

# SEAFARERS LOG



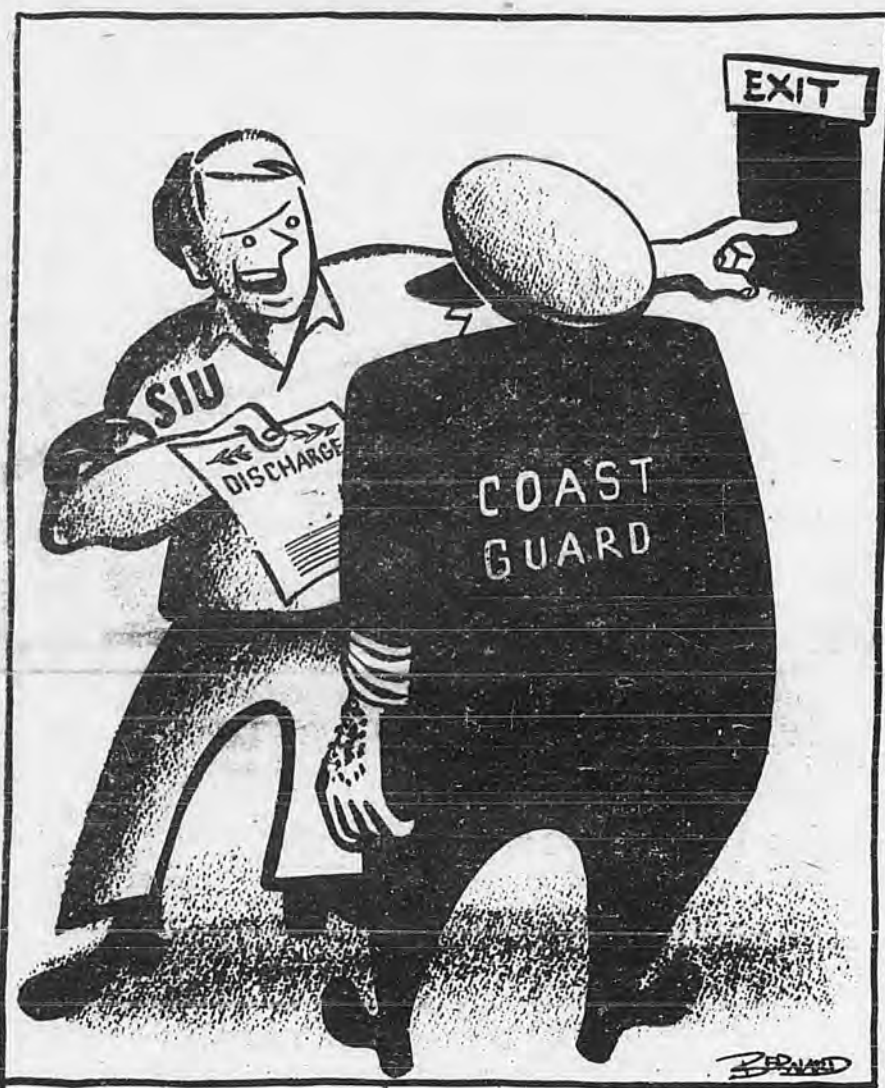
Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

Vol. VIII.

NEW YORK, N. Y., FRIDAY, JANUARY 18, 1946

No. 3

## END COAST GUARD'S CONTROL OVER MERCHANT SEAMEN, SEAFARERS ASKS



### By Trickery And Terror

The Seafarers International Union stands foursquare on its record of the best contracts in the industry, full union representation on all legitimate beefs, and the best wages and shipboard conditions on any ship afloat. We proudly boast about our democratically-operated Union, and continuously progressive independent platform.

We say independent because we mean just that—not tied down by any foreign entanglements or outside commitments. This leaves the Seafarers freely able to approve or disapprove of any legislation, directives or rulings purely on a basis of how it affects our membership. Unlike other organizations whose leaders must first find out what the current Moscow policy or program is and follow the commissar's chain of commands before taking any action, the SIU is able at all times to settle matters as they concern our Union and membership directly.

These Union facts of life which we are hereby re-asserting are well known to SIU members, and those in the maritime know-how. However, through the use of slanderous statements, mudslinging villification, and outright lies the NMU's propaganda sheet, the Pilot, is attempting to obscure the issues in the current Isthmian organization drive. It is desperately trying to foist the stigma of their own commie-inspired leaders tactics upon the SIU.

In line with established Seafarers policy, the Log will

(Continued on Page 2)

## Calls For An Executive Order Turning Peacetime Jurisdiction Back Again To Civilian Agency

Continuing its fight against the Coast Guard control over merchant seamen, the Seafarers International Union, in a letter from Secretary-Treasurer John Hawk to the White House, called upon President Truman to return the function of the Bureau of Marine Inspection and Navigation, and all other controls now held by the Coast Guard over merchant shipping and seamen, to its peacetime functions under the Department of Commerce.

Brother Hawk, citing President Truman's promise to return the nation to a peacetime status as expeditiously as possible, and his recent Executive Order (No. 9666) which removed the Coast Guard from the jurisdiction of the Navy and returned it to its peacetime function under the Treasury Department, requested for another Executive Order specifically calling for the retransfer of the Coast Guard's temporary jurisdiction over civilian shipping to civilian control.

### CLARITY REQUESTED

"Presumably," said the letter, Executive Order No. 9666 automatically "transferred the Bureau of Marine Inspection and Navigation, together with the (prewar) functions of the Secretary of Commerce pertaining to shipping, and the United States Shipping Commissioner and his office and functions from the (U.S. Coast Guard) Commandant's control . . . back to the control of the Secretary of Commerce; however, it is respectfully requested that in order to leave no doubt in this matter that an Executive Order be issued by you to this effect."

Declaring that he spoke for 60,000 members of the SIU, Brother Hawk declared that, "That the desire to have these functions retransferred to their normal previous peacetime status under civilian control and out of military control cannot be too strongly stressed."

### OLD FIGHT

The Seafarers' letter to President Truman is the SIU's latest move to eliminate the Coast Guards' hold over merchant seamen, Singlehanded, with only the SUP to give it support, the

(Continued on Page 9)

### SIU's Letter To Pres. Truman

The President of the United States January 11, 1946  
White House  
Washington, D. C.

Mr. President:

By virtue of the authority vested in the President of the United States by Title I of the First War Powers Act, 1941, approved December 18, 1941, the Honorable Franklin D. Roosevelt, on February 28, 1942 issued Executive Order No. 9083 and thereby transferred the function of the Bureau of Marine Inspection and Navigation and all other functions of the Secretary of Commerce pertaining to Shipping including the United States Shipping Commissioner and his office and functions from the Department of Commerce to "The Commandant of the United States Coast Guard to be exercised by him under the direction and supervision of the Secretary of the Navy." These functions dealt among others with the shipment, discharge, protection and welfare of Merchant Seamen.

On or about December 29, 1945, you issued your Executive Order No. 9666 directing the return of the Coast Guard to the Treasury Department in accordance with your policy of returning the Nation to peacetime status as expeditiously as possible.

Presumably this automatically transferred the Bureau of Marine Inspection and Navigation together with the functions of the Secretary of Commerce pertaining to Shipping and the United States Shipping Commissioner and his office and functions from the Commandant's control (as the Commandant no longer functions under the direction and supervision of the Secretary of the Navy) back to the control of the Secretary of Commerce; however, it is respectfully requested that in order to leave no doubt in the matter that an Executive Order be issued by you to that effect.

Seafarers International Union of North America, representative of 60,000 Merchant Seamen, has officially gone on record after meetings of its membership in all ports of the United States as opposing continued control by the Coast Guard of the above described functions; the desire to have these functions retransferred to their normal previous peacetime status under civilian control and out of military control cannot be too strongly stressed.

Most respectfully yours,  
SEAFARERS INTERNATIONAL UNION OF  
NORTH AMERICA  
JOHN HAWK,  
SECRETARY-TREASURER



# 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

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

## By Trickery And Terror

(Continued from Page 1)

not attempt to bandy words or participate in a mudslinging duell with the Pilot. You can't throw mud without having some of it remain on your hands, and we certainly don't want to follow their tactics of embellishing untruths to make so-called news stories. But, the *Log* can and will state the facts, and let the reader be the judge of the entire matter.

Below is the self-told story of an Isthmian seaman who was inveigled into "buying" a membership in the NMU with the understanding that it would take care of his beefs and those of his buddies. Mind you, the NMU misleaders well knew that they had as much chance as a snowball in hell to successfully represent Isthmian seamen, and present their beefs to the company. Still the NMU sold membership on the basis of misrepresenting its ability to collect for the Isthmian crew, and we herewith present the signed and notarized affidavit of Claude W. Whitis.

### AFFIDAVIT OF CLAUDE W. WHITIS

New Orleans, La. January 10, 1946.

I, Claude E. Whitis, was employed on the Isthmian ship, William D. Hoard, as Ordinary Seaman in Norfolk, Va. on the First of May, 1945. I was placed on this ship by the WSA as I was in the Maritime School at the time of my shipment to the Hoard.

At this time, I had heard little about the SIU, NMU or any other union. We sailed on May 18th from Norfolk to Naples, arriving there June 6th, 1945, and were in various other European ports. Sailing through the Canal to Pacific ports, we left Nagoya, Japan for San Francisco on November 14th, 1945.

Upon arrival at Frisco, we shifted the following day to Stockton, Cal. There our ship was boarded by NMU organizers. They talked with the crew, and told us that they could collect our disputed overtime which amounted to 2000 hours for the complete crew. There were several logs also, and these NMU men assured us they could also take care of that. We did not realize at the time that we were being high-pressured into buying NMU books, as they stated that they could not represent us until we did buy NMU books. Our ship being in this state, we believed these men and bought several of their books.

We sailed from Stockton through the Canal, and to the Gulf port of New Orleans. There our ship was boarded by an SIU organizer. He talked to the deck delegate and some of the other boys that were on the ship, telling us the real story, and stating that the NMU men had no authority whatsoever to promise the collection of this overtime as they had no contract with this company. The SIU organizer also compared any NMU contracts with various companies to SIU contracts, showing us that the SIU has the best conditions in the industry.

The delegate and myself stated that we wanted no part of the NMU after being misled the way we were. We were paid off in New Orleans, January 9th, 1946, in the Commissioners office at the Customs House. The

## "HIS ONLY WEAPON"



only overtime that was settled, was settled by company officials, and company officials alone.

I signed a statement for the NMU officials in New Orleans after they found out that the SIU organizer had been aboard our ship and told us the real story. The NMU officials brought approximately 20 men out near the ship, called me off the ship, and told me to sign a statement that the SIU representative had posed as an NMU representative. After looking over the 20 man goon squad, I was afraid not to sign the false statement.

That's why I am asking the SIU to take this notarized statement from me, and enable me to ship with the Union that will state facts as they find them, and not shove you around on lonely docks with a goon squad. There is now a 90 per cent SIU crew aboard the William D. Hoard, and the men on board are grateful, as well as myself, that we found out what the real score is, and there is no question as to how they will cast their vote in the Isthmian election.

(signed) Claude E. Whitis

(Notarized by Louis Branfin, Notary Public in the Parish of Orleans, State of Louisiana, January 10, 1946).

This plain case of attempted intimidation by terroristic goon squads trying to make good on the Pilot's lies is a fair example of the tactics used by commie leaders of the NMU in their futile efforts to win over the Isthmian boys to their "union." Their racketeering efforts to mulct a few measly dollars from Isthmian seamen through pretense and lies only sell those seamen all the more strongly on the Seafarers.

Only when an organization is bankrupt insofar as its program and concrete benefits it has to offer is concerned, does it resort to the lies, slander, mudslinging and terroristic practises such as the NMU commissars are using. The NMU has absolutely nothing to offer to offset the many advantages which SIU provides, and so it has to rely on its dying-man efforts to grasp for any straw to defeat the Seafarers.

The Isthmian boys on the William D. Hoard learned the score the hard way. The others can learn from their experience.

## Where D'ya Drink, Pal?

You may not know what you are drinking these days, but you certainly should know where—if you work on the theory that a friendly bar is a joy forever and to be cherished against all odds—and that is the information that the *Log* wants; where you drink when you are outside the continental limits of the United States.

It isn't that the editors are sporting a thirst of global proportions; not for publication, at any rate. This is the deal: The recent government ukase that the Fleet Post Office will no longer deliver mail to merchant seamen has thrown, not only your personal mail, but the *Log* distribution system off gear.

There is now no way of getting the *Log* sent directly to our contracted ships. So about the only way to reach our membership—and we have received many complaining letters about not receiving the paper—is to have bundles sent directly to bars and clubs where SIU members congregate.

So all of you—send us the names and complete addresses—street address, as well as city and country—of your favorite places in foreign ports, and we'll take care of the rest.

A cold beer, and the *Seafarers Log!* What a deal!



# Shipowners And Coast Guard Compete For Postwar Control Of Merchant Seamen

By GENE DAUBER

The Maritime Commission and the Treasury Dept. for the United States Coast Guard are each submitting legislation to Congress asking for complete control over all aspects of maritime life. With their usual callous disregard of the seamen's feelings on this or any other subject, they have done this without consulting representatives of seamen, or even publicly shedding those crocodile tears they are wont to shed every time they do something "for your own good." The fact that seamen are opposed to both set-ups does not deter the self-seeking bureaucrats one bit in their determination to rule over our lives.

What are the reasons behind this tug of war over who shall administer the peacetime functions of the Bureau of Marine Inspection and Navigation? Let's first take a gander at the Coast Guard.

## SHORESIDE ADMIRAL

When the Coast Guard was brought back under Treasury Dept. jurisdiction this Jan. 1, it resumed the limited functions it always had in peacetime, with the sole exception of the jurisdiction over seamen usurped during the war. During the war, under its expanded set-up, the Coast Guard created all sorts of titled positions for fair-haired boys from "good families," who kept lifting papers of bona-fide seamen and who by their ignorance of seamen's affairs messed up one shipping situation after another. If the Coast Guard loses its jurisdiction over seamen these gold-braided shore-side admirals will be out of soft jobs, and will no longer be able to sport their fancy uniforms all over town. And this, to put it mildly, they don't like.

Having gotten their training Navy-style these characters have always, like the Navy, resented the freedom merchant seamen have won through their bitter struggles with the shipowners. They never could understand what makes a merchant seaman think he has any more rights than an enlisted man in the Navy, and have shown this attitude in all their dealings with seamen.

No seaman who has sailed during the war while the Coast Guard held sway will forget soon those well-groomed dandies who boarded the ships on their arrival in port, sneaked about amongst the men and tried to set one seaman against the other; or, failing that, went midships amongst the officers and tried to stir up charges against the crew; then high-handedly lifted papers and served you with a notice to show up at their hearing unit where these exalted beings sat in judgment over "erring and unruly" seamen.

Another favorite procedure of the Coast Guard was, and still is, to work the triple jeopardy angle, under which a seaman may be punished, not once, but three times for an alleged infraction of one rule or regulation.

Not only can you get canned and fined by the military for sup-

posed misbehavior in some foreign port, but the skipper logs you to boot; then the Coast Guard figures it may as well kick you in the face so they work you over once more—but good—by lifting your papers and maybe jugging you.

It is treatment of this sort that makes seamen wonder whether the Coast Guard considers them members of the human race.

## SHIPOWNER AGENCY

What about the Maritime Commission's claim that they are the logical and worthy ones who should administer seamen's affairs? Let's look at their record:

It was the Maritime Commission as the government agency of the shipowners which sponsored and attempted to carry through all the union-busting measures in the last ten years. Maintenance of union conditions won in the waterfront struggles of 1934 and 1936 and '37 has meant a constant fight against the Maritime Commission.

The government training ships and schools (fink schools), government hiring halls, (fink halls) and the Continuous Discharge Book (fink book), are all means that the Maritime Commission used in its attempt to break union control of shipping. The War Shipping Administration is the wartime agency of the Maritime Commission and even wartime seamen have learned what that means — Sheepshead Bay, Medical Division, RMO.

## PORK BARREL

Time and again the Maritime Commission's War Shipping Administration has used its high-paid legal staff to interfere in established union contracts—telling the companies that they didn't have to pay overtime for work that called for overtime rates in the signed contracts. They event went further, and refused to reimburse the companies for overtime and clothing that the union had forced the companies to pay according to contract on those ships over which WSA had control. This led to prolonged beefs between the union and the companies and the deterioration of relations amongst all parties concerned.

Throughout its history the

Maritime Commission has shown the most remarkable facility for directing taxpayers dough into the pockets of the shipowners by crooked deals that resulted in some of the greatest industrial scandals in United States history.

No small consideration of the Maritime Commission is the many highly-paid government jobs it will have to dispense to government bureaucrats who have no more interest in seamen than they have in Hottentots, but who will administer seamen's affairs in the interests of the shipowner for ten thousand dollars and up per year.

The union sentiments of these professional political hacks and bureaucrats can be gauged by the statement of the chairman of the Maritime Commission, Admiral Land, that "every union organizer should be taken out and shot at sunrise." (Being a union organizer myself, I can't say that I, for one, take kindly to Admiral Land's suggestion.)

## DEPT. OF COMMERCE

As the Maritime Commission is the government arm of the shipowners, it is obviously as unacceptable to seamen as is the Coast Guard set-up. All seamen should get behind the demand of the SIU to return the administration of material and personnel functions of the Bureau of Marine Inspection and Navigation to the Department of Commerce where it belongs. When this Department had control, competent steamboat inspectors and commissioners chosen from seafaring men, not from Washington bureaucrats, company stooges and professional politicians, administered the issuance of Seamen's Certificates and upgrading of seamen as a civilian function. Seamen weren't "court-martialed" by Coast Guard phonies and were able with union assistance in almost all cases to get a fair deal in disputes over shipboard discipline.

As seamen we will retain our hard won rights only if we hold on to our rights to jobs as union men and civilians. And for these rights, as in the past, we intend to fight and win.

## TEACHERS ON SIT-DOWN STRIKE



Thousands of teachers in Paris, like the one above, staged a sit-down strike recently and just sat back and read the paper. While the kids had to sit with their arms folded the teacher was on strike with hundreds of thousands of other French civil employes for a pay raise. (LPA)

## Beefs Payoff When Crew Sticks

By J. P. SHULER

The outstanding beefs among the 32 ships that paid off in the Port of New York the past week were on the SS Pickett and the SS Hawser Eye, Waterman SS Company, and the SS Lucy Stone, Mississippi SS Company.

There were 460 hours overtime disputed for the electrician aboard the SS Hawser Eye. This overtime was crossed out by Capt. Perkins and his red pencil. The only excuse he could give for disputing the overtime was that he couldn't see how one man could make that much overtime on a one month's trip. So, the overtime was held up to let Capt. Perkins check on it.

While Capt. Perkins was checking, the ship was also being held up because the crew would not payoff until their beefs were settled. The Engineer on the ship went to bat for the electrician, and said he worked night and day and he certainly was due every hour that he made. With the cooperation of the crew, Patrolmen Algina and Sheehan collected the 460 hours for the electrician.

## OVERTIME COLLECTED

On the SS Pickett, there were 1100 hours overtime disputed in the deck dept., 400 in the stewards dept., and 700 in the engine dept. The stewards and deck depts. held tight. Some of the engine dept. paid off the ship before getting their beefs settled,

thereby losing quite a bit of money for themselves.

The deck dept. collected their 1100 hours and the stewards dept. collected their 400 hours. Patrolman Red Truesdale, who paid the ship off, said that the deck and stewards depts. and some of the engine dept. gave him the best cooperation that he ever had in collecting their money.

The Captain on the SS Lucy Stone would not let the crew go ashore and kept them on board over the weekend. The entire unlicensed personnel turned in 13 hours each on this beef. The company claimed that they were being held aboard the ship by naval orders and after checking with the logs, this was proven untrue—so all the crew members of the SS Lucy Stone can collect 13 hours each at the Mississippi SS Company offices.

## BIG BUCKO

The SS Parksburg Victory, an Alcoa SS Company ship, came in from the west coast to Boston. The crew had been attempting to payoff every time they hit a port due to the fact that the Chief Engineer was a No. 1 Bucko. They are at this time docked in the Port of New York, and Calmar SS Company refuses to pay them off until they go to Baltimore to discharge the rest of their cargo. The union has offered to replace these men if the company would pay them off under mutual consent but the company refuses. The company may find that such action will result in their ships laying around the docks without crews for them, if they cannot be protected from some would-be Jesus like the Chief Engineer aboard this scow.

The men have been dropping into the Hall and registering this past week, having finished their holiday celebration. There were approximately 1400 men registering, but that was not enough to supply the 35 ships that were signed on in this port this last week and the total tripcard men and book men shipped was approximately 1600. It is possible that there will be a lull in shipping in the stewards dept. due to the fact that a number of the Liberty ships that have been sailing as troopers are going back on their regular cargo runs.

## Porthole Navigation

With a pair of calipers and a six-inch rule  
The Chief climbed up on his cabin stool;  
Looked out of the port at a bit of land  
As he shifted six pencils from hand to hand.

He took a bearing, on God knows what  
And hurriedly grabbed an old grease pot;  
Jumped down below the revs to take  
And wound up the steam gauge by mistake.

With a six-inch pipe and a Stillson wrench  
He shot the sun from the ship's work bench;  
Opened up last year's almanac  
And thru page ten stuck a carpet tack.

He looked at the clock and yelled for steam  
Then wrote in the log—"Diamond Head is abeam";  
Righto, Chief! as the limeys say—  
But abeam a thousand miles away.

He added, deducted, and divided by three  
And said dead ahead is Cape Flattery;  
An oiler skidded as a sea made her roll  
So he measured the slip with an old pike pole.

Navigation to him is mere child's play  
So he added her strength to the width of her beam;  
By the sea temperature her speed multiplied  
Threw the Captain's barometer over the side.

Blew the whistle three times, set the clocks back  
an hour  
Tied the safety valve down with an old sack of  
flour.

Another revolution per minute, he told the Chief  
Mate  
Will bring us right in through the Golden Gate;  
Better grab something, Chief, and take a turn  
The Gate's two thousand miles astern!

(Author Unknown)



# HERE'S WHAT I THINK



**QUESTION:**—Who is the most interesting or outstanding personality (seaman) that you have met during your time at sea?

**JOHANNES NORGAARD, AB**

—While sailing on the Eldena of the Robin Line on July 8, 1943, we were torpedoed by a Nazi sub at 2:00 a. m., and ordered to abandon ship. After seeing that the ship did not sink, the Captain asked for volunteers to board her and see if she could be sailed. Seven men including myself responded, and we got up steam to sail to the South American Coast nearby. We were struck by another torpedo at 9:00 a. m., and the ship went down in 50 seconds. Later, the Old Man praised the volunteers, and promised us a swell dinner—which we're still waiting for. Yes sir, I still remember the Skipper and his promise, and hope he sees this.



**STEVE KADCIOLA, AB** — I made a trip to Palermo, Sicily, in 1943 on the Bull Line ship, William S. Young. We had a deck delegate aboard by the name of Andrew Lavezoli who was a good delegate, and had the beefs all lined up at the payoff. I think he was the best union delegate that I have ever sailed with. Aboard the same vessel, I remember an OS who liked to fish, and was always doing so. He stored all the fish he caught in his locker, and then promptly forgot all about them. When the Old Man made an inspection, he discovered the terrible odor, and made him clean out his locker. What an outstanding poison-ality!



**JAMES W. JONES, OS** — On my last trip, I sailed aboard the Memnon, Mississippi Line, and after leaving from New York we loaded at New Orleans, and started on a six months trip which took us around the world. We went through the Panama Canal to Leyte and Okinawa; then to Shanghai, Hongkong and Singapore; and we loaded up again at Calcutta, going through the Suez Canal via Port Said to New York. On this fairly long trip, one man did a lot to keep up shipboard morale. He was an OS named Dick Martinez whose constant joking and story-telling kept us in stitches, and was a damn good union man also.



**JOHN ARTHUR, AB** — The most interesting seaman I ever met in my five years at sea was an AB by the name of Slugger Pritz. When I first walked in my foc'sle and saw him there, I thought it was going to be rough on me as I had only been going to sea for a year, and he appeared to be such a salty old character. It turned out that my watch partner was only on his second trip, even though he appeared to be an oldtimer. He really fooled the entire crew, and the Chief Mate was so impressed with his wind-jamming that he wanted to make him Bosun. The crew liked the way he had the Old Man and Chief bamboozled, and he was the most popular guy aboard.



## Seamen Get Runaround From Medics

By P. H. PARSONS

I am not a man who usually beefs and I don't think I beef about petty things but for the past three years I have seen something happening before my very eyes and heard many, many beefs but seen nothing done about it whatever. This is the story, or at least part of it:

In registering for treatment at the Public Health Service, in this port (New York) and in others, preference has been given to men in high pressures and uniformed Coast Guardsmen before those in civilian clothes.

Coast Guardsmen break the line any time and get medical care before non-uniformed seamen, who are in equal need of treatment, can get attention. Seamen often have to wait days for an appointment and steer through a mass of red tape.

Undoubtedly hundreds of brothers who have needed medical attention will agree that this is a common practice in all ports.

On one occasion I had an opportunity of seeing three seamen, affected with common colds, wait in a cold and drafty corridor without so much as an aspirin only to have their cases develop into pneumonia. That happened at Hudson and Jay two winters ago.

During that same winter, men were being brought in for treatment for injuries suffered in accidents. Regardless of the seriousness of the case Coast Guard and high pressure casualties were given priority over civilian clothed seamen.

Sometimes, even after obtaining an appointment, the seamen would be told to come back again in seven days (this without being treated), or were told that nothing ailed them by examiners who obviously didn't know their business.

When a merchant seaman wants treatment he must show his discharges to prove how long he's been on shore but let a CG

### Higgins Bluff Fails; Now Wants To Reopen

**NEW ORLEANS** — Andrew J. Higgins, who closed his huge boat-building plants here Nov. 1 following an AFL strike and vowed he would never re-open them, last week proved that organized labor was right when it charged him with bluffing.

Higgins not only announced the reopening of the yards with "more permanent workers than ever before" but also disclosed that the firm would offer for sale to the public 900,000 shares of common stock for \$9,090,000. With initial reserves exceeding \$12,000,000 Higgins reported pending orders amounting to more than \$40,000,000, a full year's output.

The AFL strike is still on but the Natl. Labor Relations Board has ordered an election to determine whether Higgins workers, who totaled 12,000 during peak war production, will be represented by the AFL or CIO. Higgins was widely criticized by labor following the lockout of his employes and even more vigorously condemned for numerous subsequent statements assailing unions and government policies.

or high pressure walk in, and the whole staff breaks legs trying to take care of him.

This week I witnessed the same thing, again at Hudson and Jay.

Now as a seaman I don't want any treatment unless I'm sick, but when I get sick I expect to be treated like a sick man, not a sick dog.

### ATTENTION!

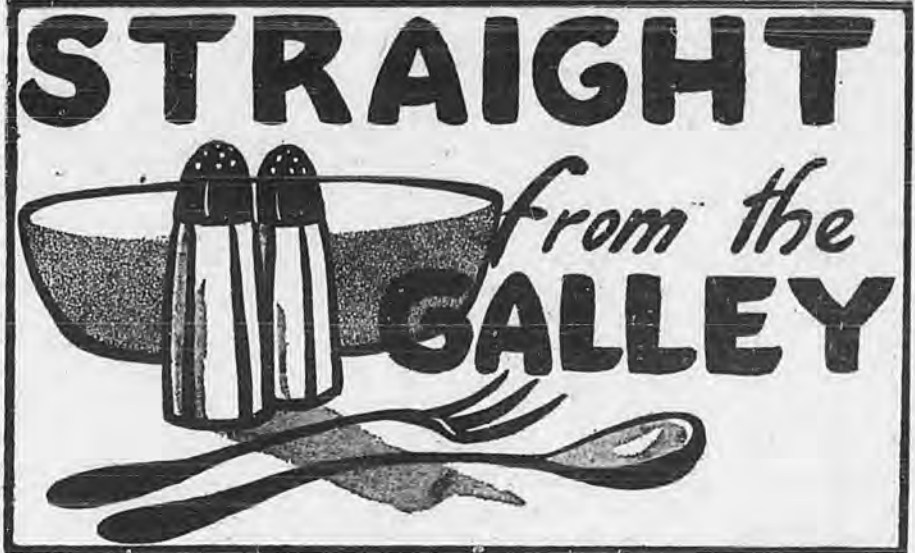
When paying dues, assessments, fines, donations or any monies to the union, make sure that you pay it to an authorized representative and that you get an official receipt. No matter how much or how little you pay, follow this procedure for your own protection.

It seems to me that we are entitled to medical care and it should not be prejudiced by the kind of clothes we wear, Coast Guard, high pressure or respectable working man's clothes.

We were all in the same war and took the same chances. In fact most of us took a hell of a lot more chances than the USO Commandocs or the uniform lovers who are obtaining treatment ahead of us.

With 75% of our time spent at sea, we can't be sitting around waiting while the armchair admirals get treated for their backside callouses.

We don't want glory or any uniforms to strut around with but, by jeepers, we want proper medical attention when we're sick.



By FRENCHY MICHELET

Now that the operators are re-suming something like normal peacetime operations again, many of our brother members in the stewards department are finding themselves confronted with new and puzzling problems. This is particularly true of our wartime-recruited members. So we are reviving our stewards department column while we are on the beach between trips, in order to pass along a few hints on general peacetime procedure to any brother who may be interested.

A number of chief stewards are complaining about the difficulty of laying out the work for a Liberty with an eight-man stewards dept. For instance, they say that, now that the 3rd Cook has been eliminated, there's a beef about who fries the eggs in the morning, etc. Here is the proper distribution of the work for a Liberty with a normal peacetime crew and stewards dept. of eight:

The Chief Cook, 2nd Cook and Baker and Galley Utility man the galley. There's one Messman in the saloon, one for the crew and one in the pantry to wash the dishes. One Messman acts as Bedroom Steward. The Chief Cook prepares all meats, soups, sauces and gravies. He cuts all meats both before and after cooking and he fries the eggs. The 2nd Cook and Baker does all the baking; he cooks the vegetables, puddings, creals and morning hot breads. He assists in serving dinner and supper. (The Chief Cook slices the meats.) The Galley Boy washes the galley gear, tables, work benches, etc. He peels the vegetables and brings up galley stores. He cares for the passageway before the ice boxes (all soogee and painting is over-

time, of course) and he dumps the galley garbage.

The Saloon Messman cares for his messroom. He takes his dirty gear to the dishwasher to be washed, and he returns the gear to the saloon racks. He cares for the port passageway from his messroom door to the thwartships galley alleyway. The Crew Messman cares for his messroom and takes his dirty gear to the dishwasher to be washed. He cares for the passageway from the galley to the after port doorway. The Dishwasher washes all messroom gear (including all galley gear that contained pies, puddings, etc.) He makes the coffee in the pantry urn at mealtimes and dumps the pantry garbage. The Bedroom Steward cares for all topside rooms, toilets, showers, passageways, etc. He cares for the stewards department toilet and shower.

Cooking for a normal Liberty complement of 40 men is not a difficult job. In fact, if two men and a boy can't do this work they're in the wrong business, they should be cobbling shoes. However, cooperation is essential if the galley is to function smoothly. For instance, when the 2nd Cook and Baker has to bake bread, the menu should be planned to insure free ovens. He should set his bread when he enters the galley in the morning to expedite the work. And, above all, everyone should try to help the other fellow along. If the Chief Cook is boning meat it won't hurt the 2nd Cook to fry a few eggs for him; and, in turn, when the 2nd Cook is whipping up a pudding it won't hurt the Chief Cook to watch his bread—but it certainly will go a long way toward making the job of each a hell of a lot easier way to make a living.



# THE MEMBERSHIP SPEAKS



## "BELLY-ROBBERS" AND SKIPPER GET VOTE OF THANKS

Brothers:

We arrived here today (12/26) and the boys are all waiting for their money to get ashore and tear Yokohama apart.

We've had four meetings since leaving New York and the three departments cooperated splendidly. The delegates settled several minor beefs with the Old Man but we have one major beef which concerns every union man aboard this ship (SS Lucius Q. C. Lamar). It is with the Chief Engineer, one "Happy" Hornsby, who has a very anti-Union attitude. He refused to recognize the blackgang delegate, Oiler Paul Gazic and demoted him to Wiper for his Union activities. He also called the blackgang together



and ordered them to elect another delegate which they promptly refused to do.

"Happy" gets hard boiled now and then and hollers "mutiny" and threatens to call out the Army, Navy and Coast Guard. The members of the crew have gone on record for drastic action upon arriving at an American port. "Happy" Hornsby should be barred from sailing on any SIU ship.

All books and trip cards have been checked and one "freeloader" discovered who will be turned over to the Patrolman on arrival.

The boys gave the "belly-robbers" a vote of thanks for their holiday meals and also thanked the Skipper for his donation of "cheer." Boss "belly-robber" Harry Peeler says he was glad Frenchy was not along to spoil the trip with some of that Creole cooking, but has to give him credit for the good "Poor Boy" sandwiches he used to make in Exchange Alley.

The boys are glad to have the ship to themselves again and are cleaning it up in SIU style. We won't let "Happy" spoil a good trip.

Allen Nugent  
Paul Gazic  
Juan Hernandez

## SIU MOTHER IS THRILLED WITH ARTICLE ON SON

The Log.

I was thrilled to see an article about my son, Johnny Ferdensky, in the 21st and his picture in the 28th issue of the Log.

it was really a swell surprise.

From your story about him he seems to have forgotten to tell you about a lot of things such as, how he got six large shrapnel wounds when the SS Gilbert Stuart was hit, his experiences in several GI hospitals from Nov. 18, 1944 until the end of February 1945, when he finally got home.

I was very glad to read that the Blue Island Victory is an SIU ship. If it wasn't I'd start organizing her myself. Johnny's dad has been an AFL organizer for this district for over 20 years, is President of a Union, delegate to Union Labor League of Chicago Federation of Labor so we know what unionism is and stands for in our family.

Florence Krech

## SLOP CHEST IDEA IS SOUND SAYS SIU MEMBER

The Editor.

Let me add my opinion to those which I have already seen in the Log concerning the proposition that the slop chest on all ships should be union controlled and administered. The profits from these slop chests to go for the maintenance of union controlled rest homes for seamen.

I think the idea is very good and there's no reason in the world why we can't do it. After all the seamen are practically the only customers of the slop chests and it should be easy for the Union to take over and run it for the seamen's benefit.

It should make it possible for us to have better places to take care of our members when they are not able to go to sea. It might also lead into bigger things such as Union owned and operated hotels instead of the finky seamen's institute idea now in existence.

All these things, and more, could be done if we decide to do them in an organized fashion. I propose that we refer this whole question to the next Agent's Conference which, I understand, is to take place soon.

We should instruct our officials to take the necessary action to get us union controlled slop chests on all ships.

John S. Williams

## BROTHER SKI ON PREPAID FREIGHT TO UNION HALL

Dear Editor.

There's a bad practice going on among some of the members of the Union. I refer to those who send their baggage to the hall expecting others to foot the bill for the delivery costs.

The least they could do when they send their sea bags and other luggage to the Union baggage room (which is a Union no-charge service) is to pay the freight before sending it and

all luggage that isn't paid for should be sent back unaccepted.

If things keep up the way they are, with Union officials accepting the packages and paying for them out of their own pockets, they'll soon find themselves working without pay just to provide a new kind of service for the brothers.

What I really wanted to write about was the need for all SIU-ers on board seagoing tugs and other ships to be on the alert for NMUers who are being slipped



into crews by the WSA (We Ship Anything Incorporated).

This means that we'll all have to make sure to check their Union books and dispatch cards and not to accept them as shipmates unless they have the dispatchers' shipping card at hand to show.

Sticking together as Union men will take us places and mean more cabbage. That's all, mugs. Steady as she goes.

(Ski) A. J. Janowski

## STURDY BEGGAR FIRST ASST. THANKS DEPT.

This message is from First Assistant Engineer M. E. Anderson of the Sturdy Beggar and is intended for the unlicensed personnel of that vessel's engine

## YOUR COOK AND MINE

By Orval Burks

Our Second Cook whose name is Klein,

Was sent to us by the Maritime,

The way he cooks is just a crime, For it means death, yours and mine.

He went below to get a ham, Brought up beef, could've been lamb, For he can't tell succotash from spam, And marmalade to him's just jam.

For cabbage once he went below, Came back with lettuce and, y'know We're afraid he'll cook the misletoe, This Maritime Pinocchio.

As people go he's an alright guy But for spuds and yams he has no eye, If he ships again I'd rather die, Than let him be the cook for I.

department on December 17, 1945.

I wish to thank each and every one of you for your cooperation on the past voyage. If there is anything you wish me to do for you please do not hesitate to ask.

Wishing all of you a big time Xmas, I remain, fraternally Yours,

M. E. Anderson

## WARNS OF HOME-BRED FASCISTS ON THE MARCH

Dear Editor.

I wonder if the majority of the members of our Union are aware of the fight that is brewing against the workers of America. I say this because, with the public press so much against organized labor, it's necessary to read between the lines in order to get a proper picture of what's really happening.

For example, this week the autoworkers strike for more purchasing power went into its 8th week with the workers still holding fast against General Motors.

There can be no doubt that the outcome of this strike will effect all workers in the country for a long time to come.

To combat this strike and apparently break the union involved, General Motors have made use of full page advertisements to tell its side of the story.

The other day full page ads in many newspaper (I'm told they appeared all over the country) declared that a new organization had been formed which was to be known as the "Society of Sentinels."

By its own advertisements the "Society" makes it clear that the "Sentinels" are opposed to every bit of social and progressive legislation we workers have managed to win through years of suffering and battle. In a nutshell the "Sentinels" are advocating a form of fascist control for the American people with the big corporations running the country. They advocate a return to the "horse and buggy days" and if they had their way they'd be in the



buggy with a whip and we'd be the horses.

It seems that while we were busy fighting the fascists and nazis in Europe and Asia many of us forgot that we have a domestic breed right here at home which operates under names such as "Sentinels," "Silver Shirts" etc., most of which at-

tempt to disguise their un-American activities as "Americanism."

Although General Motors President Wilson has denied any GM connection with the



"Sentinels" the Corporation's economist Stephen Du Brul is listed as a co-chairman of the organization.

In conclusion let me add that if the bosses expect to keep peace with labor, and without it they can't make their profits, they had better stop sponsoring and supporting semi-fascists and pro-fascist organizations which advocate the destruction of legislation which helps the ordinary working stiff.

Andrew Lavezoli

## SLOP CHEST PROFITS COULD CREATE SECURITY

The Editor.

Although I'm a comparatively new member and haven't been going to sea too long I would like to have my say about the Union taking over the slop chests aboard our contracted ships.

This should be done as soon as possible as I think it would be a very good thing for us Union men. As it is now, the shipowners are constantly on the watch for a chance to chisel us on our wages and we get more chiseling on slop chest prices and profits.

We should take over the operation of the slop chests and, as has been pointed out before, use the profits to help those men who made them possible in the first place. Taking over should not be difficult. We should merely notify the operators of our plans and take over.

Of course, I don't mean that we should do it in an unorganized manner. We should draw up complete plans so that the shipowners, or anyone else, won't have a leg to stand on when they try to argue against the idea. A real planned effort will beat any attempts to call the idea "haywire."

This type of action by seamen is the only way to guarantee security for those of us who, because of old age or health failures, can no longer give the bosses a day's hard labor in order to live.

Hugh Futch





# SHIPS' MINUTES AND NEWS

## Gunners Knot Master Subject Of Petition

Requesting an "official check as to the Master's capabilities" the crew of the MV Gunners Knot, including members of the licensed personnel, have urged an investigation to determine if the Skipper is fitted to continue carrying a Master's ticket.

Stripped of the surplus phraseology, the statement indicates that, in the opinion of the signers, the Skipper is emotionally unstable and therefore endangers the ship and the men who serve under his command. The statement is signed by two Wipers, three Oilers, six ABs, five Messmen, two Ordinaries, the Chief, 1st and 3rd Engineers, 1st and 3rd Mates, Bosun, 2nd Cook, DM and even the Purser.

The crew's "petition" was dated November 5 and was the result of a meeting on that date but minutes of meetings held previously indicate that as far back as Oct. 11 the crew had debated the question of turning their complaints over to the Coast Guard and WSA.

Major issues which brought the crew's action were: Captain's refusal to allow hospital cases to use boat to get ashore, locking himself in quarters after arbitrarily cancelling all shore



leave, abusive behavior when requested to change lifeboat schedule and creating a fire hazard by locking the port side passage in port and at sea.

The Captain was not removed after the charges had been made by the crew but they felt that their action had greatly improved the situation.

Other issues discussed at their meetings were: Skipper's refusal to store soft drinks and cigarettes in violation of crew's rights, cooperation of the stewards department, supplying fresh water for use of longshoremen and an inadequate medical supply.

The meetings were chaired by E. Chang and G. Pickerell was the secretary. Delegates were J. L. Chaffin (engine), E. L. Chang (deck) and B. L. Lawrence (stewards).

The minutes and the "petition" fail to make mention of

## Kenmar Lost In Adriatic; SIU Crew Home Safely

News of the destruction of the SS Kenmar, when she piled up on a reef on the Adriatic coast of Italy, first reached this office via a letter of complaint from a crew member regarding the crew's treatment in the first few days after the accident (*Seafarers Log*, Jan. 11, page 5). Since then the survivors have been returned to the U.S. and we have additional details which fill in the story.

The Calmar prize rustbucket left Philadelphia on November 15 and at about 2:50 on the morning of December 10 struck a reef in the Adriatic Sea. "As soon as we hit," says AB John A. Lobin, "the Captain rang the general alarm and blew "abandon ship" on the whistle.

### LOSE ONE BOAT

All hands then mustered on the boat deck and the Skipper ordered the lifeboats swung out. Heavy seas threatened to smash the boats against the side and the Mate sent men aft to the crew's quarters for mattresses which they placed between the boats and the ship. The fall line fouled on number one boat and she was lost. Out of the noise and confusion the men heard the order to take to the boats.

"Immediately before going over the side," relates Lobin, "the Mate took some men to get emergency lights. I went along to the room which stored about 30 of them. Only 8 were any good. I asked the Mate about the life belt lights which were also there but he said they were no good. I tried a few and he was right."

Number four boat was lowered first, then number 2 followed almost setting on the bow of number four. "Although we were in the lee between the sheer mountain and the ship it was by no means calm," the AB said. He also told us that the last man to leave the ship was "Curly" Weeks and not the Skipper who "was about sixth from last." All of the crew got away.

After about an hour of rowing in the heavy seas they got about 200 yards away from the Kenmar then the ship's generators failed and they could see her no more but the mountains were still in sight despite the fog and rain. A real seaman, the 3rd Mate took charge of number 4 and immediately started a system of having the men alternate in rowing. In number two boat, which they could now see with the fog lifting a little, the Chief Mate was apparently in charge with the Skipper not saying anything.

### LAND AT BARLETTA

Later the Captain signalled for the two boats to head for a

the Master's name but Waterman informs us that Captain J. C. Orrell commanded the Gunners Knot on the Nov. 5 date.

little village which had come into sight. This was at about 8:00 a.m. and they started pulling towards it. By chance a fishing boat came across them, picked them up and took the boats in tow. They were landed at Barletta.

From there on the letter picks up the story of the crew being ignored by the Skipper, and the WSA while the latter worried about their ship and the former was safely bedded down in a local hotel. Suffering from exposure the crew was treated to the best the natives had to offer, which was not very much. Later U.S. trucks took them to a British Army camp where they were fed, clothed and given medical attention.

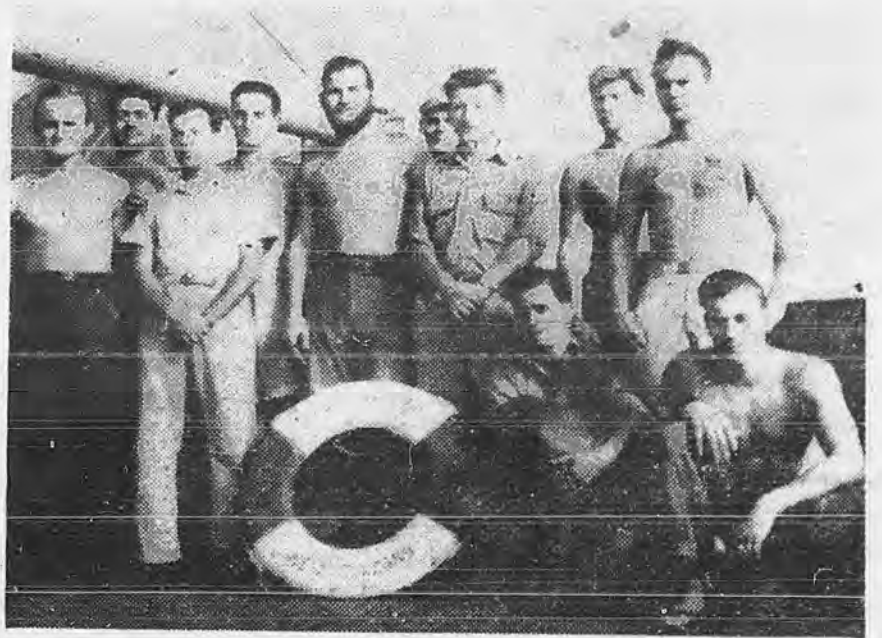
After four days there (a place called Bari) the Skipper came to tell them they were going back to the U.S. and asked them to sign for slops and draws they'd received aboard the Kenmar. Army trucks took them to Brendise where they were put aboard another vessel for return to America.

The Skipper was kept in Italy by the WSA, according to our informant, and the Mate was supposedly in charge. "All the ship's officers stuck with us except the Captain and the Chief Mate," Lobin said, "and when we handed our overtime in to him (the Mate) he fought against paying it. When we got to Norfolk he beat it ashore and home."

## MEMNON MINUTES

**MEMNON, Dec. 2** — Meeting called to order by Deck Delegate Tom Skirl. Elected chairman John Brown. Elected Secretary Joseph Meade, Delegates reported to crew. Motion made for minutes to record the refusal of Electricians to show books and attend meeting and the fact that they were receiving linen while the rest of the crew was going without it. Motion adopted to "make every effort to get separate foc'sles for Jr. Engineers." Other motions passed by the members concerned: getting two man foc'sles when armed guard left ship, drawing up article for *Seafarers Log* concerning discrimination against blackgang by officers, giving armed guard representation at the meeting, restoring use of laundry to crew and drawing up of repair lists by delegates. Other ship business discussed included: objection to firemen bringing food to licensed personnel on watch, instructions to delegates to negotiate a \$50 draw for the crew and a request to the armed

## HARPER DECK CREW



On December 18th, the William Harper (Waterman) paid off in Mobile following a 7½ month trip. "Everyone says it was the best trip he ever made," our reporter tells us, "and the ship made a clean payoff." Left to right: (kneeling) G. Leroy (AB); E. A. Hattaway (AB); (standing) H. Patterson (OS); E. Mastrovich (AB); 2nd Mate, Chief Mate; Deck Delegate D. Acker (AB); D. Pritchard (DM); E. McNamar (Bosun); B. Samples (OS) and J. Arnold (AB).

## Describe Emerson Mate As "Biggest Slave Driver"

"Without doubt the biggest slave driver on the east coast" is the way the crew of the Frank C. Emerson describe Chief Mate Murphy of that Smith and Johnson scow.

According to his own statement, they say, the Mate has been sailing some forty years, has sailed "all the clippers" and been a member of every seamen's union during that time. "But the real fact is that he's an ex-NMU stiff" says the crew,

working the crew on deck.

Coming from the forepeak OS Purch was knocked down by a sea, the forepeak filled and he was washed twenty feet along the deck. The force of the water added to his own weight (300 lbs.) resulted in Purch being injured and hospitalized for the rest of the trip.

In Jacksonville the crew had what they describe as a "minor beef" which they placed before the Union representatives. Mate Murphy told the Patrolman that he never disputed overtime but the Deck Maintenance turned up with one hundred hours disputed OT.

Another complaint the crew makes about Murphy is that he disapproves of the Bosun associating with the rest of the crew "because it makes him show favors to them." When the Serang turns one of the men to paint "you can be damn sure the Mate will give him other orders." He reportedly turned the DM in to the Skipper "for not working fast enough."

The report, which is signed by J. M. Landron, F. Cruz, G. Kinney, J. Norgaard, J. Aguiar and A. Perez, states "the whole trip has been poisoned by this idiot" and such a man (makes) any seaman certainly appreciate belonging to a good union like ours and have agreements to back him up."



"who considers the SIU men a bunch of shoemakers."

What the crew thinks of the Mate is unprintable, even in a seaman's newspaper.

"Here's fair warning," reads the report which is signed by six members, "that this Chief Mate hasn't guts enough to tell people to their face what he's thinking. He complains to the crew about the Old Man and to the Old Man about the crew."

During one part of the trip, when they were experiencing rough weather the Mate told the men on watch, that "this was the worst weather I've seen in three years." Nevertheless he gave the Bosun hell for not

guard to cooperate in keeping the messhall clean and maintaining quiet in passageways and messhall.





# DIGEST OF MINUTES FROM VARIOUS SIU SHIP MEETINGS

**NASHUA VICTORY, Nov. 21**—Chairman Al Waterman. Secretary not noted. All present except those on watch. Motion for delegates to post "liberal rules" and long discussion re stewards department.

**NASHUA VICTORY, Dec. 10**—Al Waterman, Chairman. Secretary not noted. Motions adopted called for: wind scoops, steam line in laundry and two kinds of toilet soap. It was agreed to use fruit juices when the milk ran out, crew's mess-room to be painted before Xmas (1945) and suggestion that SIU write letter to Nashua, N. H. citizens and thank them for fine library they put aboard.

**NASHUA VICTORY, Dec. 19**—Chairman Nottingham. Secretary Donald E. Fuser. Debate over Steward followed by vote for him to get off ship. Sixteen for him to stay, fourteen to get off. Suggestion followed for improvement in serving meals.

**WILLIAM S. YOUNG, Nov. 30**—Meeting of Stewards department. Chairman Dargen Coker. Secretary James L. Lunn. Robert Maulpin gave talk on SIU benefits, policies and costs. Also gave talk on individual jobs for members of stewards department. He was unanimously elected as dept. delegate.

**WILLIAM S. YOUNG, Dec. 21**—Stewards dept. meeting. Chairman Dargen Coker. Secretary James L. Lunn. Meeting was called to discuss giving "general prisoners on the ship a carton of cigarettes" on Xmas morning. The members decided to give 3 cartons at total cost of \$39.50. Each member contributed and the money was turned over to Lt. Shaw, Transport Commander.

**WILLIAM S. YOUNG, Dec. 30**—Acting Chairman Joseph Kelley. Acting Secretary Dargen O. Coker. Motion adopted called for: repairing springs in crew's foc's'les, coffee pot in engine room, new urn, better assortment of meats for next trip, complete slop chest supplies. Two other motions have been referred to the proper SIU officials for action.

**ANDREW JACKSON, Dec. 3**—Chairman John Hanson. Secretary G. Mikalopoulos. List of repairs was drawn up and sent to the New York office. Delegates are T. Joseph (deck), Meszaros (engine) and H. Forbes (stewards).

**SMITH VICTORY, Dec. 23**—Chairman and secretary not noted. Motion that men "act as one to guarantee a settlement of all beefs before payoff." Suggestions for installing glass ports, buzzer system for men on standby, separate quarters for day men, material for bookshelf and percolators for crew's mess. Other recommendations were for cementing water tanks to get rid of rust and installation of insulating material on out-

board bulkheads to prevent sweating.

**CAPE NOME, Nov. 24**—Chairman Brown, Secretary Bolehala. Motions carried: to have 4:30 feeding in port and 5:00 at sea, 20c fine for leaving dirty cups, etc., to be donated to Log, and all unauthorized persons to be kept out of mid-ship house. Meeting was short because of extreme heat in messhall.

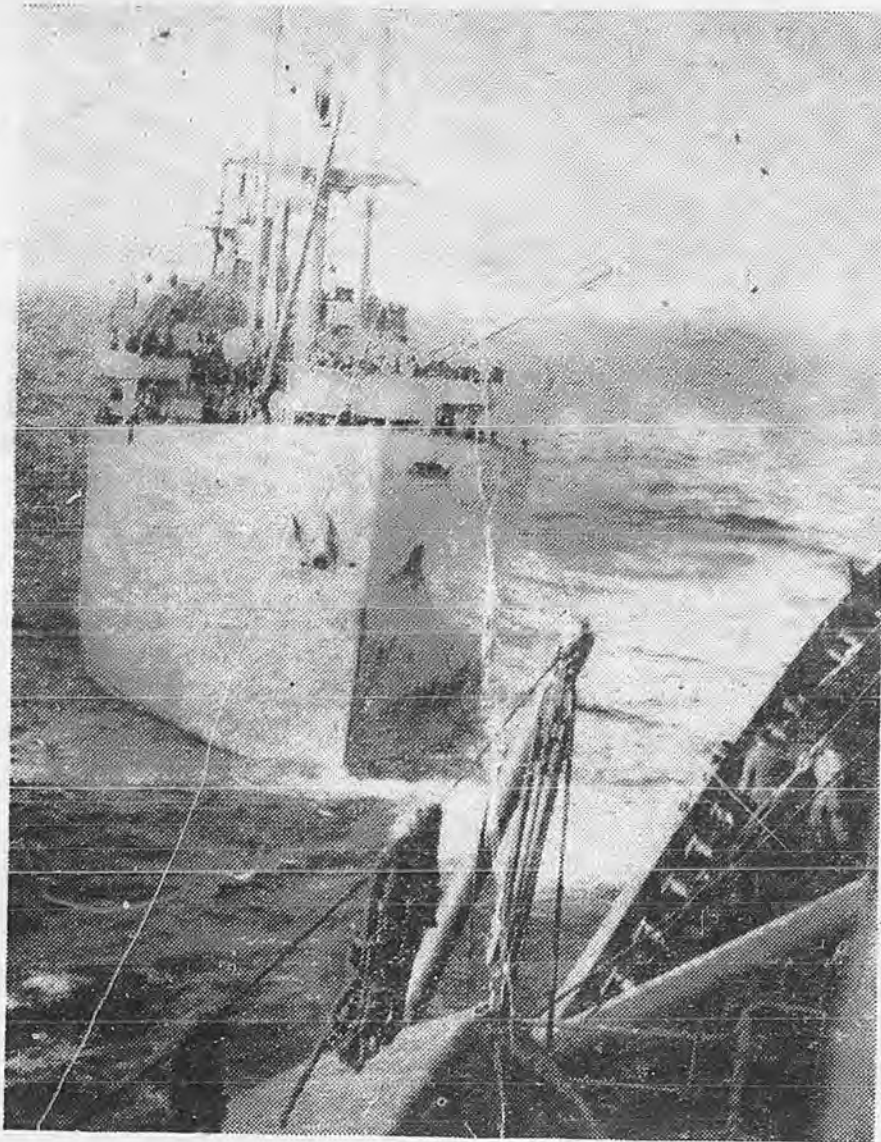
**CAPE NOME, Dec. 3**—Chairman Martin Rubio. Secretary Donald Henne. Many discussions regarding repairs needed on the ship. A list was finally drawn up. Delegates are Brown (deck), O'Conner (engine) and Rubio (stewards).

**JOHN P. MITCHELL, Dec. 23**—Chairman not noted. Secretary John M. Lopez. Motion demanding new bunks for Wiper's quarters and new lockers in Messmen's quarters adopted. H. C. Roch volunteered to stay aboard and "see that slop chest is properly supplied for next trip." Chairman explained about "overtime and why we have it." Agreement was reached about who is to make coffee and when. A discussion followed regarding the Captain's inquiry regarding the characters of each of the crew.

**ELEAZAR WHELOCK, Dec. 22**—Chairman Charles Dorabia. Secretary Frank Shobel. All men on watch were excused from meeting. Cahill "made a snappy speech in which he stated 'The SIU is built on a solid foundation and it's a privilege to sail on an SIU ship. It is not just a toy as many trip card men make it out to be.'" He urged cooperation from all the men. Motions adopted called for: not permitting new crew to sign on until the ship is examined by the patrolman for fumigation, fine for leaving dirty cups, expectorating on deck, etc., to be sent to the Log (a list of fines was to be drawn up and posted), carpenters to repair doors, escape panels, percolators, silverware, toasters, blankets and new mattresses to be supplied. Another motion (by Cahill) was "well accepted" that a fine of \$10 be placed against any crewmember seen wearing a monkey suit or high-pressure hat while at sea. Discussions on overtime followed. 16 members were present at the "first meeting held aboard this ship." Delegates are Jack Upner (deck), Guy DeBaere (stewards) and Louis Skowronek (engine).

**SS KENMAR, Dec. 31**—Chairman L. Stoll. Secretary L. Clements. The meeting was called to discuss beefs of the crew from the SS Kenmar (the Kenmar was wrecked off the Italian coast and the crew was brought back on another vessel) while aboard that vessel, their treatment ashore and matters on hand. Motions adopted called for: investigating "date of arrival at Rock of Gibraltar and line of latitude and longitude

## LIMPING HOME



Pictured here is the Henry Ward Beecher being towed into Bermuda by the American-Range's Liberty, the Cecil N. Bean, after the Beecher lost her propeller in a gale last month. Standing near the after port rail in characteristic poses (neither of 'em are doing anything) are Chief Steward Frenchy Michelet and Deck Engineer Charlie Simmons.

that War Risk Bonus starts and finishes," checking on crew's right to first class lodgings and meals while ashore as shipwreck survivors, check of correct prices for WSA goods in slop chest as "it is believed the Captain made over 10% profit." More details of the Kenmar appear on page six. Twenty members attended this meeting. "None from the stewards department." Delegates were J. Brewer (deck) and L. Stoll (engine).

**ABEL STEARNS, Oct. 28**—Chairman M. S. Torch. Secretary G. A. Renstrom. Sgt-at-Arms, Jerry Reese. General discussion to acquaint men with SIU and general rules around the ship. Cooperation was urged between all members and each department. Cleanliness was stressed and the men were reminded that they could ask for a second helping but should avoid wasting stores. Torch and Renstrom are deck and engine delegates respectively.

**ABEL STEARNS, Nov. 12**—Chairman M. S. Torch. Secretary G. A. Renstrom. Motions adopted called for less noise in messhalls and passageways while men are sleeping, and cups and bowls to be washed and replaced instead of using them as ash trays. The meeting discussed the need for recreation facilities. Laundry room, washing machine and garbage disposal in the galley pantry were also discussed. Sixteen men attended the meeting. Delegates are Torch and Renstrom.

**ABEL STEARNS, Dec. 21**—Chairman M. S. Torch. Secretary G. A. Renstrom. Motion to

keep officers out of crew's mess-hall was adopted following a discussion regarding ship's officers making "cracks about the Union." It was pointed out that the Captain had been asked to go along with this idea but had refused. The discussion disclosed the crew's general disgust with the Captain because he refused to cooperate in this matter. A list of repairs needed "is to be drawn up so that the next crew will have the necessary equipment." Delegates are Torch and Renstrom.

**THOMAS B. REED, Dec. 9**—Chairman A. G. Burke. Secretary David Henderson. Motion calling upon Ordinary Seamen and one Wiper to keep laundry clean was adopted. Steward is to be responsible for reading room. Ship's delegate was instructed to ask the Skipper about passengers using the crew's toilets, showers, library and slop chest. Nine full books, 5 prob books, 9 trip cards, 3 "no books" and one SUP were reported on board.

**THOMAS B. REED, Dec. 30**—Chairman A. G. Burke. Secretary David Henderson. Motions called for leaving place vacant at chow table for blackgang member on watch, assigning one toilet to the stevedores and turning all books and other data over to the boarding Patrolmen. A rumor that two of the crew were making anti-Union statements aboard the ship prompted a warning by the meeting that such things will not be tolerated. Delegates are: Robert Rathbone (deck), George N. Hendrick (engine) and D. Henderson (stewards). The meeting closed with the crew ex-

## CUT and RUN

By HANK

We've lost track of Antonio Constantino who used to ship Mississippi and we wonder if he's still doing it or working on their shore gang.

Now that the holiday season is over most of the boys are trying to replenish their money pouches. They're coming in and shipping out. We noticed Lou Luttrell, Shallow Water and Well Denny getting dispatcher cards the other p. m.

Surprising how many of the fellers find the need for making it to spend on the people "working for that yankee dol a a a a r."

Local (NY) picards thank Bosun Mike Rossi and Mrs. Rossi for an excellent Xmas dinner.

This gem from a letter to the Secretary-Treasurer. "Enclosed find two dollars. Please retire my passbook which is also enclosed." Wrong bank, son.

On the back of a set of ship's minutes appear these words "... jumped overboard in the Red Sea." The name is mentioned but no explanation whatever is carried leaving us to hazard all sorts of wild guesses.

## LAMENT OF A SEAMAN'S WIFE

I'm getting awfully tired  
Of living like a saint,  
I'm thinking mighty seriously  
Of writing a complaint.  
To the WSA in Washington  
And those who make the laws,  
To tell them of a seaman's wife  
Whose life is full of flaws.

In war they gave me substitutes  
For all that I did lack,  
Paid me cash for a war job  
But taxes took it back.  
They rationed me on sugar,  
On butter and on cream  
But forgot to set a place aside  
For wives to "let off steam."

I took if all as best I could  
For we'd a war to win,  
Some wives took to knitting  
But me, I took to gin.  
Some worked for the Red Cross  
Or USO'd 'til dead.  
But they were all poor substitutes  
For nights alone in bed.

But once again this war-torn  
world  
Enjoys a little peace.  
And so do wives of some GIs  
Whose cries will now decrease  
But spare a thought for us  
Whose men are still away  
Working on a Liberty  
Off Leyte or Cape May.

Explosives are their cargoes  
Just like the wives who wait  
And all that's needed is a spark  
To change the census rate.  
To WSA I'll have to say  
"With ships do as you choose  
But give me back my husband  
Before I blow my fuse."

tending New Years greetings to all members of the SIU.



# AROUND THE PORTS



## Tankers On Peacetime Articles

By JOHN MOGAN

BOSTON—We have had a solid week without a payoff in the Port of Boston. Although there are all kinds of ships in, enough work to keep everybody busy as hell, still there hasn't been a single ship paying off and taking on a full crew. We are beginning to see all kinds of Pacific District tankers and West Coast ships, each one with a load of beefs of one kind or another.

One standout beef is with reference to the articles—any member shipping on a coastwise tanker, or on an intercoastal vessel, should be sure to know what he is signing because there is no fixing the situation after the damage once has been done. Generally speaking, these tankers are all back on peacetime articles, so before signing on contact your nearest Patrolman for the information, which will save you and every other Patrolman up and down both coasts a few headaches.

### GOOD CREW

The Emilia is still around. She will be going into drydock for extensive repairs (and how she needs them!) before creaking her way out of Beantown. This scow was a terrible mess when the Patrolman went aboard, as the crew had knocked off working as soon as she came in. But when the Patrolman spoke to the men about it, the boys turned to before the payoff and cleaned her up fine.

It was a helluva good crew, and after sailing this crate for six months, showed they were bona fide union men through their 100% cooperation with the patrolman. The part-time union man would have deserted the Emilia the moment she tied alongside a dock. We're going to try to see to it that this scow is made seaworthy before she leaves here with another Union crew.

### MUSH!

The outports are doing considerable business. We are expecting a couple of arrivals in one day—all West Coast tankers. Then, of all places, an Isthmian comes into Scarsport, Me. (Harness up the dogs and grease the runners on the dogsled, the SIU goes to Searsport!) Incidentally, we had another Isthmian in Boston this past week, and there is no question about her being an SIU ship.

The Hall is beginning to look like old times again, with quite a few men hanging around. But the shortage on engine ratings is acute; most of the firemen and oilers have probably transferred to the stewards depart-

ment! As a matter of fact, everybody seems to be doing something different these days — including Don Ronan, ex-Chief Mate, who's wife recently gave birth to an 8½-lb. baby girl.

## Says Hats Off To The Emilia

By J. E. SWEENEY

The SS Emilia (an oldtimer, and how!), which left Norfolk more than six months ago, just paid off in Boston. The boys didn't have much dough coming to them, as they were in port down in South America for too long a time.

The crew had only figured on a two-month trip, but as soon as they left Norfolk, everything went wrong. Between breaking down and making other needed repairs, she all but limped back here six months later. She is plenty old and, without going into details about repairs, as soon as the cargo is out she is going into quite an overhauling.

### SWELL CREW

It was a treat to have such a swell bunch at the payoff. Brothers Paugh, Bacher, and MacCambridge gave great cooperation. The crew got paid for the day, and it was a very clean ship when they left. The old man kicked beforehand about the way he expected to find the ship, but the crew really fooled him.

When I mentioned what he said to the crew, they all went to town on this cleaning end of it, and in a very few minutes the ship was cleaner than when



they went aboard. I felt very proud of their work, and told the Port Captain, "These are SIU men."

At the end of the supplementary payroll, late at night, everyone was happy. There was not a disputed hour left. Hats off to this crew!

Six months on the Emilia!



## NO NEWS??

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

- SAN JUAN
- NORFOLK
- NEW ORLEANS
- GALVESTON
- JACKSONVILLE
- TAMPA
- BALTIMORE

## Engineer Learns Why SIU Leads

By LOUIS GOFFIN

PHILADELPHIA — Paying off ships and getting the new hall ready has kept this branch quite busy the past week. The carpenter, electrician and painter notified us that their work should be completed in time for us to move in on January 15th. The new hall will give this branch much more spacious quarters, and we intend to make it one of the most attractive in the organization.

With most of the beefs squared away on board in the usual SIU way, we had a few nice payoffs. Outstanding was the beef on the MV Bellringer, a Waterman scow, where the Chief Engineer resigned his job on hearing that the Company had agreed to pay the overtime he had disputed.

### HE'S CONVINCED

In quitting he stated that since the Oilers made so much overtime, he would like to come up to the Hall, get a trip card and ship out as an Oiler. He also said that he could now understand why being a member of the Seafarers International Union paid off.

We paid off the Old Del Sud in fine shape. This is her last

payoff, and she is making a trip to the boneyard on the James River at Norfolk. She's been an SIU ship since the birth of the



Union, and it's like saying goodbye to an old friend.

With her departure the Hog Island fleet loses another member and, slowly but surely, the Hogs are disappearing from the seas, and another link of pre-war sailing passes out of the picture. As we say goodbye to her, let's hope that we sail her namesake with the same kind of SIU crews that manned her in the past.

As soon as we are installed in the new Hall we will notify all hands.

## Savannah Gets Waterman Office

By ARTHUR THOMPSON

SAVANNAH — Last week was a slow one with only twelve men shipped and seventy registered. Nothing came in during the week and the only things scheduled for the near future are five Waterman ships which, according to the local papers, are due in between now and February 21, 1946.

This announcement was coupled with the news that the Waterman SS Co. has opened an office in Savannah again with Sam C. Heard as Manager. The Waterman Co. used to have an office here before, but closed it in the early part of 1942.

If any of their ships come in it will be good to have an office here so we can have a company representative at the payoff. On our last two payoffs we had no one and avoided delay in paying off only because the skippers, on both occasions, could listen to reason on the few overtime beefs we had.

We noticed a report in last week's Log which is in error. There was an announcement that four of our members were in the hospital down here. The four members in question were released from the hospital sometime ago. Brothers Gregory and Peterman have disappeared and Brother San Juan is getting along quite okay with crutches but he has been out for about six months.

Brother Grimes was in the office this A.M. and was quite surprised to know he was also a hospital patient. The only member we know of in the hospital down here is Robert Haning, who just notified us today.

Editor's Note:—The Log apologizes for hospitalizing these now-healthy brothers. We are more than glad to make them well again. We take the names off the Hospital List as soon as we are notified that they have left.

## Mobile Shipping Picks Up Again

By JAMES L. TUCKER and LOUIS NEIRA

MOBILE — Shipping has picked up again after having slowed down for one week. This port shipped about thirty men to the Galveston area and crewed up the new Maidian Creek, Harritt Monroe, Lyman Stewart and the Alcoa Cutter.

Back from a sojourn in the Blue Pacific came the SS Harritt Monroe, a Mississippi ship with very few beefs all having been settled before the payoff. We had the SS Lyman Stewart, a Coastwise (PFE) in from a six-week trip to Europe with very few beefs, which were settled before the payoff. The Alcoa Cutter, one of the Hog Island type, came in from the Bauxite run with a clean payoff—no beefs and only one freeloader.

We still have the SS Frank H. Dodd Matson Line, tied up with a beef. The MFOW is on the same one and we are holding tight. The WSA is trying to get out from under by reallocating the ship to Lykes Bros. We have one of the Deconhill Tankers in from an eight-month trip, the SS Fort Moultrie, with a bunch of shysters for Engineers, and all kinds of beefs and charges in the engine dept. which we are having a hard time straightening out—but we are gradually getting it done and it should be paid off over the weekend.

We also had two of the Morans Tugs in, the Hillsboro Inlet and the Margot Moran. The few beefs on them were straightened out before they sailed. We had a donation of \$22.23 from the crew of the SS Harritt Monroe to the Log and the West Coast Sailor.

On the Lymna Stewart we had a \$5.00 donation to the Ft. Stanton fellows from M. Nasal an SUP man. We still have several fellows in the hospital, but all are getting along pretty well. We have two union books that were turned in to this Branch that are being sent to HQ: Audrey Felts, No. 28781, and John M. Chavin, No. 26494. They were found by persons in town and mailed in to this Branch.

Now that the elections are over with, and the new officials will be taking office in the near future, let's go all out on this organizing drive. The holidays are over, and there is nothing to hold us ashore, so see the Agent or Organizer in the port you ship from, and get lined up for one of these unorganized ships.

## Unions Are Very Old Institutions

By WILLIAM STEVENSON

Things have been rather quiet this week with the Hot Stove league in the hall on a vacation over the holidays, but I think they will be back in session next week.

Unions are old institutions. Unions are nothing new. They aren't a creature of latter day radicals bolsheviks or other undesirable citizens. The workmen of Rome had their unions. The craftsmen of the middle ages had their guilds . . . unions to protect themselves and their products.

The unions of today have the same motives as those of ancient Rome — better wages, better working conditions, better buying power and a better civilization.

### DUES PAY DIVIDENDS

Unions are on a business basis. Why do the members have to pay to belong to unions? The modern labor union is run on principles of business. It has a business representative who handles negotiations for better wages, etc.; it has a secretary who keeps the business in shape; it has stenographers; it maintains modern office equipment and other functions that cost money.

As a fraternal society, it pays its members many benefits. If its members are forced into a strike or lockout, it helps them pay their bills with strike benefits. All that costs money.



**OH, NO YOU DON'T, BROTHER!**



Non-strikers at the huge Western Electric plant at Kearny, N.J., met this kind of effective persuasion when a few of them got a notion to violate the picket lines. In the end scabs and cops alike found they were moving backwards faster than they were forward, and the ranks of the 17,500 members of the independent Western Electric Employees Ass'n remained firm behind their demand for a 30% wage increase. (LPA)

**Made Fortunes From Sale Of Rustbuckets**

American taxpayers have been taken for a ride by the shipping lobby through the payment of inflated wartime shipping purchase prices and damages according to facts and figures slowly coming to light, and they are expected to continue in the sucker role by selling the nation's present merchant fleet to the shipping tycoons for only 35 cents on the dollar.

It has been estimated that war made the shipping companies \$1,200,000,000 richer through the excess appraisal of old ships, thereby allowing the owners to collect five or six times their prewar value in insurance settlements when hundreds of these old hulks were sunk—many of their crews with them. Insurance claims paid to the shipowners range from three to twelve times the 1938 market value placed on these

ships by the Maritime Commission.

**PRICES JUMPED**

In spite of the "no enhancement" clause, many obsolete vessels were taken over by the Government during World War II, and some were purchased at up to ten times more than their appraisal of a few months prior to the war. Prices as high as \$1,150,000 for a tanker and \$676,000 for a cargo vessel were paid for old rustbuckets, although a market value of around one hundred thousand dollars each on some of these old scows had been estimated by the MC back in December, 1938.

Enough millions of dollars to make a difference in everyone's tax bill can be recovered if an honest Congressional investigation of the shipping lobby's illegal take is made.

**GM Rejects Panel's Pay Proposal**

WASHINGTON — General Motors' defiance of the U. S. government and of its 200,000 striking employes rose to an arrogant new high last week when the world's richest corporation flatly rejected a set of recommendations of a government fact-finding panel which President Truman had praised as "a thorough and reasoned document"

a 30% hike been granted the rate would have gone to \$1.45 an hour.

Thumbing his nose at the panel's proposal of a pay raise of 19½c-an-hour, equal to a 17% increase, GM President Wilson announced that the recommendations were "unacceptable in whole and in part." GM, he said, "rejected the unsound principle that a specific company should be forced to pay higher than competitive wages because of its ability to pay."

Another UAW victory was seen in the fact that the panel took cognizance of the corporation's ability to pay. This question, pressed by the union over vehement GM objections, finally resulted in the corporation representatives walking out on the fact-finding deliberations, an action which the report said "handicapped" the panel's work. In a footnote to the report the panel declared that "Our calculations show that . . . the company can earn, in the first 12 months following the resumption of production, profits in excess of those of the base period used by the OPA for pricing purposes. Such a result is possible principally because (a) prices of GM 1942 models are slightly more than 12% above 1941 models, thus yielding a substantial increase in income on an equal volume of production, and (b) GM's profits were the highest in the history of the company."

The union had demanded a 30% raise while the corporation refused to offer more than 13½c an hour. Acceptance of the award by the UAW and GM would raise the present GM basic hourly rate of \$1.11 to \$1.31. Had

**OKAY, HE SAYS**



Steve W. Kliderman, FOW, who just returned from a trip on the Topa Topa (Waterman), and wants to thank the Patrolman for beating a log against him.

**End Coast Guard Control**

(Continued from Page 1)

SIU has been striking blow after blow at the Coast Guard's open maneuvers to continue its temporary power into the postwar era.

When on April 19, 1945, the Coast Guard called a public hearing on its proposals to make its control permanent, the Seafarers International Union was the only organization to speak out in defense of the seamen's basic right—the right to be civilian employees and bargain through unions of their own choice.

Secretary-Treasurer Hawk, speaking for the SIU, pointed out that continuation of Coast Guard supervision into peacetime would mean continuation of military discipline, kangaroo courts, arbitrary suspension of seamen's papers, and regimentation. These tactics would ultimately lead to the incorporation of the merchant seamen into the armed forces.

**NMU SUPPORTS IT**

As was expected, not only the shipowners, but the representatives of the National Maritime Union and the American Communications Association—which always see eye to eye with each other no matter what changes Browder or Foster make in the official commie line—supported and praised in glowing terms the Coast Guards' gestapo methods of handling merchant seamen.

The seamen's hatred toward the Coast Guard cuts across all organizational lines, despite what good words some of those leaders may have for the bureaucrats. Any rank and file seaman, no matter what union he belongs to, has nothing but a deep dislike for the CG. Any of them can tell of hundreds of incidents of the Coast Guard Boarding Officers trying to turn the men against the ship's officers, and the ship's officers against the crew. Any of them can tell of indiscriminate lifting of a seaman's papers—his only way of earning a living—of intimidation, of anti-union acts.

Thus the fight against the brasshat bureaucrats has the wholehearted support of every man on the waterfront—even though the Seafarers International Union alone of all the maritime organizations is leading this fight.

Meanwhile, the SIU is awaiting word from President Truman. If an adverse decision is received, the fight will be carried further. As Brother Hawk said at the April, 1945, hearing, "Seamen will fight to maintain their civilian status, and will fight to maintain the strength and integrity of their trade unions."

The Seafarers International Union will lead this fight.



FROM PORT OF NEW ORLEANS	LOG DONATIONS MADE TO N. Y. BRANCH
SS SIGNAL HILL .....\$31.00	SS O. LOVING .....\$38.00
SS WALLOWA ..... 18.00	SS KYSKA ..... 23.00
SS FLYING EAGLE ..... 76.00	SS FELIX GRUNDY ..... 10.00
SS G. BADERA ..... 2.00	SS TULANE VICTORY .... 6.00
SS T. OVERLAND ..... 2.00	SS ELEAZOR WHELOCK 4.00
SS C. ANTONES ..... 2.00	SS JOHN HENRY ..... 18.81
SS W. A. MASTERSON .... 5.00	SS KENMORE ..... 26.00
SS ANTONIN DVORAK .. 16.00	SS IVANHOE ..... 15.00
SS JOSIAH PARKER ..... 52.00	SS ALGIC ..... 9.00
SS ROBERT BELGER ..... 2.00	SS ALEXANDER BELL .... 74.00
SS HILLSBORO ISLAND.. 15.00	SS RANGER ..... 25.00
SS JAMES ROONEY ..... 2.00	SS VASSAR VICTORY .... 55.00
SS GEORGE ALTHER ..... 6.05	SS EMERY ..... 11.00
SS MONTEBELLA HILLS 16.00	SS GARDNER ..... 19.00
SS H. J. BRADLEY ..... 2.00	SS H. MELVILLE ..... 28.00
SS J. WORLING ..... 2.00	SS TOPA TOPA ..... 2.00
SS L. G. BROWN ..... 2.00	SS AIKEN VICTORY ..... 14.00
SS G. A. KENNEDY ..... 2.00	INDIVID'L DONATIONS .. 99.00
SS E. T. McCORMICK ..... 2.00	<b>BALTIMORE DONATIONS</b>
SS REINHOLD RICHTER.. 18.50	SS BENJAMIN BOURN ....\$11.00
SS WARRIOR POINT ..... 36.00	SS ALBERT P. RYDER .... 18.00
SS FLORENCE	<b>FROM BOSTON</b>
CRITTENDEN ..... 8.44	SS IDAHO FALLS .....\$20.00
SS LUTHER HURD ..... 14.00	TOTAL .....\$865.80
SS CUBA VICTORY ..... 8.00	

**Admiral Mills To Replace Land**

The United States Senate this week will be asked to approve President Truman's nomination of Real Admiral Earl W. Mills as successor to Admiral Land, who resigned as chairman of the U. S. Maritime Commission.

Land's unexpired term runs until September 26, 1949, and, upon Senate approval, will be filled by Mills who has a Navy background in ship construction similar to Land. His nomination to the post indicates that the general pattern of policy adopted by the Land regime is to be followed.

It was pointed out that Admiral Mills has been named at a time when the greatest merchant fleet ever afloat is under an American flag, and that the job of turning the ships over to private operation will bring con-

siderable criticism from various quarters.

With a 45,000,000 ton merchant fleet which cost American taxpayers some \$18,000,000,000, there will be many people to question the policy of making the shipowners a present of a new fleet at the taxpayers expense.

As plans stand now, the operators will get them for a ridiculously small fee and tremendous pressures will be brought to bear when the general public is made aware of the deal.

Mills, as the head of the Maritime Commission, will be the one to bear the brunt of this criticism.

Admiral Land, in the meantime, has taken over the presidency of the Air Transport Association.

**"CLEARING THE DECK"**

"Clearing The Deck," by Paul Hall, which usually appears in the LOG each week, is absent this issue, since Brother Hall is touring SIU ports in connection with the Isthmian drive. As well as being New York Agent, Brother Hall is Director of Organizing, and as the Isthmian campaign swings into high gear with the voting commencing very shortly, it is necessary for him to coordinate activities in the various ports, so that all SIU efforts are concentrated on this important Isthmian election.



# THE WEEK'S NEWS IN REVIEW



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

## CURRENT EVENTS . . .

### AT HOME

President Truman's "fact-finders" recommended a 17½% wage increase for General Motors striking employees. Caught between the "fact-finding" board and need for public favor, the autoworkers accepted the proposal providing the corporation agrees before Jan. 21. Otherwise the 30% demand is on again. The company has refused to accept the recommendation.

Steelworkers postponed their impending strike for another week, following a White House conference which both sides attended. . . Meat packers were no closer to settling their demands and went out on their long expected strike. . . Telephone workers returned to their jobs in a 30-day truce, during which a nation-wide strike will be planned.

Electrical workers walked off their jobs in all GE, Westinghouse and GM (Electrical Div.) plants following weeks of negotiations. Meanwhile 10,000 AFL electrical workers (construction) in New York signed a no-strike pact for the duration of the housing shortage.

Congressmen returned to Washington, after a holiday recess, with little enthusiasm for enacting laws to ease domestic strife. Anti-strike legislation holds top place in their collective thinking. . . Tied to a 25 million dollar loan to Greece is a U. S. stipula-

tion that the government must adopt rigorous measures to control inflation and maintain order. . . Secretary of War Patterson, under fire from GIs, declared that MacArthur didn't intend to quit and that 400,000 U. S. troops in the Pacific would be returned home within the next four months.

Admiral Nimitz announced elaborate tests of the atomic bomb are to be made this summer. He also declared that the Navy would be in constant fighting trim.

The Maritime Commission plans "to return to private ownership" at the earliest practical moment the 45,000,000 ton merchant fleet built by the U. S. government. The cost to the taxpayers for this tonnage is \$18,000,000,000 (eighteen billion dollars) which will now be "returned" to the shipping bosses.

Albert Einstein, noted mathematician and refugee from Hitler, declared Britain was unfit to administer Palestine, and that a UNO trusteeship should be established there.

Admiral Kimmel, who was Navy commander at Pearl Harbor, is the next scheduled witness to appear before the Pearl Harbor Investigating Committee. Critics are charging the Committee is attempting to clear Kimmel (and General Short), and smear the late President Roosevelt.

### INTERNATIONAL

Secretary of State Byrnes, in London, urged prompt formation of an international committee, under the UNO, to devise safeguards to insure atomic energy being used for "human welfare and not the more deadly warfare." He also proposed the formation of an international police force. . . The U. S., it was disclosed, is not ready to announce the number of troops it would make available for such a body nor its policy in regards to turning over to UNO trusteeship of Pacific islands it now occupies.

UNO Delegate Eleanor Roosevelt was asked by GIs in London to bolster their demands for getting high point soldiers home. . . Five hundred American soldiers demonstrated in Paris and demanded, among other things, the removal of War Secretary Patterson and an end to special privileges for Army officers. . . In Manila other soldiers, including Sgt. Emil Mazey, former Detroit anti-communist labor leader, accused the Army of destroying quantities of valuable and salvageable mater-

ials under the guise of surpluses unfit for use.

Britain will propose to the UNO the creation of a "world security parliament," and will proclaim her readiness to place all mandated territories, including Palestine, under UNO trustee-

### FIRST AGAIN



The former first lady of the land, Eleanor Roosevelt, who was named the only American woman delegate to the United Nations Organization Assembly current-ly convening in London. (LPA)

### OK'S WAGE BOOST



New York longshoremen won a 20% wage raise and all but two of their chief demands in arbitration decision handed down by William H. Davis (above). (Federated Pictures)

ship. British forces in Jerusalem were erecting pill boxes and barbed wire entanglements in preparation for a showdown with "terrorists."

The suicide of Dr. Conti, Nazi extermination hospital proponent, was just announced although the act took place in his jail cell three months ago. . . At the war criminals trials in Nuremberg, a Czech physician named six of the accused as visitors to the notorious Dachau concentration camp. . . Documents introduced at the trials show that vanity and personal pride, not differences in ideology, caused Nazi Financier Schacht's disagreements with Hitler. . . Prosecutors accused Nazi Admiral Doenitz of ordering U-boat commanders to exterminate all Allied seamen in an attempt to cripple shipping by eliminating crews as well as ships.

Sixteen member nations of the United Maritime Authority will lay plans in London to dissolve the giant merchant fleet pool used during the war. . . The Allies will begin distribution of reparations from Germany next month, while relief agencies in the U. S. were struggling to get supplies to shivering men, women and children in Europe, including Germany.

An army coup forced the resignation of Haiti Pres. Lescot. . . All police were alerted in the Argentine as business and industry joined in an anti-government lockout which is paralyzing the country. . . The Japanese Cabinet has decided to remain in office pending the general election. . . Russia will be asked to cooperate in forming a new policy for Korea.

"Orders from above" have stopped the GI publication "Pacifcan" from printing any criticism of "policies of the War Department" or "theatre commanders."

## SPORTS . . .

### PRO FOOTBALL WARFARE

Pro football's war of the leagues appeared to be getting hotter as the NFL replaced mild-mannered Elmer Layden with the belligerent ex-owner, Bert Bell. It was just another indication that the National Football League is stripping the decks for action against the new All-America Football Conference.

Much as we like the Thin Man (Layden), we must approve the NFL's choice of Bell who practically grew up in the senior pro circuit as coach and owner. The fight-loving Bell should be an ideal choice for one of sport's hot seats, and the AAFC can certainly expect a real scrap from the NFL's best scrapper, and a man who speaks the pro football lingo.

### LAMOTTA DEFEATS BELL

In strict accordance with the dope, Jake LaMotta defeated Tommy Bell in a fast moving

his only chance of defeating Billy Conn in their forthcoming fight was to knock him out, as he couldn't outbox him. . . New world's record for the mile and a sixteenth was established at Santa Anita when the four-year-old Snow Boots covered the distance in 1:41-3/5.

National Football League signs agreement with three minor leagues to set up organized football on the same basis as baseball. . . Bobby Permane up on Lou-Bre captured the \$50,000 San Pasqual Handicap from Sirde by a nose. . . Giants mail out 48 baseball player contracts to beat the Dodgers and Yankees to the gun. . . Marius Russo, recipient of an Army discharge, rejoins the Yanks only to head for a hospital to have his elbow operated on for removal of bone chips and calcium deposits.

### THE WINTER CIRCUIT

Harry Boykoff, star of the St. John's basketball squad, has made his quintet into the classiest one in New York, and every indication points to them copping the Metro title. . . 18-year-old freshman, Tony Lavelli, scored 22 points for the Yale Bulldogs against Columbia's Lions to help Yale win to the tune of 44-32. . . The undefeated Irish team of Notre Dame climbed to the top of the hardwood heap with their win over Great Lakes, while Wyoming was being upset by Utah after ten straight wins, and Iowa



scrap before more than 16,000 ring fans at Madison Square Garden. Jake had a weight advantage of 10½ pounds, and managed to take six rounds at least in the decision fight. Bell absorbed terrific body punishment throughout the scrap, although he fought like a man whose one hope of victory was a quick KO in the early rounds.

Jake wasn't in tip top shape as he was forced to take penicillin prior to the battle as a result of his recent struggle against the little flu germs. However, the poundage that the game Bell gave away was a little too much in the long run. The wonder is that Bell could absorb the terrific punching he did and still remain on his feet till the end. LaMotta should very definitely be matched with some good middleweights like Rocky Graziano or others, as he has graduated from the welter class and is ready for the bigger lads.

### WEEKLY SPORTS ROUNDUP

Many of the hoss players are still squawking about the death of the daily double at the race tracks. Actually it was just sucker-bait to get the bettors out to the track early, and it's elimination is a good move. . . Joe Louis stated at Macon, Ga., that



was taking it on the chin from Indiana.

Word is going out to the six day bike riders to get in shape for some contests in the near future. . . Former N. Y. sports writer Jack Kofod is blasting the U. S. courtmartial system in his Miami column, and really drawing blood. . . The Algerian welterweight champ of France, Kid Koudri, defended his title successfully against southpaw Degouve in a twelve round title bout. . . Three star Washington Redskins are shopping around for better terms than they have been offered—End Joe Aguirre, and backs Bob Seymour and Wilbur Moore.





# BULLETIN BOARD

**STEWARD DEPARTMENT**

— A —

Adams, L. R., Alley, Harry  
Adams, L. R., Alley, Harry W.

— B —

Bace, John, Ball, Frederick, T.,  
Barnette, Carl, Barnes, Barry C.,  
Barrett, Richard E., Bartone,  
Peter B., Beck, Clyde, Beers,  
Floyd B., Beltram, William, Ben-  
ton, Stanley T., Bingham, Earl  
L., Bingham, Joe A., Birkin, H.,  
Bodenhamer, Forest, Bolzano, J.  
R., Boulton, William C., Bryan,  
Douglas, Burris, Garold W.

— C —

Candas, Peter, Cascalenda, J.,  
Cavness, Ezra L., Cecila, Patricio,  
Champion, Paul C., Christie, J.  
B., Clady, A., Cark, Leon T.,  
Clute, George, Coburn, R. C.,  
Colby, Clyde R., Collins, Robert  
E., Cottrell, Leroy, Coulson, Levi  
R., Countryman, Nathan, Cullen,  
George M., Curtis, Henderson,  
Cutsail, John S.

— D —

D'Entremont, Martin, Daley,  
John, Danovske, P., Darney,  
Peter, Davis, Carroll, Day, Jerry,  
DeCambra, Frank, Deveneau,  
Nelsen E., Dewald, Lynch G. Jr.,  
Bobbs, G. B., Drazek, Joseph.

— E —

Eunice, Edward V., Ewing,  
Clyde.

— F —

Fecteau, Adrian, Feltrop, A. J.,  
Fierira, John, Fitzsimmons, Ed.,  
Fleischhacker, Nathan, Foley,  
Ellis D.

— G —

Gainer, Otts R., Gamble, Hor-  
ace J., Garcia, Luiz, Garvlista,  
Robert J., Gassassa, Luigi, Ger-  
man, John Gomillion, Gabin,  
Graham, Charles, Graham, W. F.,  
Griffin, Fred J., Groome, Har-  
old W.

**SIU HALLS**

- NEW YORK ..... 51 Beaver St.  
HANOVER 2-2784
- BOSTON ..... 330 Atlantic Ave.  
Liberty 4057
- BALTIMORE ..... 14 North Gay St.  
Calvert 4539
- PHILADELPHIA ..... 6 North 6th St.  
Lombard 7651
- NORFOLK ..... 127-129 Bank Street  
4-1083
- NEW ORLEANS ..... 339 Chartres St.  
Canal 3336
- SAVANNAH ..... 220 East Bay St.  
3-1728
- MOBILE ..... 7 St. Michael St.  
2-1754
- SAN JUAN, P. R. .... 45 Ponce de Leon  
San Juan 2-5996
- GALVESTON ..... 305½ 22nd St.  
2-8043
- RICHMOND, Calif. .... 257 5th St.
- SAN FRANCISCO ..... 59 Clay St.
- SEATTLE ..... 56 Seneca St.
- PORTLAND ..... 111 W. Burnside St.
- WILMINGTON ..... 440 Avalon Blvd.
- HONOLULU ..... 16 Merchant St.
- BUFFALO ..... 10 Exchange St.
- CHICAGO ..... 24 W. Superior 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.
- TAMPA ..... 842 Zack St.  
M-1323
- JACKSONVILLE ..... 920 Main St.  
5-1231

**—Unclaimed Wages—  
Shepard Steamship Company**

**Unclaimed Wages Are Open On Books Of Shepard Steamship Company As Listed.**

— H —

Harris, Wm. Ira, Hendricks,  
Leon R., Hudson, Egbert, Huhn,  
Renhold A., Hunter, V.

— J —

Johnson, Oliver H., Jones, El-  
wood.

— K —

Kelly, James J., Kimbrough,  
Ken O., Krukowski, Richard, Ku-  
pola, John.

— L —

Lavine, Harry F., Lawson,  
Percy, Layne, Ray S., Leitch,  
Henry J., Leonette, James, Lewis,  
Robert A. Jr., Liotta, Paul, Lu-  
centi, Dominador, Luchek, Theo-  
dore, Lydon, H. W., Lyons,  
Thomas.

— M —

Marsh, Frank, Martin, W. L.,  
Martinez, Joseph, Martinez, Ru-  
ven, A., McAnaw, Edward, Mc-  
Clure, R. B., McDonnell, Brend-  
den, McIntosh, Milton B., Mc-  
Master, Robert, G., McMaster,  
Victor H., Mertz, Paul, Miller,

Clem A., Moore, Robert W., Mul-  
key, Ben Mueller, Avery L., Mur-  
phy, Robert.

— N —

Neal, Columbus, Neil, Richard,  
Nickerson, L., Nolen, Ward T.

— O —

Oney, Frank, Ostron, Orton, V.

— P —

Pepliwicz, Vincent, Parsh, L.  
N., Patchin, Robert, Pedalino, V.,  
Penn, Charles, Petosky, W. F.,  
Pieterick, Raymond, Pietrez,

Steve, Perrilli, James, Plocher,  
John F., Pool, Calvin, W.

— R —

Renner, Richard E., Rhodes, H.  
E., Robinson, John F., Rodri-  
quez, Estaban, Rossello, Miguel,  
Ruiz, Ramon.

— S —

Scott, William R., Shea, Jo-  
seph W., Shellesky, John A.,  
Sloan, Richard E., Smith, Charles,  
Smith, D. D., Snow, George M.,  
Snyder, Max M., Soloff, Harry L.,  
Southall, Thomas, Spencer, Al-

fred, Stacey, George, Stanley,  
Francis L., Steckler, Charles,  
Stephens, Herman, Stewart, Wel-  
don T., Swan, J. L., Swanson, Ray  
C., Swanton, Edward, Swift,  
Ford.

— T —

Thompson, Lon J., Tibbetts,  
Carl M., Toeallo, David, Troop,  
Ernest W.

— U —

Usher, Louis.

— V —

Vance, William H., Varnes,  
Van R., Vega, Martin L.

— W —

Walker, T., Wjda, Teddy W.,  
Wassenberg, Milton, Williams,  
G., Williams, Edward, Williamis,  
James, Wilson, William, Wood-  
ward, Robert P., Whitfield, Jar-  
vis G.

— Z —

Zielke, Leonard F., Zihn, F.

**Calmar Steamship Company**

**SS DANIEL WILLARD**

Alfred Woodford	4.80
George Gierczic	4.48
Waldemar Soome	6.04
Harold Rivers	4.94
Walter Mitchell	4.48
Joseph Hayden	4.48
Henry Lyday	4.48
Henry Lyday	1.34

George Gierczic	4.74
Albert Woodford	12.53
George Conimon	.53
George Conimon	48.17
Waldemar Soome	61.66
Harold W. Mangrain	7.04
D. L. Gilbert	2.69
Joseph O'Connor	5.04
Edward R. Crelan	4.36
George Gierczic	14.26
Eisten Hangen	1.62
Samuel Emmer	1.34
John E. Duffy	7.72
Edward Jablonski	7.56
W. E. Horn	2.05
F. Constantino	1.68
W. A. Melia	3.37
G. C. Gierczic	8.63
R. Raynor	2.52
G. E. Sharp	1.68
H. Price, Jr.	1.68
J. G. Hrabstock	2.95
W. J. Jones	6.61
T. Willmoth	6.73
D. E. Halverson	11.26
Norman Vooris	1.15
Howard E. Austin	1.15
Burton L. Lynch	15.76
Joe Alonzo	11.01
William Burgeois	6.91
Edward C. Salter	7.64
John G. Hrabstock	5.35
Richard A. Voetz	5.89
Joseph Chaisson	8.67
Ned Remley	1.45
Fortunato Constantino	1.98
Michael J. Martin	1.98
Joseph Winkler	1.98
Edward J. Connolly	1.98
Robert E. Duffy	1.98
Joseph H. Hare	1.98
Stephen E. Bokor	1.98
George W. Ford	1.98
Albert J. Boiselle	1.98
Roy E. Taylor	1.98
John Anton	1.98
John F. Lesson	1.98
Elton J. Polecheck	1.98
Lorimer S. Tucker	1.98
Joseph S. Gayan	1.98
Davey Martin	1.98
Willard K. Downing	1.98
Edward W. Popeesh	1.98
Roy E. Dant	1.98
Heraclio Sancher	1.98

Robert H. Rose	1.98
Romes O. Rossi	1.98
Stanley Rys	1.98
Michael Martin	5.89
Fortunato Constantino	3.79
Joseph Winkler	2.52
George W. Ford	.84
Stephen Bakor	3.37
John Anton	1.68
James W. Gallagher	1.98

**SS WOODBRIDGE N. FERRIS**

W. Barrett	\$ 4.53
G. Mann	67.31
J. Bouyea	3.06
P. Morgren	10.28
K. Sansbury	8.85
A. Ucha	5.45
D. Draper	6.53
C. Kolsto	12.09
A. Solresen	10.74
G. Menchung	9.40
G. Towers	10.99
F. Steward	4.79
J. Anderson	4.32
M. Chambers	28.56
W. Peterson	2.23
J. Cummings	2.69
J. Walsh	26.86
P. Vollwiler	2.73
C. Briscoe	2.69
R. Pare	2.01
B. Dale	2.01
F. Gutuerry	2.01
V. Johnson	2.69
D. Maltese	1.39

**MONEY DUE**

**SS SMITH VICTORY**

Members of the crew on the  
voyage, Nov. 5, 1945 to Nov. 30,  
1945, have overtime coming to  
them as follows:

R. Morgan, 35 hrs; L. McDon-  
ald, 35 hrs; R. Follett, 5 hrs; J.  
Boyne, 7 hrs; R. Reed, 6 hrs; W.  
Kinley, 39½ hrs; K. Kursmand,  
35½ hrs; J. Thomas, 2½ hrs; A.  
Beckham, 27½ hrs; J. Moyer, 30  
hrs; R. Allaire, 3½ hrs; L. Mel-  
anson, 7½ hrs; T. Nelson, 10 hrs;  
Shronsky, 2½ hrs; T. Dickerson,  
4 hrs; A. Llewellyn, 8½ hrs; R.  
Chiomard, 2½ hrs; Liberatore,  
2½ hrs; M. Gendron, 2½ hrs;  
Schroeder, 2½ hrs; Morier, 2½  
hrs; R. Simpkins, 41 hrs; W.  
Canty, 60½ hrs.

**SS CLARENCE KING**

J. Erpelding, 40 hrs.; Harry  
Morris, 43 hrs.; Edward Kane,  
40 hrs.; E. Chumley, 40 hrs.; W.  
Nolen, 40 hrs.; R. Howard, 40  
hrs.; J. Malconian, 3 hrs.  
Write or collect at 17 Battery  
Place, Mississippi Steamship  
Company.

All Deck Dept. disputed over-  
time is payable at 17 Battery  
Place, Mississippi Steamship Co.

**SS WAYCROSS VICTORY**

William L. Gable, 14 hrs.; Rich-  
ard Cozzi, 3 hrs.; Silvestro Ca-  
puzzi, 8 hrs.; Donald M. Mease,  
10 hrs.; Edward J. Clark, 5 hrs.;  
Theodore R. Correll, 7 hrs.; Ches-  
ter A. Madden, 4 hrs.

The money can be collected at  
Bull Line Office.

**SS GEORGE PENDELTON**

G. Trocke, 6 hrs.; J. Watkins,  
2 hrs.; D. Stasevich, 3 hrs.; J.  
Baja, 8 hrs.; Joe Phward, 6 hrs.  
Can be collected at Company  
office.

**SS COASTAL STEVEDORE**

Raymond C. Thorne, 42 hrs.;  
Charles E. DeShare, 48 hrs.

Can be collected at Company  
office.

**SS ROBERT S. LOVETT**

The following men have vouch-  
ers in the New Orleans Hall for  
money due them:

Contact the New Orleans  
Agent to get your vouchers.

Charles N. Jacobs, 235 hrs.;  
Gilbert B. Gainey, 160 hrs.;  
Nebra A. Berry, 35 hrs.; Clarence  
Du Pont, 9 hrs.; James L. Jones,  
100 hrs.; Willie F. Everson, 219  
hrs.; Murice B. Riddle, 57 hrs.;  
Jack A. Copeland, 41 hrs.; Benj.  
F. Boulware, 68 hrs.

**CLIFFORD G. SASSER**

Of the SS George E. Hale, can  
collect the 18 hours overtime due  
him by calling at the New York  
office.

**OUACHITA VICTORY**

Entire crew which paid off Dec.  
24, at Gutenbergt, N. J., has five  
days' lodging money coming. Col-  
lect at Mississippi, New York.

**PERSONALS**

**THOMAS HARVEY POOL, JR.**  
Get in touch with your uncle,  
William Bishop, 1060 Arlington  
Street, Mobile, Alabama. You  
have some money coming to you.

**ATTENTION!**

**T. T. HOPE**  
Will you please contact Buck  
Stephens New Orleans Patrol-  
man  
Or  
J. Algina, New York Patrolman  
in regards to your beef on the  
SS Carlos J. Finley.





# ISTHMIAN SEAFARER



## George M. Bibbs Crew Accepts Seafarers

By HENRY PIEKUTOWSKI

With 90 per cent of the crew pledged to the SIU, the Isthmian Liberty trooper, George M. Bibbs, blew into wintry New York this week from Marseille (the Seamen's Paradise) with about 400 GI criminals and one happy French dog, Froggy.

Without any arguments or suspicious misunderstandings, these Isthmian men smoothly accepted the friendly efforts of the organizers and their recounting of the various advantages of the SIU. Many of their reasons are importantly connected with their wages, their jobs and better conditions on ships, which can be summed up as follows: With the union each guy would know his own job without doing another guy's work and not being paid overtime.

Lots of these guys who run away from their jobs would be straightened out for the good of everyone in the dept. With everyone knowing their jobs there won't be so many arguments, fights and complaints—especially from the rest of the crew.

A growing young seaman or an oldtimer should eat decently on ships, be paid decent wages and have good living conditions—as all Americans want and deserve such a way of life. When we work extra hours or within our hours, we don't want them forgotten about, or argued about and delayed.

### FRANKS AND HAM

For the entire voyage we were faithfully tortured with old eggs and vegetable meals worthlessly meated; while those good old frankfurters and Virginia ham were worked overtime in place of various missing meats. We would have been more satisfied if we had to raise chickens in coops for the trip, and if we had received permission to move the messhall into the galley so we could get our meals fast and hot (which tastes better in winter weather), and watch how those blind doctors dreamily throw the food at us.

The most humorous and unnecessary part of the trip was a stupidly stubborn and ignorant, young, overgrown Ordinary. He worked all trip with the same black sweater, dungarees and peacoat. He slept over the linen on his bunk so he wouldn't muss it up, and he ate his meals with his watch cap next to his plate of food—the same cap that he wore night and day. His shoes were always on the chairs. And showers? Yes, he took them only when we blew our tops about his feet choking us (and they really were that bad), and stinking up the foc'sle.

Except for two men (one who dreamily loved the company, and the other who was a quiet old CIO man), the deck dept. is all

### A Memo From An Isthmian Ship

WILMINGTON, Cal. — I'm on an Isthmian ship at the present time just looking around and listening to everything. The NMU guys sure haunt this crate but don't get to first base. The really funny part of it is that they always come at meal-time—must be that they're always hungry!

The crew usually gives them a bad time, so they just



stay long enough to eat a meal and then take off. The reason? She's SIU on here!

Fraternally,  
Jack Kane

for the Seafarers. In overtime, we naturally lost several penalty hours working during meals. Some hours worked on dunnage down in the hold were disputed,

and the last night before we sailed, security watch was out—just like that.

### FINE JOB

The Black Gang didn't have much overtime and not many beefs. The stewards dept. is all for the SIU, except for one quiet young NMU stiff who now and then placed literature in the messhalls, and three other young guys going around in a fog and robbing their own pockets.

Our SIU men aboard the Bibbs did a fine and quiet job of convincing these Isthmian men of the spirit, the honesty, the strength and the many protective advantages of our Union. The black gang had Wiper Tommy Taylor and Oiler Johnny Wau-chek; and Stewards Dept. had the best Bakers out of the union—John Bove and Lawrence Horney, who are making another trip to see that the Bibbs remains SIU; and the deck gang had Martin O'Connor, Estel Staib and myself.

EDITOR'S NOTE: With men like these Seafarers, and others who express their union loyalty by shipping Isthmian, we can't lose the election. It might mean slight sacrifices on your part to sail Isthmian, but remember the over all good to be achieved by unionizing the entire shipping industry. Only when all unorganized companies are covered by SIU contracts will the wages, shipboard conditions and union representation protect you from these companies' chiseling tactics.

### ALAMO VICTORY ORGANIZERS



Three SIU volunteer ship's organizers aboard the Isthmian vessel, Alamo Victory. Reading left to right—Yulin Blomgren, Carpenter; Frank Fromm, DM; and Edward V. Welsh, AB. They predict large majority of Alamo's crew, at least 85% will vote SIU.

## SS Eastpoint Victory Signs Up

Recently returned from an intercoastal run aboard Isthmian's Eastpoint Victory, SIU volunteer ship's organizer Mike Hook reports that the crew of the Eastpoint is 90 per cent Seafarers-pledged. They are also enthused over the prospects of having the long-postponed election to determine the collective bargaining agent held in the very near future, subject to the National Labor Relations Board determinations.

The main beefs aboard the Eastpoint are typical of most Isthmian ships, and are in regard to the lack of overtime payments for many jobs which are normally overtime-paid on SIU-contracted vessels. Isthmian men are well aware, according to Brother Hook, of the need for a Seafarers contract to correct this and other inequities which exist on unorganized Isthmian ships.

"A couple of sorry individuals from another seamen's union were on the Eastpoint, and didn't get to first base with the Isthmian lads," declared Hook. The Isthmian men, having learned the union score from the Seafarers, were too smart to fall for their phony windjamming, and were quite amused by it. Unorganized Isthmian needs, and wants, the kind of conditions which an SIU contract will insure for all Isthmian seamen when that company is brought under the Seafarers banner.

## Poland Victory Loses Crewman In Crash

After surviving a crash in the Red Sea and losing one man, the Poland Victory of the Isthmian Line put into Baltimore. Shortly thereafter, two SIU volunteer organizers aboard her—Johannes Pahapill, Carp., and William Stewart, AB—travelled to New York to report on the organizational progress aboard the Poland.

While traversing the Red Sea about 25 miles from Suez, the Poland Victory collided with a British-manned LST. This British ship, LST 3002, mistook the Poland for a slower travelling Liberty, and attempted to cut across in front of her when she was doing about 19 knots. As a result, the Poland stood by to take off the crew of 125 seamen. After the LST crew came aboard, their Skipper saw that the LST was still afloat and wasn't apparently going to sink. So, about half the Britishers again boarded the LST, and got up steam to take her into the nearest port. The balance of their crew was taken by the Poland to nearby Suez, and the Victory's damaged plates were repaired at Port Said.

Seafarers Pahapill and Stewart both claim that the Poland's crew is solidly SIU-pledged.

### SEAFARERS ON POLAND VICTORY



These boys did a yeoman job on the Isthmian Line's Poland Victory, and brought her in solid SIU-pledged. Ship's organizers William Stewart (on the left) and Johannes Pahapill came all the way from Baltimore to New York to report that the entire crew will vote SIU in the election.

### Why Isthmian Men Are Going SIU

Rotary shipping means job democracy. The man who registers first gets first crack at the jobs. His name is listed on looseleaf panel files which are kept in the shipping hall for all to see. Once a man ships, his registration card goes into the permanent file and becomes proof (for the draft board, among others) that he is an active seaman. No favoritism, no back door shipping in the SIU halls. Every man in his turn.