

SEAFARERS LOG



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No. 2

THEIR FATHER WILL NEVER COME HOME



The six young children of Huey Miller can't quite comprehend that their father is buried two miles deep in the mines in which he worked near Pineville, Ky. Miller, 31, was one of the 24 miners trapped by explosions, raging fires and choking gas deep in the bowels of the earth. The 24 members of the United Mine Workers, who left 23 widows and 135 children, were murdered because of the mine owners' time and time again ignored warnings by state and Federal authorities that the mine was unsafe and ready for just such a tragedy as occurred. (LPA)

Comparison Of SIU And NMU Contracts Proves Seafarers Has Top Wages In Maritime Field

By JOHN HAWK

Proof that the Seafarers' wages are the highest in the industry—a fact commonly known to all seamen—can be indisputably proven now that the National Maritime Union has displayed enough courage (and folly) to publish the wage scales it negotiated for its steward department personnel aboard troopships. A simple comparison of the two wage scales is enough to make the point, which the NMU "Pilot," through lying headlines, tried to disguise.

The National Maritime Union, in the January 4, 1946 issue of their official rag, "The Pilot," states in bold face type "NMU Troop Pact Tops in Industry." Well, their "Pact" is tops, but

only for the shipowners and not for the seamen, because the NMU has the lowest wages in the industry for seamen sailing troop ships. Let the facts speak for themselves.

Here's how the SIU present

day wages stack up against the NMU wages for the various ratings carried on C-1, C-2, C-3 type troop vessels, Liberty and Victory type troop vessels.

Note that only for one rating, that of Chief Steward, does the NMU get a higher wage. Four ratings—2nd Steward, 2nd Baker, Utilityman, and Messman — get the same pay under both contracts.

But the SIU men get more money in 13 ratings than do the NMU men who perform the same work. The wage scales quoted for the NMU were taken as published by the "Pilot."

HERE'S THE PROOF

Ratings	Present NMU Scale	Present SIU Scale
Chief Steward	\$257.50	\$245.10
2nd Steward Storekeeper	207.50	211.75
Crew Cook	182.50	211.75
2nd Crew Cook	167.50	182.50
3rd Crew Cook	157.50	167.50
Army Cook	182.50	211.75
Army 2nd Cook	167.50	182.50
2nd Cook to work nights	167.50	182.50
Baker	197.50	211.75
Butcher	167.50	200.25
Asst. Butcher	145.00	172.50
Storekeeper	142.50	172.50
Pantryman	145.00	157.50
2nd Pantryman	137.50	147.50
2nd Steward	185.00	185.00
2nd Baker	182.50	182.50
Utilityman	132.50	132.50
Messman	132.50	132.50

The NMU "Pilot" said "After the NMU had won this agreement, the SIU-SUP appeared before the War Labor Board in an effort to get the same provisions."

Coast Guard Is Responsible For Shortages In Certain Ratings

An acute shortage in certain ratings, together with a slight surplus in others this week exposed inconsistencies in the United States Coast Guard policy of issuing endorsements, as well as War Shipping Administration conniving in getting their "trainees" placed on ships in positions they are incapable of filling.

Attempting to break the bottleneck created by a shortage of Chief Electricians, the Union was sending Asst. Electricians for upgrading endorsements so that they could ship as Chiefs. Despite the fact that many of these men had been doing Chief's work right along, the Hooligan Navy bureau was refusing the higher endorsement.

Assistant Electricians who had been sailing as Chief under a Steamboat Commission waiver, some of them for a year or more, were being turned down as not meeting the requirements—although in other ports, such as Boston, Baltimore, Philadelphia and Norfolk, the Assistants were being issued Chief's endorsements with little or no opposition.

EXPERIENCED MEN

Faced with a tie-up unless Chief Electricians would be found, the Union was even sending ex-shipyard expert electricians to get the endorsements, but the men reported back that they had been turned down. Several of them became disgusted when the Coast Guard, ignoring the need for these ratings, was adopting a policy of "veterans first." Apparently even this was just for public consumption, for

veterans were reporting back that they stood in line for hours. One said he had been there nine hours only to be turned down.

Meanwhile, possibly by coincidence, the War Shipping Administration was sending its boys down in droves to fill whatever jobs they could. One man, with Oiler endorsements, said the WSA had promised a waiver in order for him to ship as Chief Electrician. In at least one case, the WSA sent a man for Chief Electrician endorsements although he had no seamen's papers whatsoever.

NO DICE

In another case, the Coast Guard refused to suspend its regulations in order to change a Messman into Cook and Baker despite the man's obvious ability in that work. He had served as a cook and baker in the United States Army and had his honorable discharge to prove it, but got Messman papers through bum advice.

Another veteran was turned down when it was found that his Navy discharge, although listing five different U. S. vessels on which he had served, failed to state the dates he was aboard the ships. This error on the part of the U. S. Navy was not overlook-

ed by the U. S. Coast Guard.

Another man, appealing to the Union for aid in changing his endorsements, told a story of weeks spent in the WSA Cook and Baker school, after which he was issued 2nd Cook and Baker papers. "After weeks there at the taxpayers' expense," he said, "I've got to admit that I can't cook and I can't bake, regardless of what these papers say. Please help me ship as an Ordinary, and throw these endorsements in the waste basket."

In the meantime, the costly radio and newspaper propaganda

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Time Running Out, Says Truman

WASHINGTON — President Truman last week devoted the major part of his year-beginning report to the nation to a defense of his program for fact-finding, cooling-off legislation to stop strikes. He also appealed to "the most powerful pressure group in the world," the American people to let their Congressmen and Senators know where they stand on a whole series of "must" legislative items.

"Nineteen forty-six is our year of decision," he told his nationwide radio audience. "This year we lay the foundation of our economic structure which will have to serve for generations. This year we must decide

whether or not we shall devote our strength to reaching the goal of full production and full employment."

Truman reprimanded those members of Congress, members of powerful committees who have blocked any floor consideration of such important bills as those for supplementing unemployment insurance benefits, for renewal of the Price Control Act. "Time is running out," he asserted.

In the second section of his speech, devoted to the dangers of inflation, Truman pleaded with citizens to tell their Congressmen to renew the Price Control

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FROM THE RECORD

Just to keep the record straight, I repeat and quote in part my report in the December 21, 1945 issue of the "Seafarers Log."

"The SIU paved the way in November, 1943" said the report, "and increased the wages for certain ratings in the stewards department on troop ships. The NMU blasted the SIU for signing this agreement charging it was a Sweetheart Agreement negotiated in the middle of the night. However, the NMU did nothing to increase the wages for their stewards department on troop ships, and their members were compelled to sail for approximately one year for less wages on troop ships than SIU members were receiving."

Then the NMU adopted an in-

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Mail Snafu

Merchant seamen as a group, and as individuals, are bitterly complaining over the fact that many of them have not heard from their families since Thanksgiving, as a result of government orders which prohibited Fleet Post Offices from handling seamen's mail as of December 1, 1945.

They have been cut off from all home news since the ruling diverting their mail from the naval setup to civilian channels (which are non-existent) went into effect.

Under the present setup, it has been estimated that letters to merchant seamen in most cases will take weeks or months to reach them. Even though there may be no commercial planes operating in the area where the merchant ship is going, such mail may not be carried by planes of the armed forces.

Government explanation that letters would get civilian delivery is a far from satisfactory solution, as many parts of the Southwest Pacific area have no regular mail service, and ordinary postal communications have not been re-established to the Japanese Islands.

Hundreds of merchant ships are still operating in the Western Pacific with little or no information regarding their next port of call, and under the new mailing system, or lack of system, they are virtually without a mailing address.

Inasmuch as many members of the Seafarers are sailing on ships which visit areas with no regular civilian mail service, we are of the opinion that both government and commercial planes should handle seamen's mail so that these boys who help maintain the American lifeline can receive letters from their loved ones at home.

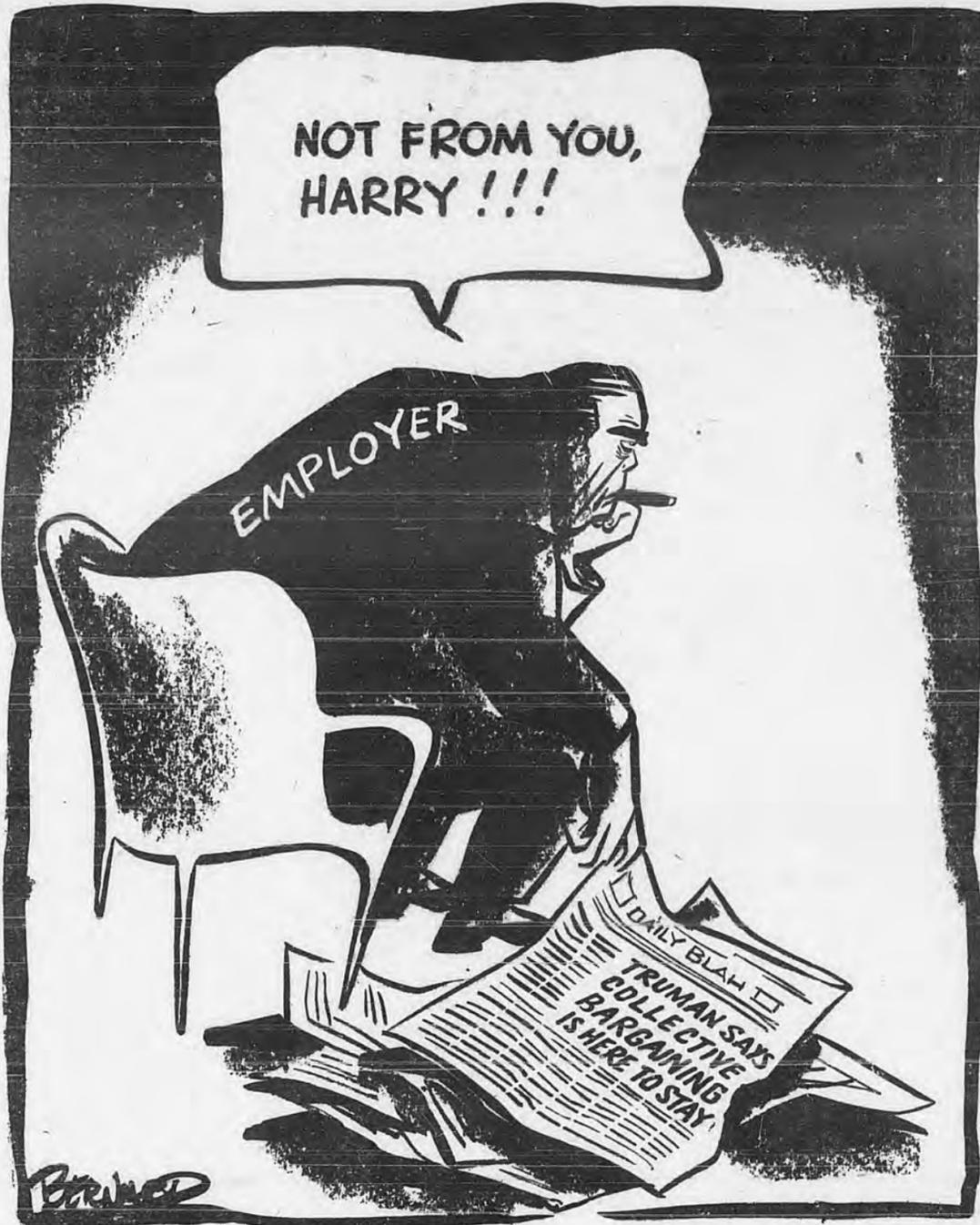
Too long have seamen docilely accepted the role of forgotten men in their country, but in the present situation they refuse to continue that acceptance, and actively rebel against it.

Bureaucratic redtape and brasshat carelessness should not be allowed to prevent American seamen from receiving just consideration in this acute problem, and certainly some decent method of assuring our boys of reasonably steady mail service should be devised by our tax-supported public servants.

Government brasshats, including all figureheads of any agencies even remotely concerned with mail handling, dispatching and delivering, should sit down, pool their collective thinking power, talk this entire matter over carefully, and arrive at some equitable solution.

If it is not possible for their collective brainpower to devise some method of solving the merchant seamen's mail problems, then we urge that no time be lost in turning back that mail delivery to the Fleet Postoffices, plus any commercial airline assistance which may be possible.

This is an urgent problem, and not one which should be tossed around like many political footballs. Merchant seamen are up in arms, and will not be satisfied unless the mail situation is immediately settled.



Men Now In The Marine Hospitals

STATEN ISLAND

- M. J. FIELDS
- L. A. CORNWALL
- D. E. SEBOLD
- J. J. HANLEY
- V. SHAVROFF
- D. J. MONTELEONE
- J. L. WEKKS
- TIMOTHY HOLT
- J. L. CAMPBELL
- C. E. HASZ
- H. OLUF
- J. S. NEAL
- J. C. CARSON
- H. L. GILLOT
- R. POWELL
- L. R. KATES
- C. MIDDLETON
- L. L. MOODY
- L. R. BORJA
- D. CARRILLO
- W. B. MUIR
- M. JOHN

~ ~ ~

NEPONSIT

- E. VON TESMAR
- R. A. BLAKE
- BERTEL BRYDER
- J. F. CLARK
- PABLO CORTES
- E. V. FERRER

PORT OF NEW ORLEANS

- F. W. MURPHY
- J. E. WARD
- J. A. SCARA
- J. E. McCREADIE
- J. DENNIS
- C. T. WHITE
- J. P. SABERON

~ ~ ~

BRIGHTON, MASS.

- G. PHINNEY
- J. HOWARD
- A. RAMOS
- J. SILKOWSKI
- H. SWIM
- F. KINFILD
- D. KRUG
- C. KRIZLIC
- A. MORSE

ATTENTION!

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

Hospital Payments

Members of the Seafarers are entitled to a weekly payment from the Union if they are laid up in a hospital. Be sure to get what is coming to you: Notify the Union of your ward number so that there will be no delay in your receiving the money due you.

- E. JOHNSTON
- P. CONOYER
- G. PITLEKETLY

ELLIS ISLAND

- D. McDONALD
- J. KOSLUSKY

~ ~ ~

BALTIMORE HOSPITAL

- GERALD BOWMAN
- GLADE WRIGHT
- WOODROW MOORE
- WILLARD BANKHEAD JR.
- ELDON CULLERTON
- BERNARD BUSTER
- FRED DAY
- JACK WALKER
- JOHN VILIVA

~ ~ ~

NORFOLK MARINE HOSP.

- JOHN N. CONNOLLY
- CHARLIE MIZELL
- FRANK HOLLAND
- J. H. SMITH

~ ~ ~

SAVANNAH HOSPITAL

- B. R. PETERMAN
- VINCENT SAN JUAN
- R. C. GRIMES
- JOHN W. GREGORY

SHIPPING OUT THE EASY WAY



How to get a job without straining yourself could be the caption of this picture. These members in the New York Hall are saving their strength for the job. The Brother on the right is catching up on his sleep now, so that he will have more time when he hits those foreign ports.

AFL Takes Issue With Truman

WASHINGTON — AFL President William Green last week took issue with President Truman's assertions on labor laws and on the state of collective bargaining in his "State of the Nation" radio speech.

"We do not agree," Green said, "with the President's recommendation for compulsory cooling-off and fact-finding machinery to deal with labor-management disputes. We consider this cure worse than the disease. This legislation would be unworkable and dangerous. It would make wage-fixing a permanent Government policy, it would subject labor and management to control by Government boards, it would nullify the safeguards of the Norris-LaGuardia Act by reviving court injunctions against labor and it would subject labor unions once more to the vicious doctrine of conspiracy."

NEVER EXISTED

"It is not accurate to say that collective bargaining and voluntary arbitration have broken down in major industries such as automobiles and steel. The plain facts are that real collective bargaining and voluntary arbitration have never been put into practice in these industries."

The AFL head did express the AFL's hearty endorsement of Truman's "demands for legislation to protect human needs during reconversion. We believe that the failure of Congress to enact adequate full employment, unemployment compensation, minimum wage, housing and health insurance legislation, has contributed in large measure

to industrial unrest. We join President Truman in appealing to the American people to urge their representatives in Congress to vote for these measures."

Time Running Out, Says Pres. Truman

(Continued from Page 1)

Act "as soon as possible and in advance of its expiration date, June 30, 1946." He also asked that Congress again extend the Second War Powers Act, recently extended for six months instead of a year as he requested.

He urged the people to bring pressure for a "satisfactory" conference report on the Full Employment Bill. Conflicting versions have been passed by Senate and House.

The President reiterated his opposition "to the anti-labor bills now pending in the Congress which seek to deprive labor of the right to bargain collectively, or which seek to deprive a union of its ultimate right to strike." He claimed his measure "will have none of the evil effects of some of the legislation now pending."

CG Responsible For Shortage

(Continued from Page 1)

of the War Shipping Administration continues. The theme of the barrage is that there's a shortage of seamen, but the facts are that the shortage is WSA manufactured and that the government agencies concerned with the maritime industry are effectively

Protect Yourself

Once again we remind you about the need for protecting your rights in regard to compensation for injuries and medical attention.

Whenever the case warrants it, active seamen should check into a Marine Hospital for medical care. When in doubt about your rights under the law, check with your SIU officials.

Seamen should see to it that any injury or health impairment is recorded by the ship's Master, or your department head, regardless of how small the case may seem to be at the time.

Failure to follow such a procedure often results in financial loss and inferior medical attention if the case develops into something more serious.

Protect your rights!

Anyone who takes ill, or in any other way is unable to sail after taking a ship should notify the dispatcher at the Union hall as soon as possible so that another man can replace him.

Operators Make Things Tough For Themselves By Reneging

By J. P. SHULER

The New Year started off with a bang in the Port of New York with 36 ships paying off in the last week and 34 signing on. There have been plenty of book members registering after the Christmas Holidays. Shipping is still good, and a number of trip-card men are having to be taken in order to keep the ships crewed up. All the members should realize that every trip-card man that has to be taken in to fill a ship on which a book man can ship will eventually be one more member that will have to be bucked on the shipping list when shipping gets tough again.

There has been a number of beefs in all departments, but most of them were settled before the ships paid off and the few that were held over have now been settled.

PASSING THE BUCK

Some of the steamship companies to which we are contracted make an agreement and break it the next day. They are only hurting themselves because these ships on which the agreements are made and then broken generally lay around uncrewed after all other ships have been crewed and sailed.

One of these agreements was between the Waterman Steamship Company and the Union wherein the company stated that they would pay enough overtime to the Second Cook aboard the MV-type vessels to make up

the wages of a missing Utility Man. They have now reneged on the beef and are passing the buck to the WSA. Meanwhile, such type vessels are laying around in port waiting for a stewards dept., as no one wants to sign on them with an inadequate complement for the stewards dept. unless they are reimbursed for doing the work.

UNION PRESSURE

In the past, it has been the custom of the Merchant Marine Hearing Unit to send Examining Officers aboard the vessels with instructions to stop the men from paying off until such time as they have appeared before the Merchant Marine Hearing Unit of the United States Coast Guard.

The Merchant Marine Hearing Unit maintains that they only prefer charges against a seaman's papers and not his person or property. This beef was taken up by the Union with Commander Dugan, who is in charge of the Merchant Marine Hearing Unit, and he has promised that in the future this practice will be discontinued, and that the Examining Officer will not stop the men from paying off the ship.

During the rush of shipping here, some of the companies have started the practice of recruiting men from sources other than the Union and sending them aboard SIU-contracted ships without clearing them through the Union Hall. It is the duty of every union member aboard the ship to see that no man signs on a vessel without a dispatch slip from the Union.

Calmar has been the worst offender in this case, having signed on at least a half dozen men on the SS Eleanor Wheelock without clearing them through the Union Hall. Alcoa SS Company also partly crewed several ships in the same manner. This is something which should be watched closely if we intend to maintain closed shop shipping in these companies.

BAD PRACTICE

It should be brought to the attention of the stewards department that sail aboard passenger ships that they are hired on here for the purpose of giving the passengers service and not to entertain them. There have been a number of beefs lately on the SS George Washington in regards to the members of the stewards department mingling with the passengers. This is a very bad practice and will cause the Union a lot of trouble. The oldtimers are not implicated in this, as they know that the less familiarity, the more money. Any man aboard a passenger ship who fraternizes with the passengers should have charges placed against him by the rest of the crew in order to protect themselves from a lot of trouble caused by some Johnny-come-lately.

The SS Clarence King has paid off. Claude Fisher, the Boarding Patrolman for the stewards dept., settled a beef coming to 246 hours for the 7 men involved. The men collect their money by calling Mississippi SS Co., at 17 Battery Place, New York. An itemized account will be run in the Money Due List In The Log.

Big Problems Face AFL In '46

MIAMI, Fla.—Legislative problems vital to labor's interests will form the principal topics of discussion at the annual winter meeting of the Executive Council of the American Federation of Labor, which opens here Jan. 21.

Another question which may come up before the meeting and which has aroused wide public interest is the possible reaffiliation of the United Mine Workers Union with the American Federation of Labor. No official announcement as to whether this subject will be considered has been forthcoming.

First among the legislative issues confronting the AFL leaders is the Norton-Ellender Bill, based upon a proposal by President Truman for the authorization of fact-finding disputes to prevent strikes and make recommendations for settlement after collective bargaining has broken down.

The AFL already has come out against this bill on the ground that it infringes on the right to strike and would lay unions open to penalties through court injunctions and damage suits.

On the positive side, the AFL Executive Council is expected to press Congress for adoption of full employment legislation, an unemployment compensation bill, minimum wage legislation and health insurance.

Support for the efforts of affiliated unions to obtain wage increases unquestionably will be voted and a new organizing campaign undertaken.

"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.

hamstringing the operation of the nation's shipping.

New York papers of January 9 carried a story of 74 ships "tied up yesterday in east coast ports because of shortages of crew members." The story reported "357 unfilled requests for crewmen," but the propagandists make sure to announce "five tankers and a cargo ship" were moved by the WSA yesterday. Therefore the reader is to conclude that without the WSA even those six vessels would have still been in port.

Often accused of seeking to perpetuate themselves in soft arm-chair office jobs, the WSA bureaucrats seemingly are out to prove the accuracy of those charges. Their actual obstruction of ship movements speaks much louder than their propaganda machine.



QUESTION:—Now that the war is over, what favorite spots do you wish to revisit?

EARL "SNUFFY" SMITH, AB—I'd like to ship out on a vessel headed for the world's best recreation spot. Havana, Cuba, and see some of my old girl friends, if they're still around. Then I'd drop in on some of my favorite night spots such as the Two Brothers, Sloppy Joe's and Los Marinas. Prices are a lot cheaper down there, and there's plenty of lovely ladies and liquor available. My number one drink is Cuba's national favorite — the Cuba Libre. Boy, they really hit the spot; even thinking about them makes my mouth water.



GRAYDON "TEX" SUIT, AB—Provided the Army and Navy have evacuated Puerto Rico, I'd like to go back to the Isle of Paradise. That would really be the life of Riley, to stay on the beach for a couple of months, absorb a little liquid sunshine, and chat with the gay señoritas. Maybe I'd meet a few of my friends who'd probably be doing the same things, and we could shoot the breeze around the old "Grass" Hotel. There's really a lot of nice scenery in that vicinity including the numerous gin mills and hot spots.

JOSEPH DAMES, FOW — I want to return to Europe now that the war is concluded, and see for myself what the European postwar world is coming to in England, France, Italy and other countries. A new world is in the making and every seaman has a chance to secure a ring-side seat to watch developments. I'd like to see at first hand how the new English Labor government is managing things, what changes they've made, etc. In France, one should be able to see the effect of communist treachery within the coalition government.



FRANCIS BRETT, FOW—My favorite spot now that the war's over? Well, I'd like to revisit the island of Cuba. They really have a beautiful, mild climate with lots of relaxing activities. I prefer the smaller ports as there's less competition there. Prices are cheap, and they have plenty to drink. That native music, danced to with Cuban belles — samba, conga, and rumba — really makes your bones tingle. The American Bar at Navajas is a typical Cuban spot with that old friendly atmosphere and lots of friendly females.

Answers To Some \$64 Questions

More fairy tales concerning the venereal diseases abound than any other infection. This has been so mainly through the up-to-now-successful campaign of the bluenoses and self-appointed censors to keep any mention of syphilis and gonorrhea out of the daily press. That this taboo has been defeated is due to the courageous campaign of progressive-minded men and women all over the country.

It is because of them that the pendulum has swung the other way, and that the great publicity campaigns warning of the ravages of these two killers have been possible these last few years. Among the organizations fighting this ignorance and reaction has been the American Social Hygiene Association.

We print below a series of questions and answers on the venereal diseases which the ASHA has gotten up, which may help clear up some popular doubts and misconceptions:

How do people catch syphilis and gonorrhea?

Syphilis and gonorrhea are spread almost exclusively by sex contact, even if acquired innocently from an infected husband or wife. Infected mothers can pass the disease on to their children at birth.

Is there a danger that syphilis and gonorrhea can be caught by those working alongside infected people?

No, men and women in industry need not worry about catching syphilis and gonorrhea while working on their jobs. They need not fear that they can get these diseases from such objects as cups, drinking glasses, knives, forks, wash basins, towels, toilet seats, tools and machines handled by infected people. Of course, ordinary rules of good health and sanitation require that eating utensils, wash rooms and so forth should always be clean. However, medical experience has proved that, except possibly in extremely rare cases, syphilis and gonorrhea are not acquired through contact with objects like those just listed.

These are medical facts, which

hold true for everyone, male or female, white or colored, old or young, rich or poor.

Why can't inanimate objects spread venereal diseases?

There is a simple scientific reason for this. These disease germs thrive inside the human body, but quickly die outside the body. Heat, cold, light, drying, soap and water or any disinfectant instantly kill them. Dead germs don't spread disease!

Are syphilis and gonorrhea the same?

No. They are different diseases. Syphilis is caused by a germ known as a spirochete. Gonorrhea is caused by a germ known as a gonococcus.

What is the best way to prevent the spread of venereal diseases?

Since these diseases are spread mainly by sex relations, disciplined personal behavior is the best preventive in the case of the venereal diseases. That's one of the many reasons why girls and women must take no chances and men must turn

thumbs-down on prostitutes, free girls, pick-ups, and any other such form of promiscuous sexual relations.

What are the symptoms of syphilis? Of gonorrhea?

A hard sore on the parts of the body exposed to infection is the usual first symptom of syphilis. However, in some cases this sore may be so small as not to be noticed or is located where it cannot be seen. Furthermore, even without treatment, the sore disappears. But the syphilis germ is still in the body. Later on, a rash usually appears on the body. That too, goes away after a while. But the disease is still present. The usual first symptoms of gonorrhea are a burning sensation on passing water, followed by a discharge within 2 to 10 days after infection. Following its acute stage, gonorrhea tends to pass into a quiet period, often leading to the mistaken belief that the danger of infection has passed. Only a doctor after thorough tests, can tell whether gonorrhea or syphilis has been cured.

GM WALKED OUT ON THEM



Members of President Truman's fact-finding board for the General Motors strike: (L. to R.) Chief Justice Walter R. Stacy, of the N. C. Supreme Court; Lloyd K. Garrison, chairman; Milton Eisenhower, president of Kansas State College. GM walked out when Truman directed that ability to pay should be considered by the board.

Ask Extension Of Overtime Pay

The following letter was sent to the Log Office. The issues raised by the Brother are important and pertinent enough for the Editors to lift it out of the Letter Page, and present it here where it cannot be missed. What do you think of these proposals? Let us know.

At a meeting held on this vessel, a resolution was introduced to ask the membership of other SIU ships to concur in a motion requesting our able representatives to make every effort to obtain for us overtime for Saturday afternoon at sea, and eight hours overtime for those who are required to work on legal holidays or Sundays at sea.

If the above suggested clause could be inserted into all new and renewed agreements it would be equivalent to an additional increase of \$10.80 per week or approximately another \$45.00 per month take home pay.

Labor ashore has been paid overtime for decades when required to work weekends or legal holidays, usually at rates of time and one half or double time. For too long merchant seamen have been treated as 2nd class citizens,

and it is time we took our rightful place among other organized labor; we of the SIU enjoy the best conditions and agreements of any maritime union, but even we have far to go, in order to obtain the benefits granted to many industrial organizations (not including unemployment insurance and pensions, unfairly withheld from those who delivered the goods).

What we ask is not unreasonable. I defy anyone to name a business or corporation, other than a shipowner, that would require its employees to work 56 hours or more per week, without payment of overtime. I have no doubt that a careful study of the law would reveal that it is a violation of the Peonage Act, and certainly a violation of many State laws, which probably explains why overtime is paid only during the vessel's brief stay in port.

We request that this letter be read at the next joint meeting, and with grateful appreciation to our representatives, we trust that the matter will be given their attention.

Thomas F. Lynch

Labor Heads Back Polio Drive

NEW YORK—All three branches of organized labor are united in support of the 1946 March of Dimes drive conducted for the Natl. Foundation for Infantile Paralysis Jan. 14 to 31. Thomas C. Cashen, Philip Murray and William Green are co-chairmen of the Labor Division of the March of Dimes fund, representing the Railroad Brotherhood, CIO and AFL.

Proceeds of the fund, which supports the foundation set up eight years ago by President Roosevelt, go to meet its pledge that "no victim of polio shall go untreated for lack of funds, regardless of age, race, color or creed." The Foundation has appropriated more than \$7,600,000 for scientific work on polio, in addition to giving emergency aid to communities hit by the disease.

THE MEMBERSHIP SPEAKS

CONGRATULATIONS FROM AN SIU LOG READING WIFE

Seafarers Log.

Congratulations from an SIU wife on the fine way in which the Log shows its democratic spirit, and that of the swell union it represents.

The Log is the most democratic piece of literature in circulation, for my money. It certainly emphasizes equality and justice for everyone regardless of rank.

Aside from all this the Log is very interesting. When I finish my copy I always pass it along to friends and, although we are landlubbers, we all agree that if we were to ship to sea it would be SIU.

Good luck with Isthmian and a Happy New Year.

Mrs. Hans Ilves

SEAMEN SUFFER FROM EXPOSURE AND WSA RED TAPE

Dear Editor,

Our ship, the SS Kenmar a Calmar tub, was run on a reef off the Italian coast on December 10, 1945.

We abandoned ship almost immediately and after some time in the lifeboat we were picked up by an Italian fishing boat which happened upon us by sheer chance.

We were brought to Barletta, Italy where the people did without to give us food, wine and blankets.

The WSA phoned up and asked about the ship, the crew evi-



dently didn't matter. The room in which we were sheltered was very cold and had a marble floor. This wasn't the people's fault for it was the best they had to offer. After waiting here six hours, shivering and hungry, the Red Cross sent us coffee and donuts.

True they were welcome but we were all suffering from exposure and the waiting didn't improve our condition. Finally U. S. army trucks came and packed us off to a British Army Camp. The WSA apparently forgot about us then. The British treated us wonderfully with food, shelter and clothing (British Army clothes, new).

Since then we have been in the dark about our future. We were told today that we are to remain here two more days and then go to Naples by truck for further orders.

This is just another thing to

chalk up against the WSA.

The Crew

Editor's Note: The letter is signed by twelve members of the Kenmar crew.

MILITANT UNION MEN WILL DO DEMOCRACY'S JOB

The Editor,

I see by the papers that the NMU is leaking badly at the



seams: a few sticks of dynamite well placed might help the disintegrating process.

It will come, of course, because the U. S. is going to remain a democratic nation, a nation of free men where we all have equal opportunity. Of course, opportunity itself isn't enough and won't do the job. It takes men, militant union men, to get the job of democracy done.

John Campaigne

THANK SIU, CRANSTON AND EVARTS CREWS

Dear Brothers,

Your letter of December 18 with the \$143.60 donation check from the SIU of North America and the crews of the Cranston Victory and the William S. Evarts received and each of the five brothers here received \$28.72 as his share.

I enclose a sheet with the signatures of each member receiving a share. (Filed at N. Y. headquarters).

We are sincerely appreciative of this generous gift and we will surely put it to good use. We respectfully request that you thank the donating brothers for us.

Fraternally yours,
Nick Gaminin,
Hospital Delegate
U. S. Marine Hosp.
Fort Stanton, N. M.

LOW DOWN ON ISLANDS RUN OF DIAMOND HITCH

Dear Brothers,

I thought it would be a good idea to give you the lowdown on the MV Diamond Hitch.

We had a nice trip down the Islands and to British and Dutch Guiana.

We sailed from New York Nov. 16 and we hit five islands including Port au Spain and Trinidad. They were all lousy liberty towns. Then we went to Georgetown, B. G. which was the only decent port we hit.

The deck department didn't have any beefs but the engine and stewards departments were snafued on their overtime. The Chief Engineer disputed overtime for Oilers relieving for meals but this was collected on board at the payoff. The stewards department overtime was held up a little but it will be collected—it's all legit.

The Old Man on the ship is no good. He pussyfoots around the ship trying to cause trouble. He didn't even want the stewards department to get a breath of fresh air on deck during working hours. He chased me below down in Georgetown when the temperature in the galley was 115 degrees.

Charles "Red" Langley

RUMMAGING AT NORFOLK HALL FINDS WSA JUNK

Dear Editor:

Recently, with the Sea Fiddler drydocked at Newport News, I had a chance to visit the new Norfolk hall. They moved out of the old waterfront dive and into the staid and sturdy ex-Merchants and Mechanics Savings Bank which the RMO had occupied during the war.

My curiosity got the better of me and I went up to the third deck (the attic). It has a glass roof to improve the lighting and I spent an odd half hour rummaging through abandoned WSA files and leaflets plus



some banking records dated back to the early 1920's. At least the building has a history behind it but I haven't found out if the bank crashed in '29. Some of the fellows off the Sea Fiddler stopped in to look the place over and expressed their appreciation of the SIU hall.

Pardon the WSA stationery, I found it in the attic.

Benjamin Taffewitz

DONATE MONEY TO HOSPITALIZED SIU MEMBERS

The Log,

The following crewmembers of the SS Tristan Dalton have donated money for hospitalized SIU men.

Earl Biehr, Edwin Larson, Joe Grannini and anonymous, fifty cents each; Charles Bauer, Chester Startz, Frank Moshal, Earl Huebner, Jim Lyons, George Bass, Chips, Forzano, W. M. Mulevich, Wm. Amiliasso, Don Presser, Wm. Falkner, G.

Hasko, Henry F. Hendon, Thomas Franzone and Joseph Mazzocchi one dollar each; Al Yarborough, A. McKennon, I. P. Lossoph and Joe Traub, two dollars each and Jim Kelby, five dollars.

A receipt for this money, amounting to \$31.00 (thirty-one dollars) has been given to me.

Charles Bauer.

WANTS INFO ON BILL OF RIGHTS FOR SEAMEN

The Editor,

I have just returned from an eight month trip in the Pacific and I'm now planning on going to college. In the Log there was something said about a GI Bill of Rights for seamen. If you have anything on the education program I would like for you to send it to me, for I would like to start school the first of January if possible.

I am enclosing two dollars as a donation to the Log.

Thomas E. Goodwin.

Editor's Note. The brother's letter has been answered and the donation to the Log properly recorded.

ELIMINATION OF CHEF CALLS FOR CHANGE IN PLANS

Seafarers Log,

Today I received the latest issue (of the Log) and wish to state how it has helped me. I have been shipping in the rating of Steward or Chef on transports.

The new issue of the very informative Log showed me at a glance that the Chef rating has been eliminated and therefore necessitates a change in my plans, so I'll be in the Hall in a few days and get right up-to-date on the changes.

My family all read the Log and enjoy reading how our Union fights for us and collects our money from an often reluctant paymaster.

Louis S. Rizzo

SKIPPER AND CHIEF ENGINEER COMMENDED

Dear Brothers:

We on the SS John P. Mitchell are for the Captain and Chief Engineer 100%.

The Chief cooperated with the crew in the case of an Oiler sent to the ship in Leghorn, Italy by the WSA.

Captain Simpson went to bat, together with the department delegates, for shore leave for all the crew when it was refused by the army Colonel in charge at Leghorn. The Skipper's discussions with the Colonel resulted in three army trucks which took us to Pisa. Unity was what we needed at the time and we sure found it.

We brought back four hundred prisoners of the American Army and the tales they told



plus what we have seen ourselves remind us all of concentration camp stories.

Can all this continue under the Stars and Stripes?

The Crew

Editor's Note—The letter carries 14 signatures.

MEN ON DOBBS LAY CLAIM TO RECORD 114 DAYS ON HOOK

Seafarers Log:

We on the Dobbs read in the Log where the Gibbs had laid claim to a record when they lay at anchor in Samar for 55 days. We of the Calmar Line's Luckless Liberty SS Arthur Dobbs claim a greater record. We have been on the hook here in Guian, Samar for 114 days as of January 1st, and see no early prospects of leaving.

Not only can we claim a record in days but also in poor conditions. We don't have mov-



ies on board, we don't get ashore, we don't get beer, and we didn't even get any dough until, after two months, we forced the Captain to give us a draw.

Our lifeboats don't run, we don't get mail anymore, we don't have matches, we don't have toothpaste or toilet soap and to crown matters they tell us they're almost out of toilet paper, of all things.

Is this a record or aint it?

Jim A. Golder

NOTICE!

W. E. O'Sullivan is in the Good Samaritan Hospital at Suffern, N. Y., and would like to have some of his friends drop in to see him.



SHIPS' MINUTES AND NEWS

Warn Of Trouble Brewing On SS Abel Stearns

JACKSON STEWARD CHARGED BY CREW OF ANTINOUS

An un-named member of the Seafarers International Union stands charged by the crew of the SS Antinous, (Waterman) of impersonating a Waterman Line official and damaging the cause of the crew of the SS Jackson when they refused to sail the latter ship because of an 800 lb. meat deficit.

The charges, according to the Antinous minutes, stem from the alleged actions of the Jackson's Steward during the time action was being taken by the crew in Hoboken, New Jersey on December 2nd when they demanded that the food supply be made up. The Steward, state the minutes, appeared among the men, none of whom recognized him, and declared



that he was the Port Steward and that the 800 lb. of meat had been put aboard. He impressed the crew with the fact that their demand had been complied with and it was okay to sail. Upon questioning, however, he admitted that he was not the Port Steward but claimed membership in the SIU.

"We demand," read the Antinous minutes, "that his name be found out and that charges be put against him for interfering with our actions which were sanctioned by the Union."

Another motion made by Bosun Nels Larsen, called for an investigation of the 800 lb. meat shortage which was supposedly stolen but which "Myers of Waterman admitted had never been put aboard." The Bosun also urged adoption of a motion requiring the Union to check all supplies and slop chest inventories before allowing the crew to sign on.

The meeting of the Antinous, chaired by Red Carolan and with M. Daire as secretary, discussed shipboard beefs and other conditions. Most of the meeting issues centered around the stewards department and food shortages but it was apparent that all hands were cooperating to their best ability and the beefs aboard were not caused by the crewmembers themselves.

The meeting concluded with a talk by the chairman on the merits of the SIU and the history of hardships and suffering compared with the rights seamen enjoy today as a result of organization.

Conditions are so acute aboard the Bull Liberty, SS Abel Stearns, according to word received here, that the crew fears a showdown will be provoked by the ship's officers despite their appeal to the ship's Master to alleviate the situation created by the licensed personnel.

The crew announced their intention of holding the Captain responsible for any disturbance which may result from the licensed personnel's efforts to foment trouble.

Following repeated attacks upon the union, the crew urged the Skipper to request his officers to stay out of the crew's messhall in an effort to avoid further dissension. Showing remarkable patience under the circumstances the SIU men posted a notice telling the licensed personnel that they were not welcome in the crew's quarters unless on ship's business but the Master refused to back them up. "His orders were that they could come in for coffee at any time" despite the fact that "they have their own coffee pot and hot plate in their saloon."

With six months aboard the vessel filled with various beefs and arguments the crew decided, at their shipboard meeting, that the officers were sit-



ting on a powder keg determined to light the fuse. The SIU men adopted the following:

"To whom it may concern:

"This is to certify that after six months (6) aboard this ship (SS Abel Stearns) without any liberty from the ship, different beefs and arguments have come up.

"In order to try to avoid trouble the membership called a meeting of the unlicensed personnel. In the meeting it was moved and carried the following; To prevent and stop trouble on board this ship between the men and officers.

"The deck men and engine gang have heard a few remarks, from topside, against our fine union. These officers would come into our messhall for coffee and open their big yaps against our union.

"That would start some hot arguments. Now it's getting to

Alex. H. Stephens Minutes Are Praised By Master

When the delegates of the SS Alexander H. Stephens presented a list of suggestions to the ship's Master in accordance with the position taken by the crew at their shipboard meeting, they not only received a written answer but the crew was complimented "on the minutes of your meeting."

Captain Roy L. Wilder, in replying to the delegates, took the opportunity to point out that, in his opinion, reduction in financial allotment to the WSA required certain reductions in waste and extra care of equipment.

Minutes of the meeting show that the members asked for, among other things; water glasses, ice trays and ice, painting of crew's quarters, toilets, showers, and messhalls, wind chutes and screens for the messhalls and all quarters, checking of fans, and bunk lights, toaster, percolater and hot plate.

SKIPPER'S ANSWER

The text of the Skipper's reply, as it was posted on the Bulletin Board, reads:

This vessel is owned by the U.S. War Shipping Administration. Repair and replacements cost the taxpayers, which are you and I.

The WSA allotment of money has been radically reduced.

It is requested that all persons on board will endeavor to reduce waste, and that they

the point where the men want to fight with their fists, and that would probably be called mutiny.

"So we all decided to keep all officers out of our messhall from getting our coffee. They have their own coffee pot and hot plate in their saloon.

"We stopped them, put a sign up and told the Captain about it. But there was a big kick about it. The Captain would not let us stop them from coming in.

"His orders were that they could come in for coffee at any time.

"All we can say is if we have any trouble on board this ship, or fighting, it's the Captain's responsibility. We, the crew, did all we could to stop it to this date (Dec. 21, 1945).

"Please keep this on file in case of further difficulty between the men and officers. This is for the protection of the union and crew."

The statement is signed by the entire crew as far as can be determined.

Veteran seamen were quick to point out that by virtue of an unwritten law the crew had every right to keep the licensed personnel out of their quarters unless on ship's business. "Unlicensed men are not allowed in the officers' saloon," said one man, "and by the same token licensed personnel only enter the crew's messhall on business or as guests."

will use every effort to care for equipment.

It is requested that port fans be swung in, clear of water, when taking spray and raining. Water will ruin these fans.

Regarding water glasses and ice trays: we are not permitted to buy supplies in foreign ports, except fresh vegetables. However, we will try to get water glasses.

Ice trays and ice in Rio will not be permitted by the WSA.

Toasters, percolators, wind chutes, ice trays and screens will be ordered at New Orleans.

(The minutes state "The radio in the messroom does not work. Sparks has said that if the crew would pitch in 50c or a buck apiece he would fix same." Suggest the delegates go to the Captain and find out if the crew has to pay for radio to be fixed.)

Sparks has worked on the radio for some three days, without good results. It is my belief that he was kidding in asking that crew pay. The radio will be put up for repairs at New Orleans.

The sougeeing of crew's quarters and messrooms is a good idea. Also the painting, if needed. The stewards department will attend to messrooms, and each department to their respective quarters, when convenient to department heads.

Try to cooperate. The war is over. You are to be complimented on the minutes of your meeting.

Roy L. Wilder
Master

Called to order at 2:15 on Oct. 14, the meeting was chaired by Sidney Dolese. George Stevens was recording-secretary. Other matters taken up by the crew dealt with cleanliness of the messrooms, wearing of aprons by Cooks, proper clothing at mealtimes and removal of steam line from which "a man gets



burned every time he goes to take a bath."

With twenty-eight members present, the meeting heard the

James G. Blaine Notice On Pets And Ammunition

This notice was posted by Skipper C. B. Davis of the SS James G. Blaine. It deals with taking live ammunition or pets aboard ship.

NOTICE

There is to be absolutely no live ammunition of any kind aboard this ship. There are strict regulations and laws governing the restriction of live ammunition aboard ships. Therefore anyone found with live ammunition in his possession will have to suffer the penalty. These restrictions include all firearms and guns as well as ammunition.

Also there is to be no pets of any nature brought aboard. The troops are also restricted from bringing pets aboard: therefore do not, under any circumstances, accept a pet from one of the troops because the pet will only be chloroformed and disposed of over the side.

(signed) Captain C. B. Davis
Master of SS James G. Blaine

delegates report 11 Full Books, (SIU), 4 SUP men, 6 Pro. Members and 7 trip card men among the crew.

It was noted that some of the men had not been present at the last Fire and Boat drill and that this was a serious offense for which the Skipper could log them. "So let's see every man hit the deck to his station whenever we have a Fire and Boat drill," the minutes conclude.

LAST MEETING

Nov. 29 — The meeting opened with the reading of the last meeting's minutes, after the election of a chairman, secretary and reading clerk. S. Dolese, A. L. Stevens and E. Swope were elected for the respective posts. Swope read the Skipper's communication in regards to the last meeting and the crew voted to turn it over to the Patrolman in New Orleans.

Two Wipers who were on watch were excused from the meeting.

A motion "to find out from Hall in New Orleans, what right has the WSA to break a Union contract by not allowing the Steward to buy milk in a foreign port" was adopted unanimously.

Another motion adopted by the meeting called upon the delegates to remain aboard the ship until the new crew came on "so that the same thing that happened to us will not happen to them (taking an unstored wreck to sea)."

The delegates reported no disputed overtime in stewards dept., 36 hours in deck crew and only 2 hours in the engine department. Engine delegate stated: "We tried to get the

(Continued on Page 7)

DIGEST OF MINUTES FROM VARIOUS SIU SHIP MEETINGS

JOHN P. MITCHELL, Dec. 9—Chairman John Lopez, Secretary Ray Alexander. Motions passed for "men coming into messhall for meals, must have at least a T shirt on" and that more aprons be carried aboard hereafter. Agreed among all hands that anyone leaving a dirty cup be reminded by anyone seeing the offense. Members bowed their heads in tribute to departed brothers.

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JOHN P. MITCHELL, Dec. 3—Chairman John Lopez. Secretary Ray Alexander. Motions passed: that all hands cooperate in keeping rooms clean and use own heads and showers, ask Chief Mate to have crew messhall door repaired, ask Chief Engineer to have port fan in messhall repaired. The Isthmian organization drive was discussed and the chairman urged all new members to help the union and thereby help themselves.

~ ~ ~

CHARLES W. STILES, Nov. 16—Meeting called to order by J. Longfellow. Chairman Edward Johnston. Secretary Arthur Pontoni. Motions carried: election of ship delegate, each dept. to have man to clean ship's laundry each week, request door and steam heat for wheelhouse. James Mann was elected ship's delegate by a ma-

Charles Conrad Skipper Praises Union Seamen

High words of praise from the Master of their ship usually indicate mutual respect between him and the crew. Such is the case aboard the SS Charles M. Conrad (Seas Shipping) which recently encountered typhoons in the South Pacific.

In two messages, one to the crew and the other "To the Union Delegates," Skipper E. J. Morgan sings words of praise for the crew's seamanship, team play and "exemplary courage" during the emergency.

"The very satisfactory condition and appearance of the SS Charles M. Conrad," he writes to the delegates, "is the best evidence possible of the good work performed by the crew aboard this vessel. In the recent typhoons, the exemplary courage, seamanship and teamwork, succeeded in bringing us through with practically no damage. It is a pleasure to work with a crew such as you are."

In the letter to the crew Captain Morgan says, "No word of praise can be too strong concerning your high caliber of courage, performance and teamwork during the typhoons. Proof is in the results accomplished: we have suffered negligible damage to the vessel, and we continue to be safely anchored. Most of all, we are each and every one of us here, and all in one piece. And so I say, thanks to the good Lord, good seamanship, and good luck, we have come through in good shape."

majority vote. Suggested that meetings be held every two weeks also consideration of members off watch by not making unnecessary noises. Crewmembers were: Longfellow, Maney, Dacey, McGinnis, Gallagher, Steward, Curry, Hornbeck, Johnston, Sills, Redrosa, Goll, Seekman, Brady, Carter, Williamson, Cherlburg, Curry, Mann, Butler, Johnson, Laskowski, Hohlo, Rathbone, DeVries, Pontoni, Carmellino and Scott.

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RUSSELL JONES, Dec. 16—Chairman Byron Taylor. Secretary Donald Powers. Meeting called to discuss beefs. Motions carried: that no crew member break articles until all beefs are settled (made by Macomber), that if passengers are carried sufficient stores be put aboard for them (by Walker). The crew recommended the following for membership: Harold Young, Vincent McCloskey, Wallace Chrisam and Culse Copeland. The four watch system was thoroughly discussed. The meeting stood in silence in tribute to departed brothers.

~ ~ ~

WILLIAM MACLAY, Oct. 13—Chairman John Aydinian. Secretary Teodor Skrypel. Motions carried: list of shortages to be drawn up and presented to Captain, vote of thanks to Purser Frank Dietlsin for his helpfulness and excellent medical attention. Delegates were: John Aydinian, O. Joceao and R. Vicira.

~ ~ ~

JOSEPH S. EMERY, Nov. 16—Chairman Sammy Fama. Secretary Pat Fox. Motion by McAdoo to fine those leaving messroom or midship house untidy, carried. Other motion carried: Fine to be turned over to brothers in Baltimore Marine Hospital. Full attendance at meeting with exception of those on watch. Delegate were Sam Fama, Pat Fox and Frank Muscalli.

Alex. H. Stephens Minutes Are Praised By Ship's Master

(Continued from Page 6)

rooms painted but, as you know, the Chief would only allow eight hours. As the condition of the rooms was bad, the painting alone couldn't have been done in that time so I advised the gang to turn it down. On the milk question. I went to see the Skipper in Rio and he showed me a letter from the company and a telegram from the WSA to the effect that only \$500 worth of fresh vegetables were to be brought. This amount to be spent between Rio and Santos."

After reporting for his department the deck delegate said, he was resigning "as there are a lot of petty beefs in the department" (this from the minutes). George Stevens was then elected as delegate.

29 members were present and the meeting, which had lasted 55 minutes, adjourned at 2:50.



Crewmembers of an Isthmian ship, gather around Tex Tannehill as he gives them a spiel on the advantages of Seafarers style trade unionism for seamen. Brother Tex has done a swell job among a good crew and, although many of them are young, they look like the kind of seamen any union man will be proud to have as union brothers.

Soap Blamed For Skin Disorder On Robin Sherwood

Dermatitis, or some other skin disorder which causes itching, among several members of the stewards department aboard the SS Robin Sherwood, was attributed to the type of soap the men were using and the crewmembers at their Dec. 25th meeting demanded that another brand be substituted at once. The motion was adopted when Brother Blakeley brought the complaint to the attention of the Steward. Another complaint regarding the stewards department was brought up by Delegate Bause. This one concerned proper cleansing of eating utensils. As stewards department delegate he declared that there were no rinsing facilities aboard and the utensils were washed and rinsed in the same basin. The Steward promised that both conditions would be remedied when the ship hit port.

Other business at the Dec. 25th meeting involved the question of vouchers before the payoff (motion by Dougherty) and cleaning foc'sles before leaving the ship "so that the new crew coming aboard won't have to do it." (motion by Smigelski). The delegates were instructed (motion by Bause, seconded by Myers) to inspect the foc'sles of their respective departments at payoff time.

Another motion adopted at the meeting struck the minutes of the previous meeting from the record. Both Bause and Drury spoke on the question and the vote was 21 for to 6 against. No reason is given for the action.

Delegates aboard the Robin Sherwood are: William Bause (stewards), John Dougherty (engine) and R. S. Pribben (deck). Secretary is Joe Freedman.

Memnon Officers Play Game With Disputed Overtime

Playing football with disputed overtime may eventually throw the "sports" on the SS Memnon for a loss at the payoff, say the engine department men aboard the vessel in their written report to the Log.

Referring to "the Captain, the Chief Mate and the Hitler Engineer aboard" the crew charges that they "consider our Union and its agreements a big joke." "The Captain, F. A. Tupper," they say, "discriminates openly against the engine department and Chief Engineer Dana is running a contest with 1st Ass't McCormack to see who can give the phoniest excuses and the biggest run-around." The contest has apparently been going on since the start of the five and a half month trip.

Replying that the Wipers were needed below, the 1st Ass't refused to have the black gang's quarters painted despite the fact that they had been untouched with paint since the ship was built almost two years ago. Floor plates, he implied, were much more important and the Wipers couldn't be spared for even one day.

When the other departments had completed their painting of quarters, the Skipper, nicknamed Fish Oil Tupper by the men, made one of his infrequent inspections. The Wipers asked about painting their quarters but, according to the report "Fish Oil Tupper replied that the engine crew would only get them dirty again." Continuing, the report states, "he later told the deck delegate that the engine department men on all ships were a dirty bunch and should have a separate messhall so they could keep their filth to themselves."

"The Captain, the Chief and

the 1st Ass't have another game. They play football with the engine department overtime. When the 1st gets tired marking up disputed overtime, he makes a lateral pass to the Chief who can always find a few more hours here and there to dispute. The Chief then passes to Captain Fish Oil Tupper who manages to find still more to dispute.

"What these sports don't know is that the Union agreement is going to throw them for a loss on the payoff. Company stooges like these have been chiseling right and left during the war. They think they can still get away with it.

"If they don't change their attitudes fast, they may have to change their jobs."

The crew members report to the Log which contained these allegations was ordered at the December 2nd shipboard meeting on the Memnon when a motion was introduced, and adopted, "that the engine department draw up an article for the Log exposing discrimination against the engine department by officers."

Blackgang delegate was John Brown.

Library Lore

Junior—What is a "rare volume," Daddy?

Father—Well, son, it's a book that is returned after being loaned.

~ ~ ~

Naval Technique

Girl—I'm telling you for the last time that you can't kiss me.

Sailor—Fine! I knew you would weaken, sooner or later.

~ ~ ~

Old Acquaintance

Cora—Did you meet your aunt at the railroad station?

Dora—Oh, no, I've known her for years.

AROUND THE PORTS

Hands Bouquet To Emerson Crew

By ARTHUR THOMPSON

SAVANNAH — We made two trips to Charleston last week. Rumors were going around on the Frank C. Emerson that she would not payoff, but would make another trip on the old articles. The crew even sent a delegate over to see us on Sunday to tell us what they believed. It was all a misunderstanding, however, as we discovered when we got to Charleston.

It seems that government employees got a holiday New Years Eve, and no one was available to payoff the ship. This led to the belief that the ship would not payoff at all. While we were there we checked up on all the disputed overtime so that when the payoff came we'd be able to handle it in record time.

We had some good help on the ship. The delegates, John Bedard for the deck and Thomas Ryan for the engine department, had all their disputed overtime lined up and we went through it without any difficulty. There were no disputes in the stewards department at all.

Most of you oldtimers, especially those from around Boston, will remember Sam Bayne. He used to be an official in Boston, and he has a knowledge of the agreements which is hard to beat. He was, and still is, the Steward on the Emerson and there were no beefs in his department. There was quite a lot of overtime for extra meals, shortage of personnel, etc., but he had it all down and it was okayed by the skipper and we didn't have to do any more than collect dues in his department.

GOOD BUNCH

The deck and engine delegates were also very helpful. We had all the books made up and squared away so that no one had to wait after the payoff for anything. This was fortunate because it was on Wednesday and we wanted to get back to Savannah in time for the meeting. We did get back but had no meeting due to the lack of a quorum. Nevertheless we had a committee to count the ballots and another to audit the books and still another to check on some members who wished to be reinstated.

When the crew of the Emerson sent a man over to see us, they collected some money to pay his way and the money which was left over was turned in to the Log. The entire crew was sober for the payoff and, considering the fact that they paid off the day after New Year's, these boys deserve a hand.

We had an accident on our first trip last week. While waiting for a red light in Charleston, a Buick slapped us in the stern and shoved our bow into another Buick which was also waiting for the light to change. The damage was not serious, nor did it

put us out of commission. The party who hit us is insured, so we can get fixed up without any trouble or cost, and no one was hurt which is also lucky.

We had our day here in Savannah when there were no ships



in the harbor whatsoever. Not even a foreigner. This was the first time in three years the harbor is empty. Shipping is slow in Savannah again, but still fair in Charleston. We don't know yet what the future holds in store but we're hoping for the best.

Tampa Helps AFL Officeworkers

By D. L. PARKER

TAMPA — Business picked up somewhat the past week in this port and, believe it or not, there were pobs on no less than five ships at one time on the board. They were taken, however, by some of the local beachcombers, and things are now back where they usually are here—sort of slow. From present indications, several operators will have scows running in here regularly now, and things will be on the upgrade for this port.

The need for a decent hall in Tampa is becoming more obvious all the time. All you fellows who have seen the hall in this port know what I mean—those of you who don't know, stop in some day and see for yourselves. This joint is a disgrace to the Seafarers. The whole place is about the size of one of the toilets in the New York Hall, and the only difference is that the New York toilets are a little better equipped than this Hall. We are now scouting around for a new spot, and we may come up with something soon. I sure as hell hop eso anyhow.

HELPING HAND

There is a little action on the labor front in this port. The AFL office workers union is striking a local business firm—the Spencer Auto Electric Company—and has asked the Seafarers' assistance in the way of a few suggestions as to the conducting of picket work. Needless to say they are going to get it from us. We have offered

NO NEWS??

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

- BOSTON
- MOBILE
- SAN JUAN
- NORFOLK
- NEW ORLEANS
- GALVESTON
- JACKSONVILLE

Philly Will Move To New Hall

By LOUIS GOFFIN

PHILADELPHIA — Temporarily holding down this branch for the past couple of weeks gave us plenty of opportunity to watch the port in action. Yes, the City of Brotherly Love is really humming and shipping couldn't be better; and any of the boys who would like to ship through here can help eliminate the acute shortage of rated men. Come to Philly where you'll be welcomed with open arms.

The Branch is preparing to move to a new location and, with-

in a week or so, the new address will be available to all branches. The new quarters are now being renovated and fitted in accordance with SIU policy of having clean and decent halls where the members can hang their hats and feel at home. When the work is completed the Philadelphia hall will be one of the finest on the East Coast and will meet the approval of even the most critical Seafarer.

CHANGES MADE

The business set-up of the Branch is being changed to conform with the more efficient methods now in effect at the New York Branch, and should guarantee proper and complete representation aboard all SIU ships in the Philadelphia area.

The last few weeks have seen a number of ships paid off and it looks as though the amount of business will continue for some time.

On the wrong side of the ledger for the port is the announcement of the loss of an SIU Brother who had assisted us in the tugboat beef and in various other Union matters. The Brother's name was Joe Sofi and we wish to extend our deepest sympathy to his family. We who knew him will surely miss him. He was a good Union Brother.



a tough time, indeed, is ahead for all of the workers in this area.

This brings us back to the need for a decent union hall in this port. Once when we have a respectable place here it will make it easier for us to help all these other unions in their problems, and most important—it will help us a hell of a lot.

There aren't many guys on the beach here. Among the old standbys of the local scene we have with us now—Johnny Williams, Al Ortega, Chelo Vega, Harold "Canteen Slim" Wilson (with new choppers), Ralph Tindell, Tony Sosa, and Frank Villar. If any of you fellows would like to help these lads with the surplus of good rum and fair maidens in the old Sunshine State—come on down.

Duluth Gets Ready For New Year

By WILLIAM STEVENSON

DULUTH—Now that the holidays are over, we can get back to business again for another year. Your Agent spent a couple of days with his family for a change in a little Indian town in Michigan called Pontiac, and had a swell time. The only thing wrong was the weather. I thought that when I got away from this North country I would get warm. But actually I didn't get warm until I returned back here again. I celebrated Christmas watching a tall, dark and handsome waitress trimming the tree. I don't remember seeing the job completed, but my wife, a good Samaritan, got me in shape for a nice Christmas dinner.

I just received a notice from

our Chicago Agent, and congratulations are in order: A bouncing baby boy, another candidate for the Seafarers International Union.

The Duluth Hall is operating under new hours, so all of you please take notice. The Hall will now be open from 10 a. m. to 7 p. m. every weekday, and from 10 a. m. to 2 p. m. on Sundays.

The old gin mills in Duluth are still doing a landoffice business; so if any of you want the best



of beachcombing come to this Port and look us up. We can ship you down to where shipping is really good.

Even though it may be a little late by the time you fellows see this, I want to wish you all the best of luck for the coming year.

Baltimore Changes Improve Efficiency

The Seafarers' Baltimore Hall is now much more efficient, and provides better service for the members since improvements have been made throughout the building, say SIU members. New fluorescent lights have been installed so that it's really a pleasure to work, read or write under them. With the walls and ceiling newly decorated, it is now easier to see than with the old dingy paint job, and makes a much cleaner appearing hall.

A simplified filing system has been installed, and the office equipment rearranged for more efficient service. Three new shipping boards have been set up, and the dispatching counter moved aft of the baggage room. With a window cut in the baggage room to take care of registrations, mail, tripcards, agreements, baggage, overtime slips, beefs and dues payments, the setup provides much better service for the members than formerly.

EASY DOES IT

Comfort has not been overlooked. Leather easy chairs have been moved down from the third deck to the second, and the water cooler has been changed to a more convenient location. Many new information and organization posters have been put up, and a partition enlarging the head and increasing privacy has been built.

Curly Rentz, Baltimore Agent, was tickled pink at the many improvements made, but concealed his pleasure under a blast at Paul Hall who aided Curly in making the changes. "Paul Hall will never be invited to return to Baltimore," declared Curly. "He caused too much disruption while he was here."

Whether the Baltimore Hall was disrupted or not, Brother Rentz was the first man to brag about Baltimore now having the best hall in the SIU!

N. Y. Meetings In Webster Hall

New York Branch meetings are held every other Wednesday evening, 7 P. M. at Webster Hall, 119 East 11th Street, between 3rd and 4th Avenues. To get there take the 3rd Ave., Elevated and get off at 9th St., or the East Side IRT Subway and get off at Astor Place.

No cards will be stamped after 7:30 P. M.

NEXT MEETING WILL BE ON JANUARY 16th.



NOT THE DAISY CHAIN



Things are popping these days in the Seafarers' Halls. Here is part of the lineup before the registration window in the New York Hall. There are ships waiting, Brothers, so come on in.

Safest Place Is Under The Ocean

WASHINGTON (LPA) — "The safest place on this tortured planet should an atomic war break out will be deep below the surface of the ocean," the Senate Atomic Energy Committee was told last week.

Dr. Alvin M. Weinberg, chief of the theoretical physics section of the Clinton Laboratories at Oak Ridge, Tenn., and one of a series of scientists who have been heard by the committee, once again posed the terrible choice between using atomic energy for warfare or devoting its fabulous power to human welfare. Atomic energy, he said, can be used, for example, in treating 100 persons at a time for certain types of cancer. Industrial development would be possible in vast regions devoid of water power, and settlement of the Arctic would be feasible.

Another scientist, Dr. John A. Simpson, a member of the Nu-

clear Studies Institute, University of Chicago, declared that peace requires international control of the bomb, and Dr. Clarke Williams, of the Manhattan Project, advocated "a complete inspection system carried on by some international agency," adding that scientists and engineers contend that an international inspection organization is technically feasible. Simpson warned that "in any atomic armament race the U. S. in the long run will find itself in a very unfavorable position, due to highly concentrated population and industry. No nation can withstand a large scale atomic bomb attack. It may lose a sizeable portion of its population in a few hours of warfare. In the immediate future, before other countries also have bombs, the U. S. must take the lead," he concluded, "in reshaping international affairs to obtain world security."

Deplores Labor's Apathy

DETROIT — Lack of initiative by the labor movement in drawing up a program to eliminate the roots of fascism at home is deplored by Victor G. Reuther, himself a union official of the United Automobile Workers, in a recent issue of Common Sense magazine.

"In the short time that has passed since V-J Day, the need for a labor program has been expressed with unusual prominence in the public press. Unfortunately, the initiative has been seized by partisans of the status quo—like Senator Vandenberg—who have called for a conference of labor, industry and government to iron out the industrial problems arising out of conversion to peacetime production.

OLD STUFF

"This initiative from the right for the formulation of a labor program is unfortunate because it proceeds on the antiquated theory that government can persuade labor and capital to join hands and work like brothers for the common good. It is unfortunate that some labor spokesmen have agreed to the theory that labor must depend upon the 'free enterprise' system to provide the bulk of the sixty million jobs that everyone is talking about.

"The recent strikes and threats of strikes for necessary wage increases reveal the real danger in this supposed get-together program of labor, industry and government. The danger is that under any such get-together program as may occur today, a two-thirds majority of the conferees—namely, industry and government—will gang up on labor in an effort to compel it to accept a labor program designed to maintain the status quo.

REAL BOTTLENECK

Unearned income — profits — is the bottleneck in the road to full production and full employment, Reuther declares, and it does labor no good to scrap with management and government

"for larger shares of scarcity under a system of 'free enterprise'."

Instead, he proposes a political program of independent action by labor, farm, liberal businessmen and cooperatives. Basic to such a program is the replacement, Reuther says, of "private ownership of monopolistic industries by forms of social ownership, such as TVA and cooperatives, all fundamentally democratic in character."

THE FACE OF GM



Here is what Gen. Motors looks like when it tells the U. S. Government that the world's richest corporation is frightened stiff at the idea of opening its books to public scrutiny. GM Counsel Walter G. Merriitt (above) sounds off to President Truman's fact-finding board to the effect that GM would pull out of the proceedings and wreck the whole negotiations if the board decided to consider profits and prices. But President Truman decided that "ability to pay" is a legitimate base for a union to bargain on wages. (LPA)



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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

Tuesday morning saw some seven thousand Western Union workers on N. Y. picket lines . . . In Detroit the Autoworkers announced the signing of an agreement with the new Kaiser-Frazer auto company calling it the "best ever" in the industry. Observers see a possible effect in the General Motors tie-up . . . Western Electric strikers in Kearney, N. J. tangled with 1,000 salaried employees and executives who attempted to crash picket lines. About 65 pickets are reported to have routed the crashers, but the show was considered as a deliberate attempt by the company to provoke violence.

President Truman intervened in the steel controversy and OPA was reported ready to grant price increases to the corporations . . . Oil companies are said to be negotiating with the unions . . . The meat packing industry will use the National Conciliation Service in an attempt to settle the wage dispute.

The President went on the air in a direct appeal for the people to pressure their congressmen into speeding his labor and reconversion proposals. Response by the citizenry was "indifferent" according to a survey . . . Secretary of State Byrnes left Washington to attend the United Nations Organization Assembly in London where Republicans Vandenberg and Dulles were reported out of harmony with the rest of the U. S. delegation. Byrnes took pains to reassure the U. S. that the atomic-bomb secrets would not be disclosed prematurely. (Meanwhile scuttlebutt says that the Russians have discovered an even more potent atomic bomb) . . . U. S. Ambassador to Russia Harriman is

INTERNATIONAL

In the Philippines GIs demonstrated and booted Lt. Gen. Styer, who was trying to explain the slowness of the Army's demobilization program. Demanding the immediate evacuation of China, the Philippines and all overseas garrison with the exception of Germany and Japan proper, the GIs denounced the use of U. S. ships as transports to China and Indonesia, and demanded that the demobilization be taken out of the hands of the "vested interests." Similar demonstrations took place on Saipan, in Guam and, according to Stars and Stripes, in Belgium.

The Japanese Cabinet may dissolve because of MacArthur's ruling that no Jap who helped promote totalitarian ideas may hold office . . . Meanwhile the

expected in Washington soon. He is not expected to return to the Soviet Union.

The Pearl Harbor Investigating Committee, sarcastically referred to as a permanent Congressional Committee, was told that the late Secretary of the Navy Frank Knox put the blame for the fiasco on the Army and Navy commanders at Hawaii.

A radio commentator charged that the Army carried 20,000 lbs. of bottle caps—yes, we said bottle caps—on the same priority as GIs going home on leave. In addition he charged that they were consigned to the San Miguel Brewery in the Philippines owned by Col. Andres Soriano, a close friend of General MacArthur, a Colonel on his staff and personal representative of Spanish Dictator Franco in the Philippines.

Madison Square Garden is to be the scene of another pro-fascist demonstration, under sponsorship of the FFF. Dubbed as Front For Franco, the FFF (Friends of Frank Fay) is being backed by "every reactionary, vicious, un-American publication" which has "joyously hopped aboard the Fay bandwagon" according to War Correspondent Quentin Reynolds. Fay's fight against the Actors' Equity (the actors' union) is being supported by the Hearst press and nazi friends such as Joseph P. Kamp, John Eoghan Kelly, Harry A. Jung and Joe McWilliams. Kamp and Edward Atwell, the FFF press agent, are regarded as the two outstanding leaders of pro-fascist political forces in America.

Thousands of angry letters from GIs stationed all over the world are pouring into Washington protesting the reduction in Army's demobilization rate.

General invited thirty U. S. educators to come to Japan and help revise its educational system to conform with democratic principles . . . General Marshall, as well as communists and nationalist spokesmen, reported "good progress" in their first meeting designed to end the civil war . . . Shanghai authorities protested the removal of six persons aboard a French warship as a violation of Chinese sovereignty.

Although the country is to remain under control of the Allied council, Austria's government has received diplomatic recognition by Russia, Britain, France and the U. S. . . . The Rumanian government was "re-organized" with the appointment of two opposition members to minor posts . . . France approved

BANS IMPORTS



Because he fears use of foreign music will deprive American musicians of jobs, Pres. James C. Petrillo of American Federation of Musicians (AFL), has ruled that radio stations in this country must ban music programs originating abroad, except in Canada. (Federated Pictures)

the atomic control program adopted by the Moscow conference of Foreign Ministers.

Although General Morgan declared in Frankfurt that he had not resigned, UNRRA headquarters announced his dismissal following his Hitlerlike statements regarding Europe's remaining Jews . . . The Anglo-American Committee opened its inquiry into Palestine, in an effort to provide a home for the comparatively few who escaped the nazi slaughterhouses.

Testifying that the wholesale slaughter of Europeans had been ordered by the Nazi hierarchy, a high German officer declared that his "conscience troubled him." The U. S. representatives at the Nuremberg war criminal trials opened their drive to have the German General Staff and High Command convicted for planning aggression as early as 1919. Captured documents quoted Field Marshals von Blomberg and Blaskowitz as among those who plotted to plunge the world into war. Other documents and witnesses will seek to prove that many of the atrocities were sponsored or condoned by the German military men. The American plan is to strip the old cloak of "just a soldier in the service of his country" from the German Junkers backs.

Inflation and a tidal wave of unemployment with the worst economic chaos in years was reported from Italy. Butter is \$6 a pound and other prices up 150% to 200% over last year's inflationary prices. Like many other Europeans, Italian children were without toys and were lucky, in fact, that they had any clothing at all.

SPORTS . . .

GIANTS BUY COOPER

In the most lavish deal in N. Y. Giants history, they forked over \$175,000 in cold cash to the St. Louis Cards for catcher Walker Cooper. The Giants are gambling on Cooper being available for the 1946 baseball season as he is still in the Navy, and lacks enough points for release at present.

President Stoneham was jubilant over the Giant's acquisition of the 6 foot, 3 inch slugging catcher, and declared, "Cooper is the greatest catcher the Giants ever owned."

The deal showed proof of the Giants' willingness to shell out ready cash to build up last season's 5th place club, and reward the more than one million faithful fans who stuck with the Giants through their poor season last year, and whose dough is now being paid out to rebuild the club.

HERE AND THERE

Arthur Devlin of the Lake Placid Sno Birds, ex-AAF war hero, returned to ski jumping by winning the Toger Tokle memorial at Bear Mountain with successive jumps of 141 and 148 feet . . . Billy Conn, recently released from the Army, is getting into shape for his June heavyweight match with Champ Joe Louis at Little Rock, Ark. . . . The AAU announced that its annual track meet will be held at



San Antonio, Texas . . . 1946 racing season in N. Y. State will open at Jamaica on April 6 according to approved schedules of the N. Y. State Racing Commission.

Battle lines were drawn on the pro football scene as the new pro grid loop—All America Football Conference—laid claim to almost 200 National Football League players. The new loop also planned a tentative 14-game schedule with the league split into Eastern and Western Divisions . . . Tony Cuccinello, recently released by the Chicago White Sox, is being offered the managership of the Richmond Colts in the Piedmont League . . . Jockey George "The Ice Man" Woolf, one of America's top riders with almost 20 years racing behind him, died as a result of injuries sustained in a track spill.



RINGSIDE CHATTER

After flattening Morris Reif in the fourth round of a scheduled 10 round headliner, Beau Jack is ready for Johnny Greco on Feb. 8. Jack appeared to be much improved over his last bout with Willie Joyce, although there were some claims that Reif was the victim of a flu attack as well as Beau's fists.

Beau appeared headed for trouble as he gradually cleared up the field of welters. Yes, trouble in capital letters awaits Jack when the time comes that he faces Sugar Ray Robinson. He hasn't looked bad in his two fights since being discharged from the Army, but when Beau meets Robinson—well, don't say we didn't warn you. Robinson is without doubt the cream of the welters today, although a guy named Freddy Cochrane is the recognized champ.

NEWS AND VIEWS

Grunt and groan promoters appear perturbed over the new wrestler's union just formed under the leadership of King Kong Cox. Promoters, like all coupon clippers and profiteers, don't want anyone checknig up on their take and demanding a larger share of the proceeds in wages. It ain't kosher sez they.

The N. Y. Rangers appeared on the comeback trail as they succeeded in winning two games in a row by defeating the Boston Bruins 4-2 before the season's largest crowd at Madison Square Garden . . . Clarence Rowland, Pacific Coast League prexy, declares the PCL will become a major loop in the very near future, and says the meeting in San Diego will concern itself with these plans . . . Dixie Walker of the Dodgers and Nick Etten, Yankees first baseman, promise to be important holdouts in the coming baseball season.

According to recently compiled records, right hander Les Webber of Montreal led the International League in earned runs with 1.81, and had a winning percentage of .786 . . . Henry Frnka of Tulsa was named new head coach of the Tulane U. football squad . . . A baseballer's dream—a double no-hiter—took place at Manila when the Okinawa team defeated the Leyte Base K team in the Army Olympic district championships.



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Owens, Charles R.

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Palmer, James F., Panno, Charles C., Parson, W., Paul, Raymond A., Peevey, Jack Gray, Petersen, Delbert, Pierce, Harry P., Porkey, William D., Porter, Elmo, Pouchie, J. A., Pyne, Earl W.

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- V -

Vechi, James.

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Waugh, William V., West, Arthur, White, Robert H., Willardson, Christian, Willett, Clifford J. Jr., Winter, William, Wiseltier, Richard B.

- Z -

Zouchi, Vernon.

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- L -

Lehew, Harry E., Lorher, Ray.

- M -

Madson, Hans A., Majik, P. J., Malling, Lewis M., Mangels, Rudolph W., Mansell, Cecil A., Mann, George, Marchewka, Edward, Marshik, Walter, Martin, James, McCarthy, Joseph B., McNellage, John.

Melder, Albert, McLoe, E., Mickler, Charles B., Miller, Hermit, Miller, R., Mills, Milton, M., Mitchell, W., Miller, William J., Moellinger, Melvin, Moffett, Isaac R., Moher, John, Mooy, James J., Morgan, William A., Mosel, Donnelly S., Murphy, John J. J., Mushill, Paul.

- N -

Napolitano, Joseph, Nelson, Harold W., Newberry, William, Newell, Linton A., Nielson, Claus J., Norris, Sourgoun D.

- O -

Oakes, William S., O'Brien, J. J., Oden, Richard, Ogiba, Theodore, Ogiba, Walter J., Orelli, Rinaldi, R., Otis, Joseph Scott, Ots, Harold.

PERSONALS

Will the witnesses who know about the case of Joseph Walton who lost his life on the SS Phineas Banning please contact Sol C. Berenholtz, 1102 Court Square Bldg., Baltimore 2, Md. He represents his widow and infant child.

CHADWICK HAGBERG

Your gear is in the New York hall baggage room except for boots which the 2nd Mate got. Message from Ernest Bonner.

- P -

Page, Charles M., Panter, Bruce A., Pariani, Albert, Parsons, W., Paul, Richard R., Pedersen, Christian, Portain, John, Peters, Glen A., Posey, Otis, Powers, R., Procetto, Ralph.

- Q -

Quinette, Wayne.

- R -

Rahm, Theodore, Ramsey, W., Rastard, Harold, Rawlins, James H., Revill, Frank, Reeis, Jules, Riddle, Walter M., Rickles, Francis, Rizzo, Anthony, Roberson, Richard, Rohan, James L., Ryan, Daniel P., Rye, Carl B.

- S -

Sadlowski, John E., Saiss, Otto W., Sardella, Joseph J., Savolainin, L. P., Schrimmer, Robert, Scoffone, Peter, Scarberry, Hugh E., Schwab, Andrew, Skanlegaard, H. M., Smith, George R., Smith, Raymond, Smiechowski, Theodore, Sperry, Wendell E., Stam, Kornelius, Strantmanvis, Otto, Stromme, Earl, Sullivan, Stephen, F., Suozyr, Joseph, Sunada, Jack, Swahn, James, J., Swanton, Joseph J.

- T -

Trusz, Edward, Tucker, Robert W.

- U -

Urbans, Oswald.

- V -

Valentz, Paul, Van Laeven, Edward.

- W -

Wade, Lloyd, Watson, Cecil, Weaver, Russell C., Wells, John A., West, John R., Williams, Berge C., Williams, C., Williams, Carmond L., Williams, Luther B., Williams, Thomas E., Willard, Wallace G., Witham, Wesley, J., Wood, Charles.

- Y -

Young, Frank G.

- Z -

Zajac, Charles.

MONEY DUE

SS OSCAR UNDERWOOD (Voyage No. 3)

Those crewmembers who worked the complete voyage from October, 1944 to July, 1945 have a week's wages coming to them. Communicate with or call at the New York Hall.

SS JOSIAH PARKER

The crew claim for Explosive Cargo Bonus for voyage No. 10 can be collected from the New Orleans office of the Mississippi Shipping Co., Hibernia Bank Bldg.

SS FLOYD GIBBONS

Disputed overtime can be collected by writing to South Atlantic SS Co. in Savannah, Ga.

ATTENTION!

Holder of receipt No. 36608, please contact the Galveston Branch.

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	305 1/2 22nd St. 2-8043
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St.
SEATTLE	86 Seneca St.
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd.
HONOLULU	16 Merchant St.
BUFFALO	10 Exchange St.
CHICAGO	24 W. Superior Ave.
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



ISTHMIAN SEAFARER



SIU Action Keeps Militant On Ship

The operator's stooge tried, but couldn't keep a militant Seafarer from signing on. After securing a job as Junior Engineer aboard the Claymont Victory of the Eastern SS Co., SIU member John Marciano was refused the right of signing on by the First Asst. Engineer, who claimed that Marciano hadn't performed his work properly while sailing under him some five years previously. However, as a result of speedy action by the Seafarers, Brother Marciano was quickly signed on the Claymont.

Back in March, 1941, Johnny had sailed on the Evangeline as a Fireman, and was elected as ship's chairman by the members. This same First served on that ship in another licensed capacity, and no doubt didn't want to be bothered with any union hot shots, so he decided that he didn't want Marcy.

Due to the efforts of the SIU representative, a letter was sent by the company to the Chief En-



JOHN MARCIANO

gineer directing him to hire Marciano as nothing on his previous record indicated that he had not performed the duties required of him on the job. This the Chief complied with, by signing him on at once.

The value of membership in the Seafarers was clearly illustrated in the prompt settlement of this beef, and makes evident how SIU union membership pays off in job protection and other numerous benefits.

SIU wage scales are the highest in the industry. This is so because 60,000 fighting men under the Seafarers banner inspire a healthy respect from the shipowners. SIU wage scales will continue to be the highest in the years to come because 2½ million dollars in the treasury means union stability, and because no considerations, political or otherwise, are allowed to stand in the way of the day by day, week by week, month by month struggle for better wages and better conditions.

ON THE FRONT



SIU Organizer Gene Dauber is talking to a group of Isthmian Seamen. According to Gene, they are listening very carefully to the Seafarers' story. They told Dauber not to worry—that Isthmian would go SIU. We're not worrying, but just as insurance, we could use some more volunteer organizers. How about you?

Prove SIU Has Better Contract

(Continued from Page 1)

ferior version of the SIU "Sweetheart Agreement" which they had previously blasted and signed it with their operators in Sept. 1944.

"PACT" A SELLOUT

"The SIU at that time," the report continued, "was trying to increase still further the wages in our Troop Ship Supplement Agreement and had this case before the War Labor Board. The job to win increases from the War Labor Board was made much tougher for the SIU because the operators, WSA and WLB were striving to stabilize wages and conditions for seamen. The WSA and WLB achieved their objective when the NMU voluntarily signed with their operators a troopship supplement agreement similar to the one the SIU had then, but knowing full well that the SIU was before the Board demanding still higher wages on troopships."

The SIU succeeded in increasing the wages on troop ships in spite of the troopship "Pact" commonly called **sellout**. Compare the wage scales for yourself.

Normally, one would not expect the NMU to make their so obviously fake claim to the best contract, except that in printing the SIU scale, we did not include

the \$45 blanket increase of Oct. 1st. That should teach them to read more carefully — among other things.

Crew Of The Anniston City Denounces 'Pilot' Story As Lie

Crew members of the Anniston City of the Isthmian Line denounced as entirely untrue a statement appearing in the "Pilot" of November 9, 1945. The lying story appeared under a picture of a group of men captioned "Anniston City", and purported to reveal pro-NMU feelings of the crew plus certain anti-SIU sentiment.

The entire story, according to Anniston brothers, is a tissue of lies from start to finish, and is apparently the figment of some cokie's dreamy mind-like most NMU utterances. Truth and journalism are so far apart in the commie's lexicon as displayed by the "Pilot", that the truth seldom finds its way into that rag.

MISREPRESENTATION

Members of the Anniston crew were persuaded to pose for the picture by a man and girl supposedly conducting a survey on the Seamen's Bill of Rights and other maritime legislation. Know-

full well that the Isthmian seamen of the Anniston were practically all Seafarers or SIU pledge card signers, the disguised commies were very careful of making no mention of the NMU or any other commie-front organization.

SIU ship's organizers Stanley Bukowski and Thomas Benson laugh at the wild claims of NMU dis-organizers regarding the Anniston City, and express complete confidence in the election's outcome as being a sweeping SIU victory.

Indignation among Anniston seamen ran high over belittling remarks in the commie rag, and accordingly these lies will have the ultimate effect of turning any doubtful Isthmian men to the Seafarers for union representation.

Lynn Victory Joins Up With SIU Parade

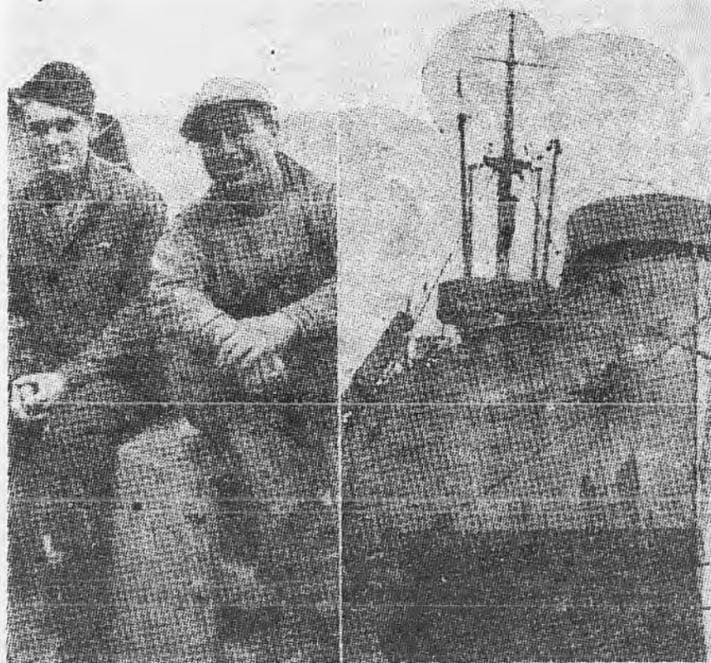
Organizing aboard the SS Lynn Victory, Isthmian vessel, is proceeding apace, and Deck Delegate Charles W. Hall reports that this ship is now one hundred percent SIU-pledged with the exception of three misguided members of another "union." These guys noted with great dismay how the Isthmian boys signed pledge cards for the Seafarers, and themselves received only one—that from a lad who signed it to keep his two watch-partners placated, and not because he wanted the other "union."

The Lynn Victory Bosun, L. B. Mack, is a good fellow and knows the score. He has been sailing Isthmian for the past four years, according to Brother Hall, and very willingly signed an SIU card. "In case any other members run into him," says Hall, "They can't find a better Bosun to sail with."

"Seamen sailing on the Isthmian ships are really learning the score," Hall declared, "and they're getting so they can smell phony propaganda a mile away."

Concluding his report, Brother Charles Hall feels confident of victory for the Seafarers in the election to be held in the very near future, and says that it won't be long before Isthmian men are fighting side by side under the protective influence of a Seafarers' contract for the same wages, working and living conditions as are now enjoyed by SIU members.

THE SIU ABROAD



This picture — showing the Isthmian Anniston City docked at a Freeport, Sweden, and SIU volunteer organizers Stanley Bukowski and Thomas Benson on the dock alongside—appeared in a Swedish paper, which hailed these two Brothers as typical representatives of American union seamen.

Organizers Report Alamo Victory Strongly SIU

SIU volunteer organizers Yulin Blomgren, Frank Fromm and Edward V. Welsh of the SS Alamo Victory, Isthmian Line, report that excellent progress has been made by the Seafarers organizational drive on this ship. They state that the Alamo crew is pledged practically one hundred percent to the SIU, and is impatiently clamoring for the

long-delayed election for bargaining agent to begin.

The Alamo Victory left New York recently on an intercoastal run to Mobile and points beyond to Seattle. The Isthmian seamen aboard her are a swell bunch of OK Joes, according to the ship's organizers, and will be a very welcome addition to the Seafarers membership roster.

So, we can add the name of

the Alamo Victory to the long list of Isthmian ships which are swinging to the SIU—ships which have become dissatisfied with the present unorganized status of Isthmian, and want to bring that company under the terms of a Seafarer's contract which will insure better working, wage and shipboard conditions to all Isthmian men.

NOTICE!

To all seamen applying for original or duplicate Seamen's papers in New York City: Beginning December 17, 1945, all seamen's papers will be issued at the Barge office located near the Ellis Island Ferry at South Ferry.