

# SEAFARERS LOG

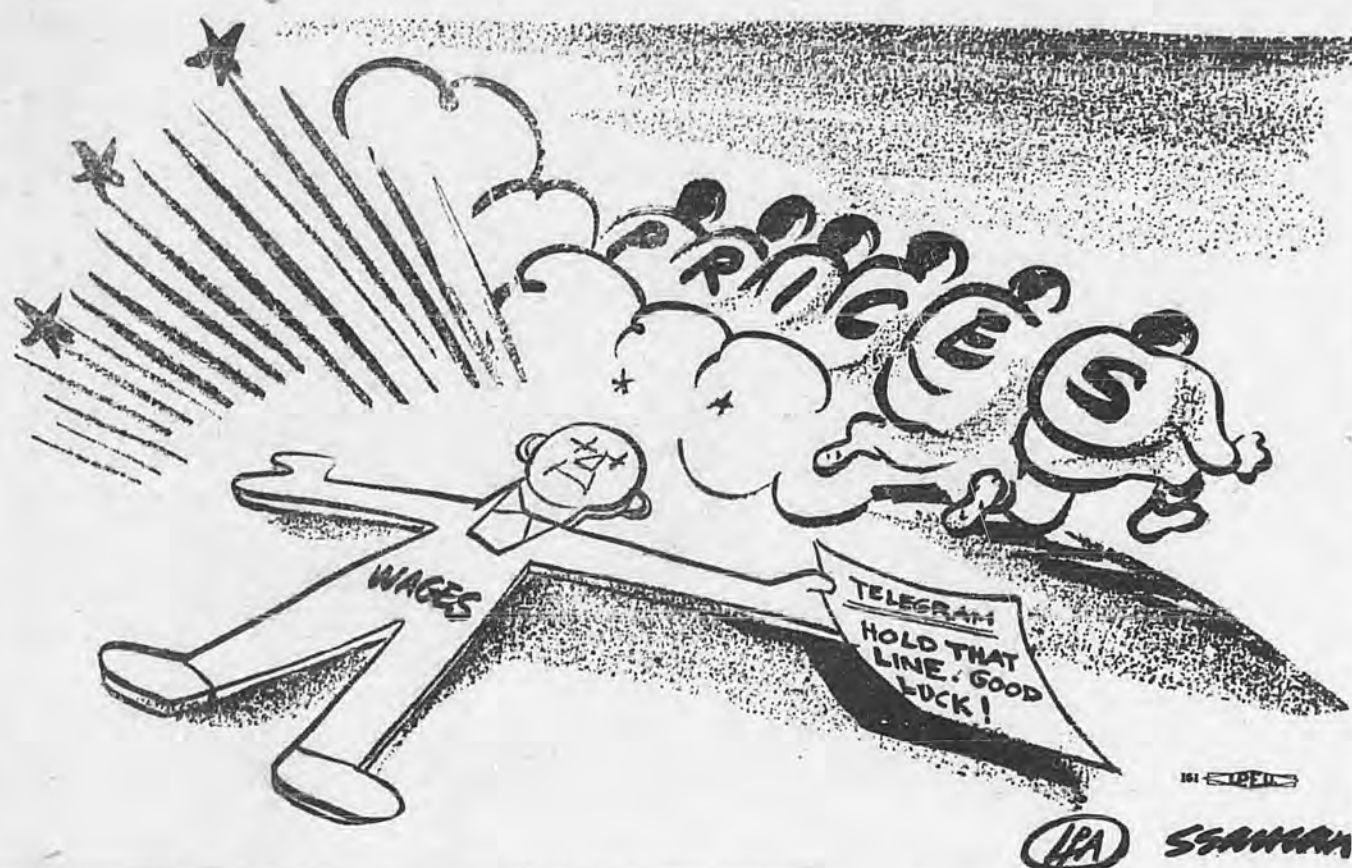


Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

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No. 1



## Arbitration Award Ends New York Longshore Beef

Culmination of the four month old longshore dispute was announced by William H. Davis, the arbitrator named by Secretary of Labor Schwollenbach to find a solution to the deadlocked negotiations between the International Longshoremen's Association and the New York Shipping Association.

The dockers problem received nationwide publicity when the communists, attempting to use the longshoremen's legitimate beefs against the shippers in a thrust for control of the vital Port of New York, moved the notorious Harry Bridges in from the West Coast. Seizing control of a "rank and file" committee, the communists, headed by Bridges, National Maritime Union officials and other communist-led groups, demanded the ousting of the ILA President as the price of allowing the longshoremen to return to the jobs—a move that was halted by the united action of the Seafarers and the AFL longshoremen.

The Davis award granted a 20% wage increase, bringing the dockers' pay up to \$1.50 an hour, but rejected the ILA demand for a sling load limit of one long ton. It was primarily the latter

issue which caused the longshoremen to tie up New York shipping for about 18 days.

Also granted by the arbitrator was the reduction of "straight time" work from 44 to 40 hours weekly, after which time and a half is to be paid. Other features were: reduction from three to two shape-ups daily and a paid vacation. Davis refused the demand for larger work gangs with definite assignments for each man.

### AWARD EXPLAINED

The arbitrator, former Director of Economic Stabilization and former Chairman of the War Labor Board, explained his 20% boost by saying "The hourly wage rates are relatively high, but this is a reflection of the casual nature of the employment. The evidence before me shows that a longshoreman, in normal times, is out of a job at least one third of the time, on an average."

The contract, which will be effective until Oct. 1, 1947, is retroactive to Oct. 1, 1945. Arbitration proceedings started on Nov. 14.

Instead of the sling load limitation demanded by the union, Davis said he had directed that the contract be amended to provide "reasonable adjustment of the sling load and of the gang to the nature and requirements of the work on hand," and that if disputes arise on these points "they will go to the amended grievance machinery."

### ADMIT PROGRESS

Attorney Nathan Witt, speaking for the communist-led group, said the award represented "substantial progress" but the inference was that the commies were not going to relax their efforts to win control of the longshoremen's organization.

The abortive attempt they made in October, 1945, ended in a rout and Bridges left hurriedly for his West Coast hangout, after

(Continued on Page 3)

## Canadian Seafarers Ask Fair Standards

Declaring that present conditions encountered by Canadian Seamen "reflect nothing but discredit upon our people," the Vancouver (Canada) Branch of the Seafarers International Union has petitioned Prime Minister McKenzie King for changes in the Canadian law that would bring conditions aboard Canadian ships "in line with the new conditions prevailing in the world today."

The brief declared that it was entirely possible to operate Canadian vessels while maintaining a high standard of living for the seamen who man them. Canadian seamen, it charged, were the lowest paid of any seamen in the civilized world, and hadn't received a raise in wages for the past 25 years.

### COMMISSION NEEDED

Calling for a Royal Commission to investigate maritime conditions, the Seafarers demanded:

Revision of Canada Shipping Act, with rights and duties of a merchant seamen simply stated.

Revision of that part of the Act concerning the sea worthiness of ships and the employment on them both in port and at sea.

That a Sick Mariners Benefit be drawn up that covers coastwise shipping as well as deep sea shipping. Also that some provision be made in this Benefit for the older group of men that are used in relief crews but that do not sign articles.

That the Unemployment Insurance Act be extended to cover Seamen.

That for all unlicensed personnel, one holiday with pay be

given for each four days of service.

The practice of some Canadian shipowners of putting part or whole of fleet under the flag of another nation, an indirect violation of Canadian Maritime Law, be stopped.

### SHIP CANADIANS

That all shipowners, or ship-operators, operating Canadian Flag vessels, be compelled to carry Canadian crews, and that all shipowners, or ship-operators, operating vessels of other than Canadian Flag, or registry, out of Canadian Ports, and who are receiving a Government subsidy for such operation, should likewise be compelled to carry Canadian crews.

That the present Continuous Discharge Book be done away with and be replaced with a single, unattached discharge certificate.

That the practice of a "Shipping Fee" from seamen be discontinued. That since the position of Shipping Master was a public office, it should be brought under the Civil Service regulations.

### SLOP CHESTS NEEDED

That Canadian ships be required to carry Slop Chests containing for sale, articles of clothing, tobaccos and cigarettes, periodical literature.

That a seaman be entitled to a cash draw on his earnings every five (5) days his vessel is in port.

That the antiquated twelve (12) hour day system consisting of two watches of six hours be revised to make an eight hour day con-

sisting of two watches of four hours.

That the War Risk Bonus be incorporated into the basic wage rate, and that an additional fifty dollars increase in pay for all classifications on shipboard be granted in order that seamen may have a higher standard of living which will compare with all other workers.

## WSA Ties Up Needed Ships

Direct blame for the delay in returning GIs to this country may be laid on the doorstep of WSA, and the present loud wails from them and other government bureaucrats are just so much hogwash being tossed out for public consumption to alleviate concern over that delay.

Radio appeals, ads and all kinds of notices whine about the shortage of seamen, and how many ships are being held up on account of insufficient rated men to man them. They also rave about the hard time WSA is having in getting cargoes out of this country, and providing the bottoms for bringing the GIs back home.

The story we don't hear is about WSA sending ships abroad to bring back very much-needed (?) ammunition to this country. Already more than twenty ships are anchored off Cape May with full crews held for from 2 to 5 months, waiting for berths to unload in the Philadelphia area, and still more are being sent overseas for the same purpose.

This 25 is just a drop in the

bucket, but the total amount of ships involved including those now being sent abroad to bring back ammo, those off Philly, and others standing off different ports amounts to a considerable number of bottoms which could be in use for transporting supplies abroad and returning servicemen to the U. S.

Not only the ships involved, but their crews also are badly needed. The rated men aboard these numerous vessels would go a long way toward manning ships now tied up all along the Atlantic Coast on account of the manpower shortage.

Let's put the blame where it rightfully belongs, and stop tossing out all these smoke screens. We don't mind if the WSA and Coast Guard brasshats want to continue sitting on their over-upholstered fannies, as long as it isn't at the expense of U. S. taxpayers, the hardship of returning GIs, or the expense of the seamen. Let's do away with wartime measures and wartime bureaucrats, and return to peacetime controls once again.

### Attention

On ships that are laying up, the crew must collect transportation pay at the time of the payoff, and not wait until they are miles away from the sign-off port.

If requested to stand-by they must do so up to a period of ten days; otherwise they face possible loss of transportation pay.



# SEAFARERS LOG

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OF NORTH AMERICA  
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Affiliated with the American Federation of Labor

At 51 Beaver Street, New York 4, N. Y.

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

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

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## They Know The Score

The SIU often brags, and rightly so, that it's contracts, wages and shipboard conditions are the best in the maritime industry, bar none. Proof of the pudding lies in the record books of settled beefs, and in the written contracts under which the members sail.

With little or no prompting, any member will break out his union contract, go over it point by point, and patiently explain the provisions to any seaman who is unfortunate enough not to be protected by a Seafarers contract.

We who live close to SIU conditions, wages and the democratic operation of union affairs take them for granted, more or less, and don't give much thought to them. We also take for granted those services which our elected representatives give to every SIU member.

However, on the Isthmian page of this week's Log, certain things are brought to light which bear further comment.

Isthmian employees on the William Eaton sailed with a couple of SIU members on their last trip, and after listening to the talk about the SIU wanted to see things for themselves. As a result, they were shown SIU contracts; they visited Seafarers halls, attended a membership meeting, and met several SIU officials.

They came. They saw. And they were convinced that the Seafarers was the only union for Isthmian or any other unorganized company.

For the current trip of the Eaton, only a couple of those seamen who had sailed on the previous voyage stayed aboard, and they are not SIU members.

But they had learned the score so well, that they in turn proceeded to teach these Isthmian men the union facts of life. Through the very same methods that had sold them on the Seafarers, these self-elected SIU organizers succeeded in convincing the new men that the SIU was the only union for Isthmian.

There is the oldie about the world beating a path to the door of the man who builds the best mousetraps. We're not selling mousetraps—we're just selling the best conditions in the maritime industry. We have the best contracts, the best shipboard conditions, and the best all-around record of any seamen's union. What we have to sell cannot be matched by any other rival "union."

The incident on the William Eaton is proof that the Isthmian seamen are well-aware of this, too. Not only are they willing customers, but volunteer salesmen themselves. But before they will buy, they must be approached—and the job must be done by SIU men.

The election to determine the collective bargaining agent for the Isthmian fleet should begin shortly. It will continue thereafter for six months—and during that period those seamen must all be contacted.

The example of the William Eaton is an inspiring one. There is every reason to believe that the majority of Isthmian seamen will react in the same way. But they have to be approached the first time, and that is the job for every SIU seaman. See the Seafarers organizers. They will tell you what has to be done. Organize the unorganized for jobs, wages and conditions.



## Men Now In The Marine Hospitals

### PORT OF NEW ORLEANS

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

~ ~ ~

### NEPONSIT

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

~ ~ ~

### STATEN ISLAND

J. S. NEAL  
J. C. CARSON  
F. NERING  
H. L. GILLOT  
B. E. SPOONER  
R. POWELL  
L. R. KATES  
C. MIDDLETON  
L. L. MOODY  
L. LUZI  
W. E. SMITH  
L. R. BORJA

D. CARRILLO  
W. B. MUIR  
M. JOHN

~ ~ ~

### BRIGHTON, MASS.

G. PHINNEY  
J. HOWARD  
A. RAMOS  
J. SILKOWSKI  
H. SWIM  
F. KINFILD  
D. KRUG  
C. KRIZLIC  
A. MORSE  
E. JOHNSTON  
P. CONOYER  
G. PITLEKETLY

## 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 the day you are admitted, so that there will be no delay in your receiving the money due you.

### 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

~ ~ ~

### MOBILE

TIM BURKE  
M. CARDANA  
J. C. DANZEY

~ ~ ~

### 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

## Attention Members!

New shipping hours are in effect at the New York Hall:  
Monday through Saturday—  
8:00 A.M. to 6:00 P.M.  
Sundays and Holidays—  
11:00 A.M. to 3:00 P.M.



# Shipboard Overtime Is A Protection, Not A Reward

By J. P. SHULER

NEW YORK — Business has been fair in this Port for the past week. Christmas and the day after were slow days with nothing paying off and signing on; but the Patrolmen were really kept busy on the other days with an average of six ships a day being paid off, making a total of 24 ships paying off in the Port for the last week and 23 signing on.

It has been practically impossible to keep the ships sailing during the Christmas holidays, but the Dispatchers somehow got enough men to take them so that there has been no delays in sailing. For a couple of weeks, it was hard to get some of our companies ships crewed up, but most of them have seen the light and the men are shipping equally to all companies at this time.

## ISTHMIAN ORGANIZERS

The Organizers have also been able to keep a number of men lined up for Isthmian ships, and there have been quite a few who have been able to ship. Men that will take unorganized ships are definitely a benefit to the organization, and it should always be remembered that these men are doing their part for their union.

The Diesel beef came up again, where oilers were standing watch in port on a Bull Line ship, the SS Coastal Stevedore. It has been settled now, and the ship is paying off the first of the week with all beefs settled. This crew had been standing by until such time as their beef was settled before they cleared the articles.

On a Mississippi ship, the SS Ouichita Victory, there was a beef where the Junior Engineer made canvas runners for the floor plates in the engine room. The company refused to pay this, contending that it is maintenance work and it is done on the regular hours of the Junior Engineer who was on day work. There has been one meeting with the company, and no results yet. However, the beef is not lost and there will be further action taken on it.

## MONEY HUNGRY

Lately, there has been a number of beefs coming into this Port with overtime that may, eventually deprive a member of the union of a job—sometimes enormous amounts for the amount of work performed. It is understood that we are not going to sea for our health, and that we want to make as much money as possible—but it should also be remembered that the purpose of overtime in our agreements is not to make money but to better working conditions and to create employment for more men. In the beginning, a man that came in with a lot of overtime was classed as money hungry and was not classed as a good union man by his shipmates.

Somehow, that has been changed now, and it seems that most of the men think they are not good union men unless they bring in an enormous amount of overtime. During the scarcity of

seamen, this is all right; but it should be remembered that when shipping gets tough and more men need jobs, that we should eliminate as much overtime and division of wages as possible and create employment for as many men as possible.

## GET OKAY

In making out your overtime slips, the members of the crew and their delegates should live up to the agreement and demand an okay from the head of their department for overtime on the day which it was made. If the head of the dept. refuses to do this, it should be taken to the Capt. and if you don't get any results there, you should make a record of the date on which the head of the dept. and the Capt. refused to check your overtime.

All overtime that is disputed by the heads of depts. and by the Skipper should be kept on a separate overtime sheet and a note made at the bottom as to why this overtime was disputed, and should be signed by the head of the dept. and by the Master of the vessel. If the Skipper and the head of the dept. refuse to this, it should be so noted that they refused and the date on which they refused should be put on the overtime sheet.

## CAN SAVE IT

A lot of good overtime could be saved if the members of the crew and the delegates checked with the agreement of the company whose ship they are sailing. There could also be quite a bit of bum overtime eliminated by the same process.

The ships minutes are pouring in to this Port now and it shows that we are getting back into our peacetime stride, and that the younger members are taking as much interest in the organization as did the oldtimers who knew the score before the war. If the interest and cooperation the membership of this organization is showing at this time continues through 1946, it should be a record year for the SIU.



## "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.

## FLIMSY FLOPHOUSES FOR VETS



This is the nearest that the government has come to a concrete answer to the housing shortage. To meet the housing needs of a million homeless vet's families, the Federal Public Housing Authority is staging a "War Housing Re-Use Demonstration" near Washington, D. C. Purpose is to show how flimsy war housing structures like this can be cut up and transplanted to new sites. These are supposed to do until private enterprise does something about providing decent places for veterans and others to live. (LPA)

## Shipowners Cry In Their Beer: Seamen Making Too Much Money

In the New York "Herald Tribune" of December 24, the gullible American Public was treated to a Christmas dinner of bull—by the ever generous shipowners. The highlights of the information as given to the "Tribune" were as follows:—

- 1—The American seaman with a wage of \$145.00 per month is the highest paid seaman in the world.
- 2—The Canadian seaman with \$81.00 per month was second highest.
- 3—The Chilean seaman earning \$17.00 a month was the lowest paid, (not considering the Chinese and Lascar seamen).
- 4—It costs the shipowner \$175.00 a month for the board and lodging of a sailor.

## HIS STORY

The shipowner set up his comparisons to show that the American merchant seaman is sitting on top of the world, and for proof he goes to great lengths to point out all of the sub-standard wages paid by other nations.

Needless to say, the public is not informed that the wages shown are NOT the sailor's "take-home pay." No mention is made of the fact that the American seaman was forced to fight and fight hard for his present wage. The seaman's wage, as it stands today, was not picked off of a Christmas tree, but was picked from a picket line.

Comparison of the wages of seamen of other nations with the wages of the American sailor is neither here nor there. We are not in Canada and we are not in Chile: Our families live in the

United States and have to pay U. S. prices. British industrialists pay much higher taxes than do American operators—and we do not see the American shipowner begging to have his taxes raised to the British level.

The truth is, the shipowner is sniping at the maritime unions—particularly the SIU-SUP which have the best contracts on the waterfront. He thinks unionism is unfair. But the ship owners collectively fix freight rates, so if seaman act collectively it can not be far out of line.

## BUM BEEF

While seeking sympathy from the public, the operator claims that it costs him \$175.00 per month just to room and board a sailor for one month. Now, all of the shipowner's stores are bought at wholesale prices; and he does not buy the sailor's clothes for him; nor does he pay the sailor's doctor bills; nor does he educate the sailor. (Consider the inferior quality of the food which some companies try to unload upon their crews—and what they wouldn't try to get away with if there were no unions. In shipowners' lexicon, any muddy liquid with a small piece of meat in it is a stew. If it has two pieces of meat, they call it a roast with sauce. Did any of the shipowners ever have spam for breakfast and spam for dinner on Thanksgiving Day? — \$175 a month!)

## UNION DOES IT

If it costs the shipowner \$175.00 per month to feed a sailor, let's give a little consideration to the sailor with a wife and a pair of bread-snappers to feed, clothes, shelter, educate, and provide medical care for. From the shipowners' figures it would definitely cost more than \$175.00 each to take care of the sailor's family. So for a family of three the sailor is entitled to a 'take home pay' of \$525.00 per month. After all this would only be social justice—but then the operator is only interested in shipowner justice — like chiseling on overtime, ill-provisioning of his ships, and keeping the sailor in serfdom.

While the public can be misled

## Hungry NMUers Go To SIU Ship For Food

We know that our contracts are better than those of other unions. We know that the SIU is the most democratic union on the waterfront. We know that the Seafarers is always on the go, punching away for the membership's beefs, and fighting at the point of production every minute of the day.

In short we know damn well we're the best outfit on the waterfront, no matter which way you're looking; and if you don't believe us, why there are plenty of NMU men who will back us up.

Take, for example, the little incident that happened in Trinidad, as reported by SIU members Lonnie Grantham and M. Cross. Riding the MV Cable Eye, a Waterman scow, they tied up in that port right next to an NMU vessel. Hardly had they made fast when a delegation from the NMU boat came aboard the Cable Eye. Were they out to "organize" this SIU ship? Hardly.

"Say," said their spokesman, "how about lending us your cook for a couple, three hours. We haven't had a decent meal in weeks. And we want your man to show our guy how to bake bread—we haven't had any fresh bread since we left Mobile."

Well, the SIU took care of them; the SIU always does.

Unorganized, or disorganized in the NMU, the Seafarers is always glad to show the way.

## Arbitration Ends Longshore Beef

(Continued from Page 1)

denying that he had aspirations among the New York dockers. The commies quickly pulled in their horns when it became apparent that all the anti-communist forces in the ILA were closing ranks in a united front against them.

Joined by the Seafarers International Union, the Sailors Union of the Pacific and the Teamsters, the longshoremen were assured they would be able to run their own affairs without the benefit of outside interference. New York's Mayor LaGuardia also received a set-back when he injected himself into the ILA affairs.

Following a joint threat by the AFL unions, that they would drive the communists from the waterfront, the NMU, MFWO, MCS and other communist-led outfits withdrew from the fight and the longshoremen returned to their jobs without interference.

The naming of Davis as arbitrator followed.

Affected by the award are some 25,000 longshoremen, 3,500 checkers and clerks and 400 cargo repairmen.

through propaganda disseminated by the shipowner, the American seaman is going to see that he gets a living wage, and knows that it will only come through the militant action of his Union. The money spent by the operator in issuing false propaganda to the public would go a long way to giving a better living to their employees.

Let the shipowner think this over: False propaganda has never broken a Union picketline.



# HERE'S WHAT I THINK...



**QUESTION:**—What changes would you like to see in 1946 for conditions under which seamen work and live?

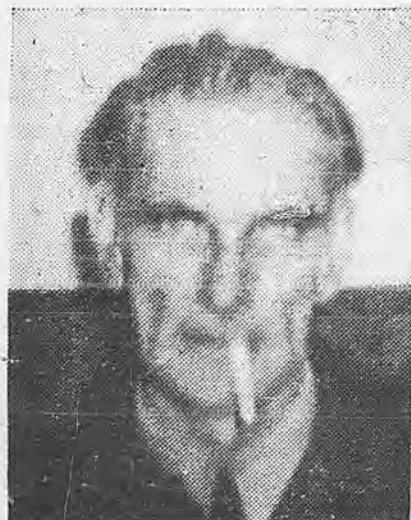


**JOSEPH BLACKIE LEAUMONT, AB**—We should do away with Coast Guard control of merchant seamen for once and all, as that is one form of government bureaucracy that we can well do without. I also believe that ship slop chests should be placed under Union control, and be operated solely for the seamen's benefit. We, as Union seamen, should see that action is taken on the Seamen's Bill of Rights, and that the income tax on seamen and other workers on the same level is cut or entirely done away with.

**JIMMY MULLIGAN, AB** — Seamen should receive overtime pay for Saturday and Sunday work at sea, and should also have an established 40 hour work week with overtime rates for work over that time. I think that the minimum wage for any seaman should be \$200, in order that he can take care of the increased cost of living ashore for his family, and see that they live decently. I see no necessity for the continuance of Coast Guard Control of merchant seamen now, and believe it should be finished now that the war is ended.



**BILL CHAMPLIN, Bosun**—As one who is already entitled to benefits from action in World War I and to the National Soldiers Home from previous service, I certainly have no plugging to do on my own account, but am well aware of the value of these benefits. I think all seamen with six or more months seetime, since the start till the end of wartime conditions, should be entitled to wear the combat bar, and enjoy full veterans rights under the Veterans Bureau. Our union should own slop chests on ships, sell at minimum retail prices, and use the profits for union-owned and controlled rest homes.



**THOMAS G. LEE, AB** — There is a very urgent need for a selected group of union-approved attorneys from which members can select a lawyer without too much trouble to take care of their legal affairs. I think that Coast Guard control should be finished. It never helped much during the war other than to provide MPs over the merchant seamen. The Seamen's Bill of Rights is extremely necessary to our welfare, and I think we should take direct action even to the length of striking to secure its passage and that of other needed legislation.



## Had No Food, No Overtime, Says Crew; But They're Being Taken Care Of Now

What a union means to working seamen was never so startlingly illustrated as it is by the letter sent to the SIU by the crew of the SS Howard E. Coffin, of the South Atlantic SS Co.

This tale of penny-pinching and super-exploitation of a crew can be matched by many an NMU or other unorganized ship, but the saving point in this case is the SIU, which is taking steps to correct the situation. Even as this is being written in the Log office, the Seafarers is on the move and the matter will be shortly settled and the wrongs righted.

### ONLY ONCE

The real point in this story is not that seamen are starved and overworked, but that tales like this would be common-place if it weren't for the SIU. Things like this can happen on organized ships—but only once. The Seafarers takes care of that.

We print the letter in full below. It was sent to us by the department delegates: Vladislars Kelpss, for the deck; Parke H. Heller, for the engine; and W. J. Purdy, for the stewards department. The letter follows:

"We, the crew of the SS Howard E. Coffin of South Atlantic SS Co., appeal to you to try to find out the reason for the following circumstances on this vessel: If this is a safe harbor why are we denied shore leave as we have passed Customs, Immigration and Doctor? 2. Why can't we get any food on here? 3. Why can't we get a draw?

"This is our plight: We arrived here Dec. 19th with no food on

board. We haven't seen any fresh vegetables in five weeks; we even forget what a potato looks like as we have none. There is no flour on board—no bread, only crackers; no meat except stew meat.

"Our menu for yesterday was as follows: Breakfast: boiled eggs and bread, coffee. Dinner consisted of stew and crackers, plus

BY GOLLY—THREE OF 'EM TODAY!



coffee. For supper we had chili and beans and coffee. Today, what do you suppose we have scheduled for dinner? Stew.

### HE EATS IT

"On Wednesday, the Captain even informed the officers of this vessel, when they squawked about the food, that the food is all right as he eats it and can't see anything wrong with it. When the delegates appeal to him, he informs them the food is on its way out here, as it was due here a week ago—but the launch service is critical and that may be the reason for the delay. But the food situation on here is much more critical than the launch service, as we have none.

"Must we all starve here just waiting for a launch? Other ships received food here; the launch that brought the Captain aboard, when he went ashore and came back, had food on it.

"Our trouble started on here around November 4th or 5th in Rouen, France, when the WSA removed our food there and left 30 days' stores on board. We were scheduled to go from there to the British Channel for ballast and back to the States, but our orders were changed and we were sent to Antwerp, Belgium. Our stores were badly depleted before we left there—we were there three weeks and the couple of days that we spent in transit from Rouen to Antwerp makes 23 days, leaving approximately seven days' stores on board.

### TOO EXPENSIVE

"We couldn't get any food in Antwerp; they said it was too expensive there. We spent Thanksgiving in Antwerp, and some of the crew had turkey there. But they bought it in the Seamen's Club for 28 Francs, or 56 cents. We also spent Xmas at anchor

here (no turkey); and we expect to spend the New Year on here and we won't even have stew by then as the icebox won't hold out that long. We were 16 days crossing the Atlantic, and have been here since the 19th, so you must admit we have done well on the 30 days' stores we had when we left Rouen. According to the food allotments, we were out of food 18 days ago.

"Can anything be done in regards to obtaining shore leave here? Can't we have launch service provided for us, as per agreement with this company. Or can we claim 15 hours per day overtime for the days we spent here prohibited from going ashore? Can arrangements be



made for us to receive a draw here so as we can play poker or even just pass the time counting and recounting our draw?

### NO MAIL

"And, also, please do all you can to have our mail delivered, as we have had none since we left Baltimore on October 13th. Our mail was all addressed to this vessel care of Fleet Post Office, Baltimore, Md. Any action on the mail situation will certainly be appreciated by all hands on here.

"Incidents on here are too numerous to mention, but we will state a few to try to convey to you some of the things that happened. Our Master, the Captain Mr. Fred Davis and his loyal disciple, the Chief Engineer, Mr. McEasterling, spend many hours suffering the agonies of the condemned trying to devise ways and means to prevent paying overtime—such as informing the bosun to supply shovels to the longshoremen in Antwerp to dispose of the garbage there. We have ammunition on board, and the security officer we had was replaced shortly after arrival here by a soldier.

### THE PAYOFF

"Well, the payoff was the action taken by Little Caesar and his loyal subject to avoid paying an hour's overtime to a member of the crew. Instead of a seaman helping the security officer with his bags into the launch, they did it themselves—and no tip. The other problems we have here will keep until we can get a Patrolman on board here, after we dock. So, until then, we are at the mercy of Mr. Fred Davis, unless you can do something on our behalf, which we all sincerely hope that you can."

Vladislars Kelpss,  
Deck Delegate  
Parke H. Heller, Jr.,  
Engine Delegate  
W. J. Purdy,  
Stewards Dept. Delegate

## GIs Against Peacetime Draft

WASHINGTON — Congressmen who serve on the House Military Affairs Committee last week were treated to the uncensored views on peace-time conscription of recently discharged sergeant and a private waiting discharge.

In the presence of a score of generals and colonels, an Army GI, Pvt. George L. Mark, Cleveland, Ohio, attacked what he called the "Pentagon Boy Scouts." He charged that the entire military training idea is the product of the "The Army Brass Hats. He said that, "They want a large army to retain the officers." He testified that his own observation was that men in the ranks are opposed to compulsory military training in peacetime.

Sgt. James F. Donnelly, of Boontown, N. J. told the committee that while he was overseas he heard a great many army officers make speeches in favor of peacetime training. He charged that GIs were being compelled to keep quiet. He cited a letter he wrote Senator Hawkes of New Jersey that was returned to him, because it was a violation of army regulations. He told the Committee that he was threatened with court martial if he wrote anything further against military training.

## 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.



# THE MEMBERSHIP SPEAKS

## QUESTION WSA ON SHIP TIE-UP IN LEYTE

Dear Editor,

We, the crew of the SS Noah Brown (Robin Line) feel that it would be of interest to the Union and its membership to know how our ships are being handled by the War Shipping Administration, here in the Pacific area. We feel they are being assigned most inefficiently.

We are only one of fifty or more ships laying here at anchor in the Gulf of Leyte waiting for our cargoes to be discharged. We have been here two days short of a month (this was on December 5th) but, compared with other WSA op-



erated vessels here, we are considered as "newcomers."

For your information we found other ships have been lying here anywhere from three to six months with their crews just as much in the dark about when they'll discharge their cargoes as the day they arrived.

Like ourselves many are loaded with the highly publicized "food for our fighting men," while other still lay as if "invasion ready" loaded with war materials.

We wonder just how long, this condition will exist and why. We wonder whether the "so very efficient WSA" can offer a reasonable explanation about these ships that could be carrying our armed forces home.

We remain, fraternally yours for the crew of the SS Noah Brown,

Howard W. Conner (Dk Del)

Melvin F. Seidel (Eng Del)

John T. Canon (St Del)

(Editor's Note: — The Noah Brown left New York on Sept. 21 and arrived in Leyte Nov. 7. Other facts mentioned in the letter appear to check.

## RECALLS TRIP WITH COUPLE OF "IMPORTERS"

Dear Brothers,

Bunker's recent article about stowaways reminded me of a trip I made back in 1931. Shipping was tough at that time and we were lucky if we shipped at all. About the only way you could get out was through a crimp and boy, what wages and conditions we had to put up with.

I took a job, through a crimp, on an old rust bucket called "Wandsbeck." It was six on and six off, thirty bucks a month, plenty of work on watch

below with overtime an unheard of thing. We didn't even have a Messman, or for that matter a messroom. The Ordinary on watch (me) acted as mess and we ate on a big table in the middle of the foc's'le. Yes, we were in one foc's'le and it was forward.

Anyhow, we made the trip from New Orleans down to Pernambuco okay and in due time were on our way back to the States. We stopped off in Havana for sugar and then went on to Baltimore.

Right after we tied up a Fireman strutted up displayed a roll of bills that would choke an ox, and promptly disappeared. He had no sooner vanished when the "forty-thieves" found four Chinese aboard.

We had to leave the dock immediately for anchorage and after sixty days of laying there, the immigration authorities brought the Chinese out to the ship, lined every one of us up in the saloon, and had the Chinese try to identify the culprits. They said two men were involved.

The first man quickly identified the 2nd Assistant Engineer as one of them (they had apparently decided that the Fireman was the other) but the other three couldn't decide so the immigration officials made us all change places and tried all over again. Again the first Chinese identified the 2nd Assistant Engineer but the others



still couldn't make up their minds.

By that time I had begun to imagine that maybe I did look a little like the 2nd, although he had blond hair, stood six feet and had a fair complexion while I am dark and five feet four.

Finally the last Chinese, after looking at each pimple, black-head, freckle and wrinkle on each and every one of us, hesitatingly pointed a shaky finger at the 2nd. You should have heard the sigh of relief from the rest of us.

John D. McLemore

## CONSTITUTION CHANGE IS PROPOSED

Brothers,

During the December 7th shipboard meeting of the Pacific Tankers SS The Dalles members have agreed that a new Article should be introduced into the SIU Constitution and By-Laws, calling for the employment of a union "Food Representative," the object of which would be to inspect all ship's

stores before leaving port.

Due to the fact that we feel the ship was insufficiently stored in New York, there was a serious food shortage at such a time where the available stores are unfit for consumption.

This practice of insufficient storing appears to us to have become a common oversight on the part of the SIU-SUP and its members.

We, and other members, have noticed from time to time that a great number of articles by crewmembers in the Log and West Coast Sailors are complaints of low graded and insufficient stores.

In closing we would appreciate the introduction of the Article at the next meeting and also that a copy of this letter be included in the next issue of the Seafarers Log.

Warren Messenger  
Ship's Secretary

## NICKNAME SANTA CLARA SKIPPER CAP'N "BE NO"

Dear Brothers,

As the Old Man on this ship (SS Mission Santa Clara LA Tankers) won't allow shipboard meetings, we have no minutes to report.

This guy, Captain A. A. Lund is a veritable "Be No" when it comes to the common rights and privileges of the crew. In fact there'll "Be No" nothing as far as he's concerned except, of course, logging for which there's always time.

"Be No" threatened to put the deck crew in irons or log them if they didn't work "faster."

During our thirty days on the hook at Yokohama we were given one draw. \$10 worth of worthless Yen. Some of the more lucky crewmembers got ashore twice most of us just once even though the whale boat went ashore twice daily.

On Thanksgiving Day the Old Man, Chief Mate, 2nd Mate and our beloved Steward (bedecked in his "Hi pressure") made preparations for a shore visit and

lowered the boat while we all looked on.

The Skipper also adheres to an old directive from World War I, which allows only one carton of cigarettes each week and no cash slops of any nature.

He manhandled a sick man who was looking for some diversion in the mess hall and locked another man who was ill in the hospital for 24 hours without food, cigarettes or reasonable attention.

He introduced searching of the seamen's effects and went so far as to frisk every man on the couple of occasions they returned from shore. The frisking consisted of digging deep into each man's pocket and opening any package they had with them. What he hoped to find has remained a complete mystery. He even subjects the armed guard to the same treatment and refused to let them ride the whale boat ashore even though there was lots of room in it.

As might be expected of such a deal, the Skipper and Chief Mate put in work on deck daily and, because of this, time is always on hand for us. He never allows mattresses or linen anywhere on deck although he will allow a bare cot. (We're wondering if he sleeps on an inner-spring).

The total number of men logged to date (12/20/45) is 18 but the points are rising fast.

Edward C. Gamoge  
Louis J. Waitkus

## COMPETITION FOR BEST MENUS NOW GOING STRONG

Dear Editor,

When we came aboard this ship (SS John Merrick) at Norfolk she was in bad condition. All three departments were a mess, but we had a good crew even with the trip cards. We had to work like hell, but she began to look like a ship, even if we didn't have tools to work with.

From what we saw and heard about the crew that was on here before, we hate to claim them as



union brothers. We don't see why they didn't try to help the union by leaving a clean ship, such as clean rooms and turning in a list of things that are needed to the Patrolman at the pay off.

After all, when you get a ship like that, it is hard to explain things to the new members; so let's go for cleaner ships and pay offs.

J. P. Schuler and Frenchy please take note. The menu we had for Thanksgiving Dinner is



attached and it was as good as it sounds. The steward did a very good job, and the crew and GI's were well pleased. There was a happy bunch of GI's on board with the prospect of being home for Xmas, but bad luck was there. We got through the locks at Antwerp, and rammed another ship that put a hole in our bow and one in the port bow of the other ship. So back to the dock for us, but the GI's were put on another ship. We all hope they were home for Xmas!

Now Bud Ray can have his senioritas; so can Frenchy, but boys you haven't seen Lu-lu. When you do, you will all want to go to Antwerp again. Most of the crew had their fling with the ladies of doubtful and undoubtful character, but due to the fact that there was a faith healer from Georgia swamp country aboard the Purser has had no callers.

Most of the crew went to Welch's place on London Street, and we all wish him lots of luck. We hope that very soon there will be plenty of Log's in Antwerp, as that is one thing we all look forward to reading.

While in Antwerp there was an Isthmian Line ship in port. She was boarded and she seemed to be O.K. as for what union the crew want. The SIU of course! They had one SIU man in the crew, and we think for one man he did all right for himself and his union. What we need is more men like that and it won't be long before we have all the unorganized Company's in the SIU.

We the crew of the John Merrick extend our most sincere appreciation to Mr. Charles Engwall (Purser) for his endless effort toward making this trip a pleasant one.

L. Paradeau, Ship's Del.  
W. Perdue, Eng. Del.  
R. Brown, Deck Dept.

## Season's Greetings From Mobile Hospital

You know how it is!

As down the sea of centuries, man sails the ship of his dreams, seeking forever a haven of happiness, peace and rest.

None of us wish that haven to be a hospital, moored to a bed, time on your hands, lonely—and sailing orders—"indefinite."

Then comes a bright gleam of light on a lonely day when your active shipmates with their all too generous hearts, make up a donation to lighten and gladden the Christmas holidays.

Speaking for our fellow patients and Union Brothers, as well as ourselves, we are trying to express our heartfelt appreciation to the SIU boys in general and the Mobile office gang J. Tucker, Blackie Niera and R. Jordon, in particular for their many kind acts and union activities.

Hoping for continued Union success and progress, we are, and intend to remain, Union Brothers.

Sincerely,

Lester A. Kirtcher  
James Gahan  
Henry L. Dukes  
Wellie K. Harris.





# SHIPS' MINUTES AND NEWS

DO YOU KNOW HIM?

## Noonday Crew Brings Charges Against Ch. Eng.

Allegations that the Chief Engineer was interfering with the proper functioning of the galley, neglecting his duties and carrying concealed weapons aboard ship brought charges by the crew of the Waterman C2, Noonday.

Regarding the galley, a statement signed by Chief Cook Eldon H. Cook and Utility-Messman Nicholas Baldino declares "During the present trip the galley exhaust system has been repeatedly turned down to the point where it is ineffective. On occasions when the cooks were working over the range they noticed immediately the failure of the system to take out the cooking vapors and steam, the Chief Cook investigated the reason. On arrival he found the rheostat turned as low as possible or the switch completely off.

"From witnesses, the Chief Engineer was seen to be at the switches only a few moments previously. Among the witnesses who have seen him do this more than once was Nicholas Baldino, Utility-Messman.

"Also the forced air ventilation system has been turned off for the galley a number of times for no apparent reason."

The neglect of duty charge stemmed from the Chief Engineer's alleged failure to take his proper fire station during an emergency. Signed by three crewmembers, Robert Kelly, Wilbert Shabher and Raymond Ditato, the charge states:

"Not reporting to his fire station on the night of Saturday, Oct. 13, 1945. On this night about 1940 hours, a fire broke out in the deck cargo, by number four hold on the starboard side of the deck. Instead of being at his fire station, which is in the engine room in charge thereof, he was seen at the scene of the fire by members of the deck crew at their stations. It is verified by the Oiler on watch at the time of the fire, that the Chief Engineer was not below, while the emergency existed."

"For no apparent reason," states the charge of carrying concealed weapons, "this Chief Engineer is known to carry a blackjack on his person aboard ship. This is verified by members of the crew to whom he has shown the weapon. I testify that this statement is true." The signer is Nicholas Baldino.

In addition to the specific charges, the delegates aboard the ship; Arthur A. Barctows (deck), Robert Lewis Kelly (engine) and Pat Driscoll (stewards); state that the following



Another one of those pictures for which the Log office has no caption. Who recognizes the picture?

complaint is made by the entire crew.

"During the voyage between New York and Rio De Janerio, there was no cold water. The water coming out of the taps and showers was very hot, many times it was impossible to take a bath because the water was scalding. Complaints were properly made by the crew and passengers. The Chief Engineer made no known attempt to correct this situation."

As a footnote to the report, the delegates add, "The Chief is looking for a new ship and company." The Chief Engineer's name is Jens Holk.

## Cecil Bean Men Adopt Postwar Aid Resolution

AT SEA — In a resolution calling upon the Seafarers International Union to adopt measures for postwar security and maintenance of the principle of full employment, the crew of the Cecil N. Bean (American Range Lines) proposed concrete steps to be taken to assure such a program.

The resolution points out that an ever increasing number of ships are being layed up in the boneyards reducing the number of merchant seamen jobs and upsetting the present favorable (to seamen) balance between jobs and job takers.

The welfare of the seamen demands that there be "more than enough jobs" and that by organizing "new companies under the SIU banner" well paid jobs and decent working conditions can be maintained.

Urging an assessment of ten dollars per member, the crew of the Bean, declare "we are reluctant to draw upon our re-

serve funds inasmuch as these funds are the very best type of job insurance" and shipowners hesitate to chisel a financially strong organization such as ours. The assessment, according to the Bean resolution, would be used for organizing unorganized companies. It is signed by the following crewmembers: Simmons, Milazzo, Pokalor, Connally, Michaelis, Wiggins, Warpup, Branicky, Loll, Mansfield, Brioman, White, Pekersen, Wilson, Moore, Bura, Ellsworth, Labiosa, Lugo, Hallis, O'Brien, Kordahis, Hado and Michelet.

During the course of their trip to Italy, the crew held several shipboard meetings, during which all matters of importance to the crew, the ship and the SIU were thoroughly discussed.

## OREGON TRAIL CREW BLASTS STEWARD FAILURE

OREGON TRAIL, Nov. 28 — Meeting of the engine department called to order by Delegate Charlie Collith. Nominations for chairman and secretary were first order of business. Wiper Hunt was elected secretary and Fireman Razilavich chairman. Various motions taken up at the meeting included: painting of port alleyway, broken fixtures in black gang head, relieving watches on time and linen shortage. Also discussed was the lack of cots for the crew in spite of the ship sailing to the Persian Gulf. "The Steward had ample time to supply cots in New York or Colon R. P.," read the minutes. Slop chest prices came in for a blast as did the shortage of engine room tools and engine department equipment. The meeting, which had lasted an hour, adjourned at seven p. m.

## Meeting On Arthur Dobbs Settles Cooperation Beef

A most interesting set of minutes comes from the December 10th shipboard meeting of the SS Arthur Dobbs. Called to order by Chairman Forrest Edington (Bosun) the men elected OS James A. Golder as secretary. First order of business was a report of attendance. Firemen S. Jensen (tc 19456), Knud Sonder (tc 19114) and C. Weatherbee (tc 16306) were absent. Jensen and Weatherbee were on watch or going on watch but Sonder was said to have refused to attend.

Purpose of the meeting was to take up the apparent refusal of the stewards department to make ice cream for the crew.

2nd Engineer Drew Craig opened the discussion with "We are now in port, Union rules require that when in port we are to have fresh milk or ice cream twice weekly. The stewards department has failed to produce it and we would like to know why. We have been at anchorage going on four months and not once during that time have we received any ice cream."

Steward Orville Payne: "My men refuse to make ice cream. The 2nd Cook (J. Foust) could not as he says his back bothers him. The Chief Cook (W. Sawyer) does not have time and, inasmuch as making ice cream requires a skilled man, I cannot require a Messman to make it. Also I cannot have the 2nd Cook make it and a Messman turn it as only one hour overtime is paid and can't be divided."

Deck Engineer Stuart Anderson said he understood that making ice cream "requires no cooking, only a little water, mixing and freezing." Steward Payne replied that "nevertheless it still requires a skillful man." Bosun Edington: "When someone is sick don't you have a man to fill in?" The Steward replied that in this case the Chief Cook would be the only man to fill in, "and he doesn't have time to do it and his other duties too."

Chief Cook Sawyer: "You men are trying to press the issue it seems to me."

Deck Engineer: "We have been laying here over three months and during that time we have continually requested ice cream and in order to come anywhere near obtaining it, we have had to call a Union meeting. If that is pressing the issue, as you have evidently interpreted it, then undoubtedly we must be doing that. The stewards department delegate has failed to cooperate with us on this issue."

Foust (2nd Cook and stewards delegate) "I thought the deck and engine delegates (William Luttenberger and Stuart Anderson) assumed the wrong attitude." Both delegates replied that they had requested Foust

to ask his men if they would turn the freezer and when they approached him two days later he refused to talk to them.

Bosun (To Steward) "Why can't you order the Messman to turn freezer inasmuch as the 2nd Cook is sick?" Steward: "It's the 2nd Cook's job and if he is unable to do it he can't require a Messman to do it. As I said, the Chief Cook doesn't have the time and the Messmen are not skillful enough."

Bosun Edington: "It seems that the Steward is giving us all kinds of excuses why he cannot produce ice cream, the fact is that nobody in the department is willing to cooperate with him and the rest of the members of the Union."

Deck Delegate Luttenberger: "Let us vote and see who wants ice cream." The chairman called for a vote. The stewards department was unanimously against it but the rest of the crew, almost to a man, was for it.

Chairman: "The men want ice cream but it seems that we can't get it."

Secretary Golder: "Just a moment, this is a Union ship. On a Union ship the departments are supposed to cooperate with one another and each man is supposed to cooperate with the next, that is one of the purposes of the Union." The secretary then asked, through the chair, (to the 2nd Cook) "Will you cooperate by mixing the ice cream if a Messman turns the crank?" Foust replied in the affirmative. "And will you Messmen turn the freezer—I would like individual replies?"

Norman Jefferson and James Armstrong refused but Richard Taylor, Joseph Valentino, Elmer Knox and Septic Blackwood agreed to take turns.

Luttenberger: "Now that we have men willing, will we get ice cream?"

Steward: "I cannot okay overtime for both men."

Oiler Christenson: "I'll pay the overtime myself if the company won't."

Steward: "Then we'll have ice cream twice weekly starting this Thursday."

Chairman: "Any more new business?"

The Chief Cook complained about cooperation and was assured that all hands would cooperate in the future. Luttenberger moved that "we hold Union meetings every two weeks," it was seconded by Golder and carried unanimously.

The meeting adjourned after several other questions had been discussed among which was the crew's request for beer for Christmas. Luttenberger assured the crew that progress was being made on this matter and also the question of slop chest supplies "as we have been on articles going on six months."



## DIGEST OF MINUTES FROM VARIOUS SIU SHIP MEETINGS

**PARKERSBURG VICTORY.** Nov. 28—Meeting called to order by Ships delegate at 8:10 p. m. Purpose of the meeting was to secure fresh bread and milk while in port. In new business Boon made a motion seconded by Huddle that the ships delegate contact the Captain concerning fresh milk and bread. This was carried with an additional motion by Boon seconded by J. M. Rosa that if the ship paid off on the West Coast that no one pays off until they have the go sign from the ships delegate. The following recommendations were made for the social register: Bolton, TC 672, W. Pfiffer, TC 4709, Robert Brown TC A 647, Joe Jalbert TC 4711, Walter Kostadinoff, and Wendell Joy. Book members on the trip were: Bill Thompson, J. M. Rosa, W. F. Stephens, W. A. Hendershot, R. J. Sadowski, T. J. Luoma, J. G. Huddle, C. LaFrance, M. O. Boone, A. F. Hillary, Laurence Collina.

**LINCOLN VICTORY.** Dec. 28—Chairman, W. A. Foster, Secretary, Marty Hitchcock. In new business the motion by R. Pelouquin seconded by several that the trip card men be instructed as to what their duties aboard ship are, as this is the first night of the trip out at sea. This motion was complied with by the chairman who instructed the trip card men as just what their duties consist of. Motion was made seconded and carried that an investigation of the sleeping quarters aboard ship be conducted by the delegates as the Wipers and day men were sleeping with the watches which was working a hardship on some of the crew. Meeting adjourned after a discussion of the Log under good and welfare.

**JOSEPH S. EMERY.** Dec. 17—Chairman, McAdoo, Secretary, Sammy Fama. In new business the motion was made by Shipley and seconded by several that the Stewards be placed on charges. It was brought out under discussion that the Second Cook and Baker was having trouble in keeping the crew supplied with bread in port. As much as twenty and twenty-five loaves missing at each port. Due to the fact that the Steward held the keys to the storeroom where the bread was kept, he was held responsible for the disappearance of the bread. The motion carried with no dissenting votes. Motion by Fama and seconded by several that hereafter nationalities be kept out of discussions and arguments. Under discussion it was pointed out that where our parents were born is immaterial, that basically and fundamentally we are all Americans. Meeting was attended by the full crew with the exception of the members on watch.

**JOHN LAWSON.** Oct. 2—Chairman, E. M. Bryant, Secretary, Charlie Rice. Motion was made by Knowles and seconded by several that the trip card men be instructed as to their duties aboard ship. Knowles was delegated to instruct the

men and did same. Motion was made by W. Cunningham, seconded by John McIntyre that anyone contacting an Isthmian man, do their utmost to try and show him the benefit of having an organization like the SIU to represent him. Under discussion that was given a very good going over inasmuch as all of the crew is very Isthmian Line conscious. In good and welfare it was suggested that the ship be fumigated.

**CAPITOL REEF.** Dec. 9—Chairman, George Talley, Secretary James Nowery. The purpose of the meeting was to acquaint the new union members of their duties to the union and their shipmates. This was handled in a very able manner by L. Potter, Quartermaster. The new men were impressed with the meeting, the most important part being stressed was the relieving of the watch on time. Meeting adjourned with all members present except those on watch.

**FITZHUGH LEE.** November 17—Chairman, George Krause, Secretary, L. Santa Ana. Delegates reports were read and accepted. In new business the motion was made by Cecil Morrer, seconded by George Krause that the Chief Steward be placed on charges for neglect of duty and also for being gassed up on the job. Moved by Marion and seconded by Stanley that the three delegates compile a repair list and turn it in to the department heads. Moved by Gerlanda seconded by Joe Hernandez the meeting adjourn.

**LEONIDAS POLK.** November 11—Chairman, Dunham, Secretary, Peter Ryan. Delegates reports were read and accepted. There was fifteen full books, six probationary, and five trip cards on board. Under new business it was moved that each dept. use its own shower and head. Further new business was the discussion of the Stewards orders to cut down on the size of the orders on eggs for breakfast. The reasons given by the Steward for this was the fact that eggs are hard to secure in foreign ports and the ship does not have a large enough supply to last for the trip, at the rate they are being consumed. In good and welfare it was suggested that a book rack be put up in the P.O.'s mess and that the deck delegate see about getting the salt tablets and dispenser put up where they belong. Meeting adjourned with all crew members present except those on watch.

**MUHLBERG VICTORY.** December 2—Chairman, Rockefeller, Secretary, W. C. Wagner. It was moved and seconded that the Steward be contacted in regards to the amount of night lunch being left for the crew. It was duly moved and seconded that the Steward try and secure fresh milk and ice cream while in the port of Le Havre, France. Under good and welfare it was suggested that a fine be levied for leaving dirty

### Heads 750,000 Unionists



Harvey Brown, president of the Intl. Association of Machinists, is making a nationwide tour to visit IAM lodges where he explains the history of the dispute between the IAM and the AFL which resulted recently in the suspension of the Machinists. The 750,000 IAM members will vote in referendum next month on whether to continue to withhold their per capita tax—now \$100,000 in arrears—from the AFL. (LPA)

cups in the mess hall. Meeting adjourned after a good discussion.

**MUHLBERG VICTORY.** December 16. Second Meeting—Chairman, Abraham, Secretary, W. C. Wagner. List of names read that left dirty cups in the mess room since last meeting. All agreed to pay the fine that had been levied for this offense. It was moved and seconded that the delegates investigate the fresh water situation. Under new business the Steward was challenged for his book and he said: "I don't have it with me." He failed to attend the last meeting although having been notified to do so, and he also refused to attend this ship's meeting. Moved and seconded that the three ship's delegates draw up charges against the Chief Steward. This motion was carried and the meeting adjourned with the crew being satisfied with the progress that is being made in our meetings.

## Okay GI As Chief Cook Replacement On Merrick

Two more meetings, one on Dec. 11 and the other on Dec. 22, are reported on the SS John Merrick. Chairman at the first was L. W. Paradeau and the secretary, A. Heigl.

The meeting discussed laundry cleanliness, galley, disputed overtime, need for a spare head, and a list of needed repairs. All this under New Business.

Under Good and Welfare the crew took up matters concerning poor work done by the dishwasher and his statement against joining the Union. He was told that in any case as long as he rode a Union ship he would have to do his job. The chairman suggested that a record of restrictions suffered at Antwerp be turned over to the boarding Patrolman to prevent recurrence for the next crew.

Good work on the part of a GI who "wants to go to sea after he's discharged" brought commendation from the crew when it was disclosed that he was helping out in the galley because the Chief Cook was ill. The crew voted to have him carry on until the Chief Cook was ready to resume his duties. His name is O. R. Martin and he was invited to attend the meeting.

The meeting adjourned after discussing several other shipboard matters and standing a minute of silence for lost brothers. At the Dec. 22 meeting E. E. O'Neal took the chair and C. C. Surles was recording-secretary. First order of business was the reading of delegates' reports. Deck Delegate Brown stated that he had no disputed overtime and that TC members would see the Patrolman before leaving the ship. Brother Carroll, the stewards delegate, also reported "no disputed overtime" as did blackgang delegate, Purdue. The latter reported three TCs to become Union members. A motion was adopted to recommend them.

The Deck Engineer submitted

## Collision In Antwerp Delays John Merrick

Bad luck pursued the United States servicemen who were returning home for discharge aboard the Calmar ship, SS John Merrick.

Their anticipation of getting back to America in time to spend their Xmas holidays with their families was temporarily delayed when the ship rammed another vessel as it was proceeding through the locks at Antwerp, Belgium.

The accident put a hole in the Merrick's bow and one in the port bow of the other ship and as a result the Calmar scow returned to the dock. The GIs were put aboard another ship to continue their journey across the Atlantic but their chances of getting back in time for Christmas were doubtful.

a list of needed repairs. They included fans, bunk lights, lockers, shower heads, springs on bunks, head and shower doors, crew's mess radiators, mushroom ventilators, etc.

L. Gillikin reported a broken chair in the Armed Guard's mess and the Bosun, speaking for Brother Musgrove urged that the Firemen should change foc'sles with the Wipers because of the noise in the mess-hall.

Other discussions at the meeting involved complaints on food and the Bosun urged everyone who had something to say about it to do it at the meeting. Devere suggested omelettes be served for a change from scrambled eggs at breakfast. Purdue suggested two meats be available on the menus. The 2nd Cook declared that the only deserts aboard were pears and pudding. The Steward stated that he had left the States with insufficient food and that some of the canned goods he got in Belgium were not fit to eat. Brother Brown asked about electing a ship's delegate and a motion was made and seconded that the Deck Engineer be elected by acclamation.

The meeting adjourned after a minute of silence for the brothers who were lost at sea.

### Goulash!

Ordinary—I find the Cook amazing.

Able—I find him amusing. He cooks the food and I try to guess what it is.

### Swap Shop

Sailor—See those two girls. One is my wife and the other my mistress.

Fireman—S'funny. I was just going to say the same thing.

### Twitter Talk

Smart Aleck—Do you know what is wrong with the alphabet?

Dumb Dora—No, what?

S.A.—I'd say U and I aren't close enough together!

### KNOW HIM?



We're real bright. We know the ship, too. But who the h... is the guy in the picture?



# AROUND THE PORTS



## Carry Your Book While In Boston

By JOHN MOGAN

BOSTON — The New Year opens up with the news that the last troopship has come into Boston—barring an occasional diversion from New York. This will cut business somewhat, but it will have the compensating feature of eliminating the hordes of trip card applicants, whom we had to tolerate so long as the troopers required so many Messmen.

No doubt we'll still have the boys mobbing the Hall for some time to come, so at long last it may be necessary to place a doorman in the Hall to keep them out. Therefore, members coming to Boston be sure to carry your book or trip card — henceforth Boston's dilapidated Hall will be as exclusive as New York's ornate building.

Business is still brisk and shipping continues to be a problem. We're having quite a number of loadings (food, supplies, etc.) for all European ports, not only at Boston piers but also at Portland and an occasional Providence job. Then, too, there is still a lot of conversation about building new piers to attract shipping from New York and Philly. However, if the Bay state solons run true to form, the prospects of any immediate building are remote. Not that it isn't urgently needed, because some of the piers are literally falling apart.

We had four payoffs during the past week; each one was a clean job, with no disputes carried over. Patrolman Sweeney has just received a letter from the Bull Line, concerning a dispute on a recent voyage of the Vassar Victory, stating that the members involved have an average of 30 hours each coming. The "Money Due" section in the Log recently ran a squib saying that they had 3 hours due, and it is hoped that the corrected figure will be noted before the boys expire from apoplexy. (Editor's Note: Corrected she is. See page 11.)

Now that the Christmas season is over we can see quite a few book men showing around the Hall: Maybe we'll have some good old-fashioned meetings again. And we need them, too, as the agenda is pretty crowded with business which should come before the membership. Another reason why it is good to see the oldtimers around is that it makes our "crewing-up" problem simpler — for the longest time the presence of a couple of A.B.s and Firemen in the Hall at the same time was a rare treat.

Well, the election results will be known to all very shortly now. According to the number of ballots cast in this Branch, a light vote would be indicated; but so many members who customarily ship out of here have cast their votes in other Branch-

es, the local vote is not a fair criterion.

The good old Emilia is in port at the present and will be crewed up later on this week. With the weather we have been getting there will be three candidates for every job on the Emilia. Oh, for a short run into the warmer climes!

## NO NEWS??

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

BALTIMORE  
NORFOLK  
NEW ORLEANS  
PHILADELPHIA  
GALVESTON  
TAMPA  
JACKSONVILLE

## Society Notes From Puerto Rico

By BUD RAY

SAN JUAN — If it is the most wonderful climate in the world you are looking for, and the ideal lazy atmosphere, then this is the place to spend your joy days. We are getting steady ships in here now out of the Gulf and the Atlantic coast with an occasional one in from the West Coast, but so far very few of the old gang who loved to spend time in our little Isle, but they will all come in time.

So far, there is only three of the north-men spending the winter with us. C. W. Phillips, one of the Gay St. Playboys, has been with me since Jack Frost took a look to see how much weather the sturdy men up yon-

der could stand. When I show him pictures of all that lovely snow and tell him I expect some jobs, then C. W. Phillips vanishes for a few days.

I JUST ASKED HIM IF HE WANTED TO SHIP AND HE VANISHED IN A PUFF O' SMOKE



der could stand. When I show him pictures of all that lovely snow and tell him I expect some jobs, then C. W. Phillips vanishes for a few days.

Martin Haggerty, a staunch Alcoa sailor, has been here two months and swears by and not at the Lovely Ladies, and is looking for a homestead to come to every winter. But he is plenty smart—he doesn't fall in love; he just plays the field.

Then we have our old stand-by George (Red) Davis, who has a ranch across the river at Catano, and who only worries about work when he is charged up with giggle soup which is only about every two months. But if all the stories from the shaft alley are true, Red will be with us for sometime, as all he has to do is mention that he is going away on one of those big iron ships and his Lovely Davey turns on the tears. And Red can't stand to have broken hearts. All of the above have their headquarters

in the Texas Bar where they worry Obie day in and day out.

Christmas wasn't too bad for the boys as Capt. Fortunatti of Waterman, and a swell guy, sent a case of the Old Demon up to the Hall, and the spirit of the season was gotten into early. Frank, another member, is now the possessor of the manager's job in the New Carioca Bar, and I am told he gives the boys out looking for a good time a fair shake.

By the way Hank, of the cut and run column; Have you seen Tiny Mike Gison who was on the Del Aires lately, and has he educated himself how to play pinocchio; or does he still spend all his money on Blue Moons for the ladies of easy virtue.

When down this way drop in the Hall as we have torn out the partition and made one big room, so it is easier to hold meetings—if and when we get enough men. Had the Coastal Defender in and A. Goldsmith, a newcomer in the galley (35 years of belly rubbing), was Steward. All hands were fat and sassy, but I have always said a good Steward and Cooks can break or make a trip. Carrasco, the Serang, and Rusty on the Cape Faro still have their fuel going. I think someone is trying to steal someone's Light of Love there. Will let you know next time she is in.

Prize beef of the year of our Lord 1945: Beachcombers coming to the Hall to register com-



plaints of the food that is served to them on their good will visits on some of the ships touching our fair port.

P. S. So far all these beefs have been on No Coffee Time ships, which are out of our jurisdiction at present. Please print our new phone number as 2-5996 as you use the dial.

## Two Deaths Mar Xmas In Savannah

By ARTHUR THOMPSON

SAVANNAH — Shipping was slow last week and nothing is in Port except a Smith & Johnson ship which should pay off in a few days. We had an SUP ship in which only stayed a few hours. There was only one vacancy aboard and we filled that.

Now that Christmas is over, most of the boys are ready to ship again, but now we're waiting for jobs. Shipping has been

who has been in the hospital for quite some time. He came to the Savannah hospital from Baltimore and was transferred to Fort Stanton, New Mexico. He was recently sent back to Savannah and died yesterday, December 27, 1945.

## Duluth Hall Is Real Warm Spot

By HEAVY WEATHER

DULUTH — This weather sure has been cold up here—the old mercury column seldom goes above zero. The definitely non-tropical breezes we are enjoying here make the boys appreciate this warm Hall. The heat facilities are getting a big boost from the hot air that circulates around the place—a natural by-product of the competition among each of the men in telling stories about what he did to the other guy or what he said to the Old Man. I often wonder how we did manage to keep the ships running.

We had some fellows in this week asking about jobs on the coast. They have already left, and by this time the Agents in the other ports should be having them call for jobs. I hope to see them all in the spring, when this port opens up again.

This week I was invited up to the Labor Temple by the young ladies there to have coffee—I mean just coffee, and a good time was had by all.

Captain Cronk is still around, but very down-hearted. I think he must be having quite a time get-



like a see-saw down here for a long time. When we have no men we have plenty of jobs, and when we have no jobs we have plenty of men. Right now we have about 40 on the shipping list.

Last week there was a notice in the local news of the death of R. D. Sullivan, executive of the South Atlantic SS Co. Most of our members here knew him and he was well liked. We hope our relationship with the South Atlantic won't change any because of his passing.

We also have to report the death of Rembert G. Goodloe

## Mobile Negotiating Tugboat Contract

By BLACKIE NEIRA

MOBILE — Shipping for the port of Mobile is fair with several ships paying off. The rain and bad weather in general is just about got us snowed under here.

The tugboat men in the port of Mobile have signed enough pledge cards authorizing the Seafarers International Union of N. A. to open negotiations in their behalf, and on Thursday morning at 10 a. m. we are to sit down to see about signing an agreement for these men.

After contacting the president of the company, he has agreed to sit down and open negotiations without calling for a NLRB vote; and from the looks of things, with the support of these men, I don't know how we can lose. We are not counting our chickens yet, but we are hoping for the best.

Brother Tucker is on leave of absence, going to Charleston for his Christmas turkey. We wish him and the rest of the members an enjoyable Christmas and New Year's joy and hope for bigger and better doings for the Seafarers International Union in the coming year.

If you want a tanker, contact Brother Monssen in Galveston. He is crying for men and he needs them badly.



ting a crew; that's the way it looks like from here. More news next time, and for those of you who are around these parts, come in and call for William Stevenson, the Agent.

To all Brothers everywhere wherever they may be: Best wishes for the coming year, and may it be brighter than any we've ever had.

## The Dispatchers Say

Take a ship and don't ask so many questions. Everything that the dispatcher knows, he has on the shipping boards.

~ ~ ~

A full book member aboard a ship should take it on himself to check each man coming aboard, to see if he has a slip from the dispatcher. If he doesn't, send him back to the hall for one.

~ ~ ~

When dispatched to a ship or the company office, report within the allotted time so that your one day beefs can be collected, in the event that you have one coming.



**SS GEORGE POMTZ**

(Paid off in New York)

J. B. Price, \$2.00; Charlie Fulford, \$2.00; J. W. Picou, \$2.00; W. Wallace, \$2.00; C. E. Conger, \$2.00. **Total—\$10.00.**

**SS MUHLENBERG VICTORY**

(Paid off in New York)

S. J. Kaemiasky, \$2.00; M. E. Nicholas, \$2.00; A. Cruz, \$1.00; George Heil, \$2.00; Wm. Banghart, \$2.00; D. Karsek, \$1.00; A. H. Jaquish, \$1.00; H. Kohv, \$5.00; S. Pine, \$1.00; J. Pine, \$1.00; D. Dimaio, \$1.00; T. Loftin, \$2.00; W. C. Wagner, \$1.00; W. Hernandez, \$1.00; E. Abrahams, \$2.00; H. G. Sutton, \$2.00; A. Cariello, \$2.00; J. Augustine, \$2.00; E. L. Morris, \$2.00; Rayburn Will, \$2.00; J. Figuerou, \$2.00; R. Reeder, \$2.00; S. Griwicki, \$2.00; G. M. Dackin, \$2.00; A. R. Ali, \$2.00; C. W. Ball, \$2.00; R. A. Denrough, \$2.00; J. A. Bishop, \$2.00; A. Suarez, \$2.00; R. G. Kinesk, \$2.00; P. Pfluke, \$2.00; D. Stearne, \$2.00; P. Calderon, \$2.00; B. Markiewizz, \$2.00; R. Kowalski, \$2.00; N. Nilcin, \$2.00; V. H. Drischer, \$1.00; W. R. Aldanottis, \$1.00. **Total—\$53.00.**

**SS THOMAS HYDE**

(Paid off in New York)

O. F. Razak, \$1.00; D. Hickey, \$1.00; G. F. Power, \$1.00; H. D. Schackeford, \$2.00; F. H. Newcomer, \$1.00; M. B. Gacer, \$2.00. **Total—\$8.00.**

**SS R. RUSH**

(Paid off in New York)

L. Ottenberg, \$7.00; E. C. Ottenberg, \$7.00; L. S. Miller, \$2.00; C. R. Turner, \$2.00; C. B. Agustznak, \$2.00; C. Nickens, \$2.00; R. E. Dail, \$2.00; T. Blackstooch, \$2.00; W. O'Handley, \$3.00; F. W. LaBell, \$3.00; F. R. Adams, \$1.00; C. H. Martinak, \$1.00. **Total—\$34.00.**

**SS BONANZA**

(Paid off in New York)

R. E. Dollath, \$1.00; E. Jongensen, \$2.00; George Mann, \$2.00. **Total—\$5.00.**

**SS WARRIOR**

(Paid off in New York)

J. A. Coles, \$2.00; W. E. Farrow, \$2.00; H. W. Gilmore, \$2.00. S. Rogers, \$2.00; D. S. Geo, \$2.00; J. L. Hickey, \$2.00. **Total—\$12.00.**

**SS TARLETON BROWN**

(Paid off in Baltimore)

F. J. Balger, \$2.00; F. F. Fitzgerald, \$2.00; Rolf T. Sommey, \$1.00; Antonio Infante, \$1.00; Guy E. Horton, \$1.00; John Abraham, \$1.00; Jim C. Pineador, \$2.00; Ouger Petanese, \$1.00; James J. Johnson, \$1.00; Joseph Coyle, \$1.00; Floyd R. Livingston, \$1.00; Harlow J. Hall, \$1.00; B. S. Gellman, \$1.00; Emil Treichel, \$3.00; Michael Phillip, \$2.00; Wade L. Peler, \$1.00; Julius Mogyorvagy, \$2.00; James Vansavage, \$1.00; R. E. Donavan, \$1.00; F. Fraley, \$1.00. **Total—\$27.00.**

**SS IVANHOE**

(Paid off in New York)

Joaquin Gomez, \$2.00; Robert A. Eaton, \$2.00; George L. Kenyon, \$2.00; Charles L. Perry, \$2.00; Bartolome Pla, \$2.00; Eugene Balboa, \$2.00; Valentin Alvarez, \$2.00; Adolfo Scoane, \$2.00; Clandio Barreiros, \$2.00; Jose Cil, \$2.00. **Total—\$20.00.**

**SS NOONDAY**R. M. Hill, \$1.00. **Total—\$1.00.****SS FRANCES MARION**

(Paid off in New York)

J. H. Fussell, \$2.00; S. Pellet, \$1.00; K. P. Apter, \$1.00; R. A. Tate, \$3.00; G. W. Manning, \$1.00; G. D. Smith, \$1.00; C. C. Witcher, \$5.00; E. Pfrommer, \$1.00; N. A. Andersen, \$2.00; Alex Sari, \$2.00;



W. D. Grace, \$2.00; W. Babyimple, \$2.00; A. J. Poery, \$1.00; W. M. Addison, \$1.00; J. F. Conley, \$1.00; R. E. Crowley, \$2.00; Y. Buttafuco, \$2.00; F. Turok, \$2.00; J. W. Hunt, \$2.00. **Total—\$34.00.**

**SS J. HEWES**

(Paid off in New York)

L. Rodriguez, \$1.00; H. M. Kemper, \$1.00; J. Fromko, \$2.00; F. J. Dutton, \$1.00; A. H. Stodged, \$1.00; G. C. Blum, \$1.00; L. Hall, \$1.00; F. Rouncefield, \$2.00; Z. F. Ochmind, \$1.00; W. H. Kula, \$1.00; G. Vago, \$2.00; P. S. Brzostowski, \$2.00; J. Motos, \$1.00; C. Cowart, \$2.00; W. F. Wells, \$2.00; A. Abraham, \$1.00. **Total—\$22.00.**

**SS BONANZA**

(Paid off in New York)

G. J. Link, \$2.00; F. Botifoll, \$1.00; W. J. Klempowski, \$1.00; R. L. Coward, \$1.00; D. L. Scott, \$3.00; J. E. Logan, \$2.00; H. C. Wells, \$5.00; S. C. Green, \$2.00. **Total—\$17.00.**

**SS FITZHUGH LEE**

(Paid off in New York)

P. L. Shanger, \$2.00; E. S. La-

zur, \$2.00; J. W. McNolly, \$2.00; M. A. Doucette, \$2.00; J. Gouveia, \$2.00; W. C. Bonker, \$2.00; E. J. Amerault, \$2.00; G. Costa, \$2.00; W. A. Cahill, \$2.00; R. Cobb, Jr., \$2.00; A. McIntyre, \$2.00; O. M. Bartlett, \$2.00; D. A. Barker, \$2.00; S. G. Suyace, \$2.00; C. Morash, \$1.00; F. Mozinski, \$1.00; M. D. Bozard, \$1.00; E. W. Vogel, \$1.00; D. M. Cavanagh, \$2.00; G. A. Krause, \$2.00; N. MacKerron, \$2.00; C. A. Williams, \$2.00; O. W. Guernsey, \$2.00; R. E. Bacon, \$2.00; E. G. Gaase, \$2.00; C. F. England, \$5.00; V. N. Blais, \$5.00; J. F. Elmquist, \$2.00. **Total—\$50.00.**

**SS CHARLES AYCOCK**

(Paid off in New York)

O. Kaelep, \$2.00; M. Willik, \$2.00; A. M. Dinto, \$2.00; N. E. Argento, \$2.00; W. B. Stockton, \$2.00; B. W. Osmond, \$2.00; D. S. Ginn, \$2.00; R. McCarthy, \$2.00; J. A. Mullen, \$2.00; R. W. Gosa, \$2.00; J. Lopez, \$2.00; J. W. Grubb, \$2.00; W. A. Koeppen, \$3.00; G. Smith, \$2.00; W. Dowling, \$2.00; M. Goldenberg, \$2.00; J. Thenault, \$2.00; A. Rothman, \$2.00; J. R. Sneth, \$2.00; J. Doyle, \$1.00; W. G. Rodis, \$2.00; B. M. Woodward, \$3.00; J. E. Curray, \$3.00; L. R. Nowak, \$2.00; N. Newberg, \$2.00. **Total—\$52.00.**

**SS KOLA VICTORY**

(Paid off in New York)

C. O'Neil, \$2.00; J. H. Maran, \$1.00; M. S. Kalonik, \$2.00; E. R. Bradford, \$2.00; J. M. Profowinp, \$1.00; E. R. Cochrane, \$2.00; B. Zawacki, \$3.00; W. A. Clark, \$2.00; F. Hayden, \$2.00; I. E. Gunter, \$2.00.

L. Krawczyk, \$2.00; M. K. Smith, \$1.00; R. Thime, \$3.00; C. Syola, \$2.00. **Total—\$25.00.**

**SS AIKEN VICTORY**

(Paid off in New York)

G. D'Anna, \$4.00; D. A. Brandle, \$3.00; J. Smith, \$2.00; W. W. Chapman, \$1.00; O. Coper, \$1.00; P. Saualli, \$3.00; G. H. Powell, \$3.00; F. Tarres, \$2.00; Konipiewicz, \$3.00.

J. Jeffers, \$2.00; S. Panebrango, \$2.00; R. C. Curry, \$1.00; G. H. Thmopson, \$3.00; A. M. Graner, \$2.00; W. B. Specter, \$2.00; W. White, \$2.00; S. Diaz, \$2.00; J. R. Loggins, \$2.00; J. A. Reynolds, \$2.00. **Total—\$44.00.**

**SS MENON**

J. P. Meade, Jr., \$2.00; F. A. Schuster, \$2.00; Bertrand D. Wright, \$2.00; R. J. Ryba, \$2.00; K. Arlt, \$2.00; A. Centeno, \$2.00. **Total—\$12.00.**

**SS CAPE TEXAS**

(Paid off in New York)

Antonio Quinone, \$4.00; V. M. Escobar, \$1.00; G. Marbury, \$2.00. **Total—\$7.00.**

**SS DUNMORE**

(Paid off in New York)

J. T. Coxwell, \$2.00; D. B. Young, \$2.00; L. Waff, \$2.00; V. Sanno, \$2.00; F. Ruez, \$2.00; M. C. Rey, \$2.00; J. Sanchez, \$2.00;

\$1.00; R. A. Czuike, \$2.00; Finley L. Loldinger, \$1.00; Solger Hansen, \$1.00; Hugh F. Gaynor, \$1.00; E. L. Sewland, \$2.00; A. Valinzuela, \$1.00; V. Anderson, \$2.00; A. Davis, \$2.00; George Kigg, \$1.00; J. E. Burns, \$1.00; A. Sisolak, \$2.00; F. J. Fleischauer, \$2.00; Hubert C. Corbet, \$2.00; James J. Hough, \$3.00; A. Siles, \$2.00; Roy McCammon, \$2.00. **Total—\$38.00.**

P. Caruso, \$8.00; G. Brown, \$3.00; A. Giulietti, \$3.00; A. Powers, \$3.00; L. Davis, \$3.00; J. Abernethy, \$3.00; M. Dodds, \$3.00; Z. Frey, \$3.00; W. Trout, \$3.00; W. Wunrow, \$3.00; G. Konradi, \$3.00; W. Chalk, \$3.00; Wilson, \$2.00; C. Neal, \$2.00; V. Clark, \$2.00; R. Ingram, \$3.00; R. Stratton, \$2.00; R. Shattuck, \$2.00; J. Smith, \$2.00; H. White, \$2.00; B. Soenblad, \$2.00; T. Alwell, \$2.00. **Total—\$62.00.**

C. B. Garza, \$2.00; J. M. Berry, Jr., \$2.00. **Total—\$4.00.**

E. Lukowski, \$1.00; Hubert L. Lowe, \$2.00; James B. Luck, Jr., \$2.00; Plinn E. Lamouaux, \$2.00; Francis T. Jackson, \$2.00; Martin T. Conlton, \$2.00; Wm. E. Wininegar, \$2.00; Sidney D. Calter, \$2.00; John Bryant, \$2.00; A. D. Jenkins, \$2.00; Spencer McPorsher, \$2.00; J. L. Lucory, \$1.00; James W. Kriss, \$2.00; Horace A. Mosley, \$2.00; Ruben Hurst, \$2.00; Stanley P. Gondzar, \$2.00; Doris W. Byrd, \$2.00; M. Causey, \$1.00; A. Saari, \$1.00; T. Castano, \$1.00; W. Ward, \$1.00; R. Melson, \$1.00; R. Keyes, \$1.00; E. Oblen, \$1.00; E. Foley, \$1.00; R. Abel, \$1.00; M. Woolfe, \$1.00; G. Wischowsky, \$1.00; E. Walters, \$1.00; G. Anderson, \$1.00. **Total—\$45.00.**

L. Beckett, \$1.00; J. Londsdoof, \$1.00. **Total—\$2.00.**

R. Lee, \$1.00; F. Paladino, \$1.00; M. Condino, \$1.00; J. Kovachic, \$1.00. **Total—\$4.00.**

Lowe, \$1.00; F. Shapiro, \$1.00; C. Gorley, \$1.00; G. Sinkes, \$1.00; I. Panozzo, \$1.00; A. Nitti, \$1.00; W. Nickerson, \$1.00; J. Bratcher, \$1.00; L. Simmons, \$1.00; L. Brickman, \$1.00; W. Hovevar, \$1.00; H. F. Englehart, \$1.00. **Total—\$12.00.**

Paul Brententhal, \$1.00; V. G. Lehmkuhl, \$1.00; L. D. Beck, \$1.00. **Total—\$3.00.**

**TOTAL—\$760.00.****GANDHI?**

The connection isn't clear, but designers must have a name for everything, so the new swim suit Adele Mara models is called the Gandhi. Because it leaves a lot bare? (Federated Pictures)

**U. S. Discourages Anti-Nazis**

WASHINGTON—United States policy in governing Germany is missing the greatest available opportunity to build the anti-democratic forces in that country, the AFL charged last week.

In an article titled "Is America Missing a Great Opportunity?" in the current issue of Labor's Monthly Survey, the AFL bulletin says "The present U. S. policy does not give the anti-Nazis a sufficient opportunity to rebuild democracy within the country. We do not permit statewide unions and democratic parties. Able and sincere anti-Nazis should be allowed to return. Mail service between the United States and Germany is still closed, and after six years the Germans are still cut off from democratic influences in this country. German industry is today operating at only 5% of capacity. General Eisenhower warned a few weeks ago that with millions unemployed and 60% receiving so little food that malnutrition and disease are threatened, organized re-

volt might occur at any time."

The AFL publication points out that before the coming of Hitler, there were three strong democratic political parties in Germany: the Social Democrats, the Christian Democrats and the Liberal Democrats. The non-fascist youth movement had 5,000,000 members. In addition, "the consumer cooperative movement was older and larger than in any other European country; and most important of all, the free labor movement in Germany was one of the strongest and best developed in the entire world, with an unbroken record of democratic achievement for 80 years."

Anti-Nazis who have been living in exile should be allowed to return to do their part toward rebuilding democracy in Germany, it is urged in the article. "The task will be long and difficult," they conclude, "but it will not be impossible if the democratic forces within Germany are encouraged and qualified exiles allowed to return."



# 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

Secretary of State Byrnes returned to Washington after Moscow Conference of Foreign Ministers. He reported to President Truman and later to the nation via the radio . . . "The agreements reached," he said, "should bring hope to the war-weary people of many lands." . . . He conceded that the solution was not "ideal" . . . He said that Russia neither asked for nor received technical or scientific information regarding the atom bomb, but favored creation of an international control body . . . Iran proved the major stumbling block for the conference.

The conference also produced a four power control plan for Japan and a joint Soviet-American Commission for Korea . . . He declared that the "authority of General MacArthur will not be obstructed" but MacArthur differences with him, are noted below.

The Pearl Harbor Investigating Committee heard Admiral Stark, who was chief of naval operations on Dec. 7, 1941, testify that eleven specific warnings were sent to the Pacific naval command during the last three months of that year . . . Maj. Gen. Short, who was removed as commander in Hawaii after the attack, blamed the War Department for failure to keep him fully informed. He also blamed naval colleagues for frequent reassur-

ances that there was no danger of attack.

The United States opposes internationalization of a UNO zone (United Nations Organization) similar to Vatican City, but favors an international zone similar to the Tangier set-up . . . The late President Roosevelt's estate at Hyde Park appeared to lead as the choice location . . . The U. S. delegation to UNO left for London where the General Assembly will meet. Mrs. Eleanor Roosevelt is one of the U. S. delegates.

President Truman's fact-finding aboard assigned to study the General Motors strike adjourned its hearings, and will strive to make its recommendations within two weeks. The GM management representatives walked out of the hearings. They refuse to substantiate their "inability to raise wages" by showing their books . . . Truman created a new "National Wage Stabilization Board" to replace the War Labor Board . . . William Green and Philip Murray declared that a high wage program was an economic necessity . . . Unemployment will not be as grave as had been previously forecast, according to the year-end review of a Bureau of Labor Statistics official . . . The first major tax reduction since 1929, while giving some relief to the smaller taxpayers, will give greatest savings to the corporations. Surprised?

### INTERNATIONAL

General Wedemeyer said American forces in China needed another 4,000 men, and that the U. S. would aid the movement of Nationalist troops into Manchuria . . . General Marshall was to be virtual referee between the communists and Chiang-Kai-shek who, in a speech to the people, called upon all parties to unite . . . Korea protested against the trusteeship of the U. S. and Soviet Union, and violent disorders resulted in political assassinations. Some Americans were stoned. Later all strikes and demonstrations were called off when U. S. Secretary of State Byrnes announced that the Moscow plan might be dropped. Even the Korean Supreme Court had gone on strike.

Confusion about who is eligible to run for office may postpone the Japanese elections . . . One factor for the confusion was the report that General MacArthur would bar, as candidates, those identified with former Premier Tojo's government . . . MacArthur himself was getting a verbal spanking in the U. S. and in Britain following his statement that he didn't agree with Big Three's plans . . . One U. S. paper

referred to his "wilful temperament and grandiose mentality," and headed its editorial "Unhappy Mikado, Unhappy MacArthur." The paper points out that MacArthur is supposed to carry out U. S. policy, not make it. Britain's leading paper refers to MacArthur's "high respect for his own ability" and the General's annoyance at "the Big Three's dethronement of the wrong emperor." Previously, Hirohito, in an unprecedented broadcast, called the idea of him being a divinity "a myth and a legend." The British paper asks whether the Jap peasants will take the hint and bow in another (MacArthur's) direction.

British troops seized and disarmed all Indonesian police in Batavia on the grounds that many have been aiding the "rebels" . . . A battalion of Dutch marines landed at Batavia to replace native troops. They were trained in the United States . . . Jap General Yamamoto was taken to Java by the British "to assist in rounding up Japanese."

Britain and Siam signed a peace treaty after her sovereignty and independence were guaranteed, with Britain and India

### AUTHOR OF STRIFE



Rep. Leslie Arends (R., Ill.) is one of the authors of the pending Smith-Arends bill in Congress which labor leaders have called the most vicious piece of union-smashing legislation ever to come before Congress. Pro-labor Congressmen, who insisted that it constituted a deliberate provocation to industrial warfare, were instrumental in defeating Arends and his anti-labor pals when they tried to steamroller the bill onto them.

sponsoring her application for membership in the UNO. The U. S. had not been at war with Siam. Additional French troop landings in Syria was creating another crisis . . . French Prexy DeGaulle's resignation was averted when a compromise measure on army finances was adopted by the Assembly . . . Police discovered a quantity of arms and ammunition in Tel Aviv, cached by terrorists, the British say.

Three days before the Russians moved into Berlin, Hitler married his mistress and wrote his will. In it he disclosed that Goering and Himmler had been thrown out of the Nazi party. A report from Czechoslovakia says that a twelve-year-old boy who has been taken into custody "may be Hitler's son" . . . The Nuremberg trials of war criminals resumed after a Christmas recess.

President-elect Dutra of Brazil pledged the end of totalitarianism in that country, and set March 15 as the date for convocation of the Pan-American conference on hemisphere defense and solidarity . . . Dr. Jose Tamborini will lead the Argentine Democratic Union fight against Juan D. Peron.



## SPORTS . . .

### GRID BOWL SCORES

The Log sports ed hangs his head in shame after looking at the results of the various bowl games. Only four of our seven favorites clicked, and we come up with a .571 battling average, which isn't so hot. Oh well, better luck next year.

**ROSE BOWL**—As expected, a great Alabama team came through to whip Southern California, 34-14, before a crowd of 93,000 fans. The lighter, faster Crimson Tide from 'Bama ran and passed the Trojans silly, almost scoring at will. USC saved itself from humiliation by scoring two markers in the last quarter. Sophomore 'Bama back Gilmer was the game's standout, with his passing and running.

**SUGAR BOWL**—All-America backs Fenimore of Okla. and Wedemeyer of St. Mary's lived up to advance notices, but Oklahoma was too big and strong for the St. Mary's boys, and triumphed by the tune of 33 to 13. We guessed right on both of these games.

**SUN BOWL**—This was one of our poor choices. New Mexico came from behind in the final



period to score three touchdowns and clip Denver's wings. Final outcome was—New Mexico, 34—Denver, 24.

**ORANGE BOWL**—The fates against us in this thriller. Miami broke a 6 to 6 tie in the last second of play through Al Hudson's interception of a Holy Cross pass and an 89 yd. runback for the winning marker. Final score—Miami, 13—Holy Cross, 6. What a heartbreaker!

**COTTON BOWL**—In the wildest scoring melee in Cotton Bowl history, the Texas Longhorns whipped Missouri, 40 to 27, before a thrill-groggy crowd of 46,000 spectators. The winning margin was in the air with Texas completing 13 out of 14 tries for a gain of 264 yards.

**OIL BOWL**—Georgia's Trippi was too much for the Golden Hurricane of Tulsa, as Georgia topped Tulsa, 20-6. Going into the last quarter with a 7 to 6 lead, Trippi heaved a long one good for 54 yds. and a marker. Not content, he grabbed a punt on his own 31, and scampered

69 yards for the 3rd score.

**'GATOR BOWL**—Wake Forest, 26—So. Carolina, 14. A heavy Wake Forest team was not to be denied, and came from behind in the last half to down a fighting, lighter S. Carolina eleven.



### FLOTSAM AND JETSAM

Southpaw Cliff Melton of the Giants has been sold outright to San Francisco in the Pacific Coast League . . . All attendance records for professional football games were broken as a total of almost two million fans paid to attend 68 National Football League games . . . Joe Baksis won a one-sided victory over a highly touted Freddy Schott in a slow bout at the Garden . . . Boston Red Sox announced the unconditional release of outfielder Bob Johnson and first baseman Dolph Camilli.

Chicago Bears signed Ken Kavanaugh, formerly of the AAF, for the 1946 season . . . Cleveland Browns of the new All-America Conference proposed an exhibition game with the Cleveland Rams next fall . . . Branch Rickey of the baseball Dodgers released pitcher Earl Jones to Toledo of the American Association . . . A knockdown battle between major and minor league hockey appeared in the offing as officials of both the National and American Hockey Leagues popped off.

Cleveland Rams signed tackles Eberle Schultz and Gil Bouley to '46 contracts . . . Sirde streaked to a single-length win in the \$25,000 San Carlos Handicap at Santa Anita . . . Western Stars tied Eastern, 7-7, before 60,000 in the Annual Shriners' benefit football game . . . 11th Airborne Division won the Jap grid crown by defeating the 41st Division, 25-12, at Tokio . . . Chicago Cubs won 21 of their pennant-winning games against one defeat from the Cincy Reds . . . New York Yankee ball team originally enjoyed the name—Highlanders—remember? . . . Of the 11 new records established in 1945, Mel Ott, Giants slugging manager created nine of them.





# BULLETIN BOARD

## SS JOHN MERRICK

Darioll H. Bryant	3.75
Vincent H. Farrell	3.75
John H. Hansel	3.75
Charles G. Krider	3.75
Joseph E. Lee	3.75
Edward F. McCormick	3.75
Elmer D. Nelson	3.75
Edward L. Owens	3.75
Philip Plouffe	3.75
Joseph Maccia	92.20
Charles Drucker	1.68
Joseph W. Lamb	4.95
William E. Olley	4.21
Philip LaChapelle	4.21
Anthony La Torre	.84
John Kwasnaza	3.17
Winifred S. Meredith	4.21
Jessie H. Adington	5.52
Joseph L. Raphael	3.37
Arthur B. Pena	3.37
Frank R. Rankin	10.69
Riburo Cordosa	1.38
Thomas Morgan	4.98
Kenneth E. Johnson	9.21

## SS ARTHUR L. PERRY

A. L. Hutchins	\$ 5.83
Carl Miller	10.88
Edward Clark	10.07
W. Anderson	54.51
E. T. Newbern	6.20
William Jolly	2.96
Angel F. Burgos	2.01
Elmer C. Korth	10.74
Christ W. Bass	12.80
Paul G. Oros	5.66
Christ V. Bass	9.29
Thomas J. O'Brien	2.96
Leslie H. Johnson	.99
Clifton F. Stuart	5.37
Lester St. Thomas	9.40
Everett V. Clayton	2.69
Hally B. Tyson	6.04
Wade H. Lamm	1.34
W. Hooker	3.37
F. Schwalenberg	10.10
F. Forzano	1.68
B. Umschweif	18.56
H. Frazer	6.73
A. L. Hansen	39.96
George Scognamiligis	28.84
Arthur L. Hansen	.84
Robert Tucker	3.37
Jesse Lyons	1.68
Anthony Iacone	.84
Ralph Griffin	1.68
Robert Thompson	1.68
Daniel Wilson	2.52
Jack McCann	2.52
Arthur L. Hansen	3.54
Joseph G. Sidlo	1.30
E. Igoo	55.00

## SS JOHN HOLT

John McDonald	\$ 20.50
Robert Aiken	7.39
Charles Kellog	2.69
W. J. Wescozki	.87
Edward Fontaine	6.39
Harry Sykes	12.12
Jose Bujose	.67
J. Livingston	5.76
Henry Clauser	5.92
James A. Bartuski	8.77
Thomas Manley	8.41
Donald Brown	7.00
Herman Schnell	6.93
Edward J. Meltzer	23.83
Walter Kozack	18.29
William Lally	22.49
John Eschback	22.49
Ormel Fleet	13.86
William Jacobs	15.20
Daniel Vega	13.86
Sala Beautis	21.14
Salvatore Nicostro	19.80
Harry Kessler	20.47

## —Unclaimed Wages— Calmar Steamship Company

Ralph Chappell	37.26
Ronald C. Coleman	17.83
John B. Borders	18.56
Albert H. Birt	4.21
John S. Solomon	.84
Russel S. Perkins	3.37
Robert M. Scott Jr.	7.55
Sarti J. Rochileau	82.70

## SS HENRY JOCELYN

J. Duffy	\$ 5.47
F. Fowler	5.80
F. McLaughlin	5.80
L. White	11.60
E. Ingersol	5.80
J. Curran	4.21
R. A. Linnekan	7.00
R. A. Linnekan	20.32
F. Johnson	3.65
H. Norcott	2.74
C. P. Belkner	3.24
R. W. Collins	2.59
R. W. Collins	5.37
C. P. Belkner	1.34
F. Johnson	2.01
L. Ruggiero	2.69
J. Capps	11.77
D. DiMaio	2.35
D. DiMaio	98.75
Hilario Quinsat	98.75
A. L. Gantt	2.41
L. R. Tickle	4.95
Francis G. Fuller	14.54
John H. Foley	3.36
James K. Hennessey	2.69
James A. Kell	8.06
William L. Sharp	8.39
Earl J. Joyner	16.79
Charles M. Smith	8.73
Arthur M. Cayce	14.77
James C. Mitchell	12.42
Lewis H. Thorp	4.70
Marvin E. Persinge	6.71
Donnie L. Gillespie	5.37
Alberg MacDonald	5.37
Lewis P. Fears	5.37
Wellington Lewis	5.37
Gene McNeeley	5.37
Eldee McNaldi	2.01
Frank T. Campbell	13.36
Robert Gamber	18.31
L. Main	1.27
C. Grayson	1.27
Everett N. Stanley	3.00
W. N. Woodie	2.97

## SS WILLIAM STURGIS

Fred Farren	\$ 2.45
Lawrence McDonald	3.30
William Sawyer	.84
L. Foy	4.07
A. Rood	2.01
William McDevitt	2.36
H. Spain	.67
S. McVey	.67
I. Levy	.67
J. W. Gunter	3.36
A. H. Wilson	5.37
C. Johnson	2.01
B. Farmer	2.01
F. Harrington	2.92
C. Johnson	10.66
E. Wilson	23.08
A. Kaiuna	5.87
Theodore Peterson	6.36
Patrick McCarthy	18.13
R. Daisley	21.82
J. A. Schmidlin	12.72
N. Cramer	27.53
Theodore Peterson	98.75

Edward Shubert	98.75
Charles Peoples	98.75
Robert Selby	98.75
Charles Fritz Jr.	98.75
William Wynn	98.75
L. Almeida	6.71
H. D. Perez	2.69
V. Bouzuelo	4.94
Jesse Jordan	9.32
M. Stallworth	.67
E. Morris Jr.	.67
Arthur Cameron	4.03
Herman Demick	2.69
Lawrence Kensinger	3.36
Clyde Whittington	2.69
John J. Campbell	4.00
Louis Almeida	2.69
Carroll P. Wright	1.34
Walter V. Fisher	6.04
Henry E. Woods	8.06
Herman Terry	5.37
Adrian Buckey	5.37
P. G. Van Verth	5.37
Francis Mater	2.18
William Macko	1.68
James Erickson	30.72
Robert McDowell	3.37
Henry McCabe	26.93
Harry Martin	20.53
Fred Fox	26.93
Billie Britt	21.03
Howard Logue	15.43
William Bradshaw	11.23
Archie Blue	6.43
Wm. Mullen	41.62
Wm. E. Doolan	20.52
Wm. Doolan	3.01

## SS JOHN BLAIR

Charles Baker	\$ 4.00
J. Jackolski	12.39
J. Kennedy	3.00
P. Duffy	2.13
R. Osoris	19.97
A. Phelps	45.66
W. Jacobs	17.46
A. Phelps	17.46
J. Brown	92.18

## 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	85 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

C. Meyer	2.69
E. Malone	60.12
O. Clark	98.75
F. Rolan	98.75
A. Phelps	98.75
J. Brown	98.75
W. Jacobs	98.75
G. Henderson	98.75
F. Jardine	1.68
R. Farrell	4.03
S. G. Moran	4.03
Joseph A. Cuniff	1.68
A. A. Goode	1.34
R. E. Stevens	.67
K. K. Kenny	.67
Henry Davis	6.91
Louis Machado	6.91
Winston Lalande	6.91
Harold F. McCarthy	.67
James J. Dill	.67
Louis J. Mester	2.69
Walter D. Huff	1.34
Moser A. Lucas	.68
Harvey C. Roberts	.67
Winston Lalande	.67
Celso Rodriguez	15.94
Jessie Winfield	2.69
Royal Shelton	2.69
Bernard Hill	2.69
John W. Forbes	4.18
E. A. Washington	6.83
L. MacDonald	6.83
John Morgan	6.83
A. Shaw	10.73
R. L. Decker	6.00
Byron R. DeForrest	33.02
Ralph R. McKenzie	10.95
Harry T. Mizell	6.45
Edurn Cardinell	1.00
Walter J. LaCon	1.19
William Gilland	13.79
Donald Clark Jr.	2.58
Earl E. Marchand	28.88
Sylvester Andre	7.39
Archie Hankins	16.51
Walter J. Arnold	20.49

## SS DANIEL WILLARD

J. Farich	\$ 2.73
H. Campeon	3.20
H. Nielson	3.20
L. Kramre	15.98
C. Brunnet	.84
H. Rivers	6.73
E. Williams	3.96
C. Albury	1.98
R. O'Hara	6.73

## TO ALL DELEGATES

Do not pick up crewmembers' trip cards. Look them over and take the number only, as the trip card men must have their cards for their records.

## PERSONALS

### WM. E. CLYMER

Please contact the Log office regarding ship's minutes you sent in dated Nov. 17 and Dec. 1.

### FRED G. ZESIGER

Please contact your attorney, Richard M. Cantor, 51 Chambers Street, New York City.

M. Carroll	1.68
G. Hudson	7.63
E. Gibbs	7.63
B. Crawford	2.60
G. Duncan	2.60
C. Albury	2.60
J. McCrystal	1.34
L. Tucker	2.40
D. Klein	4.03
E. Braydon	.68
E. Scott	.68
J. Armstrong	1.35
T. Dungan	2.73
J. James	1.82
W. McKay	10.74
J. Gerhold	5.37
J. Taylor	17.93
F. Carson	4.17
W. Mitchell	3.50
F. Fernandez	5.16
M. Scarpinate	4.03
R. Sloss	31.04
B. Price	4.07
G. Transona	7.27
H. Rivers	22.83
M. Cooper	3.27
G. Transona	15.35
H. Bailey	17.00

## MONEY DUE

### MONEY DUE CORRECTION

In the December 21st issue of the Seafarers Log a mistake was made in reporting the overtime due certain members of the Vassar Victory, who paid off in Boston. The corrected list follows:

### SS VASSAR VICTORY

#### (Voyage No. 3)

The following men have thirty hours coming. Thomas Guimond, Ferdynand Syoblik, Moses Schrocky, Anthony Thomas, Romeo DiCicco, Robert Jones, Vincent Tocco and John C. Fors. Allan Cohan has 22 hours coming. Twenty hours each coming for Henry Higham, Maurice Clark and Jerome Bayer.

Collect at Bull Line, New York.

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### SS LOU GHERIG

The following men have \$129.69 each coming: Charles A. Raymond, John D. Wynn, Jason Gibbs, J. H. Witley and Harry Israel. Alan D. Williams has \$8.77 coming. Collect at Eastern Steamship Company, New York.

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### SS LINDENWOOD VICTORY

The following men have 12 hours each coming for week-end watches in Eniwetok. Louis Sandoval, Raymond E. Nelson, R. Schott.

Collect at Alcoa office.

\*\*\*

### SS CAPE EDMONT

Peter J. Kupsczyle, 7 hrs.; James J. Shiber, 1 hr.; James Snow, 1 hr.; Thomas R. Wilson, 1 hr.; Miguel D. Flores, 1 hr.

Collect at Alcoa office.

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### SS JOHN DAVIS

Walter B. Zaumseil, 34 hrs.; Ben Hubbard, 32 hrs.; Wayne Jenkins, 32 hrs.; Sven Regner, 22 hrs.; William Chupak, 20 hrs.; Jimmy Gibson, 20 hrs.; T. Denman, 20 hrs.

Collect at Alcoa office.





# ISTHMIAN SEAFARER



## SIU Organizer Is Fired From Joaquin Miller For Unionism

After sailing Isthmian for more than eight months and making four trips on the SS Joaquin Miller, Charles Tannerhill was fired for union activity aboard that ship, partially through the ratty efforts of an NMU stooge, Oiler Rodriguez, who continuously stooged to the Chief Engineer.

The excuse given for Tannerhill's firing was that he was absent from the ship from 8:00 a. m. till 11:00 a. m. while he was supposed to be available for turning to. However, other men on the Miller (needless to say, they weren't organizers) were gone for two or three days at a time without any disciplinary action ever being taken. So, it can readily be seen that the excuse was merely a phony one to get rid of a man for his union activity.

As a result of SIU organizational efforts aboard the Joaquin Miller, 46 signed pledge cards were turned in for the 48 man crew, and Tannerhill claims that the election will be at least 80%

in favor of the SIU. The only ones who didn't sign pledge cards were the stooge Oiler and one other NMU lad.

### MEN NOT FOOLED

Brother Tannerhill stated that the Isthmian system of company paternalism was nothing more than a big build-up to fool the men into believing that the company was genuinely interested in the welfare of their workers, and would give them merit promotions as they deserved them. After being told the score, the Isthmian men recognized what the score was and went SIU in a big way.

Nothing daunted, though fired, Tannerhill is looking for another unorganized ship to sail on, so that he can continue to serve the union cause in the best way he knows how. Once again the true Seafarers' spirit of unselfishness in the union cause is manifested. With this spirit and courage, Isthmian, too, will be SIU!!

## ANOTHER ISTHMIAN CREW GOES SIU



Crewmembers of the SS Joaquin Miller, an Isthmian ship, have pledged themselves in favor of the SIU. AB Charles "Tex" Tannerhill fifth from the left, has done a swell job among them and, although many are young, they look like the kind of seamen members of the Seafarers will be proud to have as union brothers. Left to right are: Wiper Arthur Peter; Ut. Mess. Manuel Mino; Oiler George Ulrich; 2nd Cook Macare Roque; AB Tannerhill; Pantryman Eugene Catmaitain; AB Joe Sarcusa; Ut. Mess. John Piccolo; Ut. Mess. E. Quarto; Fireman Bill Cooper; Ut. Mess. Charles Kallinowski; OS John Slushnis; Ut. Mess. Aloys Jandrisovits; and Ch. Butcher Joseph J. DeFranceschi. Other members of the crew were unavailable when this picture was taken.

## Convinced By SIU, Isthmian Men Become Volunteer Organizers

The crew of the Isthmian ship, William Eaton, was thoroughly sold on the Seafarers' brand of unionism after two volunteer SIU organizers invited the men to attend a union meeting, look over an SIU hall, meet some of the Seafarers' officials and see for themselves real SIU democracy in action.

These Isthmian boys were literally from Missouri, and wanted to see for themselves if the Seafarers was as pictured by its members. They were convinced, and, so much so, that they became SIU missionaries in carrying the torch of unionism to the unorganized. At the completion of the last trip, the entire Eaton crew was 100 per cent for the Seafarers.

Only two or three of these men were left from the former crew to make the current voyage of the Eaton, and none of them was an SIU member. However, they immediately took up the Seafarers cudgel, and decided to convince the new crew in the same manner in which they had been convinced.

As the new crewmembers came aboard, they were educated in the SIU way of securing decent conditions on board ship. After investigating to their own satisfaction what other unions and the company had to offer in the way of a present and future for merchant seamen, they adopted the SIU as the only union worthy of their support.

With men like these sailing

Isthmian, there can be no doubt of the election's outcome. All we can say is, "Keep up the good work, Boys!"

### Calling All SIU Men

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



## Sea Fiddler Officer Is Exception, He Says

By BENJAMIN TAFLEWITZ

After a fairly hectic and rough crossing from Casablanca to Newport News, Va., the SS Sea Fiddler unloaded her cargo of 2000 homeward bound GIs. Due to lack of cargo, these troopships are rather light and a moderate sea can really toss 'em around. It took us almost 13 days to make a routine 8½ day trip, and we were only in Casablanca for such a short time that we didn't get any shore leave; almost as bad as some tankers!

We ran through the Gulf Stream with a sea temperature of around 70, and we hit frigid Norfolk during a so-called infrequent cold wave with Chesapeake Bay sea temperature at a low 39 (as officially logged below)—brrr—Newport News was really cold those few days before Christmas!

### FREELoadERS

Just before leaving Casablanca, 26 stowaways managed to hide in the fantail rope lockers above the steering engine, and they were not discovered until we were well out at sea. Most of them were Italian POWs, and they did KP in the large troop mess below for the entire trip. The immigration authorities took them off at Hampton Roads, and the Norfolk papers of Dec. 18 carried a write up.

The only other incident of any account was a 12 hour slowdown due to a leaking economizer in one of the boilers while we were in mid-Atlantic. As engine dept. men, we must admit that you have to keep your eyes peeled on these C-3 high pressure jobs.

Our engine gang was a pretty hard working bunch, but half of them were fairly young with little or no seetime.

We had a good majority of the crew pledged to SIU, and we're certain that on the next voyage, when the election should be in progress, that we will likewise have a strong majority for the only democratic seamen's union extant—the SIU!

### GOOD JOE

In the Seafarers Log of Nov. 30th, we mentioned about certain officers on unorganized ships denying crew members justice on their overtime beefs. We still believe this principle. However, even though the rule holds on most Isthmian ships, we must admit that First Mate McAmus of the Sea Fiddler has the respect of all crew members who worked for him.

This is the exception rather than the rule on Isthmian vessels, and clearly illustrates why we feel that an SIU contract will

bring even better understanding and protection for Isthmian seamen.

We hear we're heading for the Pacific and away from the frigid zones, and we wish all a Happy New Year with the realization that Isthmian will be under Seafarers contract and conditions before another holiday season rolls around.

### GET THE LOG

The Seafarers Log is your Union paper. Every member has the right to have it mailed to his house, where he and his family can read it at their leisure.

If you haven't already done so, send your name and home address to the Log office, 51 Beaver Street, New York City, and have yourself added to the mailing list.

### SS SEA FIDDLER

