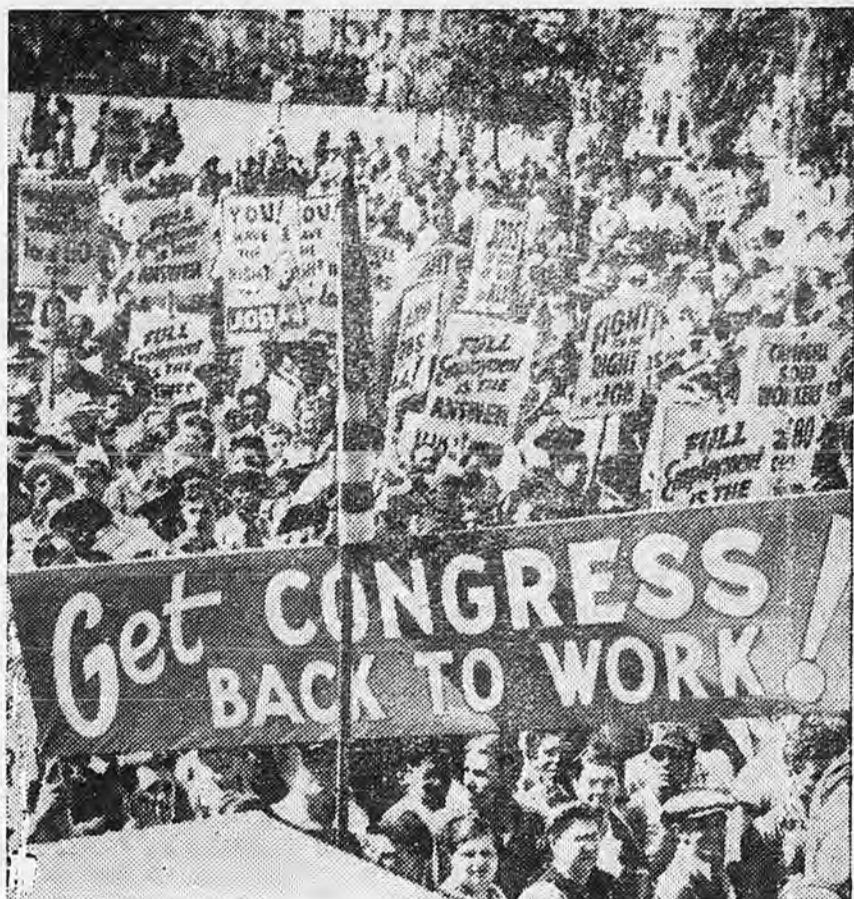
The third as you know is our recreation hall
Where you spill out your yarns, the short and the tall.
The comfort and leisure found is beyond my poor word,
Exists in that structure right up to the third.

The fourth is for mail and baggage room too,
'Till you're ready to go and ship out anew.
Administration offices on sixth and the fifth
Where labor our leaders with their natural gift.

Rhymes can't describe all the splendor that's there,
But it's a comfort to know it's all ours to share;
Then let's tell the youngsters that come here who're green
That this is our hall so let's keep it clean.

—ALEXANDER FAGURI

UNITED FOR PEACE JOBS



Demanding full employment in peacetime, thousands of war workers in Camden, N. J., staged a huge rally, jointly sponsored by AFL, CIO and railroad brotherhoods. A committee of 200 was sent to Washington to demand Congress get busy on reconversion legislation. (Federated Pictures)

Work Returns To Normal

By AL KERR

TAMPA — At last things are beginning to revert back to what they were before the war. Soon the phrase "Before the War" will no longer be ringing in our ears, because we soon shall have the "Before the War" conditions with us again and few of the carry-overs from all of the government set-ups left with us.

A big step in this changeover was made only recently with the seamen's papers being taken out of the hands of the RMO officials. This gives the union a chance to ship out to sea men who are interested in going to sea, and not so much interested in dodging the draft.

With all of the dispatchers' boards filled as they are at the present time, it is every union brothers duty to recruit as many men as he possibly can to fill these vacancies as he should be

able to tell what will and will not be good union material. The longer that we let conditions like these exist, the better is the opportunity for the shipowner and the finky agencies that are only in existence to break our union. So set to work—use every opportunity and club available to beat these union busters into submission. Now more than ever is the time for unity and the chance to better ourselves.

It is interesting to note the progress that has been made by our union in our organizing drive. Nothing could have been accomplished in this drive without the full all-out effort of the membership. Regardless of how strong an anchor chain may be forged, it is still no stronger than its weakest link. So it is with our union. Let us fight for what is rightly ours.

Mobile Has The Short Runs

By JAMES L. TUCKER

MOBILE—Shipping has slowed down to normal, but we expect it to pick up about the last of this month. We had two ships in to payoff this past week, the SS Alcoa Cutter and the Bernard L. Rodman. We had two SIU ships in Pensacola in transit loading coal for Europe, the SS Daniel Willard and the John Sherman.

In Mobile we have several SUP and SIU ships whose status no one knows. Can it be that they are destined for the layed up fleet that we will have here in the Chicksaw Bend?

Brothers John Hawk and Theodore Thomson were in town for two days looking everything over. They left here on Saturday afternoon for Tampa, should have arrived in Tampa about the time the hurricane did. Wonder who got the best of it?

We have had several veterans in to get seaman's papers and by the time you are reading this they should be out on the bounding main, heading back for some of the places they had seen by

the light of gun flares. Any one looking for a short run of about three weeks to a month should drop by to see the dispatcher and it won't take long to have you on the ships.

In the hospital we still have Brothers Tim Burke, No. 7417; M. E. Cardana, No. G-91; and E. E. McCarthy, P.D. No. 385. In addition we have two of our Canadian Brothers, James V. Hall and Wm. Chambers of the British Columbia Seamens Union, an affiliate of the SIU. We also have one SUP member there, Brother Amiel Constantine.



THE WEEK'S NEWS IN REVIEW



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

SPORTS . . .

BASEBALL

Neither second place teams in the major leagues could do anything about improving their positions in the last week.

In the National, where things are more even in the lost column and in the games yet to be played, the decision will be decided when the Cubs and Cards meet in the closing days of the schedule.

Report is that Frankie Frisch will leave the Pirates after six years, with catcher Al Lopez to succeed him as manager.

Minor leagues in their semi-final playoffs, with winners of the seven game series to meet in the finals.

International League: - Montreal and Baltimore, each won 2 games; Newark won 3, Toronto won 2.

American Association: - Louisville won 4, Milwaukee won 2; St. Paul and Indianapolis, 2 games each.

Eastern League: - Albany won 3, Utica won 2; Hartford and Wilkes Barre, 2 each.

The winners of the International League and the American Association playoffs will meet in the Little World Series.

BOXING

Willie Joyce of Gary, Indiana, stopped Danny Bartfield, New York lightweight, in six rounds at the Garden.

Jake La Motta of New York kayoed Georgia Kochan of Ohio in nine rounds at the Garden.

defeated Billy Walker of Portland, Oregon.

In Glasgow, Scotland, world flyweight champ Jackie Paterson outpointed Jim Bardy in a storm-interrupted fifteen round battle.

Tami Mauriello, who is gunning for a chance at Joe Louis—a dangerous pursuit—was awarded a technical kayo over Gunnar Barlund when the latter was not permitted to answer the bell for the third round.

Morris Reif beat Victor Costa in eight. Neither New York boy heard the bell at the end of the first round, and Costa clipped Morris with a hard right.



corner and took a poke at him. Both fights were exciting.

Ray (Sugar) Robinson, uncrowned welter champ, stopped Jimmy Mandell of Buffalo, who weighed 157½ in the fifth round.

EAR AT THE KEYHOLE

The Philadelphia Eagles beat the Green Bay Packers, 28-21. The St. Louis Flyers of the American Hockey League started drills this week.

CURRENT EVENTS . . .

AT HOME

Faced with public and service dissatisfaction with the rate of discharges from the armed forces, the brass hats were forced to accelerate demobilization.

The Navy will test the atomic bomb's effect on warships by dropping one on the Jap battleship Nagato.

Six Democrats and four Republicans are on the joint Senate-House Committee to investigate Pearl Harbor.

Millions of New Yorkers welcomed General Wainwright to their city. Lt. Col. Devereux, commander of the Marines on Wake Island, freed from a Jap camp.

Attorney General Tom Clark recommended to Congress that the Aluminum Company of America be broken up into a number of competing companies.

INTERNATIONAL

The Big Five, meeting in London, are stymied in their efforts to draw up a peace treaty for Italy.

Josef Kramer—known as the "Beast of Belsen" for his reign of terror at that concentration camp—and 44 of his SS henchmen are on trial for conspiracy to commit mass murder.

With the military and the militarists trying to prove the need for a large-standing army, and citing the need for long occupation of Germany and Japan, General MacArthur suddenly announced that the Far Eastern occupation force would be cut to 200,000 within six months.

Some, though less than expected, of Japan's wartime leaders are joining their ancestors by their own hand.

Major League Baseball

Monday, September 17, 1945

National League

STANDING OF THE CLUBS

Table with 5 columns: Team, W, L, PC, GB. Rows include Chicago, St. Louis, Brooklyn, Pittsburgh, New York, Boston, Cincinnati, Philadelphia.

American League

STANDING OF THE CLUBS

Table with 5 columns: Team, W, L, PC, GB. Rows include Detroit, Washington, St. Louis, New York, Cleveland, Chicago, Boston, Philadelphia.

Major League Leaders

CLUB BATTING

Table with 6 columns: Club, R, H, HR, RBI, PC. Rows include Chicago, Pitts., Brooklyn, Boston, New York, St. Louis, Cincin., Phila.

CLUB BATTING

Table with 6 columns: Club, R, H, HR, RBI, PC. Rows include Chicago, Boston, New York, Detroit, Wash., Cleve., St. Louis, Phila.

LEADING BATTERS

Table with 5 columns: Player, Club, G, AB, R, PC. Rows include Cavaretta, Holmes, Rosen, Hack, Johnson.

LEADING BATTERS

Table with 5 columns: Player, Club, G, AB, R, PC. Rows include Lazor, Boudreau, Heath, Dickshot, Cuccinello.

RUNS BATTED IN

Table with 3 columns: Player, Club, RBIs. Rows include Walker, Holmes, Adams.

RUNS BATTED IN

Table with 3 columns: Player, Club, RBIs. Rows include Etten, Cullenbine, York.

HOME-RUN HITTERS

Table with 3 columns: Player, Club, HRs. Rows include Holmes, Workman, Adams.

HOME-RUN HITTERS

Table with 3 columns: Player, Club, HRs. Rows include Stephens, York, Cullenbine.

LEADING PITCHERS

Table with 5 columns: Pitcher, Club, G, W, L, PC. Rows include Brecheen, Borowy, Passeau, Burkhardt, Cooper, Gables, Mungo, Beck, Dockins, Wyse, Seats, Erickson, Barrett, Prim, Strincevich, Derringer, Sewell, Adams, Gregg, Butcher.

LEADING PITCHERS

Table with 5 columns: Pitcher, Club, G, W, L, PC. Rows include Muncrief, Newhouser, Ferriss, Leonard, Benton, Wolff, Gromek, Ryba, Carrasquel, Bevans, Reynolds, Potter, Haefner, Gettel, Lee, Trout, Jakuki, Grove, Hollingsworth, Christopher.



BULLETIN BOARD

—Unclaimed Wages—

Alcoa Steamship Company, Inc.

SS ALES HRDLICKA
Smith, Lawrence E. 274.49

SS KEYHOLT
Jack, A.92

SS LACHINEDOC
Gustavsson \$219.63
Madsen, Paul 100.11

SS ROBERT E. LEE
Massaro, Vincenzo 25.65
Keys, John 7.20
Wathe, I. 1.80
Richards, Lee 16.20
Despuer, 8.75
Tully, J. 60.30
Goram, George 25.20

SS THOMAS MacDONOUGH
West, Howard 22.58
Matoszko, I. 17.02
Monnee, C. A. 21.88
Panoff, Michael 26.31
Merta, Paavo 25.24
Tomalage, George 13.86
Zobrisky, William 5.94
Bencic, James 5.94
John, Otoo 34.90
Rivera, M. 34.50
Wacker, Martin 4.94
Breen, J. R. 5.32
Agard, C. H. 128.16
Woods, H. J. 3.11

SS WILLIAM MACLAY
Luzi, Luzius 13.16
Luzi, Luzius 2.97
Camlet, Walter 3.22
Sullivan, Alex A. 3.22
Araya, Jesus 2.70
Warren, Bobby H. 2.68
Turner, Marvin M. 4.39
Ashby, Ralph C. 171.69
McNabb, Eldee 7.80
Rosenberg, Leslie J. 2.76
Lee, Logan L. 5.28
Muszynski, Victor 5.28
Kuta, Edward B. 5.28
Yantaz, Robert J. 5.28
Roop, Edwin C. 5.28
Puccio, Dominic J. 5.28
Winters, Eugene 5.28
Kay, Arthur R. 5.97
Bergstad, Sigurd 5.28
Steele, John E. 1.33
Parker, Gilbert G. 15.59

SS ROBERT MILLS
Woods, Doyle A. 5.99
Catalano, Russel 11.00
Schepler, Charles R. 8.91

SS WILLIAM V. MOODY
Wells, H. 10.00
Valett, Perry97
Applestill, Herbert L. 1.98
Oakley, Ford J. 44.93
Applestill, Herbert L. 424.44

SS JOHN F. MYERS
Oswalt, Luther J. 5.35
Kirksey, Theo. J. 5.04
Svenson, Carl A. 1.38
Douglas, Horace 3.83
Foster, R. A.27
Hughes, Harry G. 4.39
McDonald, Pal 3.22
Reilly, Richard P. 1.38
Marino, Joseph M. 2.07
Finke, Robert C. 1.38
Perry, William A. 1.38
Wolters, William R. 1.38

SS JOHN F. MYERS
Gallagher, William 1.38
Gramm, Norbert J. 2.76
Osol, Philip J. 2.76
Ulrich, Albert J. 1.06

SS JOHN L. McCARLEY
Tillman, Lawrence V. 38.02

Tillman, Lawrence V. 9.90
Coggins, William F. 9.90
Hartmann, Emil Jr. 2.88

SS NIMBA
Franklin, E. 76.54
Henville, G. R. 27.24

SS CHARLES NORDHOFF
Davis, James F. 25.71
Chissmore, Ulysses N. 7.12
Ryan, John P. 11.97
Stybnicki, Gabriel 19.43
Glover, John61

SS ALCOA PATRIOT
Berg, Ernest E. 20.16
Berg, Ernest E. 6.78
Finch, William E. 5.44
Powell, Owen C. 2.68
Bailey, John H. 2.88
Williams, Wilbert L. 3.64
Griffin, Chester C. 3.22
Gala, John J. 3.22
Golightly, Luster F. 3.22
De Forge, Harold 2.88
Menendez, Philip R. 2.88
Walko, Joseph A. 2.88
Arruda, S.06
Weston, W.06

SS PHILIPPINES VICTORY
Goldie, Robert S. 6.63
Lambert, S. E. 2.28
Helmich, Jene A. 12.62
Askins, John L. 9.87
Crawford, Melbourne B. 5.73
Fees, Gerald M. 27.75
Moore, Carl C. 6.42
Cain, Thomas W. 7.80
Ott, Willard F. 12.54
Terrill, Edward C. 8.49
Glass, Roger A. 6.42
Darby, William W. 11.46
Wilson, Ralph A. 5.73
Kulick, Michael 6.42
Murk, Edward O. 7.80
Rector, Logan S. 5.73
Miscovich, F.58

SS POMPOON
McLarin, W. 2.08

SS ALCOA PROSPECTOR
Wauters, Rene 31.38
Wauters, Rene 185.63

SS HENRY M. RICE
Nance, Edward S. 4.22
Ligeiko, John J.16
Dayton, Raymond E. 5.69

Bush, Frank, Jr. 5.55
Silberberg, Edward 6.67
Hayden, John J. 3.22
Leighton, Robert J. 3.08
Beaton, Peter M. 2.88
Wilson, Gordon 2.51
Brundage, Clarence B. 3.67
Wood, Arthur R. Jr. 3.22
Walsten, John S. Jr. 3.22
Ross, Arthur R. 3.42
McEachen, Archie D. 6.43
Robinson, Winley 12.02
Canty, John L. 9.11
De Berardini, Marino 8.11
Choiniere, Delvine 8.71

SS SANDWICH
Lestre, A. M. 2.01
Howard, Louis 8.62
Rosemond, L. 3.96
Denton, Joseph 3.96
Cripe, J. C. 3.96
Wilkins, T. F. 3.96
Henderson, K. D. 3.96
Chalkley, W. E. 3.96

SS SAPULPA VICTORY
Valja, Artur 11.88

SS EDWARD S. SCRIPPS
Gibson, Bernie 75.00
Hando, George25
Ferguson, Frank B. 33.47
Chambers, Stanley 4.21
Gibson, Bernie 4.21
Vasquez, Doningo 4.21
Kautsch, Thomas N. 1.14
Malcewski, Raymond A. 7.11
Weklynetz, John 6.86
Urbikas, Anthony 5.97
Shandl, Frank J. 2.52
Jones, Charles 6.66
Williams, Gilbert H. 3.24
Baird, Forrest F. 18.79
Wagner, Cyrus C. 12.29
Thurston, William E. 52.18

SS JOHN SHERMAN
Soule, Wm. H. Jr. 42.92
Cowart, Emory B. 10.46
Neal, Hershell D. 10.46
Danberg, Karl G. 6.33
Biggs, John E. 5.78
Miller, David W. 3.48

SS GENERAL GEO. SIMONS
Codrington, Elrich 2.00

SS SKAGWAY VICTORY
Sherwood, Gale W. 1.04

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

Hamar, James H. 1.38
Nieman, Roger C. 2.52
Gorton, James 2.52
Johnson, Terrill W. 4.74
Flower, Alexander M. 7.26
Decius, Clarence W. 7.26
Daly, Walter M. 1.04

SS SORELDOE
Pollard, Fred 12.26
Deleon, Victor E. 39.70

SS TUG SPENCER
Steele, A. 7.33
Chang, Stephin 1.33
See, Tom Dak 2.83

SS TAMBOUR
Persson, Olav 12.95
Johnson, John 12.66
Maney, Thomas D. 1.80
Lorenzo, Manuel 7.20

SS CHARLES A. WARFIELD
Roberts, E. J. 57.14
Dupree, A. S. 23.59
Roberts, E. 29.28
Muller, T. S. 7.35
Fries, Theodore 7.25
Schemerhorn, G. 8.21
Olson, Ernest 8.41
Sloum, W. C. 4.57

SS GEORGE WASHINGTON
Cottrell, James 21.60
Davis, Sarah 21.60
Williams, Steven 21.60
Lumas, W. J. 21.60
Eason, James 21.60
Watson, E. 3.60
Frye, J. 2.70
Morton, H. 2.70
Smalls, J. 2.70
Roll, Bernard 2.40
Peltier, Seadon 2.40
Laurent, W. 10.80
Cottrell, James 18.45
Beaton, Thomas 1.17
Silver, Joe R. 2.25
Price, Paul 28.47
Brenstedt, Samuel 3.33
Macho, Damian 3.60
Wallace, James 22.50
Price, Paul W. 4.50
Canto, Paulino 1.00
Palmer, Alan75
Gagnon, Alfred75
Daugherty, Henry75
Wood, Arthur75
Breustedt, Samuel75
McKnight, David75
Olson, Theodore75
Dejewy, Leonard75
McKendrell, Richard75
Whidden, Juston75
Muscalli, Frank75
Hansen, George75

PERSONALS

CLIFTON ALBERTSON
Please appear at the New York baggage room to identify the bag that James Taylor claims was left here by you. Also, contact Taylor at his home, 99 Island Ave., Quincy, Mass.

C. C. GRINBERGER
Your papers and passport are in the baggage room of the New York hall. Pick them up at once.

Sawicki, Alexander75
McKnight, David 3.33
Price, Paul 2.92
Davis, Sarah 2.75
Thompson, Charles 2.92
Phipps, Warren 2.92
Oliver, Clarence 4.42
Kohlbus, Howard S. 4.50
Rowe, Henry 3.60
Banks, George 17.10
Keyes, Newell 1.80
Stafford, Wallace 33.90
Watson, Lonzie90
Newcomb, Edward M. 5.50
Starcliff, Charles75
Ranahan, John75
Hadmon, Turner 2.25
Mayle, Guy75
Lebon, Walter 5.25
Watson, Sam75
Kohlbus, Howard 5.25
Gay, Jack75
Price, Paul75
Walfang, William75
Campion, Harry 2.25
Long, Charles 1.00
Gorum, John75
Davis, Sarah75
Kirtan, Harold75
Thomas, Sylvester75
Matthews, George75
Keyes, Newell 5.25
King, William 5.25
Thornhill, Earl75
Saks, Harry75
Jenkins, Arthur75
Crizarny, Gasper75
Walker, Cornelius75
Richard, Lee75
Watson, Lonzie 5.25

MONEY DUE

LAWTON B. EVANS
Members of the deck department can collect their security watch overtime for the St. Johns in Belgium.
Jack D. Wood, Jessie Sandino, J. C. Odle Jr., C. M. Watkins, Phillip Narvees, H. A. Turpen, Thomas J. Whitten, R. E. Rohden, Bruce Rogers, Wm. Lord, H. A. Townsend.

Collect at South Atlantic SS Co., 17 Battery Place.

SS CODY VICTORY
The following men who paid off in Norfolk have money due: Carl Montgomery, \$46.80; John N. Busby, \$40.50; G. W. Stowers, \$42.30. Collect at Alcoa, 17 Battery Place.

SS SEA FALCON
Paid off in Philadelphia, these men have money due: G. M. Wright, 3 hrs.; H. V. Cox, 4 hrs.; J. C. Bridges, 4 hrs.; Alfred Nevola, 32 hrs. Collect at Bull Line.

SS JEAN RIBAUT
The 4-8 watch, paid off in Philadelphia, has 3 hours each due. The Chief Steward has differential in Chief Cook's wages coming. Collect at Bull, 115 Broad Street.

SS NOONDAY
Entire crew has 8 hours overtime coming for holiday in Belgium on Aug. 14, 1945. Collect from Waterman office in New York City.

ISTHMIAN MEN—

Let Vaught Blair Explain Why He Chose Seafarers

"I haven't been going to sea long, but I've been around enough to know a rank and file union when I see one — and the SIU is that kind of a union.

"Last week I, along with several other Isthmian men off the SS George M. Bibb, attended the SIU membership meeting in New York, and did the rank and file members run that meeting! They had some beefs and they sure talked about them—and they got action on them! It didn't make any difference whether the beef was against a shipowner, the Coast Guard, or an SIU official, they spoke their minds and got results.

"All of us men from the Isthmian ship attending this meeting were impressed because we could see that in this type of union we would get representation for our beefs and not have them buried and forgotten.

"I also want to say a word about this Isthmian ship I'm on—the SS George M. Bibb.

I was an NMU member, Book No. 146146-D in good standing, and was sent aboard her by the NMU with the information that she was 'well organized and well locked up.' I don't know about being 'locked up' but she sure wasn't 'well organized.' It wasn't until SIU men came aboard her that we began to get some of our beefs settled. These SIU men went to work like they knew what they were doing, and I guess they did because conditions aboard her began to improve at once.

"After watching these rank and file SIU men work I began to be ashamed of carrying an NMU book because the NMU wasn't doing anything for the seamen. It was then that I asked if I could attend an SIU meeting. Aboard ship or ashore the SIU fights for conditions . . . and that's what I'm interested in. That's why I, and my shipmates on the SS George M. Bibb, pledged SIU—will work for the SIU—and will most certainly vote SIU."

*Climb Aboard Brothers! Bring
SIU Conditions To Isthmian!*

