

SEAFARERS LOG

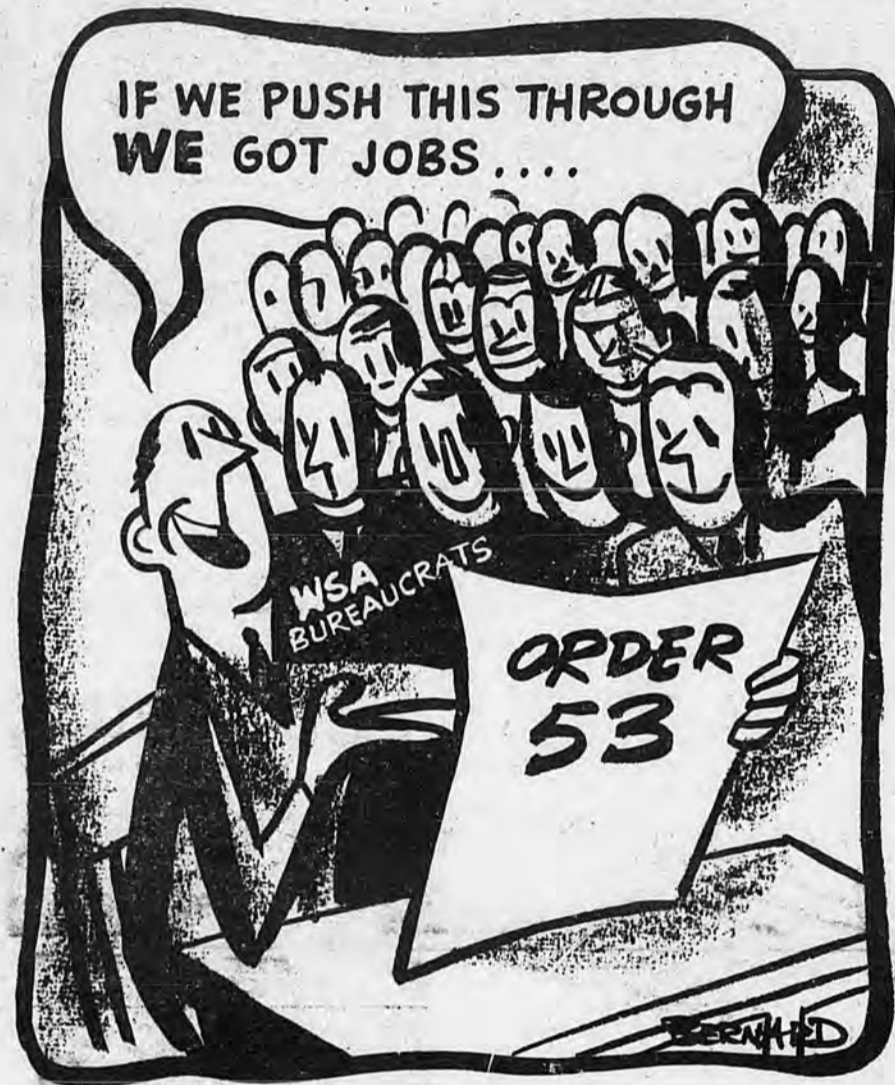


Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

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May Begin Isthmian Vote Before Month Ends

Voting in the Isthmian fleet to determine the bargaining agency for that outfit may take place sooner than expected, possibly before the month of November has ended. A proposed agreement on the manner of holding the election has been submitted by the National Labor Relations Board to all interested parties in the case — the Seafarers International Union, the National Maritime Union and the Isthmian Steamship Corporation — for their final approval. Indications are that no serious objections will be found by any of the parties, and that the agreement will be approved by all. In that case, voting can be started almost at once.

The only points yet to be decided are the date of election, and the date of eligibility of crew members for voting, which will have to wait until the agreement has been signed.

As proposed by the NLRB, vot-

ing will be manual for those crews arriving in American ports within 150 days of the beginning of the voting period, with mail voting for those ships which will not be back in the States within that time. If 65 ships have not voted manually within that time, an additional 30 days will be allotted for manual voting. Six months are provided for as the voting period in the proposed agreement.

The complete agreement as forwarded by J. E. Kearns, Examiner of the NLRB, to the interested parties follows in full:

1. **SECRET BALLOT** — An election by secret ballot shall be conducted under the supervision of the Regional Director, among the employees in the Unit defined below, at the indicated time and place, to determine whether or not the employees desire to be represented by (one of) the undersigned labor organization(s). Said

election shall be held in accordance with the National Labor Relations Act, the Board's Rules and Regulations, and the customary procedures and policies of the Board; provided that the determination of the Regional Director shall be final and binding upon any question, including questions as to the eligibility of voters, raised by any party hereto relating in any manner to the election.

Time and Place of election: Crews will be voted in person on those ships arriving within 150 days from November, 1945, at their customary American ports of call on the Atlantic Gulf and Pacific coasts, provided, the Regional director will notify the Regional Director what ships are expected within the next 90 days. Ballots will then be mailed to eligibles not aboard any ships expected within the next 90 days. In the event that any eligible voter casts a vote by mail and also votes in person, the mailed ballot will be counted if received prior to the date the ballot is cast in person.

If 65 ships have not been voted manually within 150 days from November, 1945, an additional 30 days will be allowed for manual voting. Crews will not be voted in person after 180 days from November, 1945. The election will terminate 120 days from the date ballots, if any, are mailed as specified above, and votes shall be counted and tabulated at that time except that in the event it is not necessary to mail any ballots as specified above, voting will be terminated 180 days after November, 1945, and the votes will be counted and tabulated at that time.

2. **THE UNIT**—All unlicensed personnel in the deck, engine room and steward departments of the company's American Flag vessels, including chief stewards, but excluding radio operators, licensed officers, and all employees licensed under the Staff Officers Act of 1936, (herein called the Unit) constitute a unit appropriate for the purposes of collective bargaining.

3. **ELIGIBLE VOTERS** — The eligible voters shall be those employees included within the Unit, who appear on the Employer's pay roll for the period indicated below, including employees who did not work during said payroll

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NMU Scabs On Tugboat Strikers

Once more the communist-controlled NMU has turned to outright scabbing in its efforts to gain control over the American waterfront. Desperately grasping for any straw since their unsuccessful attempt to take over the AFL longshoremen in New York, the National Maritime Union—CIO, on Monday set out to break a strike called by Philadelphia tugboatmen, who are members of John L. Lewis' United Harbor Workers Union.

Six-man crews from NMU were placed aboard each of four strike-bound tugs, operated by the Independent Towing Co. and P. F. Martin, Inc., under orders from Eugene Williams, NMU port agent. Williams stated that the NMU was prepared to move additional men into the area to man another 41 struck tugs.

In order to justify their action, Williams claimed that Lewis' union was "sabotaging the Port of Philadelphia."

THREE DEMANDS

The dispute began Sunday when 700 United Harbor Workers members walked off the boats as a result of Willis T. Carey, mate on a boat operated by the Martin Co., being fired. Carey, according to ship operators, was fired because he was delinquent in his dues to the MMPA. However, he was also a member of the Harbor Workers Union, and

one of their chief organizers.

The Lewis affiliate claims a majority of both licensed and unlicensed personnel on the tug-

boats, and at a meeting held Monday, adopted three resolutions. One was that Carey be

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HAVE YOU VOTED YET?



Yes, voting for Union officers for the next year is still going on. This election committee has had a busy day. Seated at the table (left to right) are G. Suit, Henry Gillot, and Richard Hanson. Behind them, about to enter the voting booths are Dary Letourneau and George Arnold. In front of the table, S. Ball is signing the register, while A. Stoecklin is being sworn in and Ben Omar awaits his turn.

SEAFARERS LOG

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Organize Isthmian

Unless the greatly unexpected happens, voting to decide the collective bargaining agency should begin shortly in the Isthmian fleet.

Elsewhere in this issue, we print the still tentative proposal offered by the National Labor Relations Board on the mechanics of holding the election which has been submitted to all parties concerned for approval. No serious disagreement with the NLRB's suggestions is expected, and it may be presumed that the election will be conducted along these lines.

Under the proposed agreement, the election, a combination of manual and mail voting, will take 180 days. It is unfortunate that the period must be so long; however, in a fleet as large as Isthmian, it would seem that no shorter time can be allotted.

The Seafarers has done a tremendous job in its spade work among the Isthmian seamen. In the five months that the SIU has been actively organizing among the Isthmian fleet, it has been able to get about twice the number of pledge cards than another union could get in the four years it has been propagandizing.

The response that SIU has received from the Isthmian men is at once a recognition of the superiority of the contracts the Seafarers has with the other shipowners, and a tribute to the rank and file SIU seamen who have acted as volunteer organizers aboard the Isthmian ships.

Working shoulder to shoulder with Isthmian seamen aboard their own vessels, the SIU men have been able to demonstrate, far better than speeches and literature (as necessary as these are) what unionism means to the maritime worker: the fellowship, the solidarity, the cohesiveness of purpose that enables the seamen to be at once an individual where individuality counts—socially, politically—yet to be part of a group where group action is important—settling beefs, getting improved wages and conditions.

As we have said, the Seafarers has done well in the comparatively short time it has been at work, chiefly because the Isthmian men feel a need for a clean, militant, non-political union, and they like what the SIU has to offer.

But the work is not yet done. In the six months that remain, much work must be done: much talking to all Isthmian men, wherever they are; many leaflets written and distributed; invitations to Isthmian men to SIU halls and SIU meetings to show them, first hand, how the Seafarers works. But more than that, men are needed to ship Isthmian; to work with them, to talk with them on the jobs, and to fight side by side with them on their beefs.

The Seafarers is "calling all men" to do a job that must be done, if the maritime industry is to be stabilized—and that is where each of you comes in. See the Port Agent or Organizer in the nearest SIU hall, and see him now!

THE PAY-OFF....



VERSE and WORSE

"I have a remarkable Ordinary," said the bosun. "This lad," he continued, "has an unusual brain. It starts working the moment he gets up in the morning and doesn't stop until he begins to work."

The young bosun reported to his skipper. The captain was gruff and sized the youngster up with anything but a friendly air. "Well," he said, "I suppose as usual they have sent the fool of the family to sea."

"Oh, no," the bosun quickly responded. "They've changed all that since your time, sir."

You may call a woman a kitten,
 But you must not call her a cat.
 You may call her a mouse,
 But you must not call her a rat.
 You may call her a chicken,
 But you must not call her a hen.
 You may call her a duck,
 But you must not call her a goose.

You may call her a vision,
 But you must not call her a sight.

A young Brooklyn soldier was on maneuvers in Oregon. Having a few minutes to himself after evening chow, he strolled out into the woods and soon came back with a handful of rattlesnake rattles.

"Where in the world did you get them?" gasped his alarmed buddy.

"Off'n a woiim," replied the lad from Brooklyn.

Mrs. Chips: "Has the baby called his father 'Daddy' yet?"

Mrs. Sougee. "No. I'm not telling him who his father is until he gets a little stronger."

A middle-aged woman lost her balance and fell out of a window into a garbage can. A passing Chinaman remarked: "Americans velly wasteful. That woman good for ten years yet."

The following epitaph was found on an old tombstone:
 Here lies the body of John,
 They buried him today;
 He lived the life of Riley,
 While Riley was away!

Gruff Father (to son) — Why don't you get out and find a job? When I was your age I was working for \$5 a week in a shop, and at the end of five years I owned the shop.

Son—You can't do that now-days. They have cash registers.

Whitey: "I hear you're in the doghouse."

Blackie: "It's the wife's own fault—she asked me: 'What's Betty Grable got that I haven't got?' and I told her."

Conditions seem about the same all over. A Briton complains to his favorite newspaper that the laundry returns the right buttons but he can't find the shirt.

Caller: "Is your mother engaged?"

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.

Little Boy: "I think she's married."

It was long after midnight in the home of the famous author. He looked haggard and worn, for he had been working on his latest novel.

"Darling," called his wife, "are you coming to bed?"

"No, I'm not," muttered the author. "I've got the pretty girl in the clutches of the villain and I want to get her out."

"How old is the girl?" asked the wife.

"She's twenty-three," informed the writer.

"Then for goodness sakes put out the lights and come to bed," snapped the weary wife. "She's certainly old enough to take care of herself!"

"Go to father," she said
 When I asked her to wed,
 For she knew that I knew

That her father was dead;
 And she knew that I knew
 Of the life that he'd led,
 So she knew that I knew

What she meant when she said,
 "Go to father!"



By PAUL HALL

The UAW-CIO has just declared a strike against General Motors. From all indications, it looks as though this will be one of the largest strikes in years.

This will not only be one of the biggest strikes ever pulled but, something more important, it will be a testing ground for organized labor and trade unionism in this country in the future. If this strike goes for these auto workers, the entire labor movement in this country will come out ahead. If the auto barons' crush the UAW, all trade unions will sooner or later have to fight for survival. If the auto barons are allowed by organized labor to crush this union, we will have allowed them to set an example which all big business will attempt to follow in their fight against trade unionism.

A GOOD UNION

Some people may be of the opinion that you should judge an organization on its affiliation—whether AFL or CIO. We are not of that opinion. It is our belief that, regardless of union affiliation, if an organization is a good one, then it is a good one; if it is a bad one, then it is most certainly a bad one, regardless of its affiliation.

The UAW in our opinion is one of the better type CIO unions. The rank and file of the UAW membership and part of the officials have fought not only the auto barons in their struggle for conditions, but have, as well, fought the communists to keep them from seizing control of their organization. The UAW-CIO is organized on such a basis that each local union has its own autonomy. Some of these locals are very powerful outfits, and are rank and file led and controlled. They are worthy of the support not only of CIO unions, but of all unions, regardless of their affiliation. It is every trade union's and every union man's duty to support these men, if not physically and financially, then at least morally.

Already, with the strike but one day old, as this is written, promises of support for this CIO union have come from other AFL and independent unions. The building trades unions in Detroit, the teamsters and the railway brotherhoods have declared that they will not cross the autoworkers picketlines.

This solidarity on the part of labor is inspiring, and the SIU is proud to offer whatever help it can in labor's first major action against the employers' offensive.

From all indications, the big 3 in Auto—Ford, General Motors and Chrysler—are going to join forces in their attempt to crush the UAW. So, let us make it our business to do whatever we can to help this outfit.

TRAINING PROGRAM FOR SIU

We have recently discussed at our shoreside meetings and at shipboard meetings, as well as run articles in this paper, the necessity of a training program for this Union. Today, this is more evident than before. The government-controlled flunk system of upgrading has proved time after time that it is not competent enough to handle any major demand for qualified men.

The results of the Union's failure within its own framework of producing its own upgrading program is evident now in the number of qualified men we need in our contracted ships. It is time we did some serious thinking on this particular thing.

We see where the government is laying up ship after ship, although recently they have reversed themselves, pulling out a few ships which were laid up. But eventually they will continue this momentarily interrupted lay-up program. These ships being laid up were built with taxpayer's money. This means that you and I are just as much an owner of one of those scows as anybody else. A simple procedure for us to follow to get proper training facilities would be to demand of the government that it put at the disposal of this Union one of these vessels which are going into retirement. It would be a very simple thing to take one of these scows and tie her up to a pier somewhere, and use her as a training school for all SIU members who desire upgrading.

This organization has proven before, as in the instance of the SUP in San Francisco, that seamen's unions can operate an upgrading school and can operate it efficiently. There is no question but it would be strictly in order for the membership of this organization to instruct their officials to go about taking steps to acquire one of these tax-payer-built vessels for a Seafarers Training School. We helped lay out the dough to build 'em—we sailed them all during this war, so we should certainly be able to have at least one of them for this purpose. Let's have some letters and suggestions on this thing and, later on (the sooner the better), we should have action within our regular meetings on this particular subject.

Certainly, it is worthy of a full and thorough discussion.

HEIL HIGGINS!



Andrew J. Higgins, once hailed as the Henry Ford of the South, is doing his best to usurp Sewell Avery's place as the nation's number-one labor hater and union buster. After closing down three of his New Orleans plants in a frankly anti-union move, Higgins embarked on a crusade against labor that included full-page ads in daily papers, assailing not only unionism but also the Wagner Act. Higgins workers, who think his tactics have a Nazi smell, have asked for a Congressional investigation.

CG Pushes New Card

By J. P. SHULER

NEW YORK — Shipping has hit its peak in the Port of New York. Each night finds more jobs on the board than there were in the morning. It is hard to tell where the merchant seamen have gone. They certainly are not around the Port of New York, and if there is anyone not looking for a job and drops in here, he stands a pretty good chance of being shanghaied.

One of the causes of the shortage can possibly be laid to the new seaman's papers that the Coast Guard is trying to cram down the merchant seamen's throats. In several instances, some of the oldtimers who have lost their papers, and applied for duplicates, refused to take them because of the phony card that the Coast Guard puts out as a Certificate of Service and Efficiency.

It seems as if some land lubber is always determined to hang

some act on a merchant seaman for his betterment and furnish a banner to go along with it, such as this new shipping card or Copeland book. It took us two years to beat the Copeland Book, and it seems that we will have to do this all over again on the new card, which looks like an advertisement for the United States Coast Guard.

PASSENGER JOBS

The SS George Washington crewed up here this week to go on a regular passenger run. She will be the first ship leaving the east coast under an American flag to ply the passenger trade. It is to the interest of all members of this organization that these ships be properly manned, and that the work be efficiently performed. This may mean a difference in a lot of passenger ship jobs or none for the SIU.

In the very near future, there will be a number of ships operated by different companies contracted to the SIU that are combinations which carry from 50 to 100 passengers. All of these will mean more jobs for the members of the Seafarers Union and it is up to us as to whether we get these jobs or not.

PAID IN THE DARK

Among the ships paying off here the past week is the SS John Gorrie, South Atlantic SS Co. They had a skipper by the name of Rudolph Augusten and a Chief Mate by the name of Simon B. Puckas, a former member of the NMU now sailing chief mate under a second mate's license. Puckas is a fine example of an NMU seaman and what they stand for. This crew made a seven months trip on the SS John Gorrie, and the stories they tell will be carried in other articles in the next issue of the Log.

Waterman SS Co. is correcting a bad habit which they have been practicing, such as terminating articles at midnight, one night, and paying off the ship at 7 p. m. the following night. The deciding factor in this case was the SS Hastings, which terminated articles midnight Monday and attempted to payoff the crew after 7 p. m., Tuesday. The unlicensed personnel stood pat 100% and refused to take the payoff until 2 p. m. the next day. The outcome was that Waterman has now decided to pay off all their ships not later than 2 p. m., whenever possible.

It Was A Wise Old Owl -- He Joined The Seafarers

An anonymous brother, who is nameless because he forgot to sign his monicker to his letter, has some rather interesting experiences to relate regarding trips made during his five and a half years as a seaman.

"My sea trips have taken me a distance of more than eight times around the world, measuring around the Equator," says Joe Doakes, "which isn't bad for a sailor of only five odd years. What I've learned, and what I've seen are a vital part of my life history. The people I met were of many different qualities, characteristics, and religions, but then it takes all kinds to make this world of ours.

BLESS 'EM ALL

"As for the women, God bless 'em," continued Yehudi. "Blondes, red heads, and brunettes—bless 'em all. But green eyes, they're my favorite dish of candy."

John Doe declares, "Three years ago, while steaming about 250 miles east of Hawaii on the way from Pearl Harbor to Frisco, I thought that I had seen the Seventh Wonder of the ocean world. That was the time when I actually saw Halley's Comet; something which only occurs once every 79 or 80 years, and which very few people ever have the opportunity of seeing. That was really a sight I'll never forget.

SEA OWL

"While steaming from Staten Island to Le Havre on the good ship SS Richard Rush," continued Richard Roe, "About three days out, I saw something really hard to believe. A hoot owl landed on our ship, joined the SIU, and became a sea owl.

"You don't believe it?" Davey Jones went on. "Well, owls have a reputation for being wise birds, don't they? Anyone with any sense would know that the Seafarers is the only worthwhile Union aboard the organized rust buckets sailing the seven seas, and it didn't take that wise old owl long to catch on."

Last report the Log office had



from Paul Bunyan was that the SIU owl was sailing aboard Isthmian ships, organizing for the SIU.

That's the real Seafarers spirit!

Shipping Demands Will Use All Vessels

Approximately 200 ships scheduled to go into the Reserve Fleet before the end of the year must be maintained in service in order to meet new shipping demands, Vice Admiral Emory S. Land, USN (Ret'd), War Shipping Administrator, said today. Some of the vessels included in the 200 have already been laid up and will be recalled to active duty, Admiral Land stated.

Increased shipments for UNRRA, Great Britain, and additional supplies for Russia and France accounted for the major part of the increased shipping demand.

The additional ships are all cargo vessels, not troopships, and will require 10,000 merchant officers and seamen over previous estimates, Admiral Land stated.

For the present, 50 per cent of all additional men needed would ship out of the Atlantic Coast, primarily aboard transports returning American troops from Europe. Of the remainder, 20 per cent would sail out of Gulf ports and 30 per cent from the Pacific Coast. The latter percentages will rise as the troop return program diminishes in Europe and increases in the Pacific.

CROSSING THE LINE



Carl C. Lawson (Bosun) and Vance Reese (AB) take part in a party as the ship crosses the Equator. The boys didn't say whether they were taking part in the traditional ceremony for voyagers crossing the line for the first time.

350,000 Autoworkers Strike, As Labor-Management Confab Snags

WASHINGTON — With some 350,000 autoworkers reported out on strike against the General Motors Corporation, the show-down phase of the fight to move take-home pay into closer relationship with the cost of living moved sharply into the national spotlight.

Simultaneously, it seemed, the long anticipated split between labor and industry members of President Truman's Labor-Management Conference forecast the doom of the sessions which some of the more naive spectators had expected to result in harmony between the two obviously irreconcilable forces.

The breakdown in the conference came as the industry members proposed the enactment of legal shackles which would seriously curtail the rights of free workers.

The labor members were unanimous in their opposition to the proposals filed by the management representatives, with AFL, CIO and the UAW joining in a declaration that "Legislation would destroy attempts to bargain in good faith."

135 LOCALS STRIKE

In the autoworkers action, which followed further attempts by the GM Corporation to stall on negotiations for a 30% wage demand, the international union of the UAW-CIO called upon its 135 Local Unions in the GM system to walk off the job at 11 a.m. (Wednesday). (The actual time for the walkout varied because of time zone differences.)

The Union had demanded that the corporation throw open its books if it expected labor to scale down its wage demands, which labor has charged the industry can well afford without any increase in retail prices.

It appeared evident that the company, like the rest of industry, would not fight against some increase in pay, provided they could pass the cost on to the long suffering consumer. The Union has repeatedly pointed out that this would merely alter figures and, in actual fact, create even greater differentials between take-home wages and the cost of living.

WANT PRICE BOOST

That part of industry's battle was with the OPA, was apparent in its offer to grant a small increase if the government price control agency would allow it to increase its retail prices on autos and other products. In answer, the OPA granted several companies the right to up prices, but ordered the GM outfit to scale theirs down. All this was based upon a government survey of profits and investments. The employers are insisting that uncon-

trolled prices will not create inflation but the best known economists have failed to agree with their views.

Putting it very simply, one GM worker said, "If it costs me a buck for a meal today and I'm getting a buck an hour, what advantage is it if they pay me two bucks and charge two dollars or more for the same meal." It was a lesson in economics which even the high paid corporation lawyers refused to tangle with.

PROFITS WILL FADE

R. J. Thomas, president of the autoworkers, ordered the strike after the company refused a last minute offer by the Union to place the whole dispute before a three-man arbitration board.

With only a \$4,000,000 strike fund to fight the combination of GM, and other industrialists who will throw their financial resources into the fight, the UAW expects to outlast the corporation's resistance because of the vast profits the shareholders and coupon clippers see slipping from their grasp as other producers crash the company's markets.

It was obvious, however, that the UAW could not undertake a prolonged struggle unless it had assistance from other groups of organized workers.

ALL WORKERS AFFECTED

Meanwhile the strategy as outlined by UAW Vice-president Reuther was generally considered to be winning the public's support for the autoworkers' point of view. Reuther's invitation to press and radio reporters to attend open hearings of the dispute won favorable comment when the corporation refused to go along with the proposal. "What are they hiding?" was the press reaction.

It must be remembered that

vast amounts of money are available to the corporation with which it can influence the "free press" through advertisements and other more direct methods.

Spokesmen for the UAW pointed out that this 30% wage increase demand, while initially undertaken by their organization, would eventually effect every worker in the country. "The outcome is inescapable for all workers whether in the CIO, AFL or other unions. Even non-affiliated workers will feel the blow if we should fail to achieve our objective."

BACK AGAIN



Lonnie Grantham, former doorman at the New York Hall is all smiles. Just in from off a ship, he's catching up on all that he's missed while away. Being on the beach is wonderful, as Lonnie will tell you—but he'll soon be off on another trip. Ah, a sailor's life . . .

Ah, The Good Old Days Of Yore!

I enjoyed reading a very interesting column by Johnnie Bunker, wherein he quotes certain females who operated out of various European ports prior to the war. I'm sure the oldtimers who sailed out of the Gulf in those days and were known, including myself, as Lykes stiffs, can remember the old Havre, Antwerp and Rotterdam, the Hamburg and Bremen, and the Liverpool and Manchester runs.

The bars, girls, and streets of these towns were as familiar to us as our own hometowns. We were so stuck on these runs that the mere thought of running anywhere else was out of the question. It got so that guys would write songs and poems about these runs. How well we remember a poem written by an anonymous writer called "Havre and Antwerp — that's the run; and when our daily work is done, we go ashore and have some fun, in Havre and Antwerp."

Of course, there's more to this poem, but, having been away from that run for some time, we can't remember all of it. If some guy can remember all of it he should write it in to the Log for publication, as it's really a pip all the way through.

We remember familiar places,

such as "Albert Palace," "Sunny Boy Bar," "Bob's," "The Rue De Galleon," "Johnny the Greek's" and other well known places in Le Havre.

In Antwerp there was the "Globe," "Savingay," "Cosmos," "Skipper St." and places along London Street, such as "Jack Dempsey's," "New Orleans Bar," the "British King," and numerous hotel bars on Nassau Street.

All the above places were properly manned, or should we say womanned, by plenty of well-known ladies of easy virtue, who gave freely of their companionship and charms (for a moderate fee) to almost any American seaman who happened to be first in the bar.

While we didn't make a hell of a lot of money in those days, we sure had a lot of fun in those ports and leaving them was tough, but the joy of returning made up for all gab that we used to have while at sea.

Going East, it was always what we were going to do on our first night; and going West, it was all we did while we were ashore in the good old ports of Havre and Antwerp. Maybe these ports will return to the old happy places again—we hope.

SIU Supports Autoworkers In Strike Against GM

NEW YORK, Nov. 22—Members of the Seafarers International Union-AFL in a move to rally forces behind the striking General Motors workers, adopted a resolution last night calling upon all unions to declare themselves in support of the auto workers' demands.

The resolution in support of the UAW objectives states, "We recognize that the UAW-CIO

faces the combined might of the nation's wealthiest manufacturers . . . the Seafarers International Union-AFL calls upon all other unions, regardless of affiliation, to take similar action so that the combined might of the labor movement be placed squarely . . ." against the employers.

The text of the resolution follows:

SIU Resolution Supporting UAW Strikers

WHEREAS. A showdown fight which concerns all labor has been started between the United Automobile Workers-CIO and the General Motors Corporation, and

WHEREAS: Every worker, regardless of his trade or union affiliation, has a stake in the outcome of this struggle to establish a fair relationship between wages and the cost of living, and

WHEREAS: We recognize that the UAW-CIO faces the combined might of the nation's wealthiest employers, manufacturers, bankers and even shipowners, and

WHEREAS: We recognize that defeat for this union, the largest in the world, will be a major, if not fatal, setback for all unions, large and small alike,

THEREFORE BE IT RESOLVED: That the Seafarers International Union-AFL declares itself wholeheartedly in support of the objectives of the UAW-CIO in its struggle with the General Motors Corporation, and

BE IT FURTHER RESOLVED: That the Seafarers International Union-AFL calls upon all other unions, regardless of affiliation, to take similar action so that the combined might of the labor movement be placed squarely in opposition to the combined might of the employers, and

BE IT FINALLY RESOLVED: That the Seafarers International Union-AFL authorize its officials to invite a speaker, or speakers, to address this membership and present the UAW-CIO case in more detail.

WORDS, WORDS, WORDS!



Sidney Frey, Carpenter, is lost deep in thousands of words as he puts his spare time to good use, browsing among the books in the SIU library in the New York hall. By special arrangement, the library is a special branch of the New York City Public Library system, and has a continuously changing selection, including a large percentage of the latest books. Whether a mystery story or a book on navigation, we have it: So come on up.





QUESTION:—After the first of the year, the last of the seamen's rest homes will be closed down. Do you think they should be continued under government control?

JOHN CABRAL, AB—

There is a definite need for seamen's rest homes to be continued, but not under government control. They should be under the supervision of a private organization with worthwhile leadership, not just out for the almighty dollar like that USS outfit. Either retired seamen, or bonafide seamen's organizations, should operate them minus the red tape which usually kills any place under government control. Even with the war over, although some hazards such as floating mines still exist, we must have good, clean, sensibly operated seamen's rest homes.



EDWARD HANSON, CARP.—

I don't mind government control of rest homes after the 1st of the year so much, but I don't want any shipowners or outfits controlled by them to have any sayso about seamen's homes. As a sailor with fifty years experience in the Norwegian and American maritime service, I certainly feel the need of rest homes. In spite of my 72 years, I still feel active enough to continue shipping out, but I've met plenty of fellows younger than myself who are burned up enough physically to need a permanent rest home. We men of the SIU should have some control, even if the government does supply funds.



ROBERT E. HUFFMAN, AB—

In my opinion, homes are very necessary whether under government or private control. Seamen need rest homes more than the other occupations, due to the very nature of their job, and older men who have served their time and outlived their usefulness should certainly be taken care of. If not, they'll become waterfront bums, panhandlers, moochers, or what have you. Of course, if we ever have a decent Seamen's Bill of Rights that will help matters considerably. The SIU, as an active seamen's union, should have something to say about control of such projects.



PAUL STANCIL, BOSUN—

If the SIU and other progressive unions have something to say about the running of seamen's rest homes, I am in favor of continuing their operation. I don't object to government funds, but I do object to government control. The USS spoiled a good thing by paying out a lot of money in fancy salaries and high operating expenses. They weren't operating the rest homes for the benefit of seamen the way they should be run. We should also be careful to see that shipowners have nothing to do with them, as we can't trust the owners not to use the homes to their own advantage.



Govt Bureaus Snafu Redeployment

By JOHN MOGAN

BOSTON—Just finished a very busy week. The payoffs were generally very good, with the old SIU cooperation by the ship's delegates.

We still have a couple of ships in Portland; these should be getting away any day now, which will be a relief, as the turnover in men on these outport ships can be a real headache. It seems, too, that these ships can run into a great deal of trouble up that way.

On one of them, the J. Crittenden, all new mattresses went aboard after the ship was fumigated. When the boys got a look at some of the mattresses a howl went up that could be heard in Boston. Part of the lot, I learned, were about 4½ or 5 feet in length, and none of them was so hot to look at.

SHORT SLEEP

I contacted the agents and no doubt they made every effort to obtain good mattresses, both in Portland and in Boston, but the

best they could buy were none too good. Several of the crew felt that they would rather use their old mattresses, which seemed okay as the ship was fumigated with gas and certainly every little thing in the mattresses should have been killed also.

A few minor beefs on the J. Howland Gardner, recently resurrected from the boneyard, where she was destined to go after just one voyage out of the shipyard, were settled at the same time. Tomorrow the SS James Swan (So. Atlantic) pays off at Portland at 10 a. m., which means that we have to get a Patrolman started this afternoon to be up there the first thing in the morning. In other words, when we have a ship in Portland, we lose the services of a Patrolman for two whole days. At this time, particularly, we feel this loss.

CG RED TAPE

On November 13, we had a couple of troopships (Victories) in here for a quick turnaround. Between the two, about 36 entry ratings were needed for the stew-

ards department. At 10:30 a. m. on the 13th, I took five young fellows over to the Coast Guard to obtain their papers so that they could sail these Victory ships, which were scheduled to sail within 36 hours.

I was told by Lt. Comm. Leonard of the Coast Guard that they were buried in work and that the earliest these men could get seaman's papers would be after the 21st—or a week later. Apparently it is all right with the Coast Guard if the ships lay in port until they get around to issuing necessary entry ratings.

But I put it right up to the operators, and they sent a delegation to the Coast Guard Shipping Commissioners and finally contrived to obtain temporary waivers for men needed by the Union for immediate employment.

WRONG SLANT

The anti-labor editor of the "Stars and Stripes" is feeding vicious propaganda to the troops awaiting transportation home, accusing organized labor of delaying redeployment. I sometimes wonder if the editor referred to is not well aware of the real facts; namely, that any delay of ships is directly attributable to various government bureaus including their brothers-in-arms, the U. S. Coast Guard.

Why is it the "Stars and Stripes" does not take an editorial stand against the shipping of their comrades on unsafe Liberty ships, on which returning soldiers are often injured and sometimes killed due to improper ballasting for heavy weather. In my opinion, that should be their fight, to obtain the very best for returning servicemen, who deserve the best, and quit the business of trying to set off the man in uniform against his civilian brother in the ranks of organized labor.

BUSY, BUSY

Everything in this port is in good shape at the moment. One beef sent to us from the New Orleans Agent by way of Louie Goffin, regarding a linen beef aboard the SS Galen Stone, will be settled tomorrow in Port Committee with Eastern officials. No one can say what the end of the week will bring, however, except that it looks like a mighty busy week-end, with a half-dozen SIU ships scheduled to arrive on the last three days of the week.

There is still an acute shortage of engine ratings, so we trust there are no brothers sitting around anywhere waiting for a job.

SS Smith Victory Stowaways Identified As Nazi Victims

Two stowaways who arrived at Boston aboard the SS Smith Victory, as reported in last week's Log on the "Membership Speaks" page, have been identified as survivors of the infamous Nazi concentration camp located at Buchenwald. They had vowed to come to America if alive to do so, and they managed to keep that vow.

Immigration authorities identified the two as John Rubinfeld, 23 years old Polish youth, and his cousin, a 20 year old Romanian, Gleidu Davidescu. Slipping aboard the Smith Victory at Le Havre, the youths managed to last until five days out when their empty stomachs forced them to give up. After being fed, they were placed in the ship's brig for the remainder of the trip.

FACE DEPORTATION

Both told authorities at immigration headquarters that they had dreamed of coming to America all through their imprisonment at Buchenwald, and that they only wished for a chance to start a new life when they were freed.

The young stowaways managed to escape detection when boarding the vessel at Le Havre, and but for hunger pangs might have reached this country undetected during the eight day voyage. Expectation is that Rubinfeld and Davidescu will be deported after being given a hearing before Federal authorities.

STRANGE BEEF

Mountainous seas resulting from a storm off the English coast caused most of the GIs to come down with seasickness, and they were still wobbly from the after affects of their briny trip upon arrival at Boston. Their only gripe was a new one; one we've never heard before.

They claimed that the food on the Smith Victory was really good, but the stormy weather and resultant mal de mer made it impossible for them to eat and enjoy themselves during the first part of the trip. Some beef!

Workers Spurn Jobs; Pay Is Cut In Half

WASHINGTON, D. C.—American workers who have lost their jobs since V-J Day are refusing to accept new employment offered to them because the wages are from 34 to 53 per cent lower than they earned before.

This was announced by the United States Employment Service after a survey of conditions in three "typical" cities — Atlanta, Columbus and Trenton.

Labor surveys also disclosed that many discharged servicemen also are refusing to take jobs at cut-rate wages, preferring to get along on unemployment compensation until a better break turns up.

The Employment Service said there was no mystery behind the fact that available jobs are going begging while more than 1,500,000 persons are looking for work.

The jobs now being offered, its studies disclosed, would mean a cut in take-home pay averaging from 34 to 49 per cent for men and from 49 to 53 per cent for women.

Clothing Industry On Strike

WASHINGTON, D. C. — The clothing industry has pulled a successful strike against the government and the nation's consumers.

Refusal of manufacturers to produce lower-priced garments finally forced the Office of Price Admission to grant the industry another 15 per cent increase in ceiling prices for such merchandise as underwear, pajamas, hosiery, shirts and handkerchiefs.

When labor strikes, the newspapers and Congress go into con-
 ception fits—but apparently it's perfectly all right for industry to employ the same tactics, because

organized labor was forced to carry on a lone fight against the price increases.

For the past two years the OPA has tried to keep cheap clothing prices at about their 1943 levels, which were, of course, marked away up from prewar standards.

The OPA excused its change of policy by pointing out that most of the affected items had disappeared from the market, leaving only the highest-priced merchandise available to purchasers. Under the revised order, the OPA said, the lower priced garments will again become available, although the retail selling prices will be "slightly" higher.



SHIPS' MINUTES AND NEWS

Potrero Hills Crew Votes Fine For Untidiness

At the meeting aboard the SS Potrero Hills on Oct. 25, J. Whited, L. Clarke and E. R. Farmer were elected by acclamation to fill the posts of chairman, recording-secretary and "reading clerk" respectively.

After much routine business Brother Quinell made a motion that "feet be kept on deck and not on the messroom chairs and that anyone violating this rule donate one dollar to the Seafarers Log." The motion was amended by Brother Clarke "that the 3 delegates see that the donation is made to the Patrolmen when they come aboard." The motion and amendment were carried.

The crew unanimously concurred with the SIU resolution on the recent longshore beef. Several members spoke on this motion, pointing out the aim of the communists was to create disruption with little regard to



the worker's problems. One said they never gained "a darn thing for the working man — only trouble."

A motion by Brother Quinell that the three delegates contact the captain and get cigarettes out of the slop chest, was adopted. The same brother then moved that the delegates negotiate with the skipper regarding the men who have transportation money coming from Galveston, Texas to the ship at Port Arthur. The motion was carried.

Under Good and Welfare several members took the floor and talked on union matters. It was pointed out that the beef over Stewards making up the Purser's room was settled in favor of the Union and that now this work is overtime. Also mentioned was the fact that Standard Oil of California has "signed on the line with the Union."

All hands spoke of the good work being done by various union officials and expressed their appreciation of the way the organization is being run.

The meeting adjourned at 2.15 p. m. after it had been in session for 1 hour and 15 minutes. 45 members were present.

Ship Meetings On Edelstein, Cranston And Cape St. George

During the first regular meeting aboard the SS M. Michael Edelstein, the crew elected Brother Joseph Barron and J. J. Wald as chairman and secretary, respectively.

Chairman Barron opened discussion on the rusty condition of the ship's supply of domestic and washing water. It was brought out that the master and chief engineer had refused to do anything about improving this condition. When questioned by the crew, the master stated that no one could do anything to remedy the situation.

At the conclusion of discussion, motions were carried that members should be reimbursed for any damage to their clothes, and that the fresh water tanks should be cleaned and cemented upon reaching a U.S. port. Other matters regarding sanitary conditions of mess hall and galley were settled without difficulty. The meeting was then adjourned.

CRANSTON VICTORY

First ship's meeting aboard the SS Cranston Victory, was held on October 20th. Brother Elliott, Chef, was elected chairman, and Brother George Moon, secretary.

Ninety per cent of the stewards department were present at the meeting and reported that Delegate Bob Keller was doing a good job free from personal bias in the breaking of night cook to dish washer.

Working conditions aboard ship were discussed at length, and it was reported that the ice-box and radio in stewards' mess hall needed repairing. Lockers and blower fans in the galley were also in need of repairs. The only member missing without excuse was the demoted night cook. Meeting was then adjourned.

CAPE ST. GEORGE

Chief Steward B. Farmer was elected chairman, and Junior Engineer A. Mullen was elected secretary at the first meeting aboard the MV Cape St. George.

Motion was carried that anyone caught leaving cigarettes on deck, leaving dirty cups behind, or creating a mess in the messroom would be fined a quarter, and that the money so collected would be used to buy magazines and other reading material.

Another motion to restrict the P.O. head was carried, and a motion to open nominations for ship's delegate resulted in S. Boyd being elected by acclamation.

Reports from the stewards, deck and engine depts. indicated that everything was shipshape with no beefs. Discussion regarding cleanliness on the sailor's foc'sle ensued and, after the Agreement was broken out and read, the matter was then read for the benefit of the trip carders, and meeting was adjourned.

Freeloaders Not Wanted Aboard William S. Young

The SIU men aboard the SS William S. Young held two efficiently organized meetings despite the fact that the Bull Line Liberty was on a comparatively short trip.

The first, a general meeting for all hands, conducted some sound union educational work among the newer seamen. Book men, discussing the question of new members among the first trippers, explained the advantages of joining the SIU and the benefits derived. They also pointed out that, because of the short trip they were on, financial arrangements could be made so that the new members wouldn't be hit too hard in the pocket when joining the Union. The oldtimers made it quite clear that they would not ship with freeloaders.

The stewards department was okayed by the deck and engine gangs and a motion was made and carried that the laundry be put into proper condition and the ship fumigated before sailing again.

A black gang member made a motion calling for a safety rail on the catwalk H. P. and I. P. Another motion instructed the delegates to see the captain and get the library opened. Chips volunteered to build a bookshelf in the messrooms.

After some discussion of alleged overcharging on slop

chest prices the meeting decided to investigate the matter at the end of the voyage. It was moved and carried that the slop chest be open to accommodate men on watch.

The meeting adjourned after names of all those ready to join the Union had been recorded for submitting to the Patrolman at the payoff.

The next day it was decided that a meeting of full book members only should be held. Those attending were: Arthur Lomas, Stewards; Joseph Frechette, Ch. Ck.; Charles Taylor, AB; Constant Dobrovolsky, Carpenter; John Dissent, AB; G. Sawyer, Bosun; Tony Green, FWT; Lynn Fields, Dk. Eng.; Joseph Kelly, P1 Mach.; and K. Wuori, FWT.

The meeting was called to order at 8.10 p. m. by Chairman Taylor who called for any old business to be discussed. There being none the next item on the agenda was New Business.

The members went on record to notify any member of the crew who has not paid his dues, whether full book, probationary or trip card, to do so at the payoff or be listed as a "freeloader."

The meeting adjourned after a general discussion during which the noise situation and making coffee was straightened out to the satisfaction of all present.

CAPE TEXAS BEEM

Intelligent action and union solidarity among the crew of the Cape Texas, on the Porto Rico run, resulted in agreement by the ship's officers to make the needed repairs.

The crew demanded that these badly needed improvements and repairs be made prior to the ship's sailing from New York and effective work by the Patrolman, backed up by a solid crew, got the beef squared away.

TULSA IN DRYDOCK



Deck delegate Martin O'Conner, Henry Piekutowski, Gordon Ellington and Tommy Hannon (left to right) were part of the crew which brought the South Atlantic SS Tulsa into Brooklyn for drydocking.

KEEP IT UP

A larger number of ship's minutes are streaming into the Log office than we have ever before seen. This indicates two things. One that more shipboard meetings are taking place and the other that the members are taking a real interest in their paper.

Expanding this feature to two full pages is the result and we don't have to stop there. Keep up the good work.

Mellville Crew Beefs About Dirty Messroom, Etc.

Meetings called on the SS Herman Mellville (Eastern) dealt with a variety of items which included mess halls left dirty with fruit peelings and cores, cups left on tables after being used and fumigation.

John Buselewski, Deck delegate who chaired the meetings, reported that all departments were urged to present their beefs to the meeting but that few existed and the ship enjoyed a clean payoff.

The Engine delegate was Oliver H. Headly and the Steward delegate's name is unreported. The Mellville left Baltimore Sept. 26 for Rotterdam and payed off in New York Nov. 8.

Cape Comfort Crew Votes Extra Meal Pay Division

The SS Cape Comfort held her first union meeting at sea on voyage three, and elected Charles Scofield as chairman, and A. R. Smith as the recording secretary.

After the deck delegate reported no overtime beefs to date, the question arose as to whether the deck dept. could collect overtime pay for painting done by the second mate, while the crew was on day work in port. The entire matter was discussed at length, but settlement was postponed until the arrival at port, where a patrolman could be contacted.

The delegates from the steward and engine depts. reported that there was no disputed overtime, and that conditions on the whole were quite satisfactory.

Discussion arose as to the division of pay for extra meals. It was the unanimous decision of all present that the pay should be evenly divided among the three cooks, scullery man, and messman who served the meals.

Motion was moved, supported, and carried to have a steward dept. patrolman aboard to check stores, and to see that there was enough on hand for the next voyage. Another motion was passed regarding the repairing or replacement of all lockers in the crew quarters. After this, the meeting was adjourned.

John Merrick Crew Holds Two Shipboard Meetings

With all members present except those on watch, the crew of the SS John Merrick (Calmar) held two shipboard meetings during which various ship beefs were taken up.

The first, were Brother W. Perdue in the chair and L. Paradeau as recording secretary, discussed bunk lights, fans and the cleanliness of messroom and dishes.

The delegates' reports disclosed that 8 book members, 4 p.b.s and 18 trip cards were aboard. Blackgang delegate was Perdue. Steward and Deck delegates were D. Carroll and R. Brown, respectively.

Under good and welfare the recording secretary spoke about the value of SIU membership

Censure Cooks Of F. R. Hassler

The shipboard meeting on the SS Ferdinand R. Hassler was called to order with all hands present, except those on watch. Brother M. Corbett was elected chairman and R. Flanders recording-secretary.

The delegates' reports pointed out that the meeting had been called to check up on the food situation and find out why the cooks were not putting out the kind of food they should, also to get the probationary book and trip carders familiar with shipboard meetings.

Deck Delegate Gabaree claimed the cooks were needlessly slack and left the galley to go out on deck. He asked that they spend more time in the galley and improve the cooking. He reported six full books, two p.b.s and one trip card. Engine Dept Delegate Monast reported four full books, three p.b.'s and two trip cards in his department. Ralph Lent, a trip card who was on watch, was said to have made non-union statements but after he was relieved appeared and stated that he had inquired about the different unions and decided he wanted to join the SIU.

The Steward Dept. delegate, R. Flanders, stated that he had three full books and five probationaries.

The meeting drew up a list of needed repairs and improvements which included: fumigation, covering of steam pipes, coffee percolator, repairing of bunk springs, water drains and refrigerator.

The meeting adjourned after one minute of silence in honor of union brothers who lost their lives during the war.

for the benefit of all but the trip carders especially. Several other members took the floor to discuss this point.

The Steward asked to be excused temporarily and when he returned had with him a pan of apples which everyone enjoyed.

At the second meeting the Steward, J. Van Der Laan, questioned about the poor quality of the eggs on board, produced a copy of a letter he had sent ashore with the pilot. It stated that the eggs were obviously "repacks" and that they were not fit for use. The Steward said he was positive that Calmar would thoroughly investigate Meddin Bros., the suppliers. He stated that eggs would be obtained at Antwerp if at all possible.

Also discussed was the possibility of electric toasters and irons for the crew and it was decided that these matters would be referred to the Patrolmen on the return to the US.

A motion was made to exchange books with crews of other ships so that the ship's library would have some reading material for the return trip.

Both meetings observed periods of silence in memory of brothers lost at sea.

Chairman of the second meeting was C. Lee and the recording secretary D. Carrol.

Crew Of Fitzhugh Lee Assists NMU Man

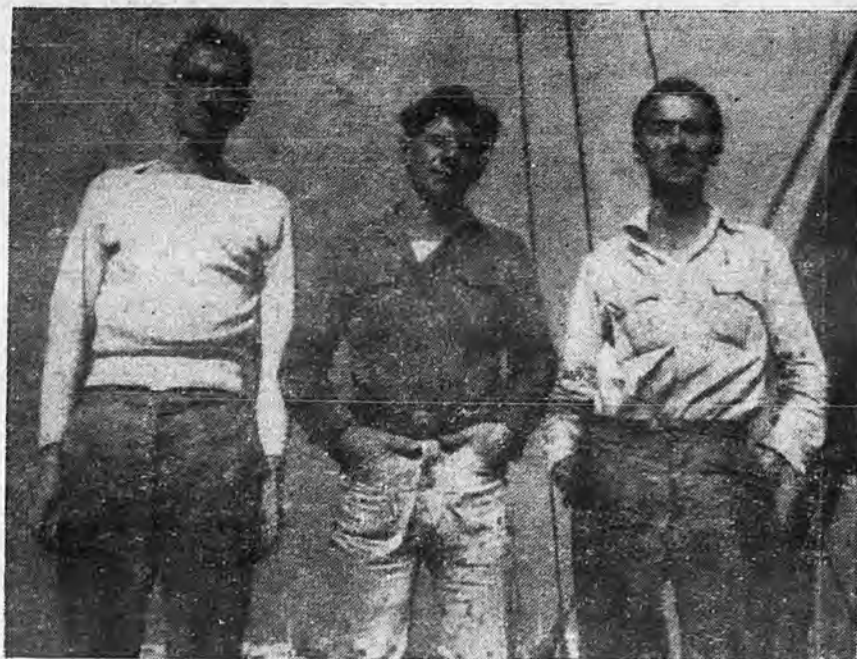
The SS Fitzhugh Lee of the Smith and Johnson Line recently returned from a six-week trip out of New York to La Harve, Rouen, Antwerp, and return.

Deck delegate Marvin Bozard and engine delegate L. K. Welch report that an Oiler came aboard the ship at Baltimore. The delegate, being below, did not pick up his shipping card at once. Later, when it came time to sign on, they found out that he was an NMU man on the wrong ship! However, his ship was across the dock from ours, and he was promptly assisted over there.

The entire mess crew were highly commended by Lt. Colonel Charles E. Boyle who was in charge of returning GIs. He gave them high praise for the excellent food they served, and on the exceptionally fine condition of the messroom and facilities.

HAVE YOU VOTED?

ON SS TULSA



Tulsa crew included J. Prendergast, J. Scott and Henry Piekutowski. (Left to right.)

CUT AND RUN

By HANK

It's sure good to be back to the welcoming arms of Mother New York, especially to collect the forty-five dollar peace offering so reluctantly shelled out by the operators.

It looks like a lot of the brothers have pulled retirement books so that they can keep the Midtown, Somerset, Pilot and other malt juice spots busy.

The salty barnacle babes seem well equipped these days for the high cost of living. The dames of questionable virtues must have organized into the UOPWA (United Order of P— and W— of America). They sure get union rates if not conditions. Just so long as we don't have to take them on a seniority basis. Looking for the union label would be mighty interesting.

Looks like Pete Bush quit shipping out to Hudson and Jay hospital. He's probably firing his boilers somewhere else in the world.

Has Smiley gone down to Mobile or did he ship out as bosun?

It looks like Daniel "Blackie" Boyce (remember the Robin Moor) is out of New York, too.

Remember Captain Brote who used to keep in shape by throwing logs among his crew? Wonder if that red-faced old-burp—man is still sailing the Del Aires for Mississippi?

Busiest survivor we ever saw was Captain Krolkowski. Never to be forgotten is the smoking cigar in his face while he played poker with GIs aboard the Seminole back in 1942. He even borrowed some spinach from this lucky nickel player—but he paid it back alright.

Frank Brown, who was Bosun on the Pennmar when we paid

off in her last port deep down in the North Atlantic, was reported to have taken a Brooklyn apartment with his wife. He has a brother sailing too. How about contacting us via the Log. We'd like some data on PR, which Frank knew like a book.

Good to see Leo Siarkowski, AB, at the hall. He's now foot loose and fancy free and waiting for a Mediterranean run.

Hear that Norman Okray is sailing Bosun these days. Promotions were never like this.

Rudy Paleka is shaping up to ship as soon as he can sign his car on articles. Perhaps he did not get spliced after all.

Lowering the boom on that lawyer must have left "Scotty" just enough for the government's tax stomach.

Are the lovely senoritas still chasing Mike Rossi around? Or is it visa-versa for the smiling Bosun, Ah! Rio, what temptations you offer us lonely Americanos.

The rusty old lady, Sth Atlantic's Tulsa, isn't going to rest her bones in the graveyard for a while, neither is she sold to the Russians. Right now the scow is having herself a facial and permanent in a Brooklyn drydock.

Tommy Hannen finally left the Cornish Arms and the empties and is home in Chicago.

Good luck to Reefer Oiler Joe James who is going to school for his Third's license.

If you like this new feature (call it gossip, scuttlebut or what you like) the best way to have it continue is to send in choice items. Address them to "HANK" c/o the Log.

A Good Union Member Votes—Have You?

THE MEMBERSHIP SPEAKS



SUGGESTS "DIGEST" CARRY NUMBER SAME AS LOG

Dear Editor,

I have enjoyed reading the first two editors of the *Seafarers Log Overseas Digest* and tried comparing them with the corresponding editions of the *Log* itself.

I believe that the idea of a single sheet letter sized news digest for mailing first class and by airmail, is excellent. It will keep members at sea in closer touch with union activit-



ies and should also be of assistance to ship delegates who will know what's happening promptly and be able to act accordingly.

Although its easy to check the "Digest" against its big brother, the *Log*, while there are only a few editions out, I feel that this will be difficult when the number runs into the hundreds. Therefore I suggest the Volume and Number of the corresponding *Log* be printed on the "Digest."

G. W. Champlin

Ed. Note. Check! Brother. A good idea and it's being done at once.

ROBIN SHERWOOD CREW DEMANDS PAY VOUCHERS

The Log:

Aboard the Robin S. Sherwood we have discussed the question of receiving vouchers before the payoff but so far the delegates (Dougherty, Engine; Bause, Stewards; and myself) have been unsuccessful in getting it straightened out.

The crew has decided, therefore, not to accept the payoff until they have received such vouchers and had time to look them over.

The Sherwood left New York on October 31.

R. L. Pribbenaw

TOPA TOPA MEN BEEF ABOUT BEEF

Dear Editor,

It looks as though this will be one of the best trips yet. About a week ago the crew was being served bad meat through no fault of the Steward but rather by the order of Waterman Company stiff, Matt Brown. We understood this and brought the

beef about the bad beef to Patrolman Joe Algina who proved his worth to the Union by the sweet way in which he handled the problem. An Inspector from the Dept. of Meats came down to the ship the following AM and, although it was not in his power to condemn the meat, said, "I wouldn't serve it." The following AM the WSA company-minded inspectors argued against putting it off, but the Bureau Inspector stuck to his original decision and the meat was condemned.

The crew also decided it was time to make these companies put all the stores on before our signing on, instead of promising that the rest would come later, a thing which seldom happens.

The following recommendations were made: a new and larger fan for the Recreation room, hooks for the Foc'les and mess room, new knives for the crews mess, a new library and a decent slop chest.

Also it was recommended that

the membership show a little more interest in their union and in their brothers by taking care of such things as the disposal of bad meat before they sign off.

It is apparently a good crew with only a couple of trip cards and the rest obligated members.

Will see you soon and keep you posted on the good ports and the best gin mills.

J. M. Weir, Deck Del.
G. E. Parker, Eng. Del.

ALEX. G. BELL HAS STOLEN SMOKES CASE

The Log:

At a meeting aboard the Alexander Graham Bell, the crew took up the question of an accusation made by the skipper against a number of the men.

Three cases of army cigarettes had apparently been stolen by someone and the cap'n implied that unless the cost was made

good he would dismiss the entire crew and get a new one.

After some discussion, and with the captain apparently backing down, the incident is considered closed.

Blame for the galley's inability to supply enough food was laid upon the Steward and the three delegates are to meet with him to iron out the difficulties. Also discussed were the glasses, silverware, crockery and pitchers.

Two men who claimed to be SIU called in to have their books checked. One had no proof but said he could get it and the other is unable to speak English.

Richard T. Solomon

UNABLE TO HOLD MEETING, MEN HAVE WIND JAM

Seafarers Log:

Due to bad weather and other drawbacks no shipboard meetings have been held aboard the Claymont Victory so far.

The deck gang managed to get together though and discuss some union questions and some members of the stewards department and black gang got into the bull session.

However, because they were not official shipboard meetings we didn't make any decisions so there's nothing much to report.

The delegates are Nelson E. Kiehl (engine), Daniel J. Hurley (stewards) and for the deck crew,

Ammon J. Page

MOUSETRAP VICTIM THANKS MANY KIND FRIENDS

Editor, Log:

I want to thank my many friends for their kindness and consideration to me during my enforced stay in the local (New York) mousetrap. Thanks a million for the many favors, I really appreciated them. Now that I'm out again, I'll be seeing all of you on the next trip.

Clarence Carter

CAPT. TELLS CREW SHIP MEETINGS ARE AGAINST LAW

To the Editor,

We of the Valdosta Vic came back from the Pacific on October 28th but we have not paid off yet and are unlikely to do so for another month.

The ship is carrying an army cargo and they want all crews on articles so that they can "control the ship in their base."

There are a fair number of book members among the deck and black gang although the deck crew, of which Scotty Smith is delegate, just doesn't hold together.

Early on the trip we tried to hold a meeting but the old man came out with a lot of phony maritime letters to say that it was against the law and that the

CORRECTION

In the Talisman story last week, the *Log* admits to two errors. One that the Talisman is not a Waterman scow but belongs to Mississippi. The other is that as a result of leaving the ship before beefs was the man named Soskind was not recommended for membership.

Union didn't run one of his ships. His name is H. K. Sandvick.

It hasn't been a pleasant trip for the deck gang because of a mate named Tanner who is strictly NMU and works the department from bell to bell. He has the impression that he knows it all and fancies he's a budding Leonardo Di Vinci . . . he's crazy about painting. As a result everything on deck is "froze" and you have to hit it with a hammer to break it loose.

He's had the men painting in the pouring rain and when he was spoken to about it said, "it isn't raining on that side of the ship." As if that wasn't enough, he had the men turn to, to chip and scrape the boat deck, with seas coming over the deck at the time. In Manila he complained that the men were taking too much time over coffee



although the heat was terrific and one man was already down with the sun.

While making out the manifest I told him to order a complete set of new tools as we had made the trip without any. He told me that everytime we used tools we put in for overtime.

We are glad to inform you that we are receiving the *Log* regularly lately and that it sure helps break the monotony on long voyages.

A. Mitchell

LIKES UNION ACTION ON WSA AND COAST GUARD

Dear Editor,

I'm an Oiler and naturally an SIU member although I haven't been sailing very long.

I'm writing to say that I liked the way the Union puts a stop to the WSA and Coast Guard attempts to foul up the seamen. We are human beings even though some of the owners and government agents don't think so.

Clyde "Pat" Parker

Ode To Grande Ronde Purser

Dear Editor:

The following poem is about something of interest that occurred on the SS Grande Ronde. It's title is "The Inebriate."

Doc Heath was sick, had himself to blame,
We all got drunk, he did the same.
When we gassed up to the ship we'd come,
But Doc stayed drinking 'til he was numb.

'Twas some party, I think there weré six,
Five from the city and one from the sticks.
The drinks they came, the drinks they went,
The Purser drank but he never spent.

A small town druggist, that's what he claims,
To save company money seems one of his aims.
His slop chest prices a thing to behold,
His prices are high and his stock is old.

He opens it up when he sees fit,
And charges a buck for a two-bit kit.
His prices are based on the war zone pay,
For he never heard of the OPA.

A couple of boys sitting on the bench,
Had caught Old Joe from a local wench.
Doc fed them pills, put them to bed,
"See you tomorrow," is all he said.

Morning came and morning went,
But still no word the Purser sent.
The pains they grew with the roll of the ship,
But Doc slept on, stiff in his kip.

From Canadian Club to alcohol,
To benzedrine and barbitol.
We pounded his door to no avail,
The only response was a moan and a wail.

It got so bad we broke in the door,
And there lay Doc, out cold on the floor.
Said one of his patients, "I smell skunk."
The Bosun said, "No, it's the Purser—drunk."

We stretched him out up on the deck,
Man, oh man, what a human wreck!
His eyes were hollowed and his cheeks were pale,
He looked like a felon, escaped from jail.

Diagnosis of his case, inside and out,
Was acute alcoholism and not the gout.
His first known utterance was one of mirth,
For he said all seamen were scum of the earth.

This Purser who drank but never spent,
Went dragging his . . . , doubled and bent.
We thought he'd be wiser—a better man,
Before we hit port—Yokohama, Japan.

—John Trainor.

If You Can Walk, Here's A Job

By ARTHUR THOMPSON

SAVANNAH — We shipped 22 men during the past week. The Ferdinand Hassler paid off in Charleston with the overtime in dispute being squared away at the payoff. Some of the crew left without collecting their disputed overtime, and can collect same at the Bull Line office. We shipped nearly a full crew for the Hassler plus a few replacements for the John Sherman, also in Charleston.

Some replacements were needed on the Francis O'Gara in Savannah and we've been moving heaven and earth in search of a Second Cook and Baker. We need three of them now and can't find one. We had to call on some other ports for men, and while some were supplied, we were still short. We have another ship paying off in Charleston, the August P. Loring, and they'll need a full crew—which will be tough to get.

We have only a handful of men on the beach down here and most of them just came in, and want to stay home for a few days, at

least. We talk some of them into shipping out right away, but



we're still sending ships out short-handed.

We just got a call from one of our members in Charleston, telling us Brother Sakuta is coming to Savannah to the hospital. This is our first hospital case in over a month. We don't know what is wrong with him yet, but we'll see him in a few days. If he can walk we'll try to ship him out. We need every man we can get. If you want a ship come to Savannah.

Notify Union When You Payoff

By BUD RAY

SAN JUAN — Business and shipping has slackened off some here, but next month I expect that there will be plenty of jobs when the men who live here get off to pass the holidays at home with their families. And we have plenty of men on the beach to fill the jobs.

The Cape Romain came in for the Porto Rico Line and, after discharging, she loaded for Waterman and went to the Gulf. I went aboard and told the men on her what the score was; so in the event that they wished to payoff, to do so here in San Juan where we had the replacements. One Oiler and one Messman paid off, and we sent the men to take the jobs. But on sailing day in Ponce, which was Saturday, seven men deserted the ship and she sailed short handed.

MUST STOP

This practice must stop, as the members on the beach who want to get back to the States are robbed of these jobs; and it makes the shipping list that much heavier and doesn't relieve the shipping situation any. Also, it is putting the Organization in a bad spot when it comes time to renew the contracts.

This has happened several times in the last two months, and this is to give you fair warning that the membership here on the beach is getting fed up with it. So if you do these things, and are brought up on charges, don't go around singing the blues that the men are giving you a bad time when they suspend you from the shipping list for sixty or ninety days.

Friday, November 9th, was proclaimed a legal holiday here in the Island by the Governor to welcome the home-coming soldiers, and not a wheel turned. 6,000 came in from France on an Army Transport, and they sure got a royal welcome with parties in every town on the Island.

NEW SHIPS

The Cape Mohican has been laying here for two weeks with

These men show interest in the jobs on the stewards department board in the Union hall. There is a need for stewards department men in all ports (as every Agent will tell you), and these men are doing their bit for the Union and the servicemen by not taking too much shore time.

AROUND THE PORTS



NO NEWS??

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

- PHILADELPHIA
- JACKSONVILLE
- BALTIMORE
- NEW ORLEANS
- MOBILE
- NORFOLK

Oh, If You Can Cook! Says Tampa

By D. L. PARKER

TAMPA—The voting in this Branch has so far almost exceeded the total vote that was cast last election. It seems that the membership has awakened to their obligations and duties and is taking more interest in the Union, which is as it should be. I wonder where in the hell all

the cooks have disappeared to? I have all kinds of calls for cooks, and then the ships have to go out short of one or two cooks. I suppose that they have opened up restaurants or beers gardens. Any way, the Port of Tampa is always short of cooks.

It seems to me that the Steamboat Inspector here in Tampa has gone hog-wild with the issuing of seaman's papers. Yesterday there were at least twenty-five men sent down from the Inspector's office to get a letter from me stating that they would be given jobs, so that they could be given the papers.

The Port of Authority Committee has been selected by the Governor, and is now making progress here in this Port, which has been very badly needed in the past. If they are given the support of the public, Tampa will exceed all Ports in the Gulf area in shipping.

Brother Johnny Williams, the Guitar-picking, Belmont Heights King-pin, arrived in Tampa yes-

We Can All Do A Double Job

By LOUIS GOFFIN

The battle that we have been waiting for all these months is now ahead, and that is the coming elections on Isthmian ships. We are now in the midst of one of the greatest organizing drives in our history, and more than ever the backing of the membership is needed. We must sail Isthmian, talk Isthmian and think Isthmian.

True SIU men know that this drive is the most important our Union has embarked upon. It is for our membership to sail these vessels, and to encourage Isthmian men to swing to the right side for the best in Union conditions and wages. There is no question that, with the complete cooperation of all hands, Isthmian men will vote SIU.

We believe, as do all seamen, that bringing back the troops from Europe and the Pacific should be first on the agenda for all ships. We believe that returning them home is our job along with the Government's. It is true that ships come and go empty handed, and we would like to make a suggestion that every ship returning from Europe or the Pacific be filled to capacity with

homeward bound troops; and that instead of sending these troop ships empty, we should fill them up with commies, and send them back to the country that—they are always bragging and boasting—is the Utopia of the Universe. If that is what they want, that is what they should have. It will be the greatest of pleasure to see these skunks leave the country that they have rapped and knocked, although they make sure that they enjoy all the benefits and fruits of the U. S. A.

We know, without question, that the American service man will never fall for all this commie crap, regardless of all the phony propaganda in the commie and fellow traveler newspapers and leaflets. Yes, we will do our utmost to help bring back the boys without injecting political propaganda into the picture. Since quite a number of our membership are ex-service men, they know that all this commie propaganda will fail. This Union has always been the first to aid and welcome service men into the fold, and will continue to do so. Fifteen million good American service men can't be wrong.



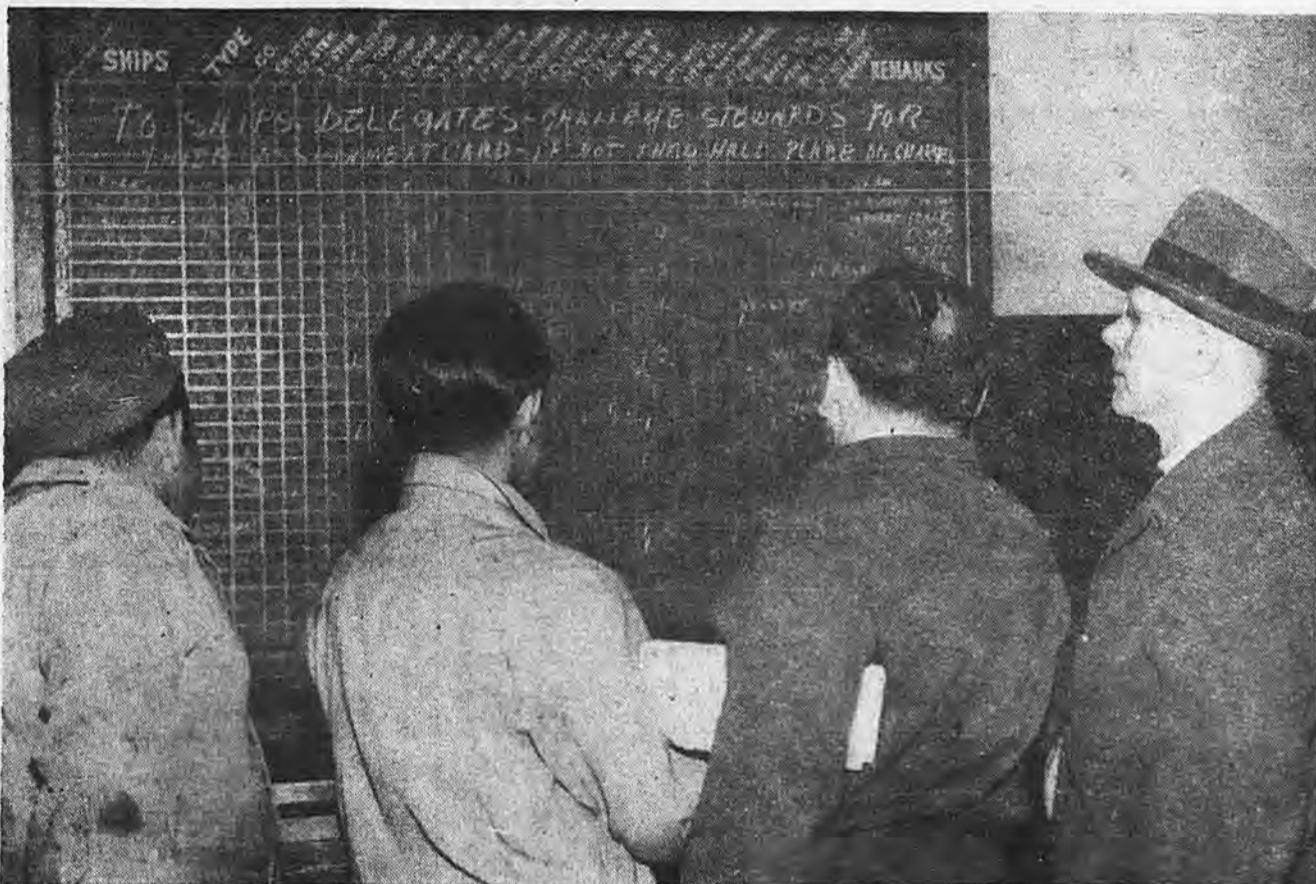
terday for a long thaw out. He states that the east coast is too cold for him. Nothing like Tampa oranges and sand — is there, Johnny?

Shipping is picking up here little by little. The famous Bull Line has a few ships in here, at least one a week. The Brandywine is due in tomorrow, its first trip here in a long time. I understand that she will be coming in regular.

Report Chinese Reds Seize U. S. Seamen

SAN FRANCISCO — Charles Miner, Mutual Broadcasting System's correspondent at Shanghai, reported that a news blackout was clamped down at U. S. Army headquarters there following the reported seizure by Chinese Communists of several American crewmen from a Liberty ship in the Chinwangtao area. Newsmen dependent on British sources were told, Miner reported, that some seamen were seized by the Communists but that some later were released. An American Army spokesman in Shanghai, Miner added, refused to discuss the matter and the United States consul general's office referred inquiries to the Tientsin consulate, saying only "vague" reports had been received on the incident."

PICKING OUT A GOOD ONE



These men show interest in the jobs on the stewards department board in the Union hall. There is a need for stewards department men in all ports (as every Agent will tell you), and these men are doing their bit for the Union and the servicemen by not taking too much shore time.

THE WEEK'S NEWS IN REVIEW



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

SPORTS . . .

COLLEGE GRIDIRON

Amazing Army made it 17 wins in a row by blanking the Penn team, and riding roughshod over them to the tune of 61-0. The touchdown twins, Doc Blanchard and Glenn Davis, each scored three times. Army now has a long rest before meeting Navy on Dec. 1st . . . The Columbia Lions bounced back with a 32-7 win over Princeton's Tigers . . . Connecticut 54, Boston U. 0 . . . Temple upset the dope by taking a close one from Holy Cross, 14-6 Ohio U licked West Virginia, 14-0 . . . Northwestern Wildcats took it on the chin from the Fighting Irish of Notre Dame, 34-7 . . . Boston College defeated Scranton 12-0.

Undefeated Navy rolled over the Wisconsin Badgers by a 36-7 score . . . Colgate 20, Dartmouth 13 . . . Unbeaten Indiana continued by winning over the Pitt Panthers, 19-0 . . . Georgia 35, Auburn 0 . . . Michigan's Wolverines knocked Purdue's title hopes in the Big 9 by a score of 27-13 . . . Harvard 14, Brown 7 . . . Michigan State whitewashed Penn State, 33-0 . . . Iowa over Minnesota, 20-19 . . . VPI 44, Richmond 6 . . . Rutgers defeated NYU, 13-7 . . . Yale's Bulldogs trounced Coast Guard, 41-6 . . . Ohio State 27, Illinois 2 . . . UCLA upset St. Mary's, 13-6 . . . LSU 9, Georgia Tech 7.

AMONG THE PROS

N. Y. Giants' rookie from Mississippi, Junior Hovious, tossed 3 scoring passes to aid in upsetting the heavily favored Detroit Lions by the score of 35 to 14 . . . In spite of Sid Luckman's hurling the Washington Redskins came from behind in the last quarter to win a close one, 28-21 . . . Steve Van Buren of the Philly Eagles, and the leading ground gainer of the NFL, ably assisted in downing the Pittsburgh Steelers, 30-6, by plunging across for two markers and assisting on two others . . . The Green Bay Packers whitewashed Boston's Yanks, 28-0, with Hutson receiving as usual and Lou Brock smashing thru the line . . . Cleveland's Rambunctious Rams continued as Western Division leader by trimming the Chicago Cards, 35-21, with rookie Bob Westerfield heaving three counters.

SPORTS IN GENERAL

Lou Woods, Detroit middleweight, outpointed Cleveland's Johnny Lawer in 10 dull rounds at St. Nicholas Arena, N. Y. . . . The Irvington flash, Charley Fusari, kayoed Pat Demers of Brockton, Mass. in the 3rd at Newark . . . At Paris, Theo Medina, French lightweight, won on points from Jackie Paterson, Eng-

land, in a disappointing 10 rounder.

After Saturday's roundup, four undefeated college grid teams stood out from the pack as certain bowl candidates. Army, of course is No. 1 in the country, and should have little difficulty with Navy.

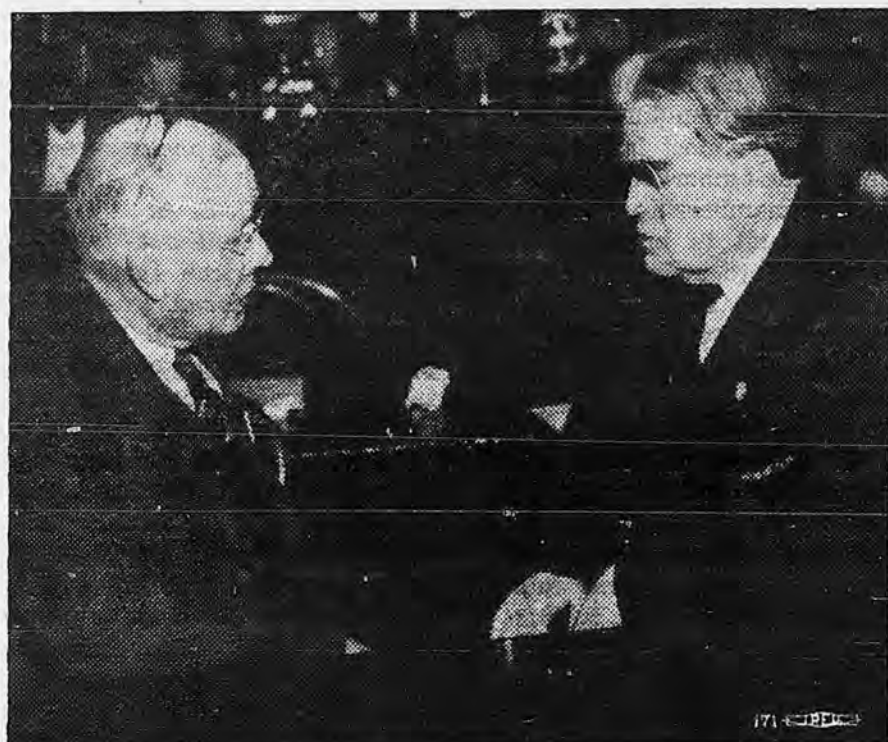
Sen. Robert F. Wagner (D, N. Y.) is sponsoring the first comprehensive bill to provide decent housing for every American. Last week he joined with Senators Arthur Ellender (D, La.) and

HOUSING CHAMPION



Robert Taft (R, Ohio) to introduce the measure.

LEWIS AND GREEN TALK IT OVER



The opening sessions of the Labor-Management Conference in Washington found John L. Lewis, president of the United Mine Workers, and William Green, AFL president, in intimate discussion of strategy to counteract any anti-union proposals from industry's side of the table. Rumors are still afloat that Lewis may attempt to lead the UMW back into the AFL fold.

NO HANDOUTS



CURRENT EVENTS . . .

AT HOME

The United Automobile Workers called out 350,000 General Motors workers in what was said to be a showdown fight for a 30% wage increase. R. J. Thomas, President of the UAW, declared that the company had chosen "between stable industrial peace and unstable industrial dictatorship." Crux of the dispute lay in a GM refusal to back its "can't afford" statement by opening its books for public view . . . Labor and industry were hopelessly divided as the expected deadlock between the two developed at the Washington sessions of President Truman's Labor-Management Conference.

The Senate rejected Truman's plea for continuing the USES (United States Employment Service) under federal control for another year . . . General Marshall and Admiral King retired. Dwight Eisenhower and Chester Nimitz were appointed Chief of Staff and Chief of Naval Operations, respectively, to replace the two men who had organized and run America's World War II machine . . . Eisenhower disappointed many of his fans by openly embracing the peacetime military conscription plan.

Testifying before the Congressional Pearl Harbor Committee, Admiral Richardson declared his plea, prior to Pearl Harbor, that U.S. warships be brought to the West Coast for repairs and improvements was ignored. He was in command of the Pacific Fleet at the time . . . Truman asked Congress to act immediately on a health and social welfare program which would give all citizens "a full measure of opportunity to achieve and enjoy health." Considering Congressional reaction to all other measures designed to help the public generally, Truman's words were considered "just for publication."

The OPA has decided that manufacturers and dealers can, and should, absorb most of the increased cost of automobiles. It restricted Chrysler, Ford and Studebaker increases to a small percentage and ordered GM to cut prices . . . A B-29 landed in Washington after completing a 8,198 mile flight from Guam in 35 hours and 5 minutes. It established a new non-stop record.

The Voice, Frank Sinatra, was ordered by his physician to keep his mouth shut for 24 hours. He's suffering from a throat ailment.

INTERNATIONAL

Russian occupation forces turned back Iranian troops sent to relieve rebel-besieged government forces in Azerbaijan Province . . . Protest of Soviet interference with domestic affairs were made by Iranian ambassadors to Washington and London . . . The Soviet newspaper "Izvestia" denied the revolt was a "separatist move" but rather a protest against "reactionary landlords and the police."

The Greek government has resigned, and the aged Themistocles Sophoulis has been asked to form a new government . . . French President Charles DeGaul has formed a cabinet with himself as chief of government, in a compromise move after difficulties with the communists.

On trial for their lives in Nuremberg, 20 of the Nazi top figures faced the judgment of the world, as charges of major responsibility for World War II were made against them before the International Military Tribunal . . . Chinese Nationalist forces poured into Manchuria but the communists were cutting their lines of communications, threatening the success of the drive . . . Pitched battles are reported from Batavia and Surabaya as British planes bombed Indonesian Nationalists . . . Queen Wilhemina of the Netherlands, one of the richest women in the world, declared "we do not plan any act of revenge nor establishment of colonial domination in Indonesia" . . . The Indonesians, misguided souls, don't believe her.

Britain's Labor Government is planning to nationalize all public utilities except shipping . . . Japan was ordered to eliminate all her civil aviation industry and air training . . . 75% of Bulgaria's voters turned out to vote despite the ballot box boycott by the Agrarian party over alleged political coercion by the Government.

Price Administer Chester Bowles told the House Small Business Committee that the "neatest, slickest and most perfectly timed" lobbying campaign he has ever come across has appeared in Washington on behalf of higher prices for new autos. Labor has protested that price rises in the auto industry, which has denied pay hikes, would amount to a "handout." (LPA)

NMU Scabs On Tugboat Strikers In Philly

(Continued from Page 1)

reinstated; another that the tug companies recognize the union; third was that the companies join the union in asking for a National Labor Relations Board election among licensed and unlicensed personnel.

NOT ALL AFFECTED

Some non-shipping companies, including the railroads which operate their own tugboats, were not affected by the strike action. This is the second tie-up within the past two months. On Sept. 14 a strike was called by unlicensed help to enforce payment of a wage increase ordered by the War Labor Board. The tie-up lasted a week, and the payment was finally made on Oct. 15.

NMU SCABS

Curran's scabbing NMU is obviously using the tugboat situation in an attempt to move in on the Lewis' union, and take over the waterfront just as they attempted to move in on the New York waterfront a short time ago. They have no contracts with any of the tugboat companies in the Philadelphia region, and the statement of E. J. Cunningham, NMU National director, is obviously only for public consumption, to excuse their scabbing.

Cunningham declared, "This strike, called by the Harbor Workers Union, is strictly an attempt by John L. Lewis to raid our union. We're going to move the ships."

This is in strict contradiction to the facts, as the NMU has no membership involved in the strike, other than their scabbing strike-breakers.

LONG STRIKE

William E. Collier, field representative of the Harbor Workers Union stated, "This is a showdown, and a fight to the finish. We are prepared for a year's strike, if necessary."

John Kmetz, president of District 50 of the Mine Workers with which the striking Harbor Workers are affiliated, declared that the local NLRB was responsible for the present situation through delaying action on an election to determine the employees' bargaining agent and for also upholding the company's discharge of an employee.

MEBA SUPPORTS STRIKE

After moving six ships with scabbing NMU crews on Monday, the strike was once more enforced on Tuesday by the refusal of engineers belonging to the Marine Engineers Benefit Association—CIO to move any ships with scab crews. "We simply refuse to get into a physical fight and get our heads skinned," declared

Warren Evans of the MEBA. "Right now this is a matter of self-preservation. We won't take sides in a jurisdictional dispute."

Evans further emphasized that MEBA members were not on strike, had no grievances, and would remain on board the tugs, if necessary, to keep up steam and protect property.

SCABBING FAILS

Shipowners announced that they were "digging in for a finish fight," and prepared to lay up their tugboats, with only one boat in each company keeping up steam for emergencies.

This action, along with that taken by the engineers apparently dooms the abortive attempt of Curran's scabs to break a legitimate strike for their own selfish, finky purposes. Whenever any union, even a so-called union like the NMU, deliberately scabs with the avowed purpose of breaking a strike, then that union forfeits any right to respect or consideration.

Attention Seafarers

Word has come to this office that the Seafarer Log is not to be found in some of the seamen's Clubs in foreign ports.

Whenever in a foreign port go to the seamen's Clubs and see if the Log is displayed. If you don't see it, ask for it. Find out why it is not put out, and leave some of your ship's copies of the Log there.

Notify the Seafarers Log of all Clubs where you do not find the SIU paper.

Says NMU Didn't Give Members Fair Representation On Beefs

For more than a year now, rank and file members of the NMU have been turning their books over to the SIU and asking to join the Seafarers. These men are leaving the NMU not because they are non-union—else they would not want to join the SIU—but because they are staunch believers in unionism, and have very definite ideas as to what a union should mean to and do for its members.

From time to time, we shall present one or more of our new applicants, as space permits, so that the SIU membership can see just who these men are, and for what reasons they are turning to the Seafarers.

NO REPRESENTATION

Today, we present the signed statement of William Craig, who joined the NMU in March, 1943. Craig remained a member in good standing through March, 1944 when, feeling that the NMU was not representing him, he left. He sailed on the Rufus Choate on an SIU trip card August 11, 1945.

Following is Craig's signed statement, executed when he came to the Seafarers:

"I left the NMU voluntarily, because I did not feel that the membership was getting a fair



The communists in the CIO maritime unions still deny that they attempted to raid the AFL longshoremen in New York. Well, dodging the truth is not a new tactic for the commies; anyone who will scab on men trying to improve their job conditions will do anything. (See story on pages 1 and 12 on the NMU scabbing in the Philadelphia tugboat strike.) The above men, representing all of the communist influence in the maritime field, were pictured meeting in the NMU hall to discuss how to take over the AFL longshoremen. Seated, left to right: Harry Bridges, president of the west coast International Longshoremen's and Warehousemen's Union, CIO; Ferdinand C. Smith, national secretary of the NMU, and John Rogan, NMU official. Rear, left to right: James Robbins, business agent, Marine Firemen's, Oilers', Watertenders' and Wipers' Union, unaffiliated; Jack Winocur, vice president of the marine department, American Communications Association, CIO; Joseph Stack, port agent, NMU, and Sid Kaufman, port agent, Marine Cooks and Stewards Association, CIO.

Isthmian Voting To Begin Soon

(Continued from Page 1)

period because they were ill or on vacation or temporarily laid off, including employees in the armed forces of the United States who present themselves in person at the polls, but excluding any employees who have since quit or been discharged for cause

and have not been rehired or reinstated prior to the date of the election. At a date fixed by the Regional Director, the Employer will furnish to the Regional Director an accurate list of all the eligible voters, together with a list of the employees, if any, specifically excluded from eligibility.

Payroll period for eligibility: Week ending November , 1945.

4. NAMES ON BALLOT — In the event more than one labor organization is signatory to this agreement, the choices on the ballot will appear in the wording indicated below and in order enumerated below, reading from left to right on the ballot: (The order in which the names of the contesting parties appear will be determined later).

5. NOTICES OF ELECTION — The Regional Director shall prepare a Notice of Election and supply copies to the parties describing the manner and conduct of the election to be held and incorporating therein a sample ballot. The Employer, upon the request of and at a time designated by the Regional Director, will post such Notice of Election at conspicuous and usual posting places easily accessible to the eligible voters.

6. OBSERVERS — Each party hereto will be allowed to station an equal number of authorized observers at the polling places during the election to assist in its conduct, to challenge the eligibility of voters, and to verify the tally. The parties will submit lists of persons authorized to act as their observers to the Regional Director. As soon after the election as feasible, the votes shall be counted and tabulated by the Regional Director, or his agent or agents. Upon the conclusion of the counting, the Regional Director shall furnish a Tally of

Ballots to an observer designated by each party for such purposes.

7. OBJECTIONS, CHALLENGES, REPORTS THEREON

—Objections to the conduct of the ballot, or to a determination of representatives based on the results thereof, may be filed with the Regional Director within five days after issuance of the Tally of Ballots. Copies of such objections must be served upon the other parties. The Regional Director shall investigate the matters contained in the objections and issue a report thereon. If objections are sustained, the Regional Director may in his report include an order voiding the results of the election and, in that event, shall be empowered to conduct a new election under the terms and provisions of this agreement at a date, time, and place to be determined by him. If challenges are determinative of the results of the election, the Regional Director shall investigate the challenges and issue a report thereon.

8. CONSENT DETERMINATION OF REPRESENTATIVES

—The Regional Director shall, if and when appropriate, issue a consent Determination of Representatives to the parties, setting forth the name of the labor organization which has been designated and selected as the exclusive representative of all the employees in the Unit for the purpose of collective bargaining in respect to rates of pay, wages, hours of employment, and other conditions of employment.

9. RUN-OFF PROCEDURE — In the event more than one labor organization is signatory to this agreement, and in the event that no choice on the ballot in the election receives a majority of the valid ballots cast, the Regional Director shall conduct a run-off election at a time and place to be determined by him.



WILLIAM CRAIG

representation. When a beef was turned over to a patrolman, you very seldom heard anything further—and there was nothing you could do about it.

"When I paid up my dues to date, and told them I was not sailing with them anymore, they said that they would turn me over to the draft board.

"In my opinion, the NMU was not run by the members, but for them, and in a way I didn't like."

Attention Members!

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