

# SEAFARERS LOG



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

Vol. VII.

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No. 19

## Maritime War Emergency Board Proposes New Bonus Reductions

If the Maritime War Emergency Board has its way, merchant seamen will henceforth face Jap subs and bombers with the knowledge that their families back home are having their already inadequate allotment checks cut further.

This is the meaning of a notice received last week by all maritime unions, that the Maritime War Emergency Board was calling a meeting in Washington on May 12 for the purpose of "discussing a revision of bonus rates."

The Board let it be known unofficially that it favors the following reduction in the Atlantic area bonus: Those areas paying

100% bonus plus \$5 per day should be reduced to 66 2/3% (or \$80) and the daily \$5 eliminated; those areas paying 66 2/3% should be reduced to 33 1/3% (or \$40). The Pacific area would remain untouched for the moment. At the end of the war in Europe the Board would reduce all the Atlantic area to 33 1/3% (or \$40) and this amount would serve as a floor for all areas for the duration of the war.

This is a stab in the back of the seamen at a time when they are least able to protect themselves. Faced with the necessity of delivering war supplies to the Pacific, hamstrung by the no strike pledge, wage ceilings frozen by the War Labor Board,

the shipowners choose this opportunity to instruct their stooge Board to reduce the seamen's living standard.

The seamen know why this move was made at this particular time—it is a maneuver on the part of the operators to drastically reduce the take-home pay of the seamen before they are able to incorporate much of the bonus into the basic pay schedules. It has only been through the bonus system that seamen were able to approach anything like a living wage, and the operators know that the unions will not allow wage scales to fall back to pre-war levels.

But even from the point of

view of war risk, the bonus cut is outrageous. Whatever the shoreside bureaucrats in Washington may think, the war isn't over and the seamen know it. Delivering tanks and planes and shells to the Pacific theatre is no game of tiddewinks. Many men are going to lose their lives, leaving widows and orphans ashore.

The war bonus won by the SIU even before the United States entered the war was higher than that now proposed by the MWEB. In May 1941 SIU men received an Atlantic area bonus of \$60, plus port bonuses. In October of 1941 SIU won minimum area bonus of \$80. That was before we

were in the war. And yet today, with the Pacific campaign still ahead of us, the Board wants to cut the bonus to only 33 1/3 percent!

The shipowners and their Washington stooges could have hardly chosen a more effective way of demoralizing the industry and driving the old timers ashore. The backbone of the industry is the experienced old time seamen, most of whom are beyond reach of the draft. If they find it impossible to support their families in their regular trade, they'll look for work ashore where they can support them.

The question of bread on the family table is real and pressing. Basic take home wages for the seamen run as low as 34c an hour. Ask any housewife how many pork chops she can buy out of a 34c an hour pay envelope. Maritime workers, along with the rest of labor, are being squeezed between frozen wages and skyrocketing prices. But the seamen are in double jeopardy.

Whereas shoreside labor has the Little Steel Formula imposed upon it as a wage ceiling—it is able to maintain that formula also as a floor for wages. Not so

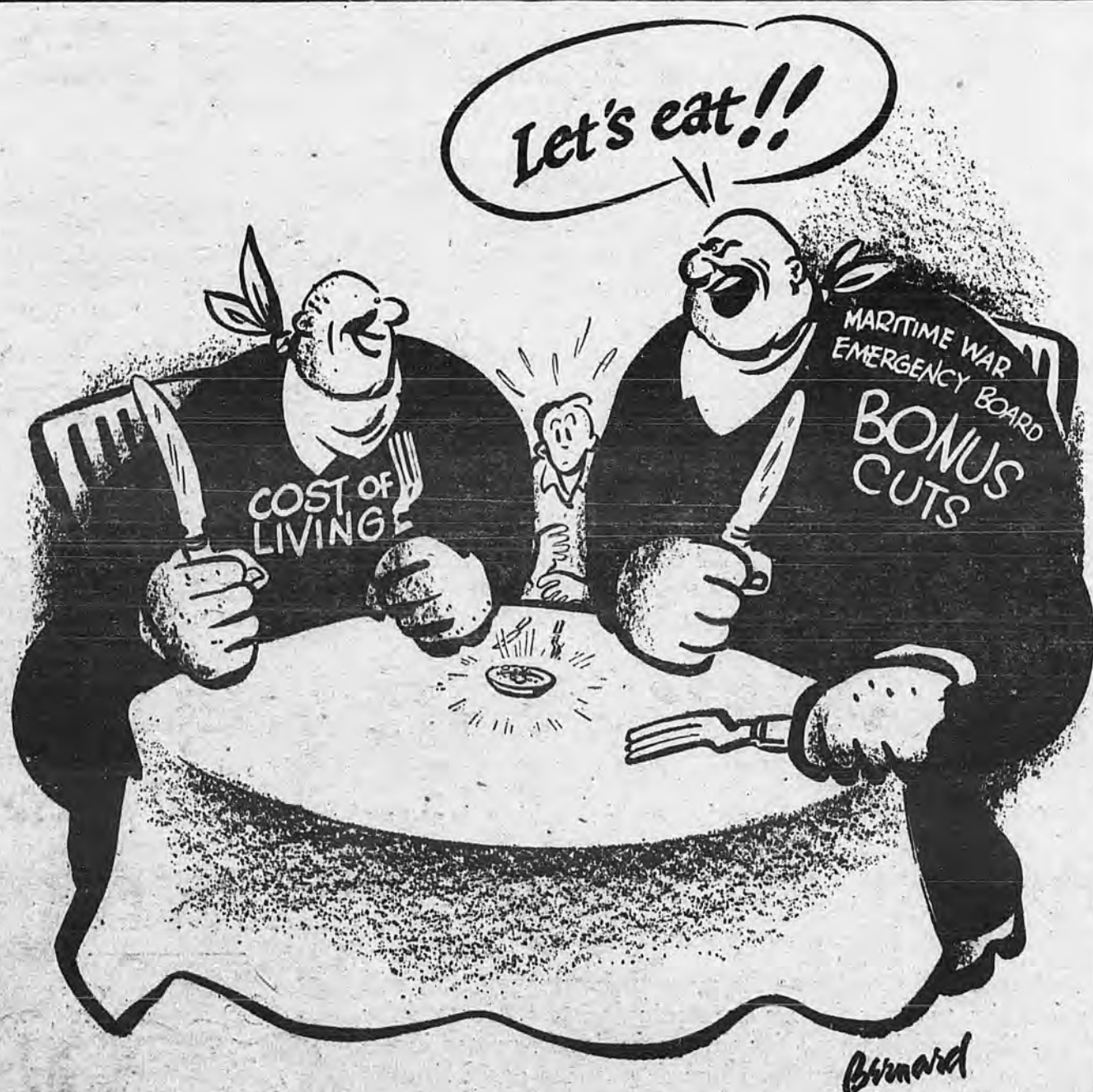
the seamen. Not only has one government bureau frozen a ceiling and prevent seamen from adjusting their wages to meet the cost of living, but now another government bureau comes along and actually reduces the take home pay.

And what is this Maritime War Emergency Board which now does the shipowners' dirty work? It is the government-shipowner apparatus established shortly after the SIU Bonus Strike in 1941 to arbitrate bonus disputes between labor and management. Its original charter was crystal clear as to its duties—it was to arbitrate and only then if labor and management had a dispute on the bonus questions.

Over the past three years, however, this Board has usurped authority originally denied it, and has arbitrarily set bonus schedules irrespective of whether or not a dispute existed in the industry. And now, with authority vested in it only by shipowner connivance, it sabotages the seamen's living standards.

The SIU has always denied the authority of the MWEB to juggle

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## HAWK ASKS PRESIDENT TRUMAN TO STAY WAR RISK BONUS SLASH

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

Dear Mr. President:

The American merchant seamen appeal to you to stay a pending cut in their take-home wages—a cut which will mean hardship and suffering to their families ashore.

The Maritime War Emergency Board, created by executive order on December 18, 1941 to arbitrate disputes between management and labor over the question of war bonus rates, has announced its intention of now reducing the war bonus—even though no dispute exists in the industry.

The reductions proposed by the Board would bring the bonus,

and the take-home wage, below that enjoyed by the seamen in 1941—before the United States went to war.

A reduction in the bonus at this time means a cut in the take-home wage of the seamen at the moment they can least afford it. The Little Steel Formula has prevented an adjustment of their basic wage to meet living costs, and so they now face helplessly this new threat to their living standard.

As you, Mr. President, so ably pointed out in your V-E Day proclamations, the war is only half over. The merchant seamen face many months of danger and death in the delivery of munitions to the Pacific front. Their war bonus should remain un-

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# SEAFARERS LOG

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SEAFARERS INTERNATIONAL UNION  
OF NORTH AMERICA  
Atlantic and Gulf District

Affiliated with the American Federation of Labor

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## Make Isthmian SIU

The SIU has begun a great organizing drive to put the Isthmian Line into the ranks of the contracted operators. The success of this drive will mark one of the outstanding victories in the history of maritime labor, and will go far toward making the waterfront 100% SIU.

The Isthmian men, along with the rest of the merchant seamen, are wondering about what is going to happen to them after the war ends. They are worried by the developing offensive against their standard of living. The present move to cut the maritime bonus is the handwriting on the wall that promises no good to the seamen—organized and unorganized alike.

The drive to organize Isthmian is the answer to this problem. Only a strong, united, militant waterfront can save the seaman from the retrenching moves of the operators—moves that can only lead to economic slavery for the seaman. Only if the waterfront workers stick together with a singleness of purpose, with a determination to hold on to those conditions that they have and to better them, can they hope to defeat the united actions of the ship operators after the war.

The SIU is the banner for such a united struggle, for only it has a program and a method which can help the seamen. Only the SIU faces the future with no illusions, and with a determination to protect the seaman and keep him free.

By joining the SIU the Isthmian workers will not only better their present wage and working conditions, which are below those on SIU ships; not only will they gain the security they cannot have under their present non-union setup, but they will be forging a weapon which will protect them in wage-slashing days to come.

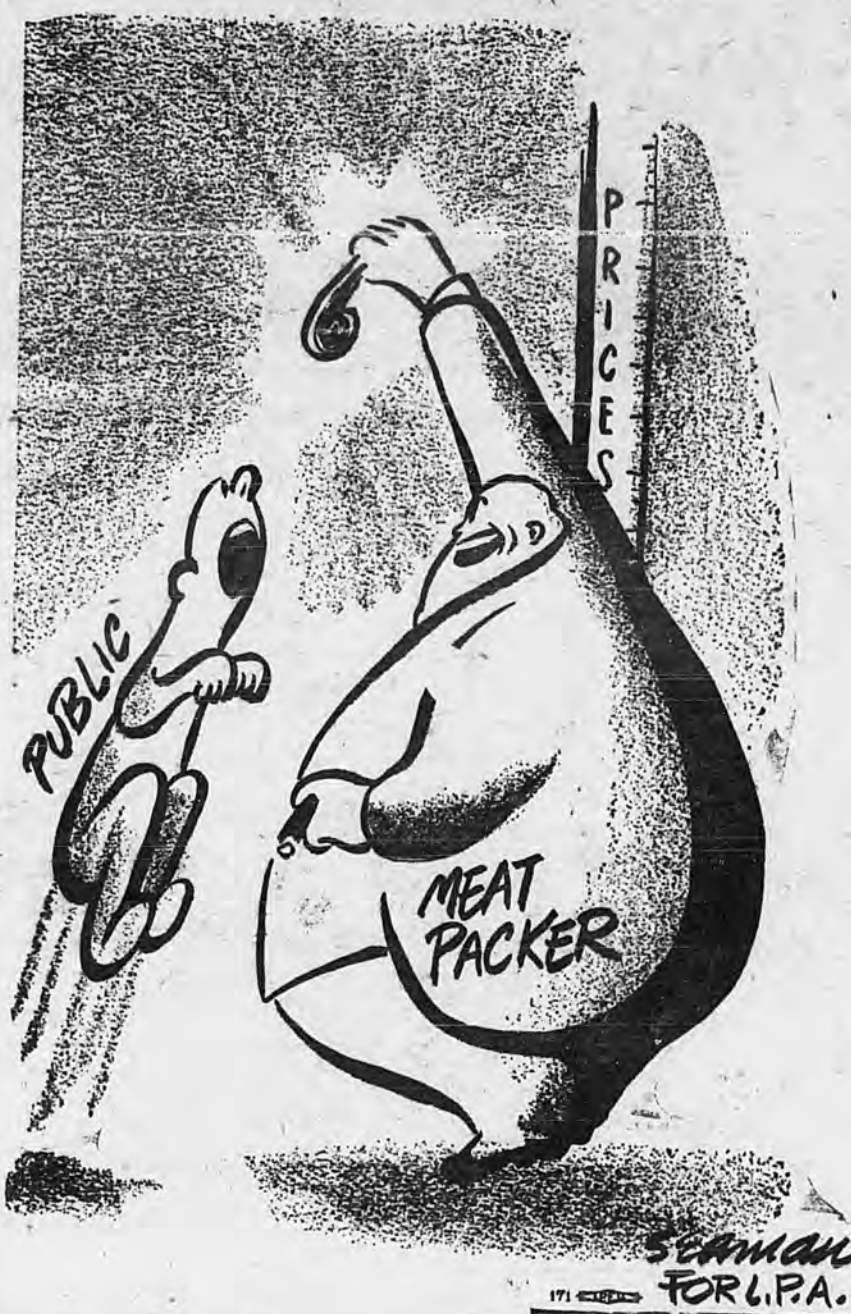
## Uncle Otto On The Ball

Turn over to the "Membership Speaks" and read the letter from "Lucky" Uncle Otto Paul Preussler who this year is celebrating his fortieth year as a merchant seaman.

Uncle Otto is sailing on a ship that has only 6 book members on it, yet this man who has been sailing for four decades still is young enough in spirit and body to promise to bring in a full union crew when he returns.

It is men like Uncle Otto who are the backbone of our

## "JUMP!"



## From The Assistant Sec'y-Treas.

By LOUIS GOFFIN

I received a huge number of so-called disputed overtime beefs from the Savannah Agent who paid off the ship. He assured me that most of these beefs were bad, but due to the fact that when the ship paid off all hands took it on the lam, he did not have a chance to tell the crew that their beefs, other than one or two, were pretty lousy. Deck Maintenance man's beefs on soundings are pending. The work the Stewards Department did on Deck was paid to them at the payoff. However, most of the men were under the impression that they had not been paid. I checked all payrolls, log books and overtime sheets, and the results plainly show that this money was paid.

Have just received a list of overtime due to various members of the crew off of the SS Frederick Dau, this overtime was settled by Agent Thompson, after the crew left the ship. Amounts due are on another page of the LOG.

I have been getting quite a number of Prisoner of War beefs from various outposts. In 1943 we got our first beefs of POW doing crew's work and we tried our best to get the WSA to pay off. However, we lost out. We then got in touch with the War Department, and they assured us that this practice would stop. It did stop for a period of time, and now it is starting again. I believe that the POW's are worked deliberately for the purpose of assuring the American public that we are not coddling them. However, the average inland citizen does not seem to understand that we have collective bargaining agreements which state that the ship's crews shall do all the work necessary aboard our contracted vessels. The use of prisoners to do the work of the crew means the loss of bona fide overtime which would be earned in the regular course of a voyage. We will attempt to get in touch with the War Department and see that they stop this practice.

Now to the question of uniforms. I think that now since the War in Europe seems to be at an end and that most of the boys in the armed services who are being discharged are getting back into civilian clothes, there is no reason on earth why merchant seamen, who are really civilians, cannot unload these disgraceful monkey suits which quite a number are wearing. Garbage collectors and street cleaners wear uniforms and the type of outfits some seamen wear are not up to par with the public servants. So what do you say fellows, get rid of these burlap outfits and come to the Union Halls dressed as a seaman should be dressed, either in dress clothes or good old Mexican serge (dungarees).

union; those who know why things tick, and know that only in union is there strength and protection for the working stiff—know it and go out to do something about it.

To Uncle Otto: good wishes and many happy voyages to a good union man, and may you organize many more unorganized ships.

## Referendum Deadline

Only two more weeks and the referendum vote on the proposed constitutional changes, and of far greater importance—on the Strike Fund Assessment, will be over. Comes May 23rd, and those who have not voted will find themselves left on the pier. An eligible member who does not vote has failed, not only the union and his fellow members, but far worse, has betrayed himself; for he will have failed to participate in the formation of union policy that may greatly affect him in the near future.

Even now, the War Maritime Emergency Board is spearheading an attempted cut in the bonus, though the war yet goes on. This is a sobering reminder of what the merchant seaman will have to face when the Japanese side of the war is ended.

The NMU decries this move to cut the bonus, but their protests end with whining cries for "collaboration." There can be no partnership of any kind unless it comes from both sides, and therein lies the weakness of the NMU. Their slogan is offered, knowing full well that the ship-owners will not cooperate in any way which could benefit the seamen. The slightest threat to their profit level will bring the hardest warfare against the merchant seaman. It cannot be otherwise—their god is profit, and whosoever stands in its way will be bitterly fought.

The attack on the present bonus, if anything, is not an argument against the strike fund assessment. If anything, it is a warning that the reaction has already begun. It is a warning that the future will bring even greater attacks against the merchant seaman's standard of living.

There still remains to the seaman the weapon that will enable him to fight for his economic freedom. A vote for the strike fund is a vote for the seaman's self-protection—a method of defense to keep him from once again sinking into the morass of economic slavery.

We are being forewarned. Shall we be forearmed?







By PAUL HALL

A point brought out recently in a regular meeting supplied food for thought for all union seamen. There was a committee being elected off the floor to take care of certain union affairs and there was a little trouble at first in getting enough men to accept nomination. This caused one of the fellows present to blow his cork. His remarks were very good and they are well worth passing along as a message to all of our members. He said:

"You guys have got to realize that to be a good union man you have to be a union man ALL the time, not just when you have an hour's overtime beef at stake. Every man should show just as much willingness to work for the union's welfare in general as you would work to see that your own personal beef is settled. This is the only way we are going to build and keep a good union."

What this guy said was absolutely right. It is no good for any organization if part of the membership remembers that they are union men only when THEY have some dough at stake and then forget they are union men when there is some work to do for the organization. A good union man is a union man all the time, not part of the time.

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The MWEB announced this week its intention of calling a meeting with a view of cutting war bonuses. The Seafarers must now prepare for a fight. The SIU-SUP will fight the same fight we have always fought regarding this particular outfit. The MWEB has no right or authority to cut the seamen's bonus in any manner, shape or form.

The NMU, quite naturally, can be expected to take the opposite position. Although they would like very much to have things stay status quo, they will not quarrel with the Board, no matter how much the Board cuts the bonus. It's tough fighting beefs for seamen when one of the maritime unions finks and scabs on every beef that any union brings up. The officials in the NMU, without a question of a doubt, will go along with anything handed down by any phoney Washington bureau at this time, for the simple reason that we know that the Communist Party line today is "Government Bureaus Can Do No Wrong." This being the Communist Party line, naturally it is the NMU's line. These people will let the seamen take any kind of a beating, regardless of how wrong it is, as long as the CP Line tells them to do so.

It will be very interesting to note what position these phonies take when they try to explain to their membership just why they failed to put up a fight on behalf of the seamen's living standard.

Right now they are in the process of kissing fannies and groveling at the feet of the MWEB, asking them for a postponement of any meeting. If these bums were like working men and union men, and not wriggle in the dust simply because it is a CP Line, they would line up with the rest of the maritime unions and create a fighting front. If this were done there is no question at all but what we could fight back and prevent the MWEB from taking away any of the seamen's rightly earned dough.

~ ~ ~ ~ ~

The Seafarers' organizing drive is taking on new power now with the new sets of literature which just came off the presses. This literature is now being distributed and is well received in all sections.

Frenchy Michelet, who has been very active in the Seafarers in the past year, is now stationed in New York and is working on the organizing drive. His experience on the waterfront should assist greatly in moving our whole program along at a faster clip.

Speaking of the organizing end, we have seen some strange sights over the past 10 days. We have had whole crews of Isthmian Line seamen coming up to the union hall in a body and inquiring about our outfit. Just this morning, believe it or not, one of the Engineers off an Isthmian Line scow, which is now lying in port and who, incidentally, is an ex-NMUer, brought several of the Black Gang up to the hall so that they could look things over and talk about the SIU policy. With this sort of reception of the Seafarers by the Isthmian Line men, organizing them under the SIU banner should not take as long or be as tough as it was supposed to be at first.

## NEW COATING FOR LIFE RAFTS

Chances for survival of the shipwrecked have improved with the development of a special waterproof coating for the balsawood life rafts and floats. The coating, which is made of "Vynylite" resins by the Akron Paint and Varnish Co., imparts greater and longer-lasting moisture-resistance and tensile strength to the basic wood surface of the float. It is non-inflammable and permanent in color.

# New Jersey Village Officials Shake-Down SIU Crew Members

BRITISH UNIONISTS TOUR U.S.



Four British women, all union members, have come to the U.S. to conduct an inspection tour of our factories and war plants, repaying a similar visit which four American women unionists recently made in England. Seated (left to right): Edith Maycock of Tailors and Garment Workers Union; Mary J. Brodie of Electrical Trades Union; standing, Barbara Bates of National Union of General & Municipal Workers; Margaret Jennings of Nottingham District Hosiery Workers Society.

## Decision Unanimous

The War Labor Board is a great institution—For all labor troubles they have a solution. Just fill out some forms, a hundred or more; Sure, they will accept them and send you some more;

"Don't 'phone us," they say, "or send us a card. Just fill out Form 60 in length but a yard. And when we receive it you'll hear from us soon—In six months or so, on some afternoon.

Your case is a tough one, we'll have to admit—Forms 30 or 60 just don't seem to fit. So our latest and best we are sending to you, Form forty-four thousand, six hundred and two.

Please notice the clause in paragraph eight, It cancels all forms you have sent us to date. Page 450, clause 301. Explains clearly, Sir, that you start on page 1.

Item 602 is the one you must watch, Don't write it in English, please write it in Scotch. If we haven't sent you the knowledge you seek, Please write us again in Hebrew or Greek.

Our legal department, the best in the land, Has all college theorists—they'll understand. If you don't get our order that gives you more pay, It's because our best men are processing your 'Hay.'

Your case has a place down deep in our files Which extend underground about 21 miles. We assure you they're kept both safely and clean; They're brushed every morning and vacuum-machined.

Now don't be impatient—you'll hear from us yet, In eight or nine months—Oh, we'll not forget! Your War Labor Board will then send to you Form fifty-nine thousand, nine hundred and two.

When the war is all over and tyranny blasted, And bur staff is no longer afraid to be drafted; When Hitler is dead and his renegades run, Then we'll docket your brief, Boys, as Case No. 1."

—The Master Mate &amp; Pilot

Merchant seamen have long been the object of concentration by con artists, swindlers and petty racketeers. But one of the most disgraceful shake downs ever directed at the men who brave torpedoes so that the war goods can be delivered to the fighting fronts, is now being conducted by the town officials of Leonardo, N. J. Here's the story.

Many SIU ships which previously docked at Cravens Point are now being directed to Leonardo, N. J. Last month the SS Blue Ridge Victory docked there and Brother E. M. Kalin, Junior Engineer, walked down the gangway. At the foot of the gangway he was stopped by a Marine guard who said:

"Hey bud, you got a match on you?"

Kalin, thinking that the Marine wanted a light, searched through his clothes and finally discovered a half used package of paper matches—which he offered to the guard.

Thereupon Kalin was grabbed by the shoulder and hurried to the yard gates, where the Marine put in a call for the Leonardo constable. Kalin was taken by the constable to the Leonardo Town Recorder and fined \$50—just like that! No charges. No Trial. Just a neat, clean highwayman's job.

Later that afternoon Brother Williams, messman on the Blue Ridge Victory, walked down the gangplank and got caught in the same shakedown. Only, when he



appeared before the Town Recorder the fine was \$105.

Let this story serve as a warning to all men who sign on or off in Leonardo. Keep your eye peeled for these racketeers. Don't give them a chance to shake you down.

## New Hospital Service Is Opened In Miami

MIAMI, Fla., May 1—Injured SIU men will no longer be shifted from point to point in their attempt to get decent medical care in Florida. An addition to the city owned Jackson Memorial Hospital, made available by a loan from the Federal Works Agency, will add 189 beds to the hospital's capacity.

The facilities for the merchant seamen will be handled by the United States Public Health Service. The grant was made because of the increasing number of injured seamen from the Caribbean and the Pacific shipped into Miami. According to officials, some 800 were brought in to the city last year.



# MWEB Proposes New Bonus Cut

(Continued from Page 1)

bonus rates around—and we continue to deny that authority today. However, we must face the facts frankly—the shipowners will welcome any MWEB dictated bonus cut and will follow its directives quickly, and with enthusiasm.

All of which proves that seamen's take home wage can not be left to the caprice of some shipowner dominated government bureau. The full take home wage must be incorporated into the basic wage schedules.

This is what the SIU is fighting for. We now have many cases pending before the War Labor Board in which adequate wage adjustments are being demanded.

But now the seamen are asking, "What if the War Labor Board sabotages our demands, just as it has so many of labor's demands in the past?"

To that the SIU can only answer—our no strike pledge was based upon the promise of orderly adjustment of our grievances and the protection of the living standards of our members. Should the government fail to carry out its end of the bargain, should it continue what appears to be deliberate provocation, we can not consider ourselves bound by a pledge which works only to the detriment of the seamen.

## ASK TRUMAN TO SAVE BONUSES

(Continued from Page 1)

touched—not only as compensation for the risk involved in their work—but also in order to protect the living standard of their wives and children at home.

We therefore ask that you reaffirm the original executive order confining the authority of the Maritime War Emergency Board to cases where the bonus rates are under dispute by labor and management.

This Board has announced an industry-wide meeting on May 12 for the purpose of reducing the bonus. We appeal to you for prompt executive action before this date — so that the seamen may face the hazards of their work, secure in the knowledge that their families at home are adequately fed and sheltered.

Respectfully submitted,

**JOHN HAWK,**  
Secretary-Treasurer  
Seafarers International Union  
Of North America, AFL,  
Atlantic & Gulf District

## FEWER LOW-PRICED CIGARS PRODUCED

Figures of the Internal Revenue Bureau indicate the extent to which cigar manufacturers are taking advantage of their opportunity to "gyp" consumers.

During February, it was revealed, more cigars were marketed than in the same month a year ago. But the "joker" is that 74,413,365 fewer 5 and 10 cent cigars were released, a reduction of about 58 per cent.

Wholesale and retail dealers insist that OPA regulations, permitting manufacturers to fix their own prices on new brands, are responsible for the gouge.

## Who Wants A Snug Harbor?

He was an old salt, a very old salt—and stowed away safe and secure in Sailors Snug Harbor, out in Staten Island. Or so they thought.

Even if a man is 100 years old, and retired from the sea, he is still kind of young to be taken out of life, with nothing to do



but sniff the sea air and bat the breeze about the old clipper days.

So William S. Clark picked himself up, and with the help of a pile a change that some radio program had given him, decided to see the Big City. He left Snug Harbor on April 7th, telling no one, kind of figuring that a man who has managed to live as long as he had can take care of him-

self. All of which makes sense, you'll agree.

But the cops, being shoreside cops and not understanding, sent out an alarm for him. And they never found him, until a month later, his money gone, he seated himself in a restaurant in plain view and drank coffee.

"Why," he said, to the cops, "I didn't know there was going to be a fuss. I was just seeing the sights."

He paused for a moment to admire the sleek lines of a C-3 that was crossing the street, her blonde hair tossing in the wind. He sighed.

"Hell," he said, fingering his last eight cents, "I was coming back in a few days."

"Where was I?" he said, answering their insistent questions. "No place, just around. Went to the movies and rode the subways, and looked around."

That's all he would say. But ride the subways, indeed! That's a story for landlubbers. He doesn't have to tell us. Ask any seaman what he would do with a pocket full of dough, and a month's liberty.

Heave ho, Oldtimer!

## SEAMEN CAN GET AID FROM NEW AFL SERVICE BUREAU

SIU members may be interested in learning that an AFL Service Bureau has been set up by the New York Labor War Chest to provide AFL unions in New York City with an information and referral service through which they can help their members to obtain assistance, when it is needed, from social and health agencies.

These agencies number more than a thousand and operate under either public or voluntary auspices. They include family services that are ready to help families and individuals with their personal problems. They also include many types of specialized services in the field of health and welfare. Some of these services are financial assistance in the home, care of dependent children, vocational guidance, recreation, prevention of delinquency, nursing care and care in specific types of illness, such as tuberculosis, heart ailments, cancer. Through the New York Labor War Chest, AFL unions contribute to the support of a large number of these welfare and health facilities throughout the city. The Service Bureau maintains a working relationship with these many organizations, has current information about their programs, the type of service they render and their eligibility requirements, and is the link between the local AFL union and the agency most appropriate in a given situation.

It is generally accepted that the union is a natural place for its members to turn for help and advice about personal problems, as well as problems related to employment. The unions want to do everything they can to be of help to their members in connection with these problems but often the giving of such help requires a thorough knowledge of

community resources and full understanding of the policies and procedures in the public departments as well as those of the voluntary agencies. It is this information that the service Bureau places at the disposal of the local unions for the benefit of their members.

The address of the Bureau is 10 East 40th Street, Room 801, and the telephone number is Lexington 2-4540. The office is open from 9 to 5 o'clock, Monday through Friday. When necessary, appointments can be made after

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## AN ARTIST'S WORK



This artistic masterpiece of baking is the work of Elmar Kaasik, Baker aboard the SS Floyd Gibbons. The cake was presented to the office personnel of the New York hall on behalf of the crew. Some idea of the craftsmanship required may be received from the fact that the American flag, the SIU emblem and a clipper and a Liberty ship were done entirely in color, and the rosebuds were in four different shades of pink and red.



Haskel Gilblom, Chief Cook, presenting the cake on behalf of the crew of the SS Floyd Gibbons to Joe Algina, Patrolman, who accepted it for the office personnel.

## Auditors Statement On Seafarers Union Funds

April 30, 1945

To the Members and Officers of the Seafarers International Union of North America, Atlantic and Gulf District 51 Beaver Street New York, N. Y.

Gentlemen:

In accordance with instructions, we have examined the books and records of the Atlantic and Gulf District of the Seafarers International Union of North America, for the period from December 31,

1944 to March 31, 1945.

Cash on hand in the various branches was verified from the weekly reports of the branches filed at headquarters. The continuity of these weekly balances was determined by the examination of the branch weekly reports of cash receipts and cash payments.

General Fund Cash of Headquarters, hospital, burial and shipwreck fund cash, strike and organizational fund cash, annual strike assessment fund and building assessment fund cash bal-

ances as at March 31, 1945 were reconciled to headquarters' weekly report of that date and statement from Federation Bank Trust Co., of New York.

All cash receipts of headquarters as shown by branch reports and records of the New York office were deposited in the proper fund accounts kept with the Federation Bank and Trust Co., of New York.

**SPAHR, LACHER & BERK**  
Accountants and Auditors  
90-50 Parsons Boulevard  
Jamaica, N. Y.

### Statement of Funds — As Of March 31, 1945

	Cash Balance Per Books As At Mar. 31, 1945	In Year 1942	In Year 1943	In Year 1944	Total Bonds At Cost	Total Available Funds As At Mar. 31, 1945
General Fund—Headquarters	\$ 90,528.45	\$ 5,160.00	\$ 15,000.00	\$ 50,320.00	\$ 70,480.00	\$ 161,008.45
General Fund—Branches	2,173.83					2,173.83
Strike & Organization Fund	121,664.02	10,000.00	\$ 15,000.00		25,000.00	146,664.02
Annual Strike Ass'm't Fund	158,099.75					158,099.75
Building Assessment Fund	167,640.00					167,640.00
Hospital Fund	21,340.70	10,000.00	20,320.00	32,190.00	62,510.00	83,850.70
<b>Total Available Funds As at March 31, 1945</b>	<b>\$561,446.75</b>	<b>\$25,160.00</b>	<b>\$50,320.00</b>	<b>\$82,510.00</b>	<b>\$157,990.00</b>	<b>\$719,426.75</b>



## THE MEMBERSHIP SPEAKS...

### Advocates Four Watches

When the American taxpayers' ships are laid up and scrapped after the war, staggering unemployment looms on the horizon for the merchant seamen. How is this coming unemployment problem going to be solved? It is already being discussed by the seamen in the union halls and on the ships, that one of the ways is the establishment of the four watch system aboard all ships in the postwar era.

To get a picture of the dismal future in store for the shipping industry, read the big business magazine, *Fortune*, of November, 1944. In a survey made on the Maritime industry it found that in 1939 the shipowners operated 1,017 ships in both domestic and foreign trade, and 279 ships laid idle.

By the end of 1945, there will be in operation 5,500 ships to carry on the war to its conclusion. After the war about 1,600 ships will be sailing the seas—and 3,900 ships will be designated to rot in the boneyard. In other words, in a period of destruction, shipping is plentiful and blood-profits flourish for the shipowners; but in peaceful times, the shipowners offer scrapping and laying up of ships and tragic idleness and starvation for the seamen.

The question of unemployment is not a new one for the trade unions. During the depression era the progressive trade unions, in order to solve the terrible unemployment, proposed and fought for a 35 hour week with no reduction in pay. Some of the unions to this day are working under this condition.

Everyone remembers the abnormal days when one third of the nation was ill-fed, ill-clothed and ill-housed. This created an existence of a mass of hungry job seekers, whom the bosses purposely utilized to drive a wedge between the employed and unemployed.

On many occasions this proved an effective means by which the employer could cut down the al-

ready pitiful wages received by the workers, and destroy their hard won working conditions.

These tactics of the profit hungry bosses alarmed the trade unions. They realized that it was necessary for the life of the union to demand a 35 hour work week, to prove to the unemployed workers that the unions are interested in helping them in their unfortunate condition.

We too will be faced with this same terrible situation, and soon. The seamen are entitled to jobs after the war, and the seamen's unions cannot ignore this vital problem. For the postwar period, the SIU must be prepared now to demand from the profit bloated shipowners the manning of all ships with four watches.

Sam Shatkovnick, No. 6337

### The Pay Off Blues

I'm a dithyrambic stanza,  
I'm a rhapsody insane,  
A psychiatric bonanza:  
Something atrophied my brain.

I'm a source of irritation,  
To the decently sedate;  
I'm a gay regurgitation  
From a rich ambrosial plate.

I'm a glorified delusion,  
And I stimulate the sorrow  
Of my shipmates, in profusion,  
'Cause I'm paying off tomorrow.

—Blackie Morrow, No. 1937

### Uncle Otto Reports

I am about 9,000 miles from New York, at some islands in the Pacific Ocean, delivering the goods and hunting for Japs.

We have on board 6 SIU book-members—and will have the crew all SIU when we return home. I am the only book member in the Steward's department, but all will join—I am working for it. Best wishes

"Lucky" Uncle Otto  
OTTO PAUL PREUSSLER

### SLAVE LABOR BILL QUIETLY PASSES AWAY

WASHINGTON (LPA)—Three months of battle, millions of words of oratory and thousands of columns of newspaper debate boiled to just four lines at the bottom of daily papers last week. The four lines were:

"The House returned the work-or-jail bill to the House Military Affairs Committee yesterday, thus sending the measure to its grave."

In returning it to the committee from which it came, the House, in effect, turned down the Senate's invitation for a joint

conference to work out legislation which would embrace voluntary instead of compulsory manpower controls.

With V-E Day close at hand, and with wholesale cutbacks already taking place all over the country, no likelihood whatever is seen for the revival of any legislation involving a "labor draft" or a "labor freeze."

### AFL Service Bureau

(Continued from Page 4)

5 p.m. The persons to call are Miss Sarah E. Marshall, director, or Miss Rita Lowenstein. The service is free to any union member who wishes to use it. Referral to the Bureau should be made through the union's Welfare Committee or through the manager of the local.

### A Good Union Man



Edgar Emery, Fireman, typifies the good SIU member. With a bundle of LOGS under his arm, Brother Emery is about to make the rounds of local hotels, clubs and bars to bring news of the SIU to the unorganized seamen. Each week others like him pick up bundles and distribute them.

## THE NMU vs PORK CHOPS

By FRENCHY MICHELET

The NMU commissars are promising the rank and file \$200 a month. This rosy little dream is prettily illustrated in a piece of characteristic Alice-In-Wonderland type of literature that shows the membership climbing laboriously to the two hundred dollar goal. The two hundred dollar goal is aptly symbolized by a big round moon.

We congratulate the artist. The illustration is in keeping with the spirit of the whole pipe-dreamy plan. The NMUers have every bit as much a chance of getting two hundred dollars a month under their present politically minded leaders as they have of reaching the moon!

The rank and file of the NMU will certainly eventually get two hundred dollars a month. Yes, and more too, but they will get it like they got every other improved condition that they now enjoy—THE SIU-SUP WILL GET IT FOR THEM.

They will get the two hundred dollars a month only after the SIU-SUP gets it first and then they'll go hat in hand to the Labor Board with their old, old story:

"Please, sirs, bring our wages up to the level of the SIU and stabilize the industry."

That's what they are doing now, and have been doing to get all the improvements they are now pointing to with pride. The NMU is enjoying bonuses today because the SIU got it for them.

They are enjoying higher wages and overtime because the SIU got them first; and even now Joe Curran is kissing the collective fannies of the Labor Board to induce the board to give his NMUers a five cent boost in overtime and a five cent boost in extra meal money to come up to the rates now enjoyed by the SIU.

"Please, gentlemen," Curran is saying in effect to the Labor Board, "don't compel us to continue to work for 85c an hour overtime and 30c for extra meals when the SIU is getting 90c and 35c respectively. It's bad when we try to organize. We want stabilization in the industry!"

That the NMU is able to shape up any literature at all for organizing purposes is a tribute to the skill and ingenuity of the personnel of their educational department rather than to the fact that they have anything to say.

One of their latest pamphlets recounts the hardships that the seamen endured a few years ago. It's quite true as this pamphlet claims that the seamen lived and worked under intolerable conditions . . . that the cockroaches were ravenous creatures which stood up in the corner and fought you like a man . . . that the rats tackled any cat foolish enough to poke his whiskered puss into the fock'sle doorway . . . that the meat was frequently capable of moving under its own power long, long after the power of locomotion had departed from the animal from whence it came.

To suggest that the NMU had a hand in remedying the situation, however, is exquisitely laughable. But we can match it with an instance of claims every bit as ridiculous:

Lord Macaulay tells a story of an English preacher, who finding that preaching was a none too-well paying proposition in itself, resolved to supplement his income with dog stealing on the side. The poor guy was detected in the act of swiping the mayor's dog and consequently sentenced to be whipped for the offense.

The disgrace naturally thinned the flock even further and the poor man was in danger of wanting bread. In desperation he finally hit upon a capital plan. He determined to hold a grand revival meeting and he illustrated the text of the sermon he planned to preach with a quotation from St. Paul:

"Thrice was I scourged with rods."

—Corinthians.

It takes more than whippings to make an apostle, chum, and by the same token, it takes more than a membership who have labored under finicky and intolerable conditions to make a good union.

The NMU would still be battling cockroaches for a shot of eight-to-one diluted milk to put into their greasy coffe, if the seamen had been dependent upon the NMU to do anything about these conditions.

However, we bear the bonifide seamen of the NMU no malice. To show our good faith we want to extend to them a sincere invitation. When their communistic leaders succeed in getting old John Shipowner to shell out \$200 a month to the NMU rank and file, we cordially invite them to visit us at Bangkok, because we will be the King of Siam!

## LABOR SPOTLIGHT

Although the Supreme Court has approved the portal to portal pay agreement in the soft coal mines, the hard coal operators refuse to accept it in the present coal controversy.

Meanwhile, the hard coal miners have refused to go back to work unless a new contract is signed with the operators. The government has taken over the mines, but finds it can't mine coal with bayonets.

John L. Lewis seems to be firm in his decision to make the operators drop their stalling tactics and negotiate a new contract. Labor leaders throughout the country are watching the situation with great interest, and may be forced through rank and file pressure to borrow some of Lewis' militancy.

Incidentally, the old bogey about the shortage of coal seems to have been exposed by the government itself, when the WPB lifted the "brownout," originally instituted to save coal.

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Reports of cutbacks and the accompanying unemployment are reaching this office. Recent dispatches from Portland, Oregon state that 10,000 are now jobless; and that of the 112,000 now employed in the shipyards would shrink to 25,000 by the end of the year.

From San Francisco comes news that the layoffs there have

become so numerous that the AFL council has declared "the manpower shortage bugaboo has turned into an unemployment specter."

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The Supreme Court ruled that an employee may collect damages equal to back pay due him, even though he has made a separate settlement with his employer.

Chiseling employers had held out compromise settlements to thier workers who had had overtime claims, and many, rather than go through complicated and drawn out suits, had accepted the bait.

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Fifty general chairmen of the Railroad Machinists union (AFL) from all parts of America and Canada met in Chicago last week, and passed a resolution for a 6-hour day in the postwar period, as a solution for the expected unemployment.

Like the weather, unemployment is the one thing everybody is talking about, but ain't doing anything about.

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General Motors, Ford and Chrysler spent \$20,000,000 in 1944 on advertising when they had nothing to sell. Of course, the money was charged against operating expenses and so was tax-free, and was in effect paid by the taxpayers.





## SAVANNAH

The Port of Savannah is the forgotten port again. We haven't seen an SIU ship here since the SS Frederick Dau paid off. There were a few replacement jobs on SUP ships but outside of that we haven't shipped anyone.

The Isthmian Line's SS Charles M. Hall was in but nobody wanted a job on her. In the deck department they had three ABs, three acting ABs and three Ordinaries. Pity the poor bos'n.

There was a bos'n's job open on her but after a look at the material on board which passed for seamen, the brother sent over from Charleston to take the job said, "I can take it but not that much." He did bring over all the SIU literature he could handle, however, and maybe during the course of her next voyage some of the crew may become interested in sailing union ships.

It seems they don't give matches or soap to the crew. The Steward tells them there is plenty in the slop chest whenever anyone asks for them, and to a newcomer who doesn't know any better he gets away with it. This is only a small item, of course, but if a company will let that sort of stuff go on in this day and age I can imagine how far we'd get with a big beef. Of course, if we want to organize this outfit some of our members will have to sail these ships to teach the unorganized men on them what the real score is.

We got the news from unofficial sources that the NMU is going to open a branch here next week. I understand that they were kicked out of here before for raising too much hell and for nearly burning the hall down. But so far it's only talk. I'll let you know if there is any truth in it later.

The landlord sent us a nice letter last week. He wants an increase of five bucks a month in the rent, if we want to sign a new lease in August. He did the same thing last year. I checked with the OPA, and they said they couldn't do a thing about it. It looks like we'll have to pay because there isn't another place available, and quite a few people would like to get the place we have.

Did you ever hear how the log book originated? In the old days they used to throw a log over the bow and time it till it passed the stern. In this manner they determined the speed of the ship. This was recorded in a book which became known as the log.

And the poop deck got its name from the Pope. The skipper used to have his quarters aft, and before every voyage the Pope, or one of his representatives, came aboard to bless the ship and pray for her safe return. This ceremony took place on the Pope's deck, as it was called then. As time went by the name was kicked around until it became the poop deck.

Now, here's one I do not know and it's got me worried. Why is it that stuff shipped by freighter is called cargo and stuff shipped by car is called freight? I wonder if Bunker can tell me.

ARTHUR THOMPSON, Agent

## NEW ORLEANS

All this week the agent and patrolmen have been on the ball, paying off and signing on ships

in the Port of New Orleans, and the number of beefs coming up are giving us the run-around. We had one good one on the SS Wood Island, Moran Towing Co.

It seems as if the chief engineer had a grudge against the Oiler, James Burke, for no apparent reason. This Oiler put in for overtime and the chief engineer disputed it. He told Brother Burke that he was a company man, and that he would see to it that he did not collect the overtime. But after Burke went to the company he was paid.

At this point, the chief engineer fired him, using an incident that had happened over two weeks before as an excuse. We then had to get in touch with the chief engineer and the captain, and after quite a bit of discussion, the Agent and Patrolmen finally succeeded in getting the company to agree to putting the man back on the ship.

The SS Tonto, Pacific Tanker, paid off April 30. There were plenty of beefs on her, but as there was no representative in this port, the overtime was sent back to Frisco as demanded by the crew and master. It was signed on May 1 and the crew seems to be satisfied.

The SS Thaddeus Merriman, Bull Line, paid off April 30 also. Everything on her was pretty well cleared up. There were no beefs hanging fire. The new crew signed on on May 2.

It seems as if we can expect some trouble with the WSA. They are giving the captain, chief engineer, gunnery officer and purser fans for their port holes, but they do not seem to have any intention of doing the same for the crew on the SS Francis M. Smith, Mississippi Steamship Company.

Brother Sully arrived here Friday, and we expected him to take over Monday as he was duly elected patrolman. We are not sure yet, but it seems as if we will have to let one of our present patrolmen go. This is going to be a bad deal as they are all good men, and they are all conscientious workers.

We have collected a half a day's pay for Richard D. Hanvey. The first assistant on the Alcoa Pilot refused to pay it. We also collected eight hours overtime for Sunday and four hours Monday for the Chief Cook, as he had been doing 2nd Cook's work.

The survivors of the SS Russell H. Chittenden arrived in New Orleans from Frisco to be paid off. They had to wait about a week before the captain came in, but everything was finally settled on May 3.

There were quite a number of beefs about the skipper. This man seems to be a bit "loco." He tried to run the ship aground about twelve times and finally succeeded in doing so. He was taken before the Coast Guard in some foreign port for a trial. He got away with a mere six months' suspension on his license. We are all under the impression that this

## N. Y. MEETINGS IN WEBSTER HALL

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

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

man should have had it suspended indefinitely.

Now you can see what is really going on in some of these ports. The crew has not collected for their lost clothing as yet, but we have the lists here in the office and we are going to go to work on it as soon as possible.

We think that just about covers the waterfront here in New Orleans for this week.

E. S. HIGDON, Agent

## BALTIMORE

Where are all the ships going? From the looks of things this port can't be on the map any more. However, we have been getting a few jobs on tankers recently and if the members cooperate and ship on them we'll get a lot more. We have had several cases before the Coast Guard here lately and the results have been very good.

One of our men on the SS James Rumsey was jumped by the chief engineer who walloped him over the head with a flashlight. The victim of this assault was an SUP trip card man but we went to bat for him, and with Attorney Berenholtz' help had the case up on trial again. This chief was a nasty character and remarked he would kick hell out of anyone who talked back to him; he is a pre-war fink and believes himself to be lord and master of all he surveys. However, the hearing officers wouldn't go for his stuff and lifted his license for sixty days.

One of our old-times—Jimmy Stevens—had to go to the WSA doctors for an examination and



on being told that he had to take shots Jimmy agreed; but announced that the only shots he wanted was Calverts and not tetanus as he had never heard of the stuff. The doctors advised me that they can not compel anyone

to take the various shots and it is up to the man himself.

On going over their log I found few men had been turned down except for communicable diseases. One guy gave me a mean beef on being turned down by the medicos, but on checking, found he had an acute case of scabies. However, it is up to us to check on this sort of thing and I make it my business to visit the medical admittance offices and see that the members are being treated right. It is still my opinion that these examinations are too severe. Most of the bodily harm that seamen have contracted has been the result of the wear and tear of their job.

On the SS Webb Miller we had to have all the food taken out of the boxes and examined and restored. When we told the Steward to feed the men individual platters he called New York for an okay.

What the hell do we care who he calls? If people like that don't want to cooperate for the good and welfare of the union then it's about time we got rid of them. On this particular ship the Steward and Chief Cook were gone for about a week and there was no one to look after the cooking or give out linen as the Steward had the keys locked up in his room.

WM. McKAY, Agent

## PHILADELPHIA

Shipping here in this port has been good lately, and we hope that it will continue. Paid off three ships last week, and everybody was happy except the deck gang on the Waterman scow, SS Sterling. The company agent held pat on a security watch beef and we had to forward it to Brother Goffin in New York.

Had plenty of ships in port but most of them were in transit. We shipped 115 men and we have about 28 men on the beach, and with the SS Ellinor of the Bull Line and the SS Reed of the Calmar Line paying off this week I believe that we will clean the shipping list off.

We are having a new wrinkle pulled these days. It seems that when the payoff rolls around and there is any disputed overtime settled on the ship, the men are told to leave their names and addresses with the purser. He, the purser, will make out a special voucher for the overtime in question and will mail it to the ones that are concerned.

Well, this in itself sounds alright, but we are getting a kick back on this. Some of our members are coming back into the hall and they are telling us that they did not get their overtime mailed to them as promised. Now, to avoid this in the future when the disputed overtime is settled on the ship, don't be in such a hurry to scram. Wait until the purser makes out your special overtime voucher. Sign it, and collect your money there and then, and you will not have any headaches later.

HARRY J. COLLINS, Agent

## NORFOLK

Shipping is still good. We have had to call Baltimore and New York for men the past week. We paid off a couple of Robin-Line ships and also a South Atlantic, but had only a few minor beefs pending.

We are pushing right along here on Army base payoffs. So far we have managed to either get aboard ships or have an office to payoff in. This is due to the members aboard ship who will not pay off without union representation.

It can be done, fellows, so when you dock in the Army base to payoff, hold tough.

We have received quite a bit of our organizational and educational literature and are distributing it all over the places where seamen hang out. It is also up to every member to help in this drive. Help put out the literature, especially aboard unorganized ships. This is your fight and you can help put it over!

We are moving right along on the Ferry Companies here and should vote them in the near future. There are also quite a few tugs here that are not yet organized, but they are right for picking and we expect to move on them shortly.

Well, this seems to be the port where you really become a real seaman, that is if a big tattoo will



help out. "Lil Abner" was in port here and went to become a full-fledged salt. Of course, the boys up in New York don't think he will ever make it, but take it from me he is trying.

"Let's keep up our fight against the phoney Coast Guard."

RAY WHITE, Agent

## NEW YORK

All of our beefs have been settled at the point of production on the 32 ships that were paid off here in the past week.

Success has finally been reached in the struggle to regulate our Stewards Department manning scale on the Bull Line ships. The beef was handled by the regular patrolman, Claude Fisher and by Frenchy Michelet, who is now working as organizer in the port of New York. The Bull Line ships will now carry 8 men or over in their Stewards Department. This beef finally came to a head when the Stewards Department asked for overtime in excess of 8 hours on the SS Jean. There were 7 men aboard her and as any Steward Department man will know, it is absolutely impossible for a Steward Department of 7 men to perform their duties in a period of 8 hours.

Mississippi was our leading payoff company last week. They had the SS Groute, SS Giles, SS Marymar, SS Poindexter, SS Del Aires, SS Akon Victory and the SS Talisman.

(Continued on Page 7)



# Around The Ports

(Continued from Page 6)

Calmar was follow-upper, with the SS Blue Ridge Victory, SS Ben Chew, SS J. A. Burtes, SS J. Able, SS Mangor, SS Daniel Willard and the SS John Merrick.

The extra meal beef on the SS John Quitman of the Waterman Steamship Company, has been settled at last. For no good reason at all Waterman decided to pay 17½ per meal instead of 35c, as per agreement. The beef was settled at the 35c rate and the men involved can scan the money due column for the amounts that are coming.

There were a number of new members in to ask if they could take off their uniforms now that V-E day has come. They seemed surprised to find that it was never necessary for them to wear a uniform and the old spirit of being merchant seamen instead of merchant marine is prevailing around the hall.

Voting for the amendments to the constitution and the additional strike assessment is going strong and the port of New York should put out another all-time high record. This proves that the membership is interested in their welfare and in exercising their rights as rank and file members to make the rules by which their organization is governed.

J. P. SHULER, Patrolman

Shipping's climbing high and we are getting short of all rated men. Shipping is so good that some of the boys are sticking their noses up at some of the jobs, though three years ago these very jobs were considered damn good ones. And that is not relieving the pressure here in New York. We shipped over 1,000 members last week. At that rate, we are practically at the bottom for men. If any members are finding it hard to ship out in the outports, come to New York. V-E Day has come and it is going to take a lot of ships to bring our boys back. The shipping is going to be fast and furious, and the quicker we man those ships, the quicker the boys will get back home. What say, boys? are we going to delay these ships or see that they go out on time?

I notice that there are quite a few beefs coming in about the stewards department. I have often wondered if any one ever thought about the great number of new members that had never been to sea before and are now sailing these ships. And the fact that in the stewards department it takes a lot of experience to handle that kind of work. It's an ungodly and very much unappreciated job, and believe it or not, most of the stewards department men since the war are there because they had no choice in the matter. So you start to have difficulties with inexperienced men and instead of helping the situation out, some of you start to belittle the men and use obscene and impolite terms. And then there's your problem—arguments and no cooperation, which makes any voyage, regardless how short it is, a hardship on all hands. That sort of thing is not good unionism or good sportmanship. Experienced hands in the steward department are a rarity, and it takes plenty of time to train good bakers and cooks, even good stewards. 90 days will hardly ever do it, but with the right

cooperation from those that have the experience, and pass it on with a little patience, a great change and improvement can then be made for all hands. The oldtimers know what I am talking about, for they have on many voyages broken in their own cooks and bakers and taught the messmen the right and wrong in their work. It still can be done, and it would probably knock off a lot of these extra beefs coming in, and save the patrolmen extra work all around. Just remember, you cannot improve and situation by aggravation. Improvements come through cooperation and understanding.

Those of you that take a ship, and within three minutes after having your assignment card handed you, turn it back are carrying it a little to far. After all, why put in for the jobs, when you don't want it in the first place? Do you wonder why we dispatchers are going nuts? We are not shipping ten men a day—it runs into the hundreds, and things like that just waste our time. So how about a little cooperation on that score? Don't throw in for a job, when you intend to throw it back at us in the next few minutes. Play ball like a sport, what say? . . .

To members that do not know, your mail clerk and baggage room are located on the fourth floor. That is where you get your mail, and letter for your ration coupons. The fifth floor is the major beef department in the hands of brother Algina, so when you call the operator, kindly tell her what you want and she will connect you with the right party. And don't ask us over the phone, "how's shipping?" There's only one answer to that, shipping is always good here in New York. Don't ask us what we have on the board. The hall is the place to come to see what there is on the board. I am sure the jobs are there for all, so don't forget to take a job. Stay too long and the local board may get you before one of us dispatchers can. So grab a tub and talk that lug of a friend on with you. Shipping is damn good, but you can make it a lot better.

W. PAUL GONSORCHIK,  
Dispatcher



## —Unclaimed Wages—

### Mississippi Steamship Company

Corkern, Sheldon E. ....	2.97	Cumba, C. ....	.57	DeMarino, Joe ....	6.35
Cormier, Emile J. ....	.74	Cummings, Charles H. ....	15.05	deNeville, F. ....	23.82
Corn, John (Corns, John W.) ....	4.43	Cummings, F. ....	.02	Delvalle, T. ....	8.31
Cornelissen, Elfin, ....	36.66	Cummings, Ted ....	23.68	Demmary, Arnold ....	37.37
Cornforth, William ....	60.99	Cunningham, Charles W. ....	2.31	DeMare, Eugene J. ....	6.09
Correia, Manuel T. ....	117.50	Cuningham, Chas. W. ....	5.13	Dendo, A. ....	.54
Cosentino, Aldo A. ....	3.47	Cunningham, Seaton G. ....	.33	Denton, Edward F. ....	52.15
Costa, Enrico ....	804.27	Curl, Harry, ....	1.16	DeOlivera, M. C. ....	26.60
Cottle, Francis M. Jr. ....	3.56	Curry, George, ....	.84	Depew, Clyde A. ....	6.75
Cotton, Charles W. ....	.40	Curtis, Allen R. ....	18.50	DePietro, Anthony ....	6.67
Cottrell, John ....	41.57	Cuthbert, Richard G. ....	8.39	Derecky, A. ....	2.25
Couchman, Henry D. ....	16.08	Czarnecki, Sigmund J. ....	6.85	Deresky, A. E. ....	6.75
Couchman, Henry D. ....	13.11			Dermond, Milton ....	1.42
Coulter, Sam H. ....	15.56			Dernott, J. W. S. ....	18.00
Coulton, W. ....	1.40			Desjardins, Raymond C. ....	.84
Coveleski, Thaddeus ....	1.98			Desmoulins, B. B. ....	22.05
Covy, Allen P. ....	4.16			deTreitas, F. ....	23.85
Cowan, Billie ....	23.76			deVries, Peter ....	23.07
Cowart, Emory B. ....	21.77			DeWailly, H. L. ....	.79
Cowen, Norman ....	1.44			Dewar, R. D. ....	1.80
CCox, Robert M. M. ....	4.50			Dewey, W. F. ....	36.00
Cox, Warren C. ....	1.19			Dey, Stanley D. ....	12.00
Coxhead, Harvey ....	627.65			Dial, David ....	5.94
Coy, Thurman W. ....	2.84			Diaz, A. G. ....	1.42
Coyle, David R. ....	5.64			Diaz, Carlos M. ....	2.23
Coyne, James J. ....	2.97			Dick, Hugh ....	6.11
Craddock, Leonard E. ....	8.89			Dick, H. A. ....	.49
Cragie, A. ....	2.90			Dickens, Woodrow ....	5.24
Craig, Drew W. ....	6.66			Dickenson, K. ....	.01
Craig, Wallace F. ....	2.81			Dickenson, Woodward W. ....	.74
Crandell, Caleb R. ....	19.22			Dickey, Clarence G. ....	1.40
Cranford, Charles L. Jr. ....	2.84			Dietrich, Edward H. ....	13.04
Crawford, James M. ....	1.78			Dillingham, Donald A. ....	38.21
Crawford, Leo L. ....	3.73			Dilliman, Albert J. ....	8.95
Crawford, Rupert W. ....	5.94			Dinass, George S. ....	8.11
Creel, Robert A. ....	.59			DiPopola, J. ....	9.90
Cressman, Walter ....	34.50			Disney, Edward E. ....	2.84
Crocks, Allee W. ....	1.00			Dixon, C. C. ....	4.31
Crocks, Thomas ....	4.98			Dixon, F. ....	2.00
Cronan, John J. ....	2.64			Dixon, Geo. W. ....	9.58
Cronin, John J. ....	5.69			Dixon, Ray M. ....	1.40
Crosby, Stephen W. ....	.35			Dixon, Stedtoe ....	2.92
Cross, P. ....	.70			Dobbins, David J. ....	8.04
Cross, Robert P. ....	3.71			Dodd, Nevin Wilson ....	3.28
Crosswhite, Louis ....	6.40			Dodds, P. J. ....	.33
Crowley, Eugene, ....	6.34			Dodson, R. W. ....	.33
Crowley, Wm. P. ....	49.18			Dolese, Sidney L. ....	.74
Cruz, Luis ....	3.96			Domio, Roy ....	1.04
Osmereka, Michael L. Jr. ....	24.17			Donahue, Jack ....	2.38
Cuadra, Alfredo, ....	28.81			Donnelly, Elmer C. ....	3.96
Cueria, Joseph C. ....	92.71			Doran, Thomas B. ....	11.74
Cullerton, James A. ....	2.07			Dorgan, Maron ....	2.13
Culeton, John J. ....	6.34			Dorr, William W. Jr. ....	2.23
Culeton, John, ....	30.58			Dotson, William R. ....	.41
Culotta, Samuel E. ....	3.46			Doty, George ....	.33
				Douglas, Claude L. ....	22.24

## MONEY DUE

### SS FREDERICK L. DAU

The following men, paid off in Savannah, can collect at Calmar Steamship Co., 44 Whitehall St., New York:

R. H. Pinckney, \$2.52; T. Laakkenow, \$2.52; A. A. Valois, \$2.52; A. J. Desario, \$14.31; J. Gajdirewicz, \$5.05; R. L. Louzow, \$10.10; F. Seriano, \$7.42; A. Gonzalez, \$2.52; H. W. Simmons, \$32.44; F. A. Schuster, \$39.36; C. E. West, \$16.94; E. A. Hampson, \$3.37; J. F. Morzenski, \$5.89; H. E. Beers, \$14.42; T. D. Sanchez, \$6.67; L. H. Johnson, \$9.90; F. Miller, \$10.10; P. Marabet, \$11.05.

### SS FRANK STOCKTON

C. Yost, 32 hrs; E. Bielat, 8 hrs. Collect at Calmar Steamship Company Office in New York.

### SS MADOWSKA VICTORY

The members of this ship have money due for penalty cargo. Collect at Bull Line Office in New York.

### SS NATHANIEL MACON

Paid off in Seattle, Washington, April 13, 1945

1213 extra meals served during the voyage shall be divided among the following men:

Arnold Boyle, Chief Cook, 150 hrs; Alfonso Saville, 2nd Cook, 137 hrs; Cleveland Edmondson, Nt. Cook and Baker, 150 hrs; Ellis Gaines, Galleyman, 50 hrs; Samuel Johnson, 50 hrs; Francisco Vargas, 91 hrs; Robert Williams, 91 hrs; Raymond Rodrigues, 90 hrs; Anthony Gregory, 100 hrs. Collect at Bull Line Office.

### SS DOROTHY

N. Shadlock, Oiler, has 53 hours coming for supper relief. Collect at Bull Line Office in New York.

### SS JOHN GRIFFIN

Fred Kelly, Oiler, 30 hrs; P. Simmons, Oiler, 30 hrs; J. Weiss, Oiler, 30 hrs. Collect at Robin Line Office in New York.

### SS SIDNEY LANIER

Burton Sassao, Wiper, 79 hours. Collect at Robin Line office in New York.

### SS BLUE RIDGE VICTORY

C. Swift, 6 hrs; A. Coleman, 2 hrs; E. Farrell, 1 hr. Collect at Calmar Line Office in New York.

## PERSONALS

The following men can pick up their belongings as listed below at the Seas Shipping Co., 39 Cortlandt St., New York, where they are being held.

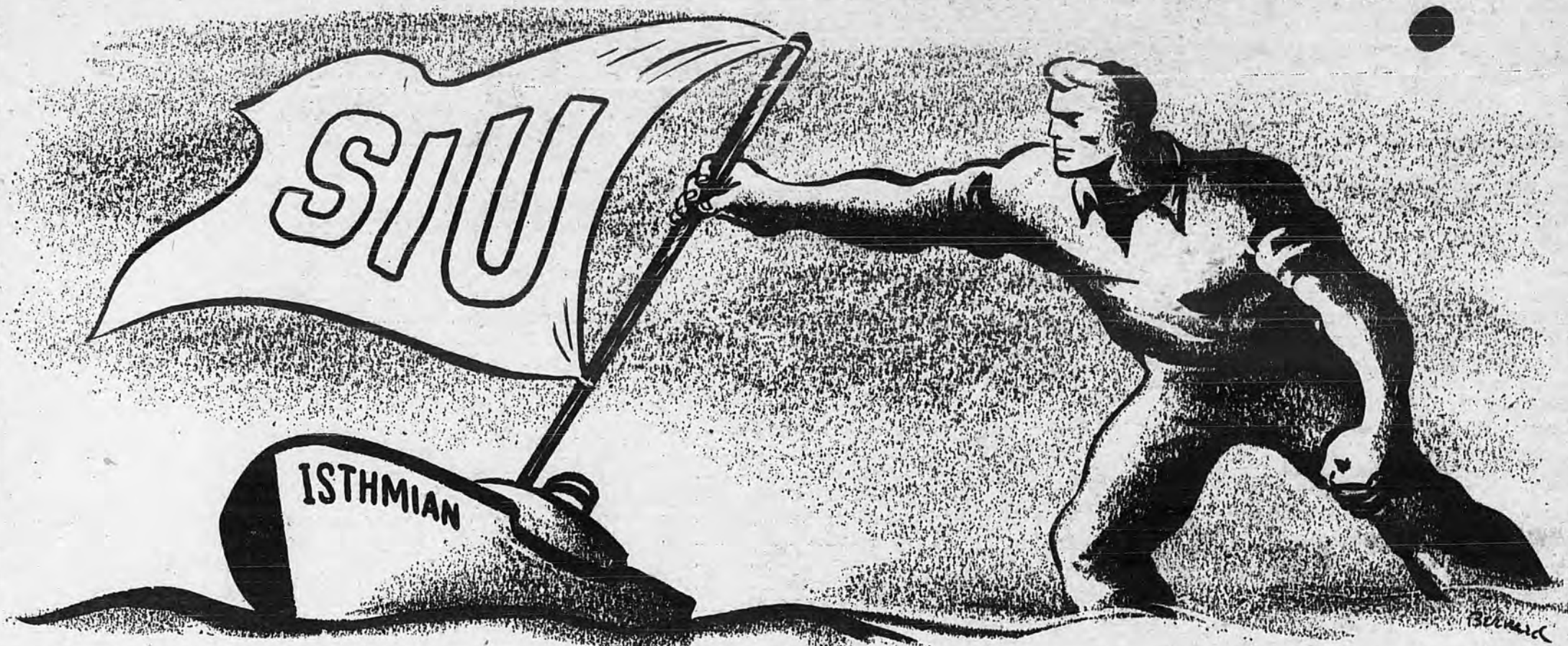
D. Ashman, 1 sea bag; J. Bigley, 1 suitcase; F. Durdeen, 1 zipper bag; P. Fembler, 1 suitcase and 1 paper bag; W. Gibson, 1 sea bag and 1 mandolin; R. Galazar, 1 paper box; H. C. Jates, 1 sea bag and 1 suitcase; W. McGough, 1 sea bag; F. Murphy, 2 suitcases; S. A. Markowski, Papers and 1 sea bag; J. Moran, 2 packages, 1 suitcase and 1 bag; J. Prambie, 1 sea bag; H. Roberts, 1 suitcase; Wm. Schweisgut, 1 bundle; Wm. Wright, 1 sea bag; P. Sankas, 1 bag.

### SS ELEAZAR WHELOCK

Members of Stewards' Department who have overtime coming on extra meals, please contact the Assistant Secretary-Treasurer at the 6th floor of the New York office.



# EVERY SHIP A UNION SHIP!



OUR UNION has launched a drive to bring Isthmian, and all unorganized ships, under the SIU banner. This drive is of vital importance to **YOU** — for a strong SIU means jobs and conditions for all hands. Here is how you can do your part:

## Talk To Isthmian Crews!

Tell them about SIU conditions, the rotary shipping. Show them our contracts and let them see for themselves how the SIU has the best wages and conditions in the industry.

## Take Them To SIU Halls!

Show them how a militant, rank and file union operates — how we settle beefs aboard the ships — how SIU union democracy guarantees them full voice and vote once they are under the Seafarers Banner.

## Distribute SIU Literature!

There will be placed on your ship envelopes containing union literature. It will be extremely effective if it gets into the hands of the Isthmian men. Keep some of this literature with you at all times so that you can pass it out when you meet a man from an Isthmian ship.

## LET THE WATERFRONT KNOW WE'RE OUT TO MAKE THE ISTHMIAN SIU

Seafarers International Union of North America

NEW YORK	51 Beaver St.
BOSTON	330 Atlantic Ave.
BALTIMORE	14 North Gay St.
PHILADELPHIA	6 North 6th St.
NORFOLK	25 Commercial Pl.
NEW ORLEANS	339 Chartres St.
CHARLESTON	68 Society St.
SAVANNAH	220 East Bay St.
TAMPA	842 Zack St.
JACKSONVILLE	920 Main St.
MOBILE	7 St. Michael St.
SAN JUAN, P. R.	45 Ponce de León
GALVESTON	305½ 22nd St.
HOUSTON	6605 Canal St.
RICHMOND, Calif.	257 5th St.



**POST-WAR JOBS  
WAGES AND  
CONDITIONS**

SAN FRANCISCO	59 Clay St.
SEATTLE	86 Seneca St.
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd.
HONOLULU	16 Merchant St.
ASHTABULA	1036 W. Fifth St.
BUFFALO	10 Exchange St.
CHICAGO	24 W. Superior Ave.
SO. CHICAGO	9137 So. Houston Ave.
CLEVELAND	1014 E. St. Clair St.
DETROIT	1038 Third St.
DULUTH	531 W. Michigan St.
VICTORIA, B. C.	602 Boughton St.
VANCOUVER, B. C.	144 W. Hastings St.