

# SEAFARERS LOG



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

Vol. VII.

NEW YORK, N. Y., FRIDAY, MAY 18, 1945

No. 20



## MWEB Promises There Will Be No Bonus Cut For Thirty Days

### Seamen's Bill Of Rights Is Before Senate

The proposed Seamen's Bill of Rights, long stymied in the House Merchant Marine and Fisheries Committee, will now be introduced into the Senate by Senator Radcliffe (Dem., Md.). Chances for the passage of the bill are bright, as many Senators have indicated their intention of supporting it.

The big fight, however, will be to get a bill that will give more than lip service to the merchant seamen of America, and avoid the inadequacies and injustices that stud the GI Bill of Rights.

The Seamen's Bill, introduced by Rep. J. Hardin Peterson (Dem. Fla.), has been held up in the House, while the committee has been tied up with the Ship Sale Bill, which, if not watched, may contain all those NMU-backed provisions that will turn the bulk of the fleet over to foreign nations.

The present war bonus rates are safe until at least June 12, according to a statement made last Saturday in Washington by Maritime War Emergency Board Chairman, Captain Edward Macauley. The Board chairman made this statement during a meeting called to consider reductions of the Atlantic bonus to a "floor" of 33 1/3%. Throughout the meeting the Board and its proposals were under SIU fire, and Macauley obviously wanted to avoid any further union pressure and make the decisions in the dark of the night when the seamen's representatives could not object.

### Keep Record Of Work Done In Order To Collect

Men taking standby jobs in port must be certain to keep a record of working hours, and have the record initialed by the department head. Without such a record it is all but impossible for the union to collect from the shipowner for this time.

Many hours of legitimate time has not been paid because of carelessness in keeping records. Don't let this happen to you.

Early in the meeting, which was attended by leaders of all maritime unions and a sprinkling of shipowners, SIU Washington Representative Dushane demanded that Macauley tell the unions whether or not any dispute over the existing bonus structure existed between management and labor. Macauley admitted that no dispute existed, and that the Board was acting on its own initiative in considering reductions. Thereupon SIU Vice President Hawk took the deck to trace the entire history of the bonus question and denounce the illegality of the Board's move to consider bonus reductions when no dispute existed in the field.

It was significant that no shipowners testified at the hearing. While there can be little question but that they are inspiring the present MWEB offense against the seamen's standard of living,

(Continued on Page 4)

## Ever Increasing Living Standard Asked By AFL

WASHINGTON (LPA) — The government should adopt as its basic post-war policy the "maintenance of a high and ever increasing American standard of living," the Executive Council of the AFL declared in a resolution adopted at the close of its quarterly meeting here.

"This is a basic consideration,"

### Two SUP Men Are Killed Off Mindoro

First struck by a Japanese aerial torpedo that failed to explode, the SUP ship, John M. Clayton, was hit by a bomb, killing two SUP men and four naval gunners, off Mindoro, Philippine Islands.

The ship, set afire, was ordered beached and abandoned, after the flames had been put out. At first believed impossible of being salvaged, the ship was sufficiently repaired to make it seaworthy for a journey to a port for complete overhaul.

The John M. Clayton was delivered on January 11, 1943 and was operated by the American-Hawaiian SS Co.

the Council said. "It should govern all our domestic and foreign policy relations and decisions."

Also, the council called for "the planning and financing of a vast program of urban and rural housing, road renovation and rebuilding, rural electrification and long overdue public works."

"Safeguarding the foundation of our American way of life and well being by the maintenance of unclosed economic opportunities for our citizens under a system of free enterprise is imperative to perpetuate our constitutional, social and political order," the council added.

"International cartels and international trade controls which tend to limit or restrict free and full scope of economic opportunities of our people must be discouraged."

"Government controls and direction of our life made imperative by war requirements must not continue after the emergencies of war have passed."



### FIRST NAZI VICTIMS READY TO COLLECT



Here is part of the crew of the SIU ship Robin Moore, after they had been rescued in the South Atlantic by a British freighter. The Moore was torpedoed May 21, 1941 (four years ago next Monday) before the United States and Nazi Germany were at war. The crew drifted in lifeboats for two weeks before rescue. Under international law the German government is liable for damage for torpedoing a neutral ship. Well, the boys are ready to collect. How about giving them a few jewels from Goering's medals?



# SEAFARERS LOG

Published by the  
SEAFARERS INTERNATIONAL UNION  
OF NORTH AMERICA

Atlantic and Gulf District

Affiliated with the American Federation of Labor

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PUBLICATION OFFICE:

51 BEAVER STREET

New York, (4) N. Y.

HAnover 2-2784

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## Seamen The First Target

The threatened slash in the maritime bonus has been temporarily averted, with the Maritime War Emergency Board admitting that no request for a downward revision had been made by either labor or management.

Since the shipowner is as yet unwilling to take the rap publicly for sponsoring such a reduction, the MWEB, always the good stooge, sacrificed itself for the operators, and took the blame.

This, however, does not mark the end. Now that total military victory is no longer a matter of conjecture but of time only, the operators will try again. They have not given up, and another attempt will be made soon, possibly even within 30 days.

Nor is the waterfront the isolated target of a particularly vicious employer group. All sections of the working population will soon feel the lash of the employer offensive.

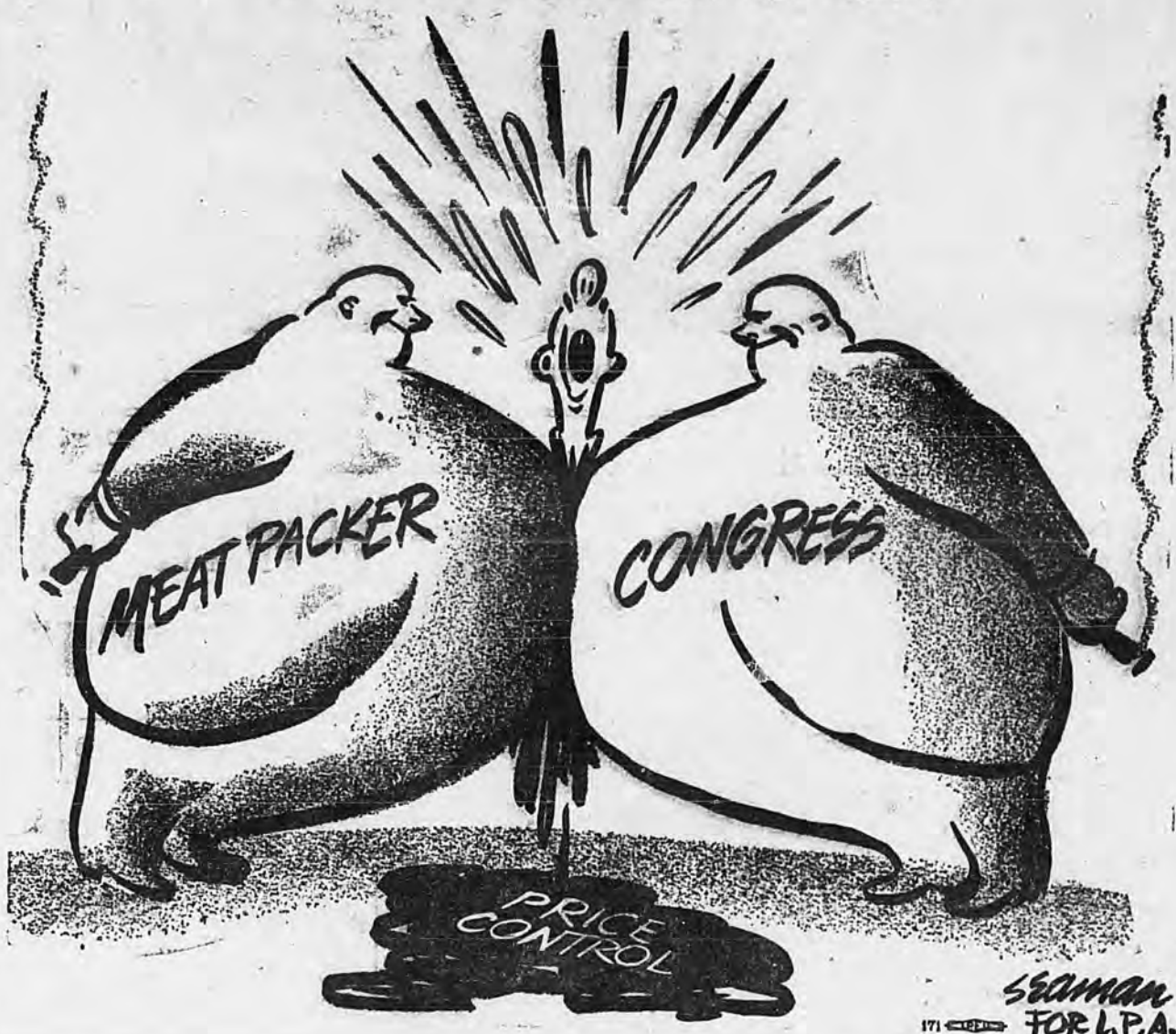
Practically speaking, the squeeze has already started—a sharp decline in take home pay has already been noted in the war production industries. Downgrading and the abolition of overtime have taken from the workers those marginal dollars that spell the difference between "get-by" and sub-standard living conditions.

Labor members of the President's Cost of Living Committee have found that living costs have risen 43%, while wages have been tied down by the Little Steel Formula. Even the public members of the War Labor Board admit that costs have outstripped wage increases.

During the war years, despite the stories carefully planted in the commercial press, the basic wage of the American worker has not been high. He has been able to keep within hailing distance of the mounting prices only through the temporary grants of overtime rates and bonuses. When war production needs have been met, and production returns to the "straight" 40 hour week, the average worker will find his take home pay more in the nature of a token payment.

Now is the time, in this lull before the storm, when the American workers, shoreside as well as waterfront, must close ranks. The employers are aiming at smashing the entire organized labor movement—a necessary first step toward economic enslavement of the workers.

## THE SQUEEZE IS ON



## From The Assistant Sec'y-Treas.

By LOUIS GOFFIN

A Port Committee meeting was held with Waterman, for the purpose of settling various disputes, which could not be settled any other way. The findings of this committee have been sent out to the ports involved. Due to this action, we have been assured that Waterman will settle beefs at payoff time.

However, if beefs concerning this company should be sent into New York, we have the word of Capt. Anderson that these beefs will be settled one way or another immediately. We contemplate future Port Committee action with other companies when necessary.

Although we believe in beefs being settled at the point of production, many of these companies hold fast and refuse to pay off, regardless of whether a beef is good or not. These companies, other than Calmar, with whom we do not have an agreement as yet, will be served by Port Committee action in each case, where we feel that these beefs are payable in accordance with our contracts.

At the present time we have requested a Port Committee meeting with the Eastern Steamship Company to be held in New York soon. Action at this proposed meeting will be in a later report.

The Chief Cook and the 2nd Cook who made the last trip on the SS Ben Bourne have been notified by telegram that their money is now payable at the Mississippi office in New York.

All hands on the SS Thomas Reed who just joined the ship in

(Continued on Page 3)

## LABOR SPOTLIGHT

Despite its signing of a "non-aggression pact" with organized labor, the New York Chamber of Commerce is supporting an anti-labor bill introduced by Congressman Mike Monroney (D. Okla.).

Monroney's bill would subject unions to anti-trust laws, from which they are now exempt.

Is the honeymoon already over?

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Women are beginning to move into the labor unions, heretofore almost exclusively a man's world. The Women's Bureau of the Department of Labor announced that the girls now form 25% of the total membership of trade unions.

~ ~ ~

When the War Labor Board denied a five cent an hour raise to 130 cleaning women of the Empire State Building, the dear old ladies, some of them grandmothers, almost hit the bricks.

The women, members of Local 32-J of the Building Service Employees (AFL), almost walked out, and only at the last minute consented to give the WLB another week.

They're never too old to be militant unionists.

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Both President Truman and Economic Stabilization Director William H. Davis are against any relaxation of the little steel formula. We sort of remember the alleged promise to boost wages that CIO President Phil Murray claimed to have brought from the White House last year to the Auto Workers Convention. Of course, then the boys were talking loudly of rescinding the no-strike pledge.

Five independent telephone workers unions have united into the United Communications Association (unaffiliated). These are the workers who threatened the recent strikes, in order to bring their wages up to something that approached a decent scale. The various outfits felt that together they had a much better chance to standardize collective bargaining and improve conditions.

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Motion picture film technicians in eighteen laboratories in New York and New Jersey have voted for a strike in an election conducted by the National Labor Relations Board under the Smith-Connally Act, it was announced yesterday by John Francavilla, president and business manager of Local 702, Motion Picture Laboratory Technicians, American Federation of Labor.

The technicians are demanding higher wages and more specific job classifications. Strike action now depends upon approval of the local's international organization. Union officials said a strike could tie up the showing of films on the East Coast after films already finished have been exhausted. The technicians inspect and process the films in East Coast theatres.







By PAUL HALL

Now that V-E Day is here and gone and the veterans are being discharged on the point system, it is well that we watch carefully and see to it that some of the "brains" in Washington don't try to set up another one of their so-called bureaus or departments to handle something similar for merchant seamen. From where we sit, any plan of this sort for the merchant seamen is unnecessary. We know, in the first place, that the industry at present hasn't any more men than is actually necessary to man American ships. Secondly, and most important, any such move would probably furnish the WSA, or its equivalent, the excuse to thrust themselves further into seamen's affairs and problems.

It is my opinion that these people will start a thing of this sort very shortly so as to perpetuate themselves in office.

This attempt will probably be made after some so-called "union" suggests it. Their idea, naturally, will be the same as the WSA; first, to perpetuate themselves by having to call the RMO flunk pools for replacements to take the jobs of those men who have been "pointed" out of the industry. Secondly, it will give them the opportunity to have a green and docile membership which they can handle to meet their own ends. Let us be on guard.

\* \* \* \*

The RMO in the Port of New York is constantly interfering with the SIU; not just in the matter of our routine affairs but in other matters as well.

To give one of these instances as an example—recently an unorganized ship came into the Port of New York and most of the crew on her, although not members of the Seafarers, had signed SIU pledges signifying their desire for SIU representation. As soon as the company found this out, the entire crew with the exception of four, were fired and an order was placed with the RMO for crew replacements.

As soon as these new crew replacements had shipped and cleared through the RMO, their actions were such that you didn't have to look twice to see that there was collusion between the NMU and some one of the New York RMO officials. Out of the first six men who managed to ship into this unorganized ship through the RMO, five of them were ships organizers recently graduated from the NMU "Leadership School."

The RMO in the Port of New York have been guilty of tactics of this sort right along throughout the entire war period. This is collusion of the rankest sort. These phonies who are on government payrolls at the taxpayers' expense, and who at the same time follow and uphold the Communist Party Line and assist Communist Party dominated unions in pulling deals of this sort, should have the hatchets put on their necks immediately. It is high time that rank and file labor in this country woke up to the fact and realized that some of the officials in these so-called "government bureaus" are pushing the CP Party Line even harder than the CP is pushing it themselves. It is high time that these phony RMO pipe lines for the CP are abolished.

\* \* \* \*

One of our old members brought up a beef the other day and told the coarner Patrolman, Joe Algina, that he had not collected on the ship he had paid off for some reason or other. Algina talked to the member in preparation to taking the beef up with the company and the point came up that the reason that he had not collected the money was that he had never submitted his overtime slips to the head of the department, the Ship's Delegate or to anyone else for that matter.

This is only one instance where, through carelessness, our members have lost a few bucks. In shaping up overtime, always check with the head of your department, as soon after the work is completed as possible. Your contract calls for this and it must be done. In this manner, not only do you have a copy, but the head of your department and the skipper have copies as well. Then when your scow arrives before the pay-off, all of your disputes can be handled.

This case is a rare one and it doesn't happen often; nevertheless, once is too many times. First of all, it shows a lack of union education on the part of some of our members. Second, it means that some of our members are not getting the full benefits of contracts that the Seafarers hold with the various steamship operators.

Both of these points are worthy of calling for an enlargement of our educational system within our union. We all know that to realize the best from contracts that you must first of all KNOW these contracts.

## Neptune's Daughter



The boys at the merchant marine training school in Florida have all agreed that Nance Stilley is the mermaid they'd like best to meet. It's things like this that make men go to sea.

## NEED FOR SHIPPING TO CONTINUE DESPITE V-E

NEW YORK, May 14—Victory in Europe will have no immediate effect on shipping, and any future falling off will be gradual, government authorities said today.

The demand for space to move personnel and cargoes will continue, and a natural increase in transport to the Pacific was developing, that will require all the tonnage that can be spared from the Atlantic.

## Green For Unity

Despite all obstacles in the way, the A.F. of L. has not given up its efforts to weld the labor movement under one banner. So declared President William Green recently in an address at a testimonial dinner honoring Max Zaritsky, Hat-ters' Union chief, on the latter's 60th birthday.

Green lauded Zaritsky for the latter's attempts to bring about labor unity and then voiced this pledge: "I will never rest until labor is once again united into a single, all-powerful trade union movement in America."

"There can be no united America without a united labor movement," he said.

It was announced recently that Europe would require some 12 million tons of food alone in the next year. This was more than a third of the total dry cargo export from this country in the last peace year, 1939.

Not only will cargo ships be needed, but personnel transport requirements will increase, rather than diminish, it was said. The War Department will be depending upon merchant shipping to move millions of men from Europe to the Pacific theatre, to ship out fresh troops, to return home from the battle fields discharged and furloughed servicemen and the wounded.

It was pointed out that it took two years to put a million and a half men in the United Kingdom before D-day. While a better record is expected now, the much greater distances involved will strain shipping facilities for some time to come.

Supplies to the Eastern battle-fields offer a distinct problem. Not only will the direct materials of war and the food and the clothing needed to maintain our armies have to be shipped with the greatest of speed, but the question of building barracks, air bases, storage facilities will demand tons of building and construction materials that was not met with in the European phase of the war.

General Brehon Somervell, Commander of the Army Service Forces, estimates the overall supply requirements as six tons per man for the initial shipment of equipment, and approximately one ton per man per month for maintenance before actual combat. There will be 7 million American soldiers in the Pacific theatre.

## Tries Framing Cook To Save Finky Reputation With Port Captain

Because the skipper of the SS Walter Kidde, Arman Garabedian, wanted to maintain his own record as an economical master, he did not hesitate to file unwarranted Coast Guard charges against Juan Oquendo, Jr., Night Cook and Baker.

When the gun crew on the ship was reduced, the Steward's Department was cut down, and Brother Oquendo, was dropped after having worked nine days aboard ship. When Oquendo asked for the thirty days penalty pay due him under the contract, the skipper filed charges against him with the Coast Guard.

Garabedian charged Oquendo with threatening the Steward; influencing three men from turning in and not working on May 3rd.

Joe Algina, Patrolman, handled the case for Oquendo, and was able to prove that Oquendo himself was aboard ship by 11 o'clock on the night mentioned, and that while the three men did not return on time, they had done so on their own. He was able to prove that Brother Oquendo did work on May 3rd. On the threat charge, the witnesses for Oquendo were not able to be rounded up in time, and he was logged \$9.16.

The general charges were dropped by the Coast Guard for lack of evidence, and Brother Oquendo got his 30 days pay. More, his record is still clean; can Skipper Garabedian say the same?



JUAN OQUENDO

## GOFFIN'S REPORT

(Continued from Page 2)

Baltimore have three nights' lodging money due which will be paid on the regular ship's payroll at the completion of the voyage.

L. Lelly, wiper, who made the last trip on the same ship, has one hundred hours coming for soundings, which is now payable at the Calmar office in New York.

I have been in touch with Washington on the Maintenance Men's beefs with Calmar, on taking soundings weekends at sea. This beef has been pending for quite some time, and I am in hopes that whatever comes out of Washington will settle this beef once and for all. Am still looking for some Stewards Department men who made the last trip on the SS Eleazer Wheelock, in order to square up their extra meal beef, which is payable.

## AT SAN FRANCISCO



Appointed by President William Green, International Representative Robert J. Watt is AFL consultant to the U. S. delegation at San Francisco. He proposes that the International Labor Office, to which the SIU is affiliated, become the main arm of the proposed Economic & Social Council.



# MWEB Promises There Will Be No Bonus Cut For Thirty Days

(Continued from Page 1)  
they hesitate to take open responsibility for such a move.

Macauley's promise that no bonus cuts would be made before next month, gave all interested parties time to "submit briefs" to the Board. Several Congressmen have announced intention of filing briefs on behalf of the seamen. In all frankness, the seamen must face the fact that "briefs" will have little weight with the Board or its shipowner sponsors.

Following the meeting, Brothers Hawk and Dushane issued the following statement:

## Report on Maritime War Emergency Board Meeting

Held at Washington, D.C.  
May 12, 1945

By MATTHEW DUSHANE and JOHN HAWK

We attended the Maritime War Emergency Board meeting held in Washington, D. C. on May 12, 1945, regarding their proposals to cut the war bonuses in the Atlantic.

Your representatives took the position that the SIU and SUP have always taken at these meetings: that the MWEB had no business to propose reductions in the bonus unless there was a bonus dispute between the ship operators and the Union. The Board admitted that no dispute existed, but contended that they had the authority on their own motion to propose reductions or increases as the war hazards changed.

### BONUS HISTORY

We pointed out that the war bonuses were \$60 in the Atlantic prior to our entry into the war, and that the \$60 bonus was arrived at through collective bargaining between the shipowners and the Unions.

We also pointed out that in October, 1941, as a result of a

## HERE'S HOW IT USED TO BE DONE

You'll remember that last week Brother Arthur Thompson, Savannah Agent, told us how the log book got its name. It seems that in the old days the bosun used to throw a log over the bow and then count



until it passed the stern. The ship's speed was thus computed and entered in a book—which became known as the log book.

We asked the LOG artist to show us just how it worked. Here is his explanation.

strike called by the SIU for higher war bonuses, the National Defense Mediation Board arbitrated our case and gave us \$80 a month bonus and other concessions in the way of port bonuses.

In December, 1941, after the U. S. went to war, a meeting of all Maritime Unions and shipowners was called by the Maritime Commission and the Department of Labor, and after three day's deliberations, the Statement of Principles was adopted by the shipowners and the unions and the MWEB was set up then to arbitrate only any dispute in the war bonus which might lead to a strike or ship delays which would impede the war effort.

We pointed out that because of the National War Labor Board's "Little Steel Formula" the seamen recently were denied an increase in the basic wages, and that regardless whether a seaman's earnings are labelled war bonus or basic wages, it still means that it is his "take home" pay.

We showed that the MWEB proposals meant that the seamen would make less "take home pay" than he made before the war, plus the fact that the cost of living has increased 43% according to the Meany-Thomas report. But the seamen's so-called basic wages have remained status quo since October, 1941.

### FALSE PROPAGANDA

We told Macauley that he, as WSA Deputy Administrator, was on one hand still spending thousands upon thousands of Government or taxpayer's dollars, on radio programs and all types of advertising, to recruit merchant seamen into the industry, telling them how big the merchant seamen's bonuses were and the "big cabbage" they were making; whereas, on the other hand, the same Macauley, as Chairman of the Maritime War Emergency Board, is proposing to reduce the "bonuses" or this "big cabbage" that the seamen earn; and that this will have the effect of a lot of old time experienced seamen leaving the industry in disgust because of Macauley's manipulations.

Experienced married seamen will also leave the industry because of insufficient "take home pay" to support their wives and children. Others who were recruited into the maritime industry because of the big pay promised by the Recruitment and Manning Division of the WSA on their radio programs, and who were trained at Government expense, will also leave the industry disillusioned, even if they will be drafted into the Army.

We asked the members of the MWEB to state their opinion on their own proposals and they refused, stating that they would base their decision on the record of the meeting.

We wound up stating that the MWEB's proposals would lead to chaos in the maritime industry, and that it was their responsibility as much as ours to keep the ships moving in order to continue our all-out war effort.

### NMU MANEUVER

The NMU stuck to the government-shipowner collaborationists

role that they have been playing since Germany attacked Russia in June, 1941, regardless of what effect it had on the pockets or welfare of merchant seamen and their families, stating that the MWEB should postpone any reductions in bonus until the NMU had negotiated increases in basic wages for seamen directly with the operators.

Curran reassured the MWEB that, regardless of whether they cut the bonus or not, the NMU would live up to their no-strike pledge and keep 'em sailing.

McKenzie read a telegram from Philip Murray, head of the CIO, into the record, and spoke of mobilizing the whole nation in behalf of the merchant seamen. The irony of their position is that they have not officially opened up their own contracts for an increase in the basic wages.

The Marine Cooks and Stewards and ACA—CIO affiliated unions—endorsed the position of the NMU, if you could call it such.

Captain Martin, President of the Masters, Mates and Pilots, AFL, and other representatives of that organization protested the bonus cuts.

Mullins, representing the shipowners' Merchant Marine Institute—incidentally the only shipowner representative present—had no quarrel or objections to the Board's proposals.

Chairman Macauley of the Maritime War Emergency Board informed us that the bonuses would remain the same as they are now for thirty more days, and that they would then have their decision ready.

## LAUNDRY WORKERS WIN UNION FIGHT



A bitter four and one half year struggle to organize the large Community Laundry in Los Angeles was finally ended when contracts were signed last month with Local 52, Laundry Workers International Union, AFL, and Local 928, International Brotherhood of Teamsters, AFL. This broke the powerful anti-labor front that has existed in Los Angeles for decades. Pictured here are the pleased Laundry and Teamster officials after signing the contract.



## PARISIAN WORKERS

Parisian workers are developing militant mood as French labor grows increasingly impatient at the failure of the de Gaulle administration to stabilize and bring down the cost of living. Instead of genuine reforms in the national economy, de Gaulle is relying more and more on conservative forces. Resorting to the strike weapon, Paris printers and theatre employees have won wage increases in recent weeks. Stockbrokers' clerks are also pre-

paring to strike for a raise. At an average salary of \$80 a month, they point to the sky-rocketing black market in which beef, for instance, costs between \$4 and \$5 a pound.

## Barge Sailors

(ITF) Barges operating on British in-land water routes will soon be under the command of British women.

The plan for training women volunteers for the operation of barges sailing on the Leeds and Liverpool Canal has already been introduced and women are now undergoing a two months' training course.

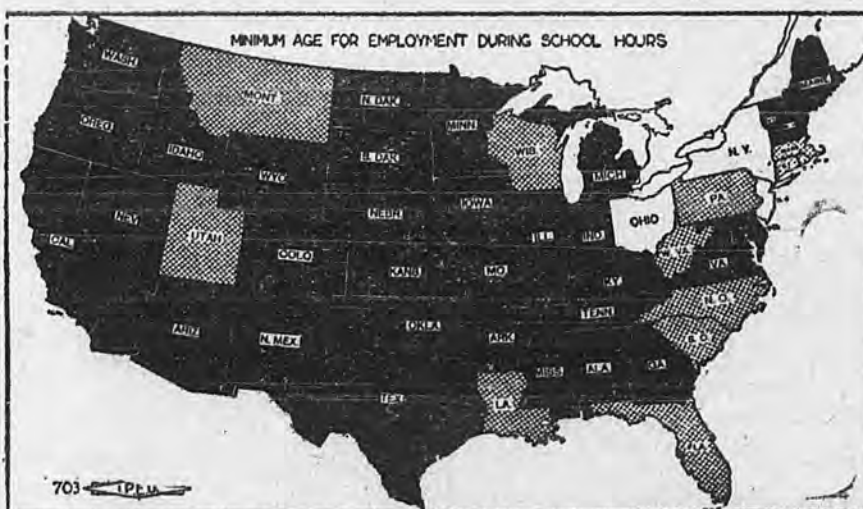
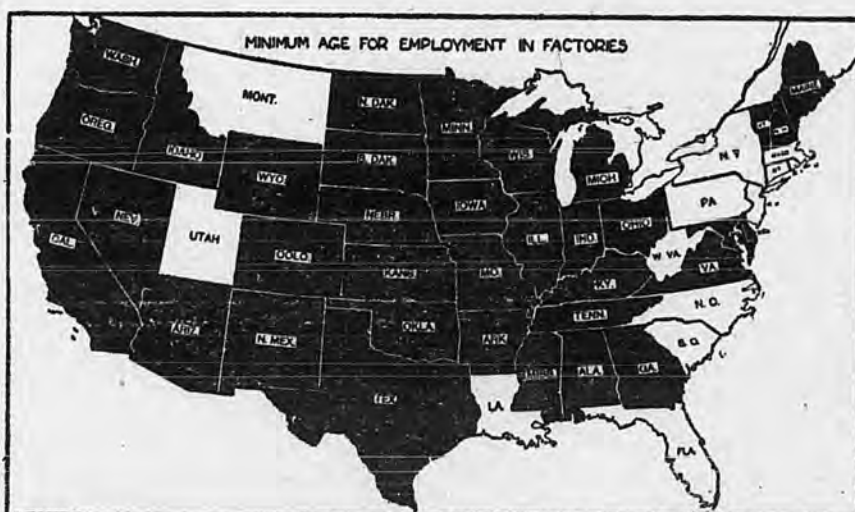
After their training is completed, each team of two women will be given control of a barge employed in the transport of essential war cargoes. A minimum wage of 3 pounds a week is guaranteed, but it is expected that they will earn more money.

## Songbirds Strike

(LPA) More than 300 musicians, singers and stagehands of the world-famous Naples Opera House went on strike at the beginning of April after the British-supervised management had refused demands for a general increase in pay. Work was resumed a few days later when all demands were met.

The management, which had become aware of the strike only after 1600 ticket holders had sat down in their seats to listen to "La Boheme," was forced to refund admission costs five minutes before the curtain was scheduled to go up. The workers demanded an average wage increase of 50 to 100 lire each per performance.

## CHILD LABOR



The war has drawn thousands of boys and girls under 16 out of schools and into the labor market, costing them even the minimum opportunity to equip themselves for later life. State labor laws are necessary to protect them, and the AFL is seeking to improve such laws. In the top map, 16 is the minimum age for factory work in the white states; less than 16 in the black. In the bottom map, 16 is the minimum for school-hour work except on farms and in domestic services in the grey states; and in the black states, work is permitted for those under 16.





## THE MEMBERSHIP SPEAKS...

### History of The SIU Dog

I am writing to you in regards to the article in one of your recent issues about the dog that was ashore in Charleston. I believe there was a slight error in this article. First of all, I was the one who rescued Brownie (the dog) from the ASPCA, and not the police.

There is one thing that may concern you and that is that I, J. Sterling Sanstrom, was his owner.

Brownie left Philadelphia aboard the SS John B. Lennon on October 10, 1944. The crew of the Lennon elected him their mascot. The following are the ports he has been to: Port Said, and Suez City, Egypt; Aden, Arabia; Khorrumshare, Iran; Irak, Bahreen Islands; Mombasa, Tanga East Africa; Beira, Portuguese East Africa; Capetown, South Africa; Port of Spain, Trinidad; and then home to Boston.

Before the ship had docked, Brownie jumped off. None of the crew heard of him until the chief mate saw Brownie's picture in the Boston "Globe." The mate informed me. A wiper and myself went immediately to the Charleston police station.

They told us the dog had been taken to the Friend Shelter Society of Boston. We were then escorted, by two policemen, to the shelter. There we found Brownie among many other dogs, and returned him to the ship.

### Greenlee Reports Grub Is All OK

Scotland

Just a few lines to let you know that we are still rolling along, and I do mean rolling.

We have everything running along very smoothly on the ship, no beefs. We are teaching the Messboys the union way.

We have five gallons of kick-apoo juice just about ready to come off. Tell Frenchy Michelet that Snuzzle McCormick can't hardly wait to get at it. It's all Heavy Ross and I can do to keep him off it.

Old Snozz is a good cook, but he has no help. However, he is getting the 2nd Cook and Messboys pretty well in line, and they are turning out okay, and by the time you get this they should be doing all the work. Snuzzle sends his regards to all of the boys.

We are still at sea, but should be in by four or five days. We are hoping to get shore leave and meet some nice Scots girls and some fellows named Haig and Haig.

We have a good gang on deck, all books. The mate and the old man are really tops, and the black gang is a good bunch. Ross has the wiper making his bunk—it's the boy's first trip. (He'll wise up soon.)

We will drop you another line when we hit port.

WHITEY GREENLEE

Once aboard, he was fed and tied to my bunk. At certain times he was taken for walks.

On the last day of our stay in Boston, exactly 15 minutes before the boat left, someone cut Brownie loose. It was then too late to do anything about it.

We paid off in New York March 6th. When I returned to my home in Philadelphia, I sent a letter to the Boston Shelter. Their reply was very nice. They informed me that Brownie was in a run-down condition, and they were trying to build him up. They also told me according to the law they could not send him, and I would have to come and get him in a car. This was impossible, because I had no car. The result was that they would have to do away with Brownie as the doctoring was too great an expense. So now Brownie is dead.

I just thought you would like to find out the full truth of the story of Brownie. The dog was treated swell by the crew of the SS John B. Lennon when he was alive.

J. STERLING SANSTROM

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### Sgt. Pendleton Sends Greetings To Old Friends

Somewhere on the Pacific

Here are a few lines to let you know that I haven't forgotten the fellows in the SIU. I've been getting the Seafarers Log for quite a while now, so I know a little about what's going around some of the ports.

When I get back to the U.S. again, I'll drop into the hall to see what's cooking. From what I gather, though, the situation is pretty well in hand—as it is out here.

Say hello for me to a couple of old shipmates of mine—Patty Walsh and Bill Kilgus, both old members of the SIU. Tell them Baldy was asking for them. You must know them—Pat is always either coming off a drunk or going on one with Kilgus—or vice versa.

At the next meeting, tell the fellows there is a bunch of U.S. Marines on this side of the globe that sure as hell welcomes you. You're doing a damn fine job of keeping chow and equipment coming out here. From the experience I've had I know sure as hell that the SIU is doing its part.

Sgt. JOSEPH T. PENDLETON  
SS-21 MAG-21  
c/o Fleet Post Office  
San Francisco, Calif.



## OUR DOUGH IS ON BROTHER ZANOS AS NEXT HEAVYWEIGHT CHAMP

If you believe in portents, in coming events casting their shadows before, then Tommy Zanos has proved that the SIU will soon banish the NMU from the waterfront.

This little matter was taken care of by SIUer Tommy Zanos, Chief Steward and rising young heavyweight fighter, when he beat Johnny (Bearcat) Jones, until recently an NMU Steward. Beat, did we say beat? Zanos kayoed Jones in 24 seconds of the 6th round, when they met last April in Chicago.

Tommy, who is as good a union man as he is a fighter, has been taken up by the SIU, and is being pushed as our choice as the next heavyweight champion of the world. The union is all out for Zanos, and from the looks of his record the membership will not be disappointed.

### 14 STRAIGHT WINS

Tommy has been fighting more than five years, four as a professional. In that time he has had 21 bouts, winning 16 by knock-outs, and three by decision. He was defeated twice, both times during the early part of his career. Currently he boasts 14 straight wins, 9 of them by kayos.

Always known as a powerful hitter, he has in recent months improved as a boxer, and is showing a formidable left. His more recent matches have been against Joey Montgomery (TKO in 4 rounds); Bobby Lawson (KO in 3 rounds—fracturing Lawson's jaw); and Willie Richardson (KO in 2 rounds).

Promoters are trying to arrange bouts with Lee Savold, and Gus Lesnevitch, light heavy-weight champ, now in the Coast Guard.

Tommy Zanos is a good looking lad of 22, his face unscarred. Of average height, powerfully built, weighing about 215 pounds, Tommy brings to mind another Greek with the classic Greek body, the wrestler Jimmy Londos.

### CAPABLE IN JOB

Zanos is not a case of only a strong body. The lad is capable and alert, as is evidenced by the fact that he was able to advance from Messboy to Chief Steward, the highest position in his department, where ability to make decisions and to lead men are the most important qualifications. Tommy, though easygoing and friendly, impresses one with his savvy, and gets the fullest cooperation from his shipmates.

His fighting career was almost cut short last year when he went far beyond the call of duty. While in Port of Spain, Trinidad, a fire broke out in the messmen's foc'sle and Zanos, disregarding personal danger, began tossing overboard flaming mattresses and wooden lockers. Though the alarm was being turned in, Tommy knew that directly overhead was stored the ship's ammunition,

and that unless he acted quickly, things would get out of hand.

### QUICK THINKING

Zanos' quick thinking saved the ship and his shipmates, but he was burned on his face and arms and, far worse, lost his vision for four days. He slowly regained his eyesight, but was forced to wear dark glasses for six weeks. The skipper commended him for his heroism before the crew.

Tommy comes from Vandergrift, Pa. Like so many others who do not know its character, he went to the maritime school at Sheepshead Bay, where incidentally he won the boxing tournament. Bob Olin, a leading contender for the heavyweight title, tried to get him to stay there to do morale work, but Tommy refused—he wanted to ship out.

### CONVINCED UNIONIST

Once on the waterfront, he learned the score, and he joined



Brother Zanos stripped down in the New York hall last week to show us how he looks to his opponents in the ring. From this sample, we'll continue going to sea, thank you.

up with the SIU. It didn't take him long to find out that only the SIU could offer security to the working seaman.

The SIU is the first union that Tommy has ever belonged to, and now he is a convinced unionist.

"It's a great feeling," he said, "to know that you have an organization behind you, that everybody is working together and lending a hand. You know that you aren't alone."

The SIU recognized Tommy's abilities and leadership qualities, and as soon as he had got the necessary experience, pushed him in getting his endorsements for higher ratings.

And now, recognizing his ability in another field, the SIU stands right square behind Tommy Zanos in his bid for new honors.

### Ft. Stanton Men Appeal For Mail

Fort Stanton, N. M.

I'm still bedridden, although I'm really okay. Since I can't get around I've told the delegate to get the names of all the boys here, so you can send them their hospital benefits.

I sure would like to see some of the boys and have a few drinks with them. If you see some of my friends, say hello for me, and have a drink on me. If you see some of my women friends, just

say hello.

Keep sending me the Log, so I can keep in touch with what is happening. This place is at the end of the world.

L. C. KATES

Editor's note: Brother Kates has returned, hard on the heels of his letter. However, why don't some of you fellows write to our men at Fort Stanton? It will help cheer them up at the time when they really need it.

### Collision Sinks Tug In New Orleans

Five members of the six-man crew of the tug El Vivo lost their lives today in a collision between the tug and a Liberty ship in the swollen Mississippi River near here. The sixth member was saved. He said the tug was struck amidships during a fog and sank within a few minutes. The other vessel apparently was undamaged and proceeded later. The survivor said the blow split the tug open.



## NORFOLK

Shipping is still good in Norfolk. We have had to call out-ports for a number of crews, but managed to crew up the scows ok. We are pushing our organizing and educational programs to the fullest extent. Had two unorganized ships in, and although it was impossible to get aboard we shipped four men on them and were able to get literature aboard. In the end this will pay dividends as the seamen are waking up. They are tired of being pushed around by the companies and they don't want the phony set up of the communist organizations.

We had quite a beef on an Army dock payoff—the SS Andrew Pickens of South Atlantic SS Co. The beef was in the bag, but was let out by the crew. Out of the whole crew there were only nine men aboard who were real union men. The names are: L. D. Mullis, Richard Furr, James Kirk, Thomas Burke, Frederick Rouser, William Slade, Vincent McDermott, Howell Arledge, William Cauthen.

They are the kind of men that the union wants and needs. Out of the rest of the crew there were only a few book men, the rest were trip card and probationary book. This branch will send out a list of names of these men and recommend that they not be given books with the privilege to ship, as they are not the kind of men that the SIU membership can look on as brothers.

Shipping for the future still looks good and the hall is empty. Come on down to Norfolk and ship.

RAY WHITE, Agent

## BALTIMORE

Before the war, the United States had only a matter of about 7,500,000 tons of shipping and was a third rate maritime power. At the present time we are the greatest maritime power in the world with approximately 50,000,000 tons of shipping. But do we intend to remain in that status? Not if some bureaucrats and politicians have their way.

Take Mr. Lewis Douglas, former deputy administrator of the WSA—and we can be happy that he is the former deputy administrator—who proposes that we give most of our tonnage away to foreign nations and retain about 10,000,000 tons, to become once again a third rate maritime power. In so doing, thousands of American seamen would be put on the beach, and thousands of shoreside workers would also lose their livelihood.

Douglas maintains that foreign nations can operate ships much cheaper. Meanwhile, we are heavily taxed and buy bonds for building ships, only to see them given away with little or no return for the huge investment. This is only a forerunner of what, no doubt, some people are planning for, and the next suggestion will be along the lines that we scrap part of our Navy.

It should be remembered that the planning and effort in building the greatest Navy and maritime fleet in the world helped cause President Roosevelt's untimely death. Scrapping or giving away our merchant fleet comes under the head of sabotage in our opinion.

Well, here we go off to the jail house again, and this time it was

## AROUND THE PORTS

he case of an AB on the SS Charles Burelson who was badly cut up by one of the gun crew. It appears that the AB, Charles Holsapple, and the Steward were having a little friendly argument when the Navy butted in, and invited Holsapple on deck and thereupon did a little carving. We got Holsapple out of jail and to the Marine Hospital. The Navy man got 60 days and was turned over to the Navy, who, we feel sure, doesn't want people of his kind in the service.

Two of our members who were ashore for the first time in Baltimore were knocked down by a hit and run driver. Alex Piatek was killed and James Brewer has a broken leg and other injuries. They were members of the crew of the SS Floyd Gibbons which had arrived from New York.

The local cops have caught up with the hit and run artist and no doubt he forgot to insure his car and is of no benefit to the men whom he so foolishly struck.

Shipping in this port continues very slow with a large beach list, and the only places around here with any income are the clip joints. If some of our members would only send cigarettes to their brothers in the Marine Hospital instead of giving them to people who in turn sell them back at 50 cents a pack, they would be helping out the men in the hospital who find it hard to buy any.

The Hall boys—Avin, Bob and Paul—not all from the same family—fat boy Charlie Simmons and myself visited the hospital but were not able to see all the boys. Some are doing fine and some, I am sorry to say, not so good. Most of the sickness has been caused by the hardships they have gone through during this lousy war. We sure as hell need a bill of rights for merchant seamen and the sooner the better.

WM. McKAY, Agent

## TAMPA

Things at the present time here in Tampa are a little slow. The only change at this writing is the weather, and quite a few of the boys have been commenting on the short summer we had. Believe it or not the weather here is as cold as it was this past winter.

It looks as though we are going to be short of beer in this

'LO, HONEY! JUST PAID SOME (NIC) TAXES!



state, as the Governor has signed a bill adding 3c tax. There are about six breweries here, and they state that they cannot manufacture beer with that much tax added, and I sincerely believe

that they will move to another State. Cigarettes have additional tax of 4c added.

Voting is rather light here as most of the members are Pro members. Brother Johnnie Epperson was seen celebrating V-E Day today by gator-jocking one of the reptiles that is so well known in this state. Wonder if it could be some of the Everglades swamp-dew that is so well known here, and so well liked by the imbibers of intoxicants.

Just arrived from the Southwest Pacific—Three Ton (Tiny) S. C. Gainey one of Slim's (Curt Starke's) bosom pals. He was looking for a mouth full of meat choppers as his came up missing in the invasion.

The SS Wino, I mean Brandywine, has failed to come in for a trip or so, and that makes me most damn unhappy, as she has been a source of ups and downs to me for the last three years. I am sure that from now on she will be a pleasant ship to board as she is all SIU now.

D. L. PARKER, Agent

## PUERTO RICO

Well, things are beginning to look up, here in the Enchanted Isles. In the last two weeks we have had twelve ships in. Very few replacements, but it sure is good just to see a little activity around.

Some of them are coming direct from across, and it sure is pitiful to hear the tales some of the boys tell of how they have been robbed of something to eat. And the trouble has to lay with the Cooks and Stewards because I had two Liberty's of the same Company in the same week on the same run. One of them had no complaints on the food and the other crew had been eating canned beef stew for the last twenty-six days. I was contacted at 11 o'clock at night as the ship was only going to take fuel and water here, then proceed to a south coast port to load before getting stores. But I got in touch with the WSA and she stayed in here long enough to get stores.

All of the ports in the Island have been opened up again, so if you are ever down this way loading, call the hall and at least let us know you are in. The number is San Juan 1885.

When down here remember you can get all the vegetables and tropical fruit you want. Ice cream is plentiful. Milk is a little hard to get at times, but can be had with a little pressure in the right places. The company squawks that it isn't good for your health, but it is all pasteurized, and the companies are not worried about your health.

Men, we must remember the bigger the strike fund we have the less chance there is of John

Keep In Touch With Your Draft Board.

Shipowner forcing us on the picket line to hold what we have; and the easier it will be for us to make bigger and better gains in the future.

Let us always bear in mind that money is power, so let us get some power in the Strike Fund.

BUD RAY, Agent

## NEW ORLEANS

Things have been going at a fairly good speed this week here in the port of New Orleans. The Patrolmen and Agent have been kept on the ball, signing on and paying off ships and settling a few beefs.

The SS Alcoa Pilot was finally squared away after settling a few beefs on her. There was one good one in the Stewards Department. Some supplies had been ordered and the crew said they would not sign on until all the stuff was received. We also had to pull two OS because they did not show up for work. There was another beef about the Chief Cook not getting paid for doing someone else's work in addition to his own. All this was finally settled and they pulled the end of this week.

The SS Cody Victory, Alcoa Steamship Co. paid off May 8th. There was a dispute about overtime for two Cooks, but that was settled in no time at all. Went back to sign her on on May 10th, but orders were changed to sign her on May 11th.

The SS T. J. Jackson, Mississippi Steamship Company, signed off on May 9th, under Article 64, revised, and everything is alright.

We had to send quite a number of men to Galveston to finish signing on the SS Peter Dunn and the SS Nott as they seemed to have quite a shortage.

There was a little bit of excitement here in New Orleans that should be of interest and quite a surprise to some of our brother



members. Brother Greenlee, an ex-pie card from New York, who paid off the SS Henry M. Rice a few weeks ago really went and got himself fouled up good. If you look at his third finger, left hand, you will see that he is branded—by a woman! That's right! He was married May 10, 1945. He doesn't know what he is getting into, does he, fellas? But it won't take him long to find out. The lucky girl (or is she?) is the stenographer here at the hall. We had noticed both of them going around in a daze, but no one knew what was in the air until it was all over. But seriously, he has a nice little wife, and if you

want his opinion, he'll tell you, "It's a GOOD deal." Let's wish them all the happiness in the world.

We are expecting a good number of Moran tugs to pull in this week. That will keep us busy, but we hope there will not be too many beefs.

Mr. Shilling of the Alcoa SS Company doesn't seem to want to cooperate with the union. He is one-sided in his opinions. He refuses to pay legitimate beefs. I

The officials of the New Orleans Branch wish to thank Brother C. Howell, Book number 27955, for donating a paper clipping machine to the branch.

think we will have to put a little fireworks under him to get him on the ball.

There have been quite a few oldtimers hitting this port lately. It is really good to see all you fellows getting back to the Crescent City once more.

E. S. HIGDON, Agent

## NEW YORK

Payoffs in the port of New York were slow the past week with only 22 ships paid off, but on these 22 ships were practically all of the old beefs imaginable and a dozen or so beefs that have never been experienced by the New York Patrolmen before. However, all these beefs were settled aboard ship and we have only one small Steward Department beef on the SS Bayou Chico still pending. The company agrees to pay a division in wages but the union is holding out for a division of wages plus overtime. All of our sign-ons have been cleared.

The SS Blenheim missed the Russian sale and is still operating with an SIU crew. Frenchy Michelet shipped aboard her as Steward and the crew will probably wish that the Russians had taken her before they get back to port.

The Patrolmen in this branch didn't benefit by the lull much as they have been hitting the waterfront on the organizational drive during their spare time.

Last Wednesday night's meeting seems to have been one of the most educational meetings that we have had in this port for a long time and the membership is still talking about it.

Everyone around is holding their breath on the outcome of the meeting on the bonus cut. Nothing has happened so far and here's hoping it remains status-quo.

J. P. SHULER, Patrolman

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Shipping is still going strong as usual. The membership is sure taking the ships out at present, but kind of expect a slow period for several weeks soon, at least until matters in Europe are more definitely settled. Nevertheless, shipping will be better than average—so continue to head for New York to ship out.

I would like to take this opportunity to pass on Brother Stewart's statement to the membership. He is the Mail Clerk and baggage room man. The baggage room is getting so filled up with luggage, that he is having a time of it to find a place to put the incoming baggage.

If you have excess baggage, kindly refrain from using the

(Continued on Page 7)



# Around The Ports

(Continued from Page 6)

baggage room for a storage room for six to twelve month periods. Baggage held there will not be baggage anymore, but probably be given to other members that are in need of same. So kindly find out the score on how long you can keep your luggage at the baggage room.

The other day the Mail Clerk was called again by the Postal Inspector. All mail over ninety days must be turned back to the post office. So boys, be sure to have your wives and sweethearts address your letters with this, "Please hold until called for."

I am sure that then the post office will not ask Brother Stewart to send those letters addressed that way, back to the post office. And please, please, he says, don't put your excess baggage in the baggage room for storage. We are not responsible for same.

Glad to see some of the members are taking an interest in our union literature. Knowledge about your organization is very important, just as important as our contracts, constitution and shipping rules.

As Truesdale puts it, "We all voted on those rules up and down the coast, to the Gulf and back, so let's live up to them. What's the use of having them if you don't care about them? Then, the first thing you know, you will be working 15 hours a day, at the rate of \$1 per day, only a stooge to the shipowner."

Which is true, when the membership decides to let down a little. It was not so long ago either, that we were getting that buck or two a day and no overtime. Bear that in mind, boys, when you think that you don't need a union. That is what will happen to you.

Drinking is an art, but when one imbibes so much that he gets high and nastily inebriated, it then causes difficulties. I am not preaching about having drinks—Hell, I like to drink as well as the next man—but why get drunk in your union hall. First, you are violating the constitution. Second, you make trouble for us Dispatchers. You delay our work and cause confusion, and generally it ends up in some one getting hurt.

If you drink, then hold it. Be sociable. No one wants to associate with nasty temperments, and you generally lose some good friends by being nasty and troublesome.

So let's cooperate, and refrain from getting soused and troublesome in your union hall. After all, we have work to do, where as you are on a good time. And as much as we all would like to join you, during working hours it's hardly possible.

So when you drink, keep a straight course, sober up and head for the Dispatcher's Board. The jobs are not in morse, and each ship has her sailing course.

**W. PAUL GONSORCHIK,**  
Dispatcher

## PHILADELPHIA

Brother Murphay, deck Maintenance man on the Wm. Sterling of the Waterman SS Company was logged two days pay for over sleeping between one and two in the afternoon in port. Captain Young of the ship held tight and would not rescind the log. The following day, at the Commis-

sioner's office, the head commissioner disallowed the log. Murphay got his two day's pay back.

It was brought before the commissioner that this logging took place while ship was anchored in New York before the voyage began, and that Brother Murphay during the whole voyage proved to be an exceptionally good sailor. However, Captain Young in the face of this evidence, maintained that it was more a matter of principle to him in logging this man than the money that was involved, and he still held tight.

The Commissioner explained to the captain that this was beyond the intent of the law, and the logging was really severe in itself. Because the man turned to when he was awakened and the fact that he was model sailor all trip, he would not entertain the log, and disallowed it.

This in itself may seem small, as it only involves two day's pay, but that is not the idea. The way the log was written up was "absent from duty without leave and without sufficient reason." How can a man be absent from duty without leave when the ship is laying in the stream awaiting convoy, no shore liberty granted and the man in question laying in his bunk? Can you see how ridiculous this is? It appears to me that Captain (Bligh) Young would do very well to log a man for a legitimate reason and not attempt to deprive a man of his salary for such petty reasons.

Things in this port seem to be running very smoothly. Bill Luth has taken over as Patrolman, and it looks like he is going to stick around for a while. He went out and bought himself three rooms of furniture, and if I know the lady in question it looks like Bill is here to stay. In closing let me state, keep away from the Coast Guards and settle your troubles in the Union Halls.

**HARRY J. COLLINS**  
Agent

## MOBILE

Shipping was good around here for a while but has slowed down at the present. But we in the port of Mobile think that shipping will pick up in a few days.

Only have two ships in at the present. One is from New Orleans (Alcoa), and the crew is going to be paid off here. They only have been on articles seven days. She will be here for a good while in the shipyard, and we expect she will keep a skeleton crew aboard.

We have the SS Juliet Low, South Atlantic SS Co. in transit from New York. Seems the only man to have an agreement on board ship is the master and he won't show it to the members on of the crew unless it benefits the steamship company.

**GEORGE BALES, Agent**



## —Unclaimed Wages— Mississippi Steamship Company

Douglas, Earl	14.58	Dzvonchik, Joseph	.52	Fieldson, Charles	9.18
Douglas, Richard E.	7.50	Eckert, F. A.	1.12	Fifer, Edward M.	.39
Dowal, J.	11.57	Eckert, Oscar	.01	Filipovich, L. A.	3.00
Downes, John M.	1.05	Eckols, Alfred J.	3.96	Finch, Wilfred	25.50
Downey, James W.	2.23	Edelstein, A.	7.92	Findley, F.	5.29
Downie, J.	7.35	Edmonds, E.	.69	Finnell, Jas.	12.80
Downs, Raymond	4.98	Edwards, Conrad H.	4.10	Finnegan, J.	.01
Draves, Robert	15.05	Egan, James	2.23	Finnegan, Thomas H.	10.58
Dressler, Fred	.76	Egan, J. W.	18.59	Fischer, John L.	2.23
Driggers, Eddie T.	3.55	Egner, Fred A.	14.13	Fisher, Benjamin L.	28.93
Driscoll, Edwin G.	3.90	Egner, Robert L.	58.44	Fisher, Daniel W.	.33
Dryall, F. R.	2.64	Eickmeyer, John A.	2.23	Fisher, Harry M. Jr.	2.23
Drydale, Wayne	1.98	Eklund, Erick R.	.79	Fristoe, Ashby J.	3.30
Dublanica, Peter	.99	Eklund, Paul	.82	Fitch, Richard T.	1140.86
Ducote, Luke C.	.04	Elrdo, Simon F.	1.91	Fitzgerald, Charles	5.64
Ducote, Reese A.	5.50	Eldhuse, Anton	3.92	Fitzgerald, John D.	3.46
Dudley, Arlie L.	5.94	Eldhuse, H.	.14	Fitzgerald, John R.	8.43
Dufour, Andrew T.	2.40	Elf, Knute	9.90	Fitzgerald, Robert J.	8.27
Dugan, Richard E.	3.71	Elliott, Jas.	5.15	Fitzgerald, W. J.	69.67
Dugas, Anthony J.	.90	Elrod, Roy F.	15.21	Fitzpatrick, John J.	.99
Duett, Charles O.	25.99	Endres, Edwin	3.44	Flaherty, John J.	.83
Duke, Joseph	7.61	Engelhardt, Eugene E.	8.53	Flaves, J.	.34
Duke, Stanley F.	9.86	England, Fred R.	18.74	Fleming, Berney	2.16
Dukes, J. W.	11.25	Englso, Minyard D.	2.64	Fleming, J.	.01
Dukeshire, I.	10.69	English, Thomas	9.24	Fleming, Thomas H.	2.13
DuMaduros, F. R.	26.60	Engstrom, Lincoln C. E.	21.20	Fleury, Arthur	.04
Duncan, E. T.	.72	Enna, Anthony	2.31	Floekhart, David F.	9.71
Duncan, Frank A., Jr.	6.03	Ennis, Walter R.	38.65	Flores, Albert N.	30.25
Duncan, Mota H.	2.07	Enoches, E.	3.62	Floyd, Ross F.	152.63
Duncan, Roy W.	98.75	Enna, Joseph Jr.	.72	Fluence, Humolla	10.05
Dungan, Charles W.	8.76	Epperson, Hebert A.	3.96	Flynn, John J.	12.12
Dunham, Frank	.74	Erikson, Anton J.	4.27	Flynn, J.	.02
Dunkin, Leon B.	63.99	Erickson, Irvin C.	1.74	Flynn, R.	1.33
Dunlap, James Allen	5.96	Erco, E.	1.65	Flynn, Raymond J.	.79
Dunn, Oscar Jan	1.98	Erwin, Winston B.	5.94	Flynn, William P.	2.82
Dunn, Walter L.	21.38	Escoffier, John	34.08	Foley, Stephen E.	2.23
Dunphy, John	8.61	Esteve, George L.	7.71	Ford, James A.	5.94
Dupuy, Edward	2.55	Estrella, M.	1.39	Forsman, John	43.29
Durant, Howard L.	9.87	Etheredge, William L.	55.64	Forsyth, Joseph H.	8.35
Durant, W.	1.19	Etherton, Teery G.	14.75	Fort, Robert B.	51.34
Durett, Sol R.	5.78	Evans, Benjamin T.	167.11	Fortes, John N.	8.53
Durfee, Charles E.	2.64	Evans, C.	.35	Flory, H. E.	7.76
Durham, J.	5.63	Evans, E.	2.30		
Durr, Harold	5.31	Evans, Harry	9.40		
Dust, Roy W.	16.39	Evans, J.	1.20		
DeTenbeck, Hugo		Evans, Leonard N.	3.77		
(Dutenbeck, H.)	31.13	Evans, Robert A.	1.98		
Dutton, Robert R.	12.29	Evans, W.	1.00		
Dvorack, C. E.	3.52	Evans, W. H.	5.97		
Dwight, Eugene N.	19.64	Evans, William H.	10.03		
Dwyer, Arthur J.	10.05	Evensen, Even	9.75		
Dwyer, C. J., Jr.	2.23	Ewing, William F.	10.66		
Dwyer, Raymond F.	37.22				
Dycus, Thomas L.	.73				
Dykema, Martin	2.90				

## E

Eastman, Alfred	6.81
Eaton, Edward Currier	44.85
Eaton, Edward C.	4.45
Eaton, Jasper C.	21.80
Ebanks, Carlman	123.75

## MONEY DUE

### SS THOMAS REED

E. J. Lelly, 100 hours. Collect at the Calmar SS Co., 44 Whitehall St., N. Y.

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### SS CYRUS W. FIELD

Disputed overtime is waiting for the following men: W. D. Austen, 22 hours; W. A. Landry, 26 hours; J. A. Puczykowsky, 7 hours; A. LaGarde, 7 hours.

The men can get their money by writing to Oliver J. Olson & Co., 260 California St., San Francisco, California.

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### SS B. BOURNE

Chief Cook and 2nd Cook, who have 188 hours each due them from the last voyage, can collect at the Mississippi SS Co., 17 Battery Pl., New York.

## F

Fahey, J. L.	11.63
Fair, David C.	.99
Fajatoski, Jacob	11.96
Falana, John M.	14.30
Falls, Wm.	16.36
Falnes, J.	10.56
Faucette, J.	
(Fancutt, John)	52.88
Farrar, M. G.	.35
Farrell, W. E.	6.36
Farrow, Jack	2.64
Farthing, Roger J.	1.90
Farthorn, William P.	3.26
Fath, J. A.	.76
Fawcett, Paul G.	2.13
Fay, J. E. (John)	1952.92
Fay, J.	2.97
Fay, William J.	13.86
Fearon, Joseph R.	2.23
Fererooff, Peter, P.J.R.	12.34
Feher, Leo	36.79
Felix, Frank M.	4.95
Feltman, Charles E.	3.96
Feltz, Ford G.	72.14
Fenn, Roy	2.81
Feraci, Charles E.	.66
Ferdensky, J.	2.23
Ferguson, H. H.	.50
Fernandez, Manuel R.	49.73
Ferri, B. G.	3.46
Ferri, Edward V.	1.42
Ferris, Benjamin	1.78
Fetterhoff, J.	.46
Ficaratto, J.	6.00
Ficarelli, Donato	1.42

## PERSONALS

### CREW OF SS GEORGE CRAWFORD

When you signed off on December 10, 1944, there was hanging fire a broken watch beef. It was agreed by all members that the money, when paid, should be divided among the crew. However, the Company has mailed vouchers for the full amount to 15 members of the crew, leaving out in the cold the Stewards Department, the Bosun, Deck Engineer, Deck Maintenance, and two Wipers. Will the following crew members please turn their money in to the New York Agent's office so that it may be pooled and divided equally: Charles Rolkievicz, Earl White, Edward Bobinski, Edward Rook, Cliff Brummet, Alfred Mowel, Thomas Olden, Robert Hairsten, Roger Mendez, Don Schumaker, Thomas Shea, Harry Gooden, Paul Gazie, Don Payton and John Sullivan.

Bearer of receipt 66845, for the payment of three months' dues and the annual strike assessment, paid in the port of New Orleans and signed by Patrolman L. Clark, please report to the bookkeeper in the New York hall. It is necessary to get your name and book number.

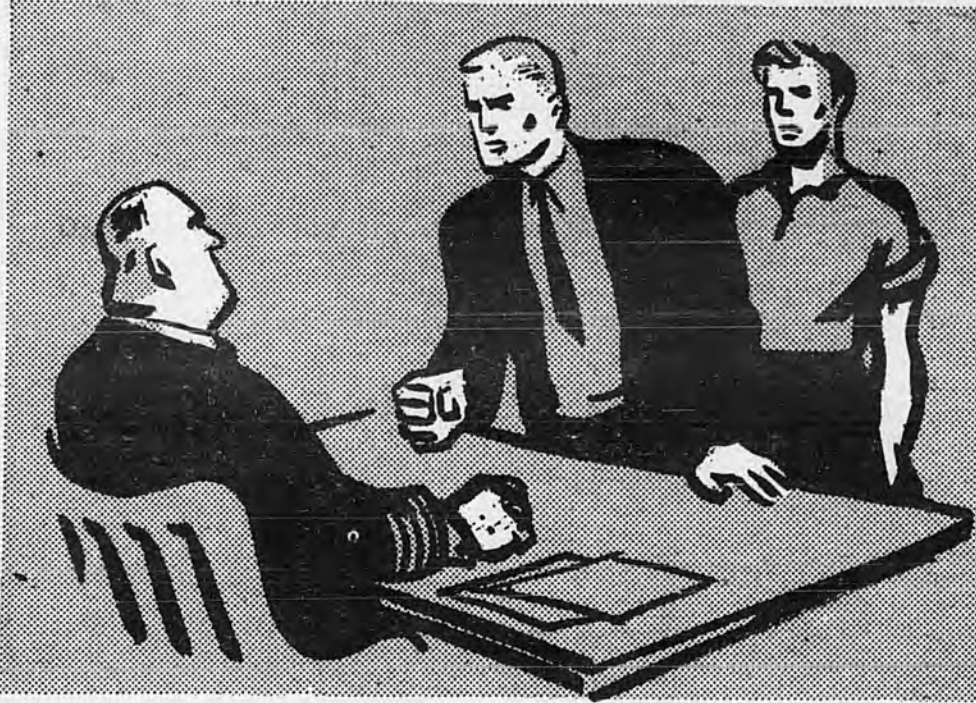
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### JOHN GRUEBNER

Please contact Silas B. Axtell, 15 Moore Street, New York, as your case against the SS Lafayette is ready for trial.



# ISTHMIAN MEN!



THE  
**SIU**  
IS FOR  
**YOU!**

## Use Our Facilities—

The Seafarers has created an efficient and smooth working shoreside apparatus to protect the interests of the men on the ships.

All our time and thought is devoted to seeing that SIU men receive the best wages, the best conditions, and the utmost union protection.

But there is more to the SIU than winning ship-board wages and conditions. We keep our men clear of jams while they are ashore.

We represent our members before the various government boards and bureaus. We see that their rights are respected and that they get the breaks due a merchant seaman.

**WE WILL DO THE SAME FOR YOU ISTHMIAN MEN**  
**DROP INTO ONE OF OUR HALLS**

## Coast Guard, Draft Board, Immigration Beefs:

The SIU maintains a staff of officials completely familiar with all the complicated rules. We stand ready at all times to aid Isthmian men in any disputes they may have, or give them advice as to their rights and the limitations imposed upon them.

Our "Beef window" is open all day — every day. Bring your Coast Guard, Draft Board or Immigration problems to us.



*If you need representation on any of your problems,  
go to the SIU hall nearest you.*

**SEAFARERS INTERNATIONAL UNION**