

# SEAFARERS LOG



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

Vol. VIII.

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## Shipping Slow But Pick Up Is Expected

After the first flurry that followed the end of the MM&P Strike, shipping all over the country went into a lull. That this lull is only temporary is readily admitted, but at the present time many seamen are on the beach.

A great deal of the blame for this condition rests with the shipowners, who with their outmoded business methods and refusal to plan further than the next day, have not even yet planned any operations. Within 24 hours following the end of the action, the SIU was ready to crew up any ships that needed manning. But with the companies it was, and is, a different story.

Here chaos reigns, and it will be at least two to three weeks more before these big-business masterminds have made the necessary arrangements to stock ships with supplies. After this happens, it will probably take them some time to set up the extremely profitable deals they desire before they allow their ships to sail.

### BALTIMORE LEADS

At the present time Baltimore is enjoying the best shipping of any port on the Atlantic and Gulf Coasts. New Orleans is a close second, but all the other ports report that they expect shipping to boom soon. In fact, they are keeping their fingers crossed until that happens.

The Port of New York started off strong, but slackened off considerably after the first few days. This was because the initial rush was caused by men who wanted to return to the ships they came from when the strike started.

On the whole, while the present condition of shipping is decidedly slow, nevertheless, it is possible that a few days or weeks at the most will see a change for the better.

Seafarers, however, are not missing meals during this period. Feeding is continuing, and the meals are up to the well known SIU standard. There's no chance that SIU Cooks and Stewards will get out of practice when they prepare and serve three meals a day during strike action, and in this case, for a while afterward.

The feeding will not end until most of the men who are now on the beach have been shipped. If shipowners planned as well as this Union does, the situation would not have become snafued in the first place.

## HAVE YOU VOTED YET?



This picture was taken on the third day of voting in New York. The Balloting Committee reports that the voting is heavy and this picture bears out the statement. Word from the outports indicates that this election will see plenty of votes cast as Seafarers exercise their democratic right to elect the officials of their choice. The SIU is controlled by the members.

## Tankermen Come To SIU To Escape NMU-Operator "Representation"

By EARL SHEPPARD

We Seafarers are practical seamen. We know that the NMU's recent job action to get a contract on Texas Oil Co. tankers is a rank farce, especially after they were certified as bargaining agents by the NLRB over six years ago. This maneuver points to deliberate collusion between the company and the NMU.

Anyone with a knowledge of the situation knows that, in a six-year period, the vast majority of any company's unlicensed personnel turns over completely. This fact is doubly true in the case of the Texas tankers.

It is borne out by the fact that

when the Texas tanker men fell for some phony NMU hoax and hit the bricks in Port Arthur, Texas, they found out that they had to join the NMU to remain on their jobs. They set up their own picketline which the NMU promptly crashed, after these men had respected the NMU picketline.

The NMU picketline was merely a camouflage to obtain a backdoor contract. Being outnumbered, these Texas Tanker men were forced to withdraw.

### TURN TO SEAFARERS

These men are now applying to the Seafarers in large numbers, having already signed SIU pledges and petitions, and making out affidavits by the score. This proves beyond a doubt that there was company and NMU collusion, as the NMU did not represent a majority of the unlicensed personnel. The Texas men are demanding that the NLRB set aside this phony contract, and hold an election to give the unlicensed personnel an opportunity to vote for the union of their choice.

All indications are that these men would have chosen the Seafarers by an overwhelming majority if the eligibility date was set for one day prior to the sign-

ing of the now existing contract.

Now, fresh off this smelly deal on the Texas Tankers, the NMU is attempting the same phony maneuver with the Cities Service tankers.

They have tied up one ship in Texas City, Texas, with their

(Continued on Page 4)

## WSA Due For An Investigation By New Congress

With the sweeping change in the political set up in the House of Representatives, Washington political observers this week predicted a series of Republican-led investigations of Administration policies.

High on the list when the new House convenes in January is an expected probe of Democratic policies in the transportation field, notably the shipping and shipbuilding activities under administration of the Maritime Commission and its wartime counterpart, the War Shipping Administration.

Faces on Capitol Hill should be much redder this winter.

## All Branches Begin Voting, Show Turnout

NEW YORK — Balloting to select the officials who will lead the Union during the year 1947 started this week in all ports of the Atlantic and Gulf District and will continue until December 31.

There are 72 candidates for the 38 open positions including the posts of Secretary-Treasurer, Assistant Secretary-Treasurer, 16 Agents, four each Deck, Engine and Steward Patrolmen, and eight Joint Patrolmen.

This is the greatest number of officials to be elected since the SIU has been in operation, and is an indication of the growing strength and power of the Union. It also shows that wherever SIU seamen may be, they will find adequate and responsible representation available.

Voting started on November 1, and all reports from the outports indicated that this election would see the heaviest vote ever recorded in the history of the SIU. Officials of the Union, recognizing that the year that lies ahead may prove to be one of stress, called on all members to cast their votes, and to make sure that other Union members exercise their democratic right to vote for candidates of their own choice.

### REFERENDUM

Also on the ballot, to be approved or disapproved by the membership, is the resolution brought up at the regular business meeting, held in the port of New York on October 9, 1946. This resolution called for an increase in hospital benefits from \$2.00 per week to \$3.00 per week. Since the \$2.00 weekly benefit is a part of the Union Constitution, this amendment is now on the ballot for a referendum vote of the membership.

### STUDY BALLOT

A copy of the ballot appears on the back page of this issue of the **Seafarers Log**. Before voting it would be advisable for members to study the sample ballot so that they can become familiar with the names of those running for office.

The foundation of the Seafarers International Union is in its democratic principles of free elections and membership control of the organization. This can only be maintained by voting on all questions and at all elections. It is a Union duty to vote, and it is not the practice of the Seafarers to shirk their duty.

## Waterman SS Corp., Mississippi Agree To SIU Contract

By JOHN HAWK

MOBILE, Nov. 7 — Waterman Steamship Corporation and Mississippi Shipping Company today agreed to sign basically the same agreement signed on October 23, 1946, by the other SIU-contracted operators.



# SEAFARERS LOG

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OF NORTH AMERICA**  
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## It's Your Union

Members of the Seafarers International Union are real believers in democratic control of the Union. In no other union are the members more active in the day to day affairs of the organization, and in no other union are the elected officials more responsible to the membership.

That is why it is so important for every member to vote in the present election. SIU officials are not elected for life, nor are they put in office for a period of years. Each year the men who head the Union, the men who carry out the functions as Port Agents and Patrolmen, are elected in secret ballot. That means membership control and makes for a solid Union.

No union can be any stronger than the men who belong to it. They are the organization, they form its policies and carry the word of unionism wherever they go. It is only in unions where the members lose interest that it can be captured by either the commies or the gangsters.

*That could never happen in the SIU.*

Members of the Seafarers take a proprietary interest in their Union. They know that the organization belongs to them, is responsible to them, and only does what they want it to do.

The affairs of the Union require that competent men be elected to every office. Otherwise the burden is thrown on the men who can do the job, and therefore lowers the efficiency of the whole set-up. Each man who is elected to office has a certain job to do. Elect the man who can carry out his function in the best and most efficient manner.

When a Patrolman comes down to your ship for a pay-off or a sign on, you want to be sure that he knows his business. When you bring a beef to a Port Agent, you want to be confident that he will take care of it, and follow through until you gain satisfaction. The only way to assure yourselves of this is by voting only for the men you are sure can do the job.

Union elections are not popularity contests. The fact that some one who is running for office is a swell drinking partner does not necessarily mean that he would be a good man in whose hands to place the affairs of the Union. On the other hand, the man you drink with and ship with may be the right man for the job he is running for.

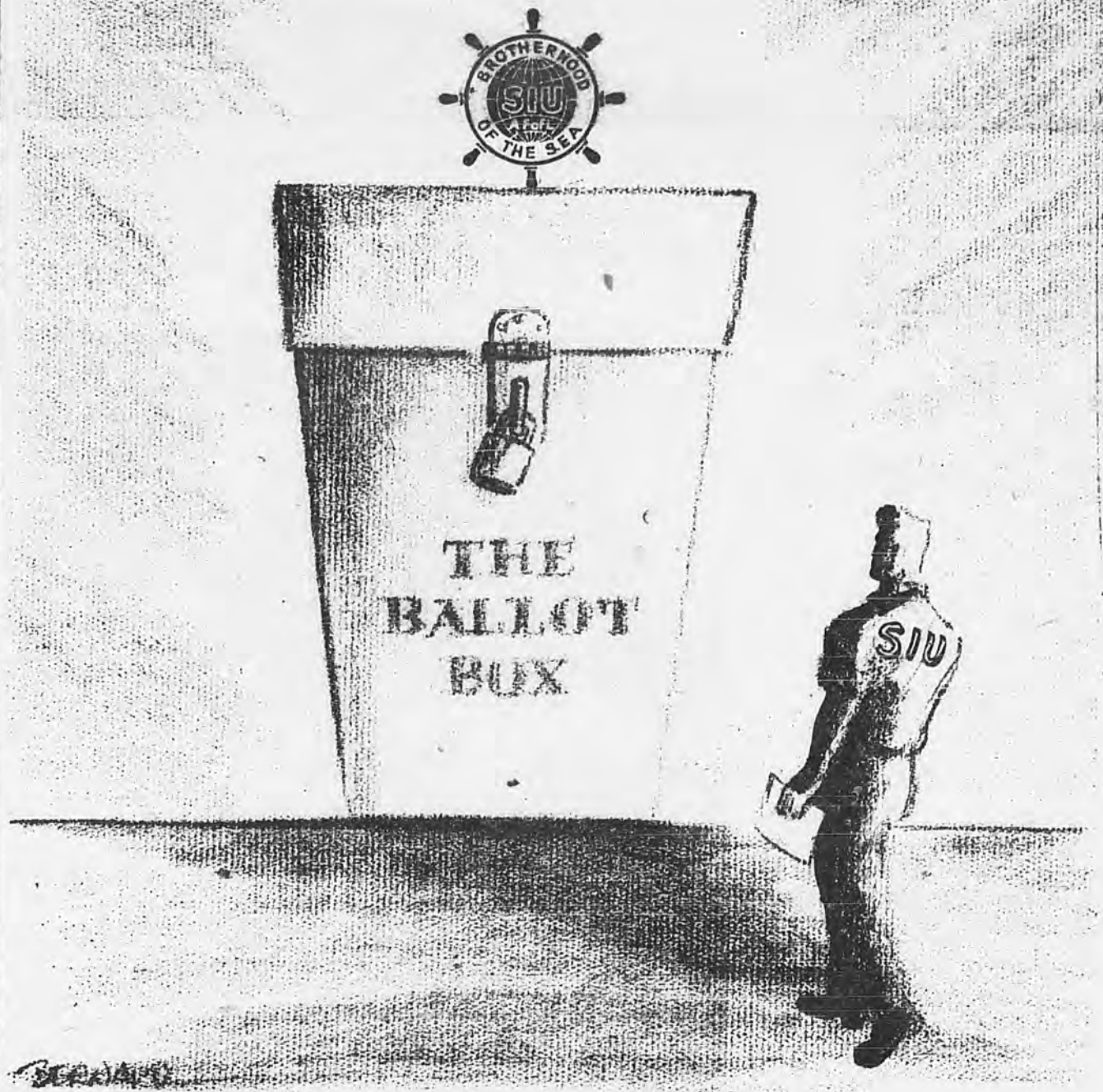
Look around you and carefully select the men who are qualified to lead you. Make sure that the man you vote for is honest, militant, and is not just out for a slice of pie. The SIU is going to maintain its leadership along the waterfront, and this can only be done by electing men who are willing to pitch in and go to town for the membership.

Out of the muck of the dishonest and corrupt ISU the Seafarers International Union has built an organization that is first in the fight for seamen's rights. This fight can only be carried on by a militant membership led by militant and honest officials.

Have your say as to who will represent you for the next year.

Examine all the candidates carefully, and then VOTE. Remember, it's your Union—keep it that way!

# "A FIRM FOUNDATION"



## Men Now In The Marine Hospitals

These are the Union Brothers currently in the marine hospitals, as reported by the Port Agents. These Brothers find it hanging heavily on their hands. Do what you can to cheer them up by writing to them.

### NEW ORLEANS HOSPITAL

- A. L. FRENCH
- J. W. DENNIS
- LEONARD MELANSON
- K. PETERSEN
- CHARLES TILLER
- PATRICK FOX
- EDWARD EICAK
- HOMER HOFF
- EDWARD CUSTER
- W. BROCE JR.
- NORMAN PALLME
- F. RADGOILA
- EDWARD MAHL
- J. F. BUCKLEY JR.
- E. WESTPHAL
- ROBERT OGLETREE
- R. M. NOLAND
- A. P. MORGAN
- A. FERRARI
- MAX SEIDEL
- L. H. HARRIS
- H. C. DARNELL
- CENTRAL MASON
- R. C. BETTERS



### STATEN ISLAND HOSPITAL

- C. G. SMITH
- P. DEODY
- T. WADSWORTH

- E. F. SPEAR
- A. JANIVARIS
- S. G. LOPEZ
- A. GOLDSMIT
- R. G. MOSSELLER
- C. W. SMITH
- J. H. HARE
- W. G. H. BAUSE
- W. B. MUIR
- L. A. CORNWALL
- J. A. FREDENSKY
- M. A. DODGE
- L. L. MOODY
- H. BELCHER
- C. M. LARSEN
- C. L. JACQUES
- F. MURPHY
- L. KAY
- R. J. BLAKE
- J. B. PORTER
- J. H. DANIEL
- S. INTEGRA
- V. RODRIGUEZ



### BALTIMORE HOSPITAL

- ROBERT PROTHERO
- CEDRIC FRANCIS
- MOSES MORRIS
- LEONARD PHILLIPS
- MAX FINGERHUT
- JULIUS TAYLOR

### Hospital Patients

When entering the hospital notify the delegate by post-card, giving your name and the number of your ward.

### Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following times:

- Tuesday—1:30 to 3:30 p. m. (on 5th and 6th floors)
- Thursday—1:30 to 3:30 p. m. (on 3rd and 4th floors.)
- Saturday—1:30 to 3:30 p. m. (on 1st and 2nd floors.)

- LEONARD MARSH
- CHARLES DUNN
- KARL LARSON
- RALPH FREY
- PETER LOPEZ
- WAYNE TROLLE
- WM. SULLIVAN
- RONALD ROMA
- DALE KRUSE



### NEPONSIT HOSPITAL

- H. BURKE
- J. S. COMPELL
- B. BRYDER
- B. LUFLIN
- E. VON TESMAR
- G. F. McCOMB
- E. FERRER
- R. BLAKE
- J. R. HENCHEY
- J. FIGUEROA



### BRIGHTON HOSPITAL

- E. MAY
- G. FOLEY
- J. CAREY
- J. O'BRIEN
- E. JOHNSTON



# Marine Hospital Red Tape Leaves Seaman Minus Foot

Back in 1937 Joseph Vargo lost his right foot as a result of a railroad accident. You know how those things happen. So he was fitted with an artificial foot and started to make his living in another way.

As soon as he had mastered getting around on his new foot, he began shipping out as a Utility Messman, and from all indications he did an excellent job. He asked for no favors, and when the war started he continued sailing instead of going ashore where he could make more money with less danger to himself.

Everything went along fine until the William Rockefeller, largest American Tanker, owned by Standard Oil of New Jersey, was sunk in 1942. In jumping from the ship to the life raft, Vargo damaged the artificial foot, and by



the time he arrived back in New York City the foot had split wide open. So Vargo purchased a new foot for \$200.00.

### First Experience

The first experience Vargo had with the way the Marine Hospitals operate was in January, 1943, when he went to the Staten Island Marine Hospital to secure a new foot as the one he had bought did not fit properly and was too heavy. The first doctors who examined him agreed on his need for a new foot, but when the Coast Guard Commandant heard about their decision he blew his top.

Although Vargo had broken a well fitting foot in an accident connected with his sea duty, nevertheless, the CG Commandant said that Vargo had a nerve for requesting a new leg since the original injury was not service connected. And so the case was to be referred to the Surgeon General in Washington for approval, and Brother Vargo was told that he would be notified within two or three weeks.

For six long weeks he waited. Finally he took matters into his own hands and went back to the hospital. To his surprise, he was told that they had never heard of him, and did not want to be bothered with him. The doctor who interviewed him said, "This is my day off and I can't be bothered with you."

### Buck Passing

By this time the ill-fitting foot had caused an infection, so Vargo went to his own physician to have the pus drained off. Two weeks later he returned to the hospital, and this time he was shunted to the Welfare Office. Here the buck passing started in earnest.

He was told to go home and wait and something would happen very shortly. So home he went to wait patiently for close

to six months. Finally he received a letter, mailed to the wrong address, and which he received purely by accident, asking him to come in for another interview.

Back to the hospital again for some more buck-passing and rigamarole, but this time something new was added.

The doctor who was conducting the interview went off the deep end and told Vargo that he had "a hell of a nerve to even ask for a new foot as merchant seamen made lots of money during the war, and could therefore pay for such things themselves."

When he had cooled down, however, he told Vargo to go home and wait for another short while, and that this time something would be done one way or another.

### Last Word

That was the last word he heard from them. Since that time Brother Vargo has been forced to buy one aluminum and one steel foot, each costing \$200, although he could not afford this expense and had to borrow the money each time, he felt that it was better to do it that way.

"It's sort of like a game out there," says Vargo. "They feed you so much malarkey, and give you the runaround so often, that you give up and take care of things yourself. That's what they want, and in that way they can have a free hand without having to care for merchant seamen. We sure got a fine deal out of manning the ships in this war."

If this was the first article about the inefficiency and poor attitude of the Staten Island Marine Hospital, it would be easy to write it off as just a mistake that could happen anywhere, anytime. But from the information that reaches the LOG, and from the poor excuses that are furnished by hospital spokesmen,



when they bother to reply at all, it seems that all the charges made in the pages of the Seafarers Log have merit.

### Time To Change

The situation in the Marine Hospitals must be cleared up. Just as veterans of the Army, Navy, and Marine Corps have the right to decent treatment, so do the men who kept the supply lines open for the fight against fascist terror. Merchant seamen are not second class citizens, and the Marine Hospitals must stop treating them as such.

The case of Joseph Vargo is only one of many. How long must this type of shortsightedness and brutality go on before the Marine Hospitals will clean their own house?

## GET THE LOG

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

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

## AFL Convention Votes To Raise Per Capita Tax

CHICAGO—An increase in the per capita tax paid by affiliated unions to the American Federation of Labor was approved here by the federation's 65th annual convention. The change in the tax was recommended by the federation's executive council.

Action on the tax brought the only prolonged debate of the convention. The committee on law, headed by David Dubinsky, urged approval of the executive council's proposal which, it was said, would add \$320,000 to the AFL treasury annually. Unions have been paying 1½ cents per member per month to the AFL on the first 300,000 members and 1 cent per month in excess of 300,000.

The constitutional change finally adopted provides a tax of 2 cents per member per month up to 200,000 members and 1½ cents per member per month in excess of 200,000.

Spokesmen for some of the smaller unions protested that the proposed change would favor the large unions. Heads of the large unions replied that some of the smaller unions have been assisted financially by the AFL above and beyond their dues payments.

Two alternative proposals sponsored by the smaller unions were defeated.

William Green was reelected president after having been nominated by John O'Leary, vice president of the United Mine Workers of America. He has been president since 1924. In thanking the delegates he predicted that by 1948 the AFL would have a membership of 10,000,000 as against 7,100,000 at the present time.

Secretary-Treasurer George Meany was also reelected, as were the 13 vice presidents. San Francisco was chosen as the convention city for 1947.

## If You Cannot Eat, At Least You Will Sure Smell Sweet

Steel workers and miners who have been worried about continuation of the wage freeze despite soaring prices were given reason last week to know that the government is on their side. Announcement came from the Federal Trade Commission that "Soul of Flowers" and other perfumes represented as coming from "the famous gardens of Miahati in Hawaii, where the varicolored hibiscus and jasmine mingle with honey-suckle and orange blossoms in riotous fragrance" were actually manufactured in New York.



By PAUL HALL

For a long time we have realized that the war time shipping boom was coming to an end, and that sooner or later there would be more men than there are jobs. That situation is rapidly coming true right now. Up and down the coast we see seamen on the beach, and we know that some of them will wait quite some time before they get a ship out.

Of course, with rotary shipping, all members will get a chance at what shipping there is, but this will lead to men working only a few months each year, and trying to make both ends meet on a very small sum of money each year.

### Shipowners Not Suffering

The shipowners will not suffer in this. Day after day they are laying up their ships—ships that did not cost them very much, and from which they made piles of money—and continuing operation with only as many ships as they can cram full of cargo each trip.

The only way to solve the problem is to heat up our organizing drive so that there will be more jobs available for our members. We have an organizing campaign which goes on day in and day out. This program works very well, but now it has to be stepped up to take care of the emergency that is facing us.

In the Isthmian Line we have done a damn good job, and part of our troubles will be solved right there. But that is not the whole solution. The rest of the unorganized lines are many times the strength of Isthmian and it is these lines that we have to crack.

### Drive Cannot Stop

Just by winning the largest freight line in the United States, does not mean that now we have all the jobs we need for our membership. To a large extent, it will help out, but if we stop there we can kiss all our gains goodbye.

The only way to really solve this problem, and solve it so we don't have to worry about it every day, is to extend our organizing work. There is still plenty of work that can be done in those fields, but it cannot be done only by organizers sent out by the main office.

The best work that was done on the Isthmian Line, and other Lines which showed a preference for the Seafarers, was done by the men who went aboard the ships as volunteer organizers. What these men did in the past can be done again. It has to be done if we expect our program to succeed.

### Every Man An Organizer

Every SIU man should carry the good word to all unorganized seamen. Most of these guys are hungry for the information and help we can give them. And by helping them, we help ourselves in the long run.

The SIU program and policies are good ones. It is the duty of all Seafarers to pass these points along—not only to unorganized seamen but to NMUers also.

### Only SIU In Fight

Only the SIU can do the job of protecting and advancing the gains made by working seamen. And we intend to keep on fighting.

When seamen, organized or unorganized, come to us and tell us that their working conditions are poor and their wages are low, then we have the right to step in and see what we can do to help them.

The seaman who sails an American flag ship deserves the best representation he can get. The record of the SIU proves that we are able to give that kind of service. The record of the NMU shows that they can't, or don't want to bother. In any case it leaves the working stiff in the hole.

### Our Record Known

United States seamen know what the SIU has done to better the wages and conditions of seamen. When you talk to an unorganized seaman, he is ready to listen to you. The success of the Union's organizing plan depends, to a large extent, on how many men each SIU member talks to and convinces.

One evidence of this is clearly seen in the situation in Marcus Hook. Within a few days after our Hall was established there, many unorganized tankermen came in to find out the score. Now the Hall is too small for the number of men who come around to talk over their problems, obtain literature and the Log, and meet other seamen. That is real organizing.

Needless to say, the Seafarers International Union is not going to stop until all the unorganized lines are organized. There is no reason why these companies should not come into the SIU fold. If every man does his job, that is exactly what will happen.





**QUESTION:**—What do you think of the terms of the new agreement?

**BLACKIE HOFFSTEIN, AB:**

One of my pet beefs has been that we seamen don't get time off like other workers do. Now with this new contract we get Saturday and Sunday off in port, and Saturday afternoon and Sunday off at sea. This will add years to a seaman's life, and has eliminated the most brutal way that shipowners still had to exploit us. Everything in the contract is fine, and as far as I am concerned there is no way that it could be improved at this time.



**FRED "ABNER" BARTHES,**  
Electrician:

You can tell the whole membership of the SIU that the new agreement is 100 per cent okay with me. I have been going to sea for a long time, but this is the best contract I have ever heard about or ever seen. The life of a seaman is a rugged one. One contract does not change his life into a bed of roses, but every little bit helps, and our victory today leads to another victory tomorrow. I think that the SIU Negotiating Committee deserves a damn good vote of thanks.

**RUPERT D. DANIELS,**  
Room Steward:

We now have a better contract than we ever had before: In the SIU we always aim for higher wages and better working conditions, and in this contract we have achieved something never seen before in the history of the maritime industry. Of course we should not let up on our fight for the four watch system, but like everything else that we have set our minds to, that will also come in time. Our gains are solid, and we make them because we have a strong Union.



**GEORGE MEANEY, Bosun:**

If I had been on the Negotiating Committee myself I don't think that I could have suggested a better contract. It is all very good, and exactly what I want. From what I have heard, this is also the attitude of most of the members of the SIU. A contract like this one proves concretely that our Union really leads the way as far as seamen's rights are concerned. We let the other unions do the ballyhooing and politicking. We stay right on the ball, fighting for seamen every inch of the way, and we win the victories.

# Tankermen Come To SIU To Escape NMU-Operator "Representation"

(Continued from Page 1)

usual amount of noise in order to create the false impression that they have a hold on them.

This is so far from the true score that it is almost funny. But this action on the part of the NMU will not be tolerated by the Seafarers.

**FORGOTTEN MEN**

True, the NMU did sign their tanker form openshop contract with Cities Service Tankers, but this was during the first part of the war when they were heeding the call from Moscow not to interfere with the carrying and delivery of oil products.

Since Stalin was getting the biggest share of these oil deliveries, the NMU wouldn't do anything to interfere with his pipeline, especially on orders. So they did nothing to represent the tanker men, whose interests and well-being they promptly and conveniently forgot.

After listening to numerous crews of the Cities Service tankers complain that they were get-

ting no representation, and to their requests that the Seafarers organize them, the SIU went out to get this outfit in line.

With the ready and willing assistance of these tanker men, and NMU members who were dissat-

If this request for action is not met promptly, other methods will have the very capable cooperation and support of the Cities Service tanker men.

**ISTHMIAN WIND-UP**

The Isthmian election will be over, and the ballots tallied on Nov. 18. This wind-up comes after eight months of voting. The election was originally to have terminated after a six-months voting period if 75 per cent of the fleet had voted. This quota was well filled.

The fact of the matter is that over 90 percent of the fleet had voted, but the NMU and the company appear to have collaborated by filing briefs, in the same week, saying that a longer time was needed.

Both claimed that two more ships would probably vote if 30 days more for voting were granted. These claims were conceded by the NLRB over the violent protests of the Seafarers. It was plainly an NMU stall and a clear attempt by Isthmian to sabotage the results.

They pulled this stunt once. Just watch the ships stay in if they try it again.



sified with the way they were being pushed around, the Seafarers has succeeded in lining up his company for an election to determine a collective bargaining agent to represent the men.

The SIU does not intend to see these men saddled again with this Company-NMU-Moscow combination, and is, therefore, making every effort to secure an immediate election in the Cities Service tankers through the offices of the NLRB.

**A PROBLEM, BUD?**

The life of the present day seaman is difficult and often very complicated. He is at the mercy of unscrupulous companies, government agencies, brass hats and human sharks of various descriptions, everyone trying to take advantage of him. If he happens to know some of his rights, he is sneeringly referred to as a Sea Lawyer.

A Special Services Dept. of the Union has been set up to consult with you on all your problems involving the Coast Guard, Shipping Commissioners, Unemployment Insurance, personal injury claims, your statutory rights when you become ill aboard ship, Immigration Laws, and your dear, beloved Draft Board.

If you happen to be in New York, contact us personally, or if you are out of town, write and you will receive a prompt reply.

Address all mail to SPECIAL SERVICES, 51 Beaver Street, New York 4, N. Y. Your Union is your shoreside contact. USE IT'S FACILITIES.

## By-pass Philly For Time Being Is Latest Word From The Port

By JIMMY (RED) TRUESDALE

PHILADELPHIA—More than a week has now passed since the termination of the MM&P and the MEBA strikes and things have slowed down here in the City of Brotherly Love(?). We have now about 120 ships in the Port but, to date, none seem to be getting assignments. At the present time we're a bit overcrowded with men and would like to pass the word along for the Brothers to by-pass us till things start to pick up—which we're hoping will be soon.

The way things are shaping up now with the Longshoremen, we may be confronted with another tie-up here, and as always Philadelphia will be closed 100 per cent should the ILA find it necessary to take that kind of action.

It appears that the Compensation Board awarded the mem-

bers of the ILA their unemployment compensation due to the fact they were out during the MEBA and MM&P beefs, now the stevedore companies here are trying to get out from under the payment of this legitimate compensation, the boys in the longshoremen outfit are plenty sore about the whole thing and mean to do something about it.

**'TAIN'T NICE**

During the MM&P and MEBA beef we had a few fast ones pulled on us by the MEBA. The said Brothers (????) had two pickets at the Launch Pier here, and before they would permit the Companies to send fresh stores to the vessels in the stream they shook the Companies down for \$6.00 per picket.

We reminded them of the time when, during our own strike, we permitted fresh daily stores to go out in the stream without any payment at all. Due to the fact that the Companies were refusing to send stores out because of the action of the MEBA, a meeting of the Marine Council was called here and the above situation was placed before the Council and a stop was put to this phony action of the Engineers.

Right now a lot of the old-timers are here on the beach: Blackie (The Moose) Gardner, "Old Man" Red Healy, and others too numerous to mention. Incidentally the boys around here are wondering why, after an absence of five years or more, Brother Bernstein is now hanging around (question Brother Bernie.)

After this week we hope to have news of a more pleasant nature from your Port of Philadelphia. So till then, carry on.

## Conclusion Of The MM&P Strike Brings Good Shipping To Mobile

By CHARLES KIMBALL

MOBILE—With the end of the Masters, Mates and Pilots and the Engineers strike, shipping shot up to a pretty good level last week, here in the Port of Mobile.

We have had several sign-ons since the day of the settlement, and the in-and-out activity of the port is increasing daily, with vessels of the Waterman and Alcoa lines arriving here every day.

All this sudden activity has made human buzz-saws of the Patrolmen who have been busy zooming from one ship to another. Everything has to get going at one time, and these men

are extending themselves to get things squared away in a hurry. They are really kept hopping trying to get the ships out that have signed on articles.

Several Seafarers visitors came down to this Gulf port last week. We were glad to have Brothers John Hawk, J. P. Shuler and Robert Matthews. Brother Schule' has returned to New but Brothers Hawk and Matthews are still here turning to on the contract negotiations.

Patrolman Robert Jordan is the father—very proud, of course—of a lovely little girl born here on October 18.





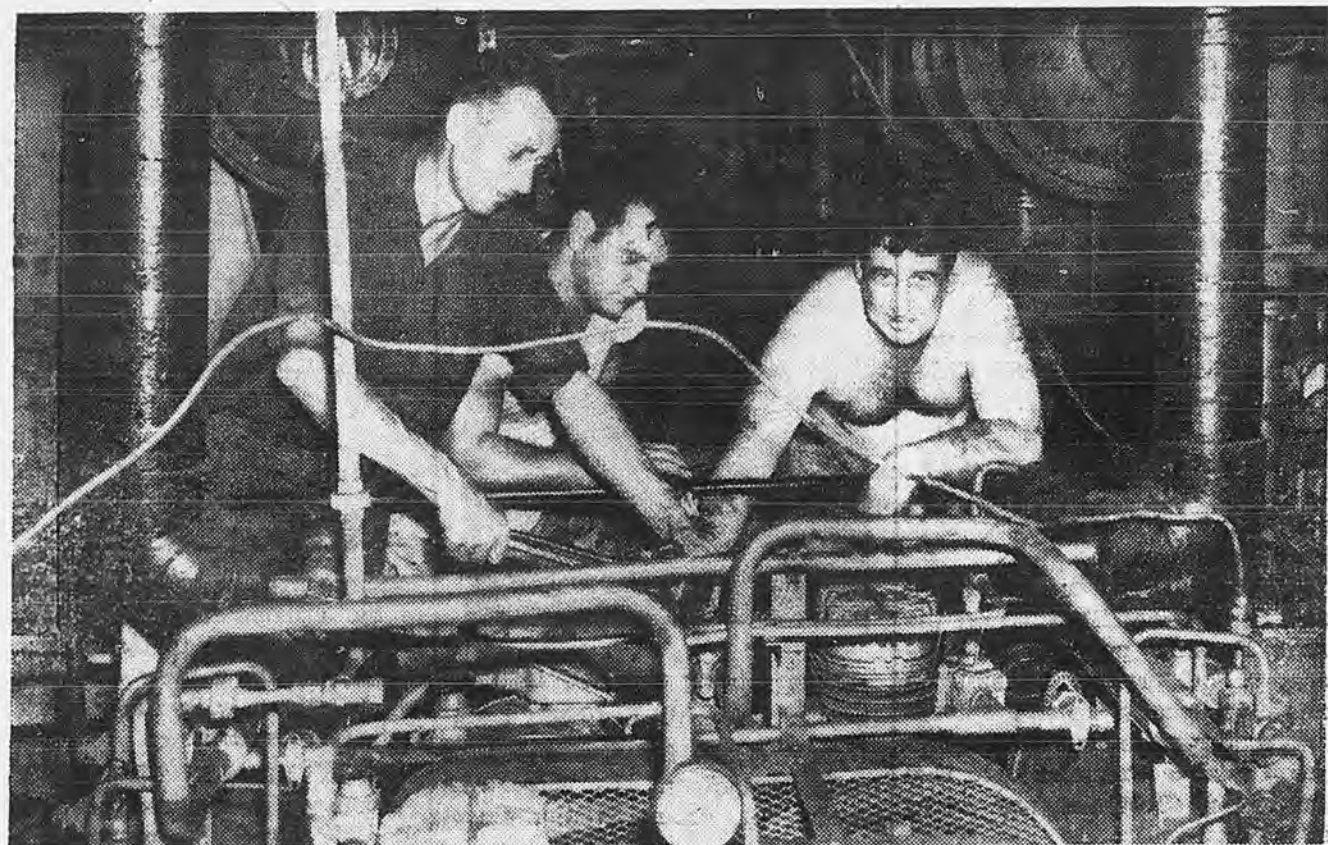
# Shipping Resumes With Bang In N. O.



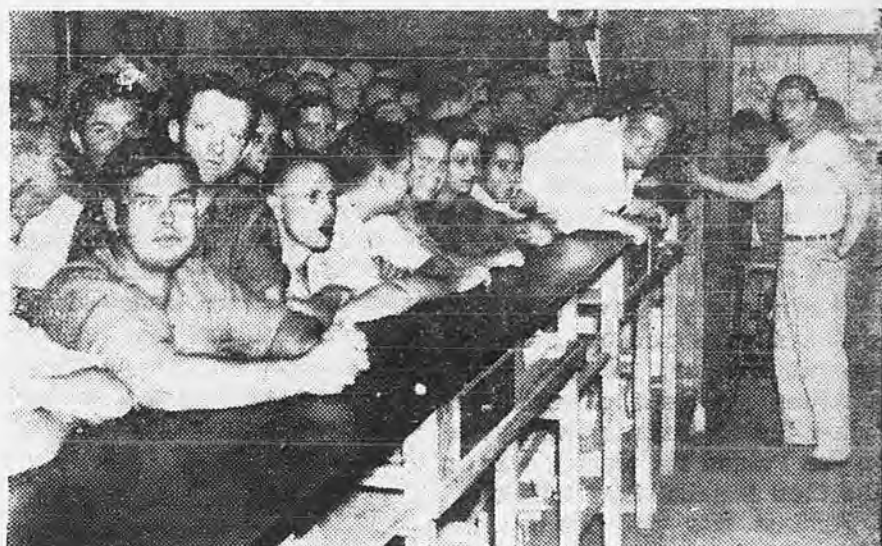
Registering for a shipping card is the first step in getting back to work. As soon as the MM&P Strike was settled, these men jammed the New Orleans Hall. They really want to ship because the SIU, on the strength of the new contract, has attained the highest wages and best conditions of any union along the waterfront. A sailor's life is not the best in the world, but in the SIU, it's the best in maritime.



After twenty-eight days of inactivity due to the MM&P Strike, these Seafarers scan the board to see what ships are going where. Plenty of good trips on the board, and with rotary shipping everybody gets a chance to ship out in tu n. That's the democratic way of doing things, and that's the SIU way. These are the men who kept our Army and the other fighters against fascism supplied during the war, and these same men will sail the ships to supply sugar, coffee, and other things to the people of the United States.



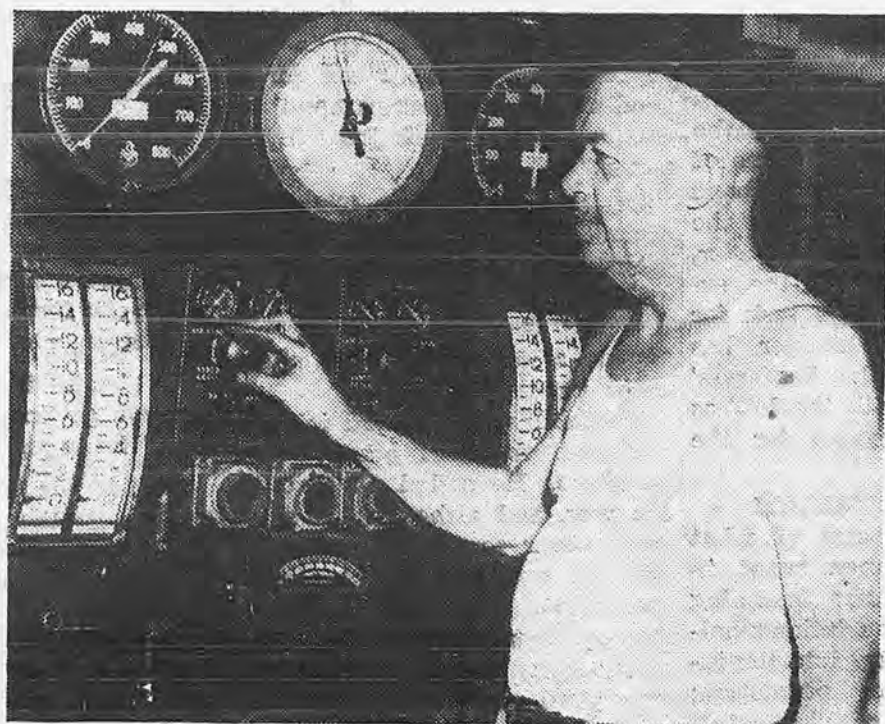
Getting up steam is a man's sized job, and these men look like they can do the job. This is on board the Haiti Victory, Waterman Lines, and left to right, T. Covelski, Wiper; D. Vrocher, Electrician; and C. O. Gates, Chief Engineer. By the way, Gates is a former SIU member.



The Dispatcher calls out the jobs and the fun begins. Some vessels have more takers than there are jobs, and other ships have a hard time being crewed up. Of course, it's good to ship out with a buddy, or someone that you've been shipmates with before, but sometimes it can't be arranged. If that happens, it's off to sea anyway, and here's hoping that it will be different next time.



It's either painting, or chipping, or sougeeing all day long. A seaman's work is never done. Paul Warren shows how to hold a brush for painting.



He also served who only stands and watches. Fireman J. B. Allred watches the dials and soon the Haiti Victory will be heading out on another trip. New Orleans was tied up tight due to the MM&P Strike, but that's over now, and shipping is on the upgrade.



This passageway will be spic and span after B. Langley (front), and V. C. Diaz get through with it. All SIU ships are kept in good condition.



# ITF Led World Fight For Seamen

(Continued From Last Week)

The first installment of the story of the International Transport Workers' Federation dealt with the origin of the organization and with its early struggles. We have seen how the ITF successfully overcame the apathy of the trade union movement to any sort of international affiliation, and how the ITF built up a strong movement that circled the world.

Even the first World War could not stop the inevitable growth of the body. While the onward surge was retarded for a time, nevertheless, the end of the war found the ITF prepared for new strides forward in the field of international organization. The years from 1919 to 1932 were the most productive in the history of the ITF, and only the necessity for going underground to avoid the fascists prevented the organization from becoming even more firmly established in the international labor movement.

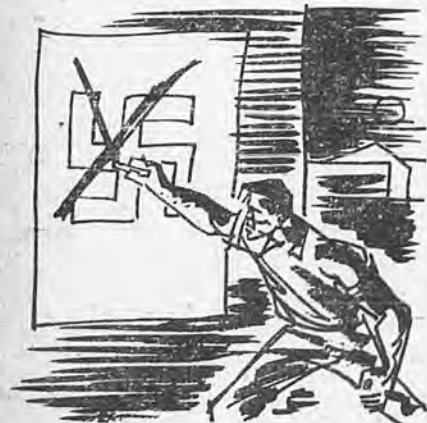
This week's installment discusses the activities of the body in the period between the two wars, the role played by the ITF during World War II, and in particular it outlines the ITF programs and actions in regard to seamen.

### DANGERS RECOGNIZED

It is to the everlasting credit of the ITF that it recognized early the potential dangers of reactionary movements which eventually made an attempt to enslave the world. These tendencies and movements reared their heads as far back as the early 1920s. The ITF called for action even where success did not seem a possibility. It did not shrink from organizing a boycott against Hungary in 1920, or in stopping shipment of munitions when the capitalist powers tried to use Poland for waging war on the then socialist Soviet Union.

Against war and fascism the ITF took the initiative also. It spearheaded an attempt to form a committee against War and Fascism, and when the Nazis came to power, the ITF at once resorted to the underground struggle. The Austrian and Spanish workers know that the ITF stood by them in their hour of darkest need, and then continued in the fight that almost overcame the world.

Membership in the ITF during the between war period went up by leaps and bounds. The number of affiliated countries rose to more than 40, and individual memberships totaled more than 2,500,000. At one stage all Eur-



opean countries were affiliated, with the exception of Soviet Russia. Other countries such as United States, Canada, Argentina, Australia, New Zealand, India, Japan, and China were also affiliated.

A significant achievement during this period was the winning of the confidence of the workers

in countries such as China, Japan, India, and several colonial territories, where the activities of the International were for a long time viewed with suspicion. It was regarded as a body designed to further European interests, and as an instrument of the imperialist aims of some countries.

Only by its work and readiness at all times to give all the help it possibly could to the transport



workers' unions emerging in Asia and Africa, was the ITF able to conquer the prejudices of these countries.

### POLITICAL FRONT

Political developments of the inter-war period undid much of the good work that had been done.

In some countries the trade union movement was either wiped out altogether or else forbidden to maintain international relations. In spite of the darkness of the times which made international trade union action increasingly difficult, the ITF did not relax its efforts. And on the eve of the second World War the headquarters of the organization was transferred from Amsterdam to London, realizing that the Nazis would have no compunction in trampling small neutral countries underfoot in their drive for world domination.

The activities of the ITF adapted themselves to war-time conditions, and through the assistance of the British labor movement, was able to continue in operation. The participation by the ITF in the war cannot be fully covered here. Suffice it to say that it kept alive the contacts between its member unions and played an active and useful role in the war effort.

When the struggle for liberation had finally freed the workers of North Africa and Europe, they were able to reconstitute themselves with the aid of the ITF.

Of more importance to us as seamen is the part played by the ITF in seamen's affairs. One of the projects which took shape during the war period was the International Seafarers' Charter, which exemplifies how the organization conceives its task for the future. This charter has been adopted by the Seafarers' unions affiliated with the ITF as their common program for the post war world.

### SEAMEN'S PROGRAM

It covers all aspects of what the merchant seamen want in life: working hours; manning scales; crew accommodations; holidays with pay; entry into the industry, training and promotion; social insurance; and also pointed up the question of an international minimum wage.

At the request of the ITF, the International Labor Office convened a special Maritime Labor Conference at Seattle in June of

1946. This meeting was called to discuss the demands of the International Seafarers' Charter and to embody them in the International Conventions and Recommendations. At this conference, the Seafarers International Union was represented by Morris Weisberger, one of the Vice-Presidents.

The most outstanding decision to come out of the meeting was that fixing an international minimum wage of \$64.00 per month for ABs. By present American standards \$64.00 is not even a modest wage, but an international view of the situation gives one a different perspective.

### FIRM BASE

In many countries this amount of money for Able Seaman represents a very great step forward. It is perhaps not too irrelevant to recall that during the great depression, the wages for American ABs fell to \$35.00 per month.

While those times might not be repeated, it is a great victory to be able to set a floor on seamen's earnings, and from this base, go forward to standardize wages in all countries.

Trade unionists do not have to be reminded that high wages in one country are a pressure to bring about the same high standards in others. Full employment, which is our aim on an international level, means high production, and high production can only be maintained for a long time if there is a rise in living standards to absorb it. Thus it is felt that the decent wages for American seamen will be a force that will bring about decent wages for the seamen of other countries.

The only American trade unions which are affiliated to the ITF are the Seafarers International Union of North America and the Sailors Union of the Pa-

cific. Other AFL Unions connected with the transportation have indicated an interest in the organization.

In world affairs the ITF has not been silent since the end of the war. In organizations already in existence, such as the ILO, in which the ITF and its officials have always played a considerable role, the ITF proposed that Industrial Committees be set up to tackle all problems, industry by industry. The work of these committees will have to be carefully planned and studied, but it will obviously be an organ on the workers' side for performing groundwork and for rallying unions to the tasks which confront them.

When the Economic and Social Council of the United Nations Organization comes to the consideration of transport problems, as it will soon, the ITF will be among the first to seek representation on the agencies set up for the purpose.

And last but not least, at the International Transportworkers Congress, held in Zurich in May, 1946—the first since 1938—it was recommended to keep the headquarters of the organization permanently in London, and to maintain the American office. This office, under the direction of Willy Dorchain, was started as a

**MEET THE SEAFARERS**

**George Thornhill**



In another year George Thornhill will round out thirty years of going to sea, but, if you ask him about it, he will tell you that it seems just like yesterday when he first went on board a ship. And in the almost thirty years, he has worked his way up from Room Steward, qualified to sail in that capacity on any ship.

The first ship he set sail on was the Canadian vessel, the SS Chignecto. It was not until 1925 that he started sailing on United States boats, but the opportunities were so much better on U.S. ships that he decided to stay with them from then on.

Although Brother Thornhill can sail as Chief Steward on the finest floating palaces for passengers, he prefers to sail on freighters because there emphasis is on food for the crew. This gives him a chance to make sure that his Union Brothers are being fed well.

### FOOD FOR CREW

"When I started in 1917, I was paid \$45.00 per month," he recalls, "and that was supposed to be a good wage. Now we seamen are paid quite a bit better. Our advances are due entirely to the Union. That's why I like to sail on freighters where I can serve good food to the crew, and in that way make their job a little easier."

"Of course, Brother Thornhill doesn't really mind sailing on passenger vessels. Every now and then, he ships out on a pleasure boat because, as he puts it, "It gives me a chance to study other people."

Thornhill's war record is on a par with those of other Union members. He sailed all through the war, and although his ships were never torpedoed, nevertheless, he saw a good portion of the action. On several occasions the convoys were attacked and only split second cooperation among all members of the crew spelled the difference between a miss and a hit.

In Naples they were not so lucky, and for four straight days and nights they were under constant bombing attacks from Nazi planes.



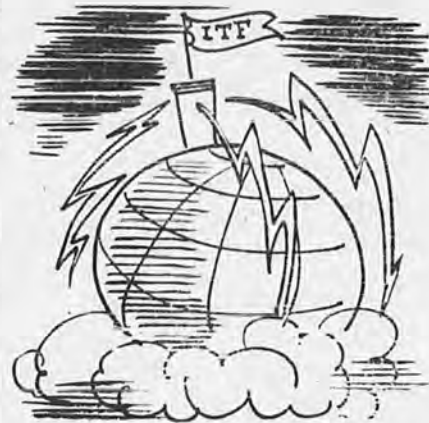
Since joining the SIU in 1940, Brother Thornhill has been a vigorous worker for the cause of trade unionism. In his own words, "A union is the finest machinery for obtaining benefits for workers. If a man doesn't take advantage of it, he is a fool. In the SIU, we know that in organization there is strength, so we have formed a strong union that fights the battle for the members, and for all seamen."

The lure of the sea still fascinates him, and as the MM&P Strike had just ended when he was being interviewed, he spoke about the prospects of shipping out soon. Thornhill has visited quite a few foreign shores in his thirty years as a seaman, but he still looks forward to a new port in a strange country.

"It beats the education that you can get in any school or college," he says.

During the 1946 SIU General Strike, Brother Thornhill stood picket duty in Philadelphia, and then came on to New York for the last days of the action.

Thornhill has been going to sea for a long time and he knows the advantages of belonging to the SIU. He helped build the Union, and the Union serves him and the rest of the members. It is in the field of honest trade unionism that the Union is outstanding, and that is a record that cannot be beat.



wartime project to look after the many European seamen whom the war brought to these shores, and also with a view of tightening relations with the American Labor Movement.

### CONVENTION CHANGES

Changes in the constitution of the ITF were also recommended at the convention, and the official strength of the international was officially estimated at well over 2,000,000. Even this figure was said to be low due to the fact that certain European Unions had not yet the finances to pay their full per capita, but that this would right itself in the future.

The present President of the ITF is John Benstead, head of the British National Union of Railwaymen, and the new General Secretary is Jacobus Oldenbroek. As always, the Executive Council, and the Management Committee plus all the posts on these committees, and the jobs of President and General Secretary, are elective.

With regard to the work done, and the high costs of holding international meetings and prosecuting matters on a world-wide basis, the per capita tax which is paid to the ITF can hardly be called extravagant. All affiliated unions have willingly paid, and are still paying, this fee which amounts to \$42.50 per thousand members per year. This fee has been characterized by prominent labor leaders as a "sound investment, since it insures affiliated unions a say in world affairs,

(Continued on Page 8)





# AROUND THE PORTS

## Masters Asked To Differ Between Desertion And Failure To Report

By JOE ALGINA

NEW YORK—Now that the MM&P Strike is over, I think it is about time for us to take up a gripe that has existed for a long time.

In the past, a man who missed a ship in a foreign port, no matter what the reason might be, was always charged with "desertion." His missing the ship might have been caused by anything from oversleeping to too much liquor, or to illness or accident. It didn't make any difference.

That is wrong, and it does the man and the Skipper no good to continue this state of affairs. The unlicensed seamen cooperated very well with the licensed deck officers during their strike. It would be proper for Masters and Mates to reciprocate by interpreting the law on "desertion" in such a way that intent is also taken into consideration.

If a man fails to join a ship that does not mean that he has deserted. It is only when the man fails to come aboard, with the intention to desert the ship that the charge of "desertion" should be placed.

### ENTIRELY DIFFERENT

"Failure to join" is entirely different from "desertion". In the past, Skippers have overlooked this and it has led to having men charged with a serious crime which they had no intention of committing. Many men have lost pay and gear because of this. From now on, maybe these things can be straightened out without throwing the book at a man because of a simple misstep.

Shipping has slowed down from the pace set during the past ten days, but it is still lively enough to keep the Dispatchers hopping. The main holdup, as far as we can see, is that ships are having plenty of trouble in getting enough stores on board for any kind of a voyage.

There are plenty of unrated men around the Hall—too many for this port. My advice to any man who wants to ship out is to stay in the port you're in now and ship from there. You will have a much better chance that way.

### FREeloadERS

Since the SIU has won all its fights to better the wages and conditions of working seamen, a lot of men are trying to be reinstated in the Union. Our struggles have forced our pay and working conditions up to where they are now, the best in the industry.

On the other hand, shipping is falling off, and it seems to me that now is not the time to take back men into the Union—men who stayed on the sidelines and allowed others to do the fighting for them, and who are now trying to come back so as to sop up some of the gravy.

This Hall will continue to feed three meals a day until the ma-

ajority of men who are on the beach have been shipped. This may take approximately three weeks more, but if it does you can be sure that good food will be on tap for any member who needs it.

## NO NEWS??

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

- CHARLESTON
- PORT ARTHUR
- TAMPA
- HOUSTON
- GALVESTON
- NORFOLK

## New Orleans Mayor Calls Out Navy "Volunteers" To Break Strike Of City Garbage Collectors

By C. J. 'BUCK' STEPHENS

NEW ORLEANS — With the ending of the MM&P and MEBA strike, shipping in this port has taken on some of the aspects of normality with the shipping of about 550 members in the first two days after the conclusion of the strike. All hands are glad to see peace return once more to the waterfront and look forward to steady shipping for a while.

### BAKERY STRIKES

Aside from the maritime tie-up, New Orleans has seen quite a few strikes in the past week. First the bakers went on strike and we had to purchase out of town bread which cost 41 cents a loaf. I've seen them pull a bottle from under the counter, but I never expected to see the day one would be buying bootleg bread in this town.

Just as the bakers won their demands, the Bakery Drivers went out on strike so the people that wanted New Orleans bread had to go to the bakeries themselves as all deliveries were stopped. At this writing the demands of the drivers have been met and they will resume deliveries shortly.

Then as the bread situation eased up, every one was astonished to hear that the garbage collectors had gone out. Their strike was the cause of some real fireworks as they were told they were fired because civil service employees cannot strike against the government. (I thought everyone knew about the SIU-SUP strike against the Wage Stabilization Board.)

Immediately the city put ads in the papers for garbage collectors offering the following:

**Refuse Collectors and Truck Drivers**

**Salary: \$6.15 per day for drivers \$5.40 per day for collectors**

They really had guts to come out and offer these terms; no wonder the men went out on strike.

### NAVY FINKS

The good fathers of the city could not see the garbage pile up, so the Mayor and around 150 others volunteered to pick up the garbage. This did not ease the situation any too much, so they called upon the Navy to come to their aid. Lo, and behold! The Navy volunteered to pick up the garbage.

I never expected to see the Navy volunteer to fink on the

finks, but if it had been the Coast Guard I wouldn't have been surprised in the least, as they are always trying to take over someone's job, as they have done in the Merchant Marine.

Surely the Coast Guard would not let a little thing like some old garbage or some stubborn "seagoing hay burners" stop



them from coming to the rescue and dive into collecting garbage.

### NEW SCRATCH HOUSE

Good news for all of you seamen who have occasion to stop off here in N. O. now and then, is the announcement that a new

## Strikes Don't Stop Organizing; Port Chicago Gets Its Contracts

By HENRY W. CHAPPELL

CHICAGO — Herbert Jensen, the regular Port Agent here in Chicago is away on a well deserved vacation and I'm pinch hitting for him while he is away. Herb, after a strenuous season with the passenger ships, sand boats, Midland ships, and tangling with the NMU was beginning to see shipowners and commies in his dreams, so after the Midland election he packed his gear and headed away from the Lakes into the hinterland, but he'll be back on the job fully rested in a couple of weeks.

As was mentioned last week in the Chicago port report the soli-

darity and strength of the AFL Maritime Trades Council was proven when we signed a contract with the Fitzsimmons and Connell Dredge Company after showing the dredgeowners our solidarity.

The company didn't think we'd get tough over a contract covering two men, but we showed them that it didn't matter whether it was two or two thousand men we still meant business.

Fred Farnum pointed out to the company if these men were allowed to work without a contract, other companies would demand the same privilege, and this would endangred the entire structure of the union, and the SIU didn't intend to allow the companies to drive a wedge in our armor.

After seeing that we weren't fooling, but meant business they got down to business and signed on the dotted line.

### GIVES LOWDOWN

This winter the SIU is going to put a membership drive on the Great Lakes in order to get men for the ships we now have under contract and the new lines we are concentrating our strength upon.

We now have in circulation around the Lakes a pamphlet entitled **SIU Men Get The Best In The Field**. If none has reached your ship you can get one at any SIU Hall. This pamphlet explains why unions are necessary and compares the political NMU with the true seamen's union, the SIU.

Some of you Lakes seamen probably wonder how we elect our officials. The procedure for becoming an official in the SIU is far different from that in the NMU.

In the NMU it is strictly political and a candidate must first be approved from his political standpoint. If he is acceptable to the communist clique in power he can run for office.

In the SIU, if a man desires to run for office he need only meet certain qualifications that are standard for the whole union and the qualifications deal only with his ability as a seaman.

### QUALIFICATIONS

First he must be a citizen of the US or Canada, second he must be a paid up member of the Union for a period of six months prior to the date of nomination, he must have at least 18 months service in any one of three departments, Deck, Engine, or Stewards, and he must not be guilty of misconduct previously while employed as a union official.

You will notice that race, creed or political beliefs are not mentioned. We maintain that a man who is an American reserves the right to his opinion as to political beliefs and religion. However the SIU maintains that a man should not attempt to use his political beliefs to influence the policy of the Union.

The benefits of belonging to the SIU are many as you will see on reading the SIU constitution and our pamphlet being circulated on the Lakes now.

During the lay-up this fall one of the SIU organizers will contact your ship; talk it over with him, or better yet, come down to the SIU Hall in your port and get the facts.

Seamen's Town House will be erected on St. Charles Avenue to replace the scratch house they now have on Decatur Street.

It will accommodate three times the number that the present one will hold and it is supposed to surpass anything of its kind anyplace in the world. Construction on the new building will begin in two or three weeks.

Anything that is built will certainly be better than what they now have, because the present scratch house is a disgrace, and not fit for seamen to live in.

### COMMIE MEETING

There was an interesting item in a local paper here showing a picture taken while a commie meeting was taking place. The photo shows some of the well known commies connected with the various waterfront organizations that oppose the SIU. One of the men in the picture was ashamed to have his picture taken so he hid his face with a leaflet. The leaflet read, "The need for unity in the Maritime Industry." I wonder what unity they refer to?

## AFL Convention Report Pulls No Punches In Hitting The WSB

CHICAGO — Following is the formal report adopted by the AFL convention demanding swift termination of the activities of the Wage Stabilization Board in the interest of the American worker:

"The National Wage Stabilization Board was created to administer the wage control program of the Federal Government in its effort to avoid inflation by regulating wages and prices. Its existence, therefore, was predicated upon an effective anti-inflation program.

"To day there is no such program. The steady, persistent emasculation of price control by the Federal Government has reduced the need for a Wage Stabilization Board to zero. The time has come when the organized and the unorganized workingmen of America must be freed from wage controls which have become an added burden upon their efforts to obtain food, clothes and shelter. For working people the fight against inflation is at best a losing battle and they should not be made to bear the added

disability of a wage control board which limits their attempt to obtain for themselves temporary relief from ever-rising prices.

"In summary, therefore, your committee unanimously recommends to the delegates to this convention that the American Federation of Labor take immediate and positive steps toward terminating the National Wage Stabilization Board."

## Attention Members!

**Seafarers Sailing As Engineers**

All members—retired members and former members—of the Seafarers International Union who are now sailing as licensed Engineers: Please report as soon as possible to the Seafarers Hall at 51 Beaver Street, New York City. Your presence is necessary in a matter of great importance.



A HELPING HAND



Here the striking members of the MM&P and MEBA, reinforced by some SIU men, have their picture taken before going down to take picket stations. The full facilities of the Marcus Hook Hall were extended to the men. At the far left is Blackie Cardullo, Marcus Hook Agent. In the background is the Hall, which is even now, after only a few months of operation, too small for number of men who want to use it. The SIU is sure growing.

Both Parties Must Live Up To Contract Terms

By ARTHUR THOMPSON

SAVANNAH—We paid off the SS Irvin S. Cobb this week and have two more South Atlantic ships to pay off, but they are being held up. Quite a few ships have pulled in here with a load of gypsum, and the plant can only unload one ship at a time. Since there was about three ships held up during the strike, awaiting berth at the gypsum plant, they have to be unloaded before the ones that just came in. The SS Zachary Taylor and the SS Frank Spencer, consequently, will have to wait for sometime before they can unload.

The Cobb was a good payoff. All hands were sober; there were no beefs, and only one overtime item was disputed. Taking temperatures of the holds when the ship is carrying coal can't be classed as overtime. Coal can burn because of spontaneous combustion and, if necessary precautions are not taken, there could be hell to pay.

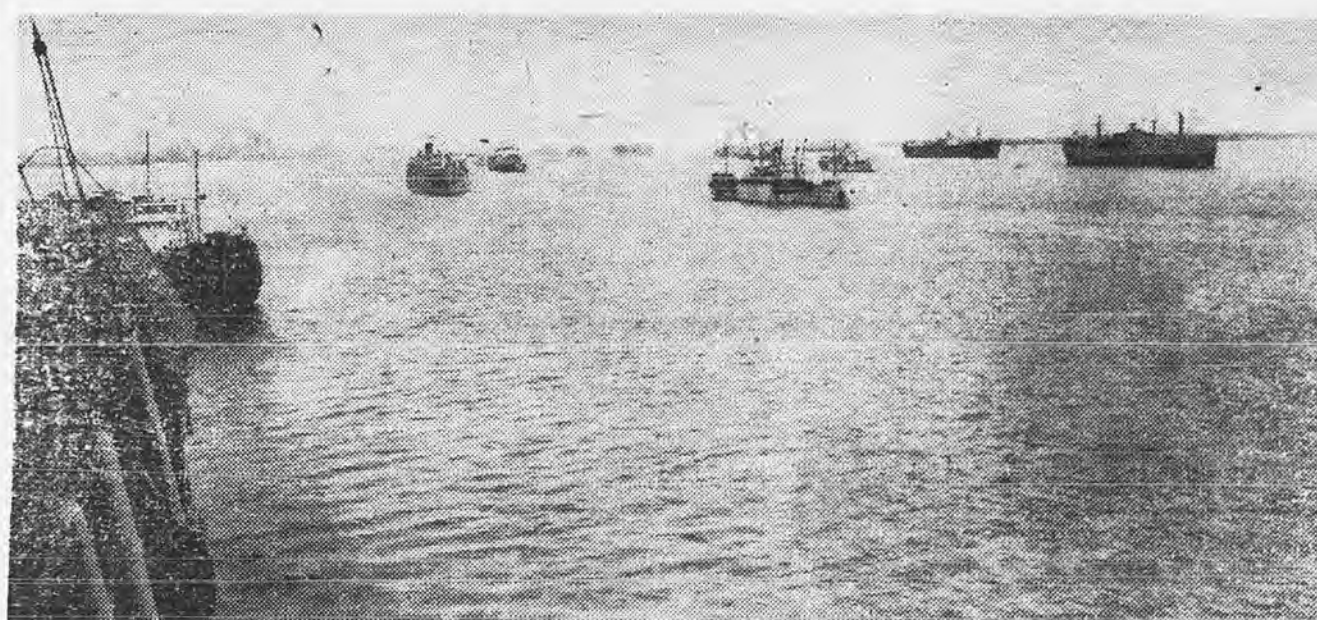
MATE KILLED

On the Spencer there was a tragedy which happened in Duigwall, N. S. The Mate had a fatal accident. His body was brought back on the ship. I haven't all the details yet, but will give them to you in my next report.

The SS Joshua Slocum was in port for signing on, but was delayed for some necessary repairs. When these were completed and the stores and slop chest were checked the crew signed on under the new agreement. This new agreement incidently is a humdinger, and every member should realize that if we are to keep such wages and working conditions they'll have to do their part.

IT'S A CONTRACT

There have been quite a few complaints about crews stopping work the minute the ship hits the final port. This is all wrong. When a man signs articles he signs a contract, and he's bound to that contract until he signs off. If a man wants to quit he is bound by the agreement to give 24 hours notice. These are beefs which the company throws back at us, and we have to admit the beef is a just one.



The harbor in Marcus Hook looked deader than a flat beer while the MM&P and MEBA Strike was on. These ships stayed tied up until the strike was over, and no power could move them until then.

Voting For Union Officials And State Politicos Occupy Boston Seafarers; Shipping Nears Normal

By JOHN MOGAN

BOSTON—At long last shipping and business is approaching a somewhat normal plane in this port. Scheduled arrivals are better than average, and the first vessel to arrive for a payoff since the ending of the MM&P strike on this coast proved to be the good old Emilia.

Brother Hart was the Steward on her and bought the ship in looking shipshape. It was a clean payoff, without a single dispute that couldn't be ironed out on the spot.

The Branch is still taking care of the West Coast sailors who are still tied up by the strike. Some of these ships, on articles, were scheduled to pay-off last week; but the fly in the ointment proved to be that the operators had no intention of paying the transportation back to the coast. The members, therefore, feel that they can hang on just so long as is necessary to get paid off these ships in the proper manner.

Voting Starts

The voting is off to a fair start in this Branch. The balloting for Joint Patrolman should prove troublesome for the average voter, with five (count 'em) candidates for the job.

Your correspondent is also opposed on the ballot, which goes to show that Boston can't be such a bad town after all; otherwise so

many of the boys wouldn't be so eager to do their piecarding up this way.

The State election is also causing considerable concern to organized labor in Massachusetts. Not only has all labor turned out to support the Democratic Party, but also to oppose a referendum on the ballot which would require all labor organizations to

ITF Led Fight

(Continued from Page 6)

makes important information available to them, and at the same time makes it possible for unions to discharge their duty towards the transport workers in other countries who are in need of support to raise their standards."

The International Transport workers Federation exists to spread the realization that every country's welfare is ultimately dependent on that of others. The transport workers of all lands must be united for the immediate object of raising their standards, and for the ultimate goal of building a world that will satisfy the highest ideals of man.

Only positive action will accomplish these things, and only through organization, both local and international, can positive action be assured.

So Come Down To Marcus Hook — There Is Never A Dull Moment

By BLACKIE CARDULLO

MARCUS HOOK — Now that the MM&P and MEBA strikes are over, we can sit back and recall just what went on while the harbor was tied up here in good old Marcus Hook. I think this strike set a record for the largest number of ships tied up here. I counted 26 swinging on the hook. Just for the record I took a picture of the harbor, so if in future beefs we start arguing about the number of ships tied up I can drag out the photograph and win a beer.

We've had a lot of activity both on the ships and on the beach during the strike. One interesting point of activity was Beuhla's Rooming House, which is located along the waterfront.

During the strike she ran a

stewpot for the boys, and our esteemed patrolman, dispatcher, window washer, office boy, part-time organizer and lover, Bob Pohle, was kept busy settling beefs at Beuhla's.

One beef that was settled to the satisfaction of all was the liquor situation. With many a dry throat and an empty pocketbook, our boy Bob fixed everything up by providing a case of beer every night for the boys, for as you know, nothing keeps the morale higher than a case of 24 cool ones.

SIU TO THE RESCUE

Another incident worth reporting concerns one of the local gals, who was giving one of the local guys the eye, when his wife noticed the intrigued developing before here eyes. She got up on her hind legs and belted the little gal one right in the glimmer, closing it, but quick. The Belted Belle, in true spartan style, decided she was in disgrace and to end it all by jumping in the river.

Well, she jumped, and a couple of SIU men who happened to be ambling by the river heard her screams and ran down to the



river prepared to save this young maiden from self-destruction.

When they saw her they stopped pulling off their shirts and shoes, for there she was up to her hips in mud. It seems that she had miscalculated and jumped when the river was at low tide.

They extracted her from the ooze and the last anyone saw of her she was seen walking off with a character called "rabbit" who was escorting her to the nearest bath. "Rabbit" must be one of those guys who believes in the old saying "you can't tell a book by its cover."

KEPT EYE PEELED

On the strike side of the picture we'd like to thank the office girl at Hueber's launch service, who reported all ship movements and let us know if any of the scows were getting up steam.

So much for this week from the biggest little port on the coast. Come on down boys as there is never a full moment. There is always something to entertain you such as weddings, funerals, ball games, fist fights, and attempted suicides.

The best part of it all is that you can get into any one of these social functions free of charge.

Marcus Hook is not only proving itself as far as the organizing is concerned, but it is paying its own way while doing a bang-up job. As for further proof of the way Marcus Hook operates, the cost per man during the recent beefs was among the very lowest of all ports—only New Orleans beat us in this department.



# More About Seagoing Characters By A Man Who Knows Them All

By LOUIS GOFFIN

Thinking about seagoing characters started me off on the article that appeared in the *Log* last week, and after I wrote that one I thought that I had those characters out of my system, but good.

I find, however, that it is not so. More and more I am remembering the guys who sailed with me in the past, and some of the things they did that made a sailor's life a poorly paid, but merry one.

During the old Shipping Board days I was on stand-by at Jones' Point. There were three men who shared the same fo'c'sle with me. Their entire conversation was booze; how much each one could hold, how much they consumed in their time, and how they would like a drink right now.

All this talk made them very thirsty, so a tarpaulin muster was



started and one guy was elected to go ashore with the dough.

He returned a short time later with fifty or sixty small bottles of after shave lotion, and although one of the men said that he didn't like to drink these "sis-sy" drinks, the entire lot was quickly consumed. This merely whetted their thirst so they went prowlin for more to drink.

### Dead Drunk

They tortured the dead ships looking for alcohol, shellac, or anything else that they could imbibe. About two in the morning, the night watchman came around on his rounds and in the fo'c'sle of one of the ships he found three stiff forms. He let out a yell that could be clearly heard in Marcus Hook.

We all woke up fast and headed for the source of the noise. We found the watchman shaking like a leaf.

"There's three stiffs down in the fo'c'sle," he yelled. Sure enough, there they were stretched out on the deck. The Skipper examined them and declared them dead, and very reverently we covered them with sheets.

One man was dispatched for the police. As he started to leave the ship, the dead three returned to life, and you never saw sailors leave a fo'c'sle as fast in your life. In one second the only people left in the fo'c'sle were the three supposedly dead drunks.

The next day the Skipper fired the three sots, but they put up a beef, complaining that getting drunk was part of a sailor's life.

The Old Man agreed with them but said scaring the life out of the crew was another thing. So the three must-get-theirs left the ship, muttering that now they could really go out and get gas-

sed. As if anyone could ever get drunker than those birds got.

### Pulling Rank

Another interesting guy I met was one well known to the stiffs who worked the old coal burning George Washington. The occurrence I want to talk about happened in Bremerhaven, Germany. It was the last night we were there and all of us were broke, so we were sitting around in the fo'c'sle shooting the breeze, when in came an AB who called himself Captain Otto. He was half gassed, but he had a handbag full of bottles.

He had a top bunk, and in order for him to mount to his bunk he got on the rail of the bottom bunk. The strain proved too much for his belt, which parted, and his trousers fell to half mast.

Some of the boys rushed to help him, both to hold his pants up, and also to throw his bag up into his bunk. So he struggled with them, all the while arguing, "Buy your own liquor, I ain't a gin mill for common sailors. I have sailed as the Master of ships, so I don't furnish liquor for common sailors."

All this conversation while he was still doing his darndest to get into his bunk. When we had laughed ourselves out, we dumped him into bed.

The next day we were sitting in the fo'c'sle and I walked over and asked him if it was okay for a common sailor to sit next to a man who had sailed as Master on ships. His face got as red as the



commie flag, and he didn't get drunk or say much for the rest of the voyage.

Captain Otto and the three drinkers were only some of the men who sailed the seven seas in search of adventure and because they refused to act and live like other more commonplace individuals.

If you have any stories about people like those, send them into the *Log*, where they can be published for the enjoyment of all who read the *Log*.

## Attention Members! All Departments

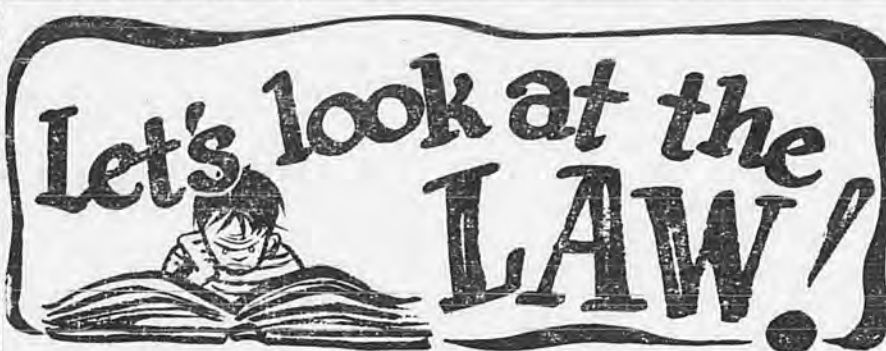
**When your ship docks, it is a good idea to have a list of necessary repairs to give to the Patrolman. This will help in letting the company know exactly what has to be done to get the ship in tip-top condition.**

**Seafarers don't have to sail beat-up ships. Do your part to make every ship a clean, well kept vessel.**

## SWEET TOOTH



Two reasons to be thankful. One is that the MM&P Strike has been settled with the union winning a major victory. The other reason is that now the longshoremen are back at work and unloading the sugar and coffee that is needed. This picture was taken the day after the action ended, and already the sugar is on the move.



By JOE VOLPIAN

Until April 1943 when the Supreme Court of the United States decided the cases of Aguilan vs. Standard Oil and Jones vs. Waterman, maintenance and cure was always denied seamen unless his injury or illness was caused on the vessel on which he was employed, or unless he was injured ashore while performing some specific duty for the ship.

This was the common practice on the part of the shipowners although there was no direct provision of the law to back up this policy. The law has always been that the shipowner is liable to pay maintenance and cure if the injury occurs while the seaman is "in the service of the ship". But the catch was: What does the phrase "in the service of the ship" mean?

Shipowners contended that "in the service of the ship" meant that if the seaman was ashore his injury must be caused while he is on some duty; or at work, doing some task connected with the ship's business.

### MORE LEEWAY

The seamen's contention was that as long as he was under articles he was in the "service of the ship" even though he happened to get hurt ashore on liberty, unless his injury was caused through his own misconduct.

Now the law seems to be settled that "in the service of the ship" covers a seaman injured on the dock or other premises which must be traversed in going from the vessel to the street or returning from the street to the vessel.

In other words, the courts are getting away from the hard and fast rule that injury must occur on the ship, or that seamen going ashore must only be going on

ship's business. Incidentally, wages must also be paid the seaman until the end of the voyage if he is under articles and receives his injury on or near the dock.

### WILL BE BROADENED

I believe that this interpretation of the law protecting seamen will someday be broadened so that it will cover seamen injured a considerable distance from the ship.

I say this because I believe that a seaman is in the "service of the ship" when he goes ashore on liberty, and there is no reason why this should be confined to the immediate vicinity of the ship.

In this view I am backed up by some very sound reasoning on the part of Mr. Justice Rutledge of the U.S. Supreme Court when he said in deciding these cases:

"To relieve the shipowner of his obligation in the case of injuries incurred on shore leave would cast upon the seamen hazards encouraged only by reason of the voyage. The assumption is hardly sound that the normal uses and purposes of shore leave are exclusively personal and have no relation to the vessel's business. Men can not live for long cooped up aboard ship without substantial impairment of their efficiency, if not also serious danger to discipline. Relaxation beyond the confines of the ship is necessary if the work is to go on, more so that it may move smoothly. No Master would take a crew to sea if he could not grant shore leave, and no crew would be taken if it could not obtain it. In short, shore leave is an elemental necessity in the sailing of ships, a part of the business as old as the art, not merely a personal diversion."

# Proposes Plan To Take Place Of Marine Hospital

By JOHN JELLETTE

In the past year many justified complaints of merchant seamen concerning the red tape and preferences shown to Coast Guard and civil service personnel at the various Public Health clinics and Marine Hospitals from coast to coast have appeared in the *Log*. Complaints against this practice have been filed by the Seafarers, but excuses and evasions have been the only answer.

### HAS PLAN

Do we have to stand for this just because the treatment given is free? After all, these institutions are supported by us as tax-payers, and we are not accepting charity by going there. I think we should do something about this condition, as soon as possible, by authorizing our Union officials and a committee from the membership to investigate the possibility of securing a plan of health and hospital treatment for our members and all maritime workers who might desire to take part.

Such a plan should be formulated to cover the continental United States, and a man or woman engaged in the maritime industry, upon presentation of a hospital plan card at any hospital or clinic of his or her choice would receive prompt treatment covering medicine, operations, and a bed in a ward.

Should convalescence be recommended after an operation or prolonged illness, the patient should be sent to a suitable rest home at no extra cost. Such a program, to my mind, would benefit a seaman in more ways than one.

### PROPER REPORT

Under the present set-up a man in this industry who suffers an accident during the course of his work goes to a Marine hospital and asks for a fair abstract. Does he get it? I'm not so sure that he always does. In the plan I suggest he could be reasonably sure of a proper report from the hospital or clinic of his choice.

Of course, I understand there would have to be a small monthly or yearly charge to each one of us for this service since it would be in the form of a health policy, but I for one would be more than glad to take advantage of it should a suitable arrangement be made by the Union committee.

Thus, any town or city in the U. S. A. under such a plan, could give a man proper hospital care upon presentation of credentials, whether he was ashore one day or one year. As long as he is a member of the plan he would be admitted promptly and not told he was on the beach too long and nothing could be done.

### NOT ALONE

I'm not alone in this idea as I have talked with many of our Brothers and they, like myself, would be glad to get away from the Marine hospitals and the government red tape.

I strongly urge all who read this and who would like to have the Union look into such a plan for the membership to write to the *Log*, and if there are enough letters I'm sure some plan will be devised and put before us to consider.





# SHIPS' MINUTES AND NEWS

## Joliet Crew Suggest Spots For Log Pick-Up

Following up their recent recommendation of a plan to distribute the *Seafarers Log* to men sailing up and down the South and East African coasts, the crew of the SS Joliet Victory has chosen four of "the bright spots along the coast" as likely points of distribution. The places chosen came after discussions at the Oct. 5 shipboard meeting.

The suggested distribution points, which the Joliet men say "seamen are sure to hit," are: The Boston Cafe in Capetown, The Trocadero in Durban, Swan's Tavern in Beira and the Palace Cafe in Lourenco Marques.

The Joliet plan, previously published in the *Log*, suggested that Delegates of Robin line vessels, leaving weekly from New York on the South and East Africa run, carry bundles of the latest *Logs* and leave them at spots visited by Seafarers plying those coasts. The Joliet crew says that there is "nothing a seaman would rather get than a *Log* full of news."

In line with crew's proposal that the cafes and bars mention-

## Message Tossed Overboard Is Found On French Coast

Success has finally capped the bottle-throwing efforts of Seafarer Albin Carlson. For the first time in the year he has been throwing bottles containing messages over the side into the deep blue seas, Carlson was rewarded last week with an answer. It came from a M. Martineau, a Frenchman who lives in Vauville, a small coastal town near Cherbourg. M. Martineau had picked up one of Albin's tosses on the beach near his home. In the bottle he found young Carlson's offer of a reward if the finder returned the message to him at his home address in Los Angeles, Calif.

### QUICK REPLY

M. Martineau, probably with juicy visions of American chocolate bars and cigarettes, apparently lost time in replying to Carlson. A very neat note addressed to Albin arrived Oct. 21 at the New York SIU Hall via the Los Angeles address. Sketched in M. Martineau's letter was a small map showing the location of the Frenchman's discovery.

ed be made distribution points, it is suggested that members of the Joliet crew furnish the *Log* with the complete addresses of these four spots.

Meanwhile, Delegates on Robin ships should take *Logs* to the four ports recommended by the Joliet men.

The letter, as translated from the French, said:

"I am returning the paper which I found in a bottle. It is enclosed herewith.

"I found it at Vauville (near Cherbourg) on Aug. 13, after two days of a heavy wind which had come up from the southwest.

"With cordial greetings to you,  
"M. Martineau  
Vauville, France."

### TOSSED OVER JULY 11

As Brother Carlson displayed the letter in the *Log* office, he recalled that the bottle found by M. Martineau had been tossed overboard somewhere off the coast of England on July 11, as his ship, the SS James Gunn, was on the way to Antwerp from Philadelphia.

Despite the lack of success, Carlson doggedly exploits his hobby. On the Gunn, he tossed about 30 bottles—at the rate of one a day—into the drink on the way over and back. The bottles were empty catsup containers, and Carlson put notes promising rewards in each.

"Of the 30, only Martineau's



Carlson (right) points out to Log man spot on map where his note was found.

has produced any results," Carlson, a Second Cook, commented sadly.

### 400 BOTTLES

In fact, he said, it was the only one that brought a response in the year he has been pursuing his hobby. He estimated that since strating it, he has tossed about 400 bottles overboard vessels he had sailed on both in the Atlan-

tic and Pacific oceans. On every trip he has made he managed to throw at least a few into the water, he said.

Getting back to the successful bottle, Carlson said that as soon as he is financially able he will have Martineau's reward in the mails.

Meanwhile, he intends to continue his hobby.

## 'BANANAS' SLIPS THE KIDS A SEA STORY



John A. (Bananas) Zierys, Bosun on the SS Tristram Dalton, which recently delivered a full cargo of grain to Finland, is the proud possessor of a model of the Parma acquired on the trip. In a grain ship race in 1932, the Parma led a fleet of square-riggers through the raging gales and irksome calms 16,000 miles from Australia to England, Jack says.

Above, as he displays the rigger, he is telling admiring tow-headed kids of Manhattan how the Parma picked up a golden cargo of more than 5,000 tons of wheat ripened on Australian farms, and then, blown entirely by strong winds did 256 miles one day. Beset by a hurricane and broached to, the indomitable sail-ship shook off the clutch of doom as she rounded Cape Horn and finally reached Falmouth, 103 days after the starting gun.

## Boots, Boots, - - There's None On The Ouachita Victory

WANTED: One crew of midgets. Normal-sized men better not apply. That's the way they ought to sign them up for the SS Ouachita Victory, according to the ship's minutes of Voyage No. 5. The second shipboard meeting was the scene of hot and heavy discussion on that

ever-present sore-spot—the slop-chest, which appears to have been much more notable for what it didn't have than for what it did have in stock.

Brother Suska, the assistant electrician, whose underpinnings require substantial foundations found that he might have to do



were available in the average sizes, and that shirts and underwear in the odd sizes specialty shop were too large.

In other words, if you're an average guy with average dimensions one trip to the SS Ouachita's emporium and you'll come away looking like a sack of something tied in the middle.

Attempting to get everything back to normal, Seafarer T. M. Griffith made a motion "that a committee be formed to check the quantity as well as the variety of stores in the slopchest before signing on for the next trip, so that there will be no recurrence of this matter."

In the period devoted to good and welfare, the stores situation caught more hell. This time it was the soap which the crew was receiving. It had a very high sounding label, "Sierra Pine Face Soap," but its quality was nothing you'd shout about from the mountain tops. The only element of accuracy in the name of the "soap" was that the needles were still in it when it was brought aboard. Brother Gerner, FWT, stated that the Steward should refuse to accept any further shipments of the Sierra stuff. The Steward said that was already understood.

as George Washington's men did at Valley Forge—wrap his feet in rags. The thought didn't set well so he raised a well-heard complaint at the meeting scoring the slopchest for only having shoes in size eight or smaller.

Someone thought they heard Suska say, "What do they think we are, pygmies?"

But shoes were not the only shortcoming of the Ouachita's slopchest. Chief Electrician Ray Carlson charged that no pants

## Black Gang Hails Plattsburg Galley Crew

The dietary delectables whacked up by the able Stewards Department on board the SS Plattsburg bring the Black Gang boys "a little closer to home." And for that the bunch below are grateful to the galley crew.

In a statement attached to the Oct. 20 ship's minutes, the Engine Department men say the Steward's men have their grati-

tude. They are a "swell bunch of men," Engine men say.

Being away from home, the statement continues, gets pretty monotonous. "But when you sit down to a well-cooked meal it seems to bring a fellow just a little closer to the thing he loves most—home."

Special plaudits go to Chief Cook J. L. Osbourn, who, the statement says, "can really dish out the southern fried chicken

and candied yams." It also plugs Steward A. A. Gowder, crediting him with this commendable theory: "There is nothing too good for my boys. Give them anything they want."

If anyone should doubt that Gowder doesn't carry his preachings into practice, "just ask Agent Blackie Cardullo in Marcus Hook," says the statement.

The entire Black Gang signed the commendation.



# THE MEMBERSHIP SPEAKS



## COOL AS A CUCUMBER



Displaying scalps fresh and clean from the razor's edge, these crew members of the SS Webb Miller brave the sun's rays long enough for the camera to record their self-imposed baldness. Kneeling is one of the Webb's Wipers; standing, left to right, Manuelo, 3rd Cook, Solomon Harb, Chief Cook, and John, 2nd Cook. Reason for the skin-heads, said Brother Harb, was the excessive heat during a recent Mediterranean trip.

## Walsh Cites Bosun's Case In Comparing Rates Of Pay

Dear Editor:

With the signing and putting into effect of the new wage scale and working conditions won in recent strike and job actions, we begin to enjoy the highest wages ever paid in the industry, coming within close range of the total monthly payments made during the war period, when the bonuses augmented the monthly wages of our brothers who helped win the war against Agression. During that period the Bosun was lucky to pay off with as much as a 4 to 8 AB, and just a little more than the average entry rating (OS, Wipers, Messmen).

In view of the fact that all agreements were frozen during the War Emergency Period, nothing could be done to alter the differences in pay, with the end in mind of adequately compensating the Boatswain for the heavy responsibility placed upon him by virtue of his being in charge of such valuable gear and stores as are aboard all contracted ships.

### GRATEFUL

While I am grateful for the fact that my actual take home pay as Boatswain has been raised, the fact still remains that I (as Bos'n) will still be in the same pay grade as the 4 to 8 AB's, due to the fact that they are being paid for the Sundays at sea while the Bos'n was raised a larger total increase in Lieu of Sunday overtime.

What I am trying to get at is

that I am still no better off than I was before in regards to adequate compensation for the responsibility placed upon my shoulders. I would like to impress it on our Brothers that what is fair is fair. If your job called for extra effort, either physical or mental, YOU would want to be paid in ratio to the added burden. I feel that I am entitled to extra compensation for my job as Bos'n, and want to plug for next year's agreement negotiation to stick out for the Bosun's right to get a lot more money than he is at present. If you have



any thing to suggest in this line of endeavor how about putting it in black and white and letting the rest of our Brothers hear about it.

It takes time to prepare requests for changes in agreements and serious requests such as this should have piles of statistics to back such claims. We must be prepared and there is an old saw that really covers this: "IN TIME OF PEACE, PREPARE FOR WAR."

"Windy" Walsh

## THE SAILOR'S DREAM OF HELL

By "STEAMBOAT" O'DOYLE

On a summer's night, by the moon's half-light, I lay me down on the lee.

My mind to roam and dream of home, and a girl who waits for me,

But a vision came, all smoke and flame of a hell down under the sea,

Where forever burn and twist and squirm,

Those who won't let the sailor be free.

With flames all red and the screams of the dead, a horrible thing to see,

Where the flesh did roast and singe and toast, 'mid screams of misery.

I looked around and quickly found, faces I knew I'd see, The Maritime blue and the Coast Guard too, and the mate of the Nancy Lee,

On some red hot coal sat the poor lost soul, of First Assistant McGee,

Of the Baltimore Line, scratching overtime, and laughing wickedly.

There was Admiral Land with his butt suntanned, and bureaucrats piled by three,

But 'twas Curran I sought, so I stopped for naught, past McAuley and Cherronn-yeé,

To Hell's last brim, and there saw him, the master of treachery, In a crowd of finks, and reds and pinks, all laughing fiendishly, While Blackie and Jack, and Bridges and Stack, danced 'round with horrible glee,

And the music of Hell, like a terrible knell, echoed fearfully, Then my arm was shook, and I woke to look, at my buddy, Tommy Lee,

"Old paly, you're screaming, you must be dreaming, Tell me, what did you see?"

Then I told him too, what I've told to you, and he looked at me wonderingly,

And we looked at the sky, and the Skipper on high, and we prayed for poor McGee.



## 'Duchess Of South Street Is Dead,' Rich Woman Was Friend Of Seamen

Dear Editor:

Last week in New York one of the best loved old ladies of the merchant seamen, Mrs. W. B. Scaife, passed away. To all the seamen who knew her she was known as "The Duchess of South Street," and there wasn't a finer woman on the waterfront. What makes the whole thing so unusual is that she came from New

York's upper crust. She lived in the Park Avenue neighborhood, but in her relations with us seamen she was down to earth and didn't put on any airs. During the war she worked at the Andrew Furuseth Club for seamen and she was like an aunt to many seamen, in fact lots of us used to write her letters from all over the world.

When we heard that "The Duchess" was dead we went up to Campbell's Funeral Home on Madison Avenue in the heart of the silk stocking district to pay our last respects. She was admired by many seamen and New York notables as well, for there among us were many of the upper crust paying their respects as well.

While she was alive she took great interest in seamen and their affairs, one of her main interests was the Seamen's branch of Alcoholic Anonamous in which she played an important part.

We are sorry to hear that "The Duchess" has left us; we feel that she was really one of us. So we say: Steady as she goes, Duchess!

Friends of the Duchess

## LOG Rates High As Union Paper

Dear Editor:

I would like very much to receive the Log at my home. What few copies that I have taken home with me have received the highest acclaim as a Union organ. I think that is quite a boost for our newspaper after reading some of the local union papers. Thanking you in advance,

A. Lavoie  
Swansea, Mass.

## LITTERING DECKS CREATES HAZARDS, SEAFARER SAYS

Dear Editor:

I should like to address this letter to all Seafarers.

I would like to see the Union take a poll — to find out how many of our men were brought up in a clean home. Being on temporary duty in the N. Y. Hall as a porter, what I have witnessed sometimes makes me doubt if there are many.

All of us, including the writer, have at various times thrown butts, newspapers, etc., on the deck. This isn't a nice habit, but my chief complaint is that many of us have also dropped an "oyster" either right where we are standing at the moment, or in some corner.

Besides this being a health hazard, it is a potential danger otherwise. Have you ever slipped or fallen because of that "oyster"? If you haven't you're lucky.

And when leaving the head, why not take your newspaper along with you instead of leaving it on the deck?

After all, it is just as much your home away from home as it is mine.

Henry Beckmann



# Digested Minutes Of SIU Ship Meetings

**FREEMPORT SEAM, July 4—** Chairman Thomas Bowers; Secretary Bob Jones. Chairman read a copy of letter to be sent to Baltimore, New York and Tampa agents in regard to our ventilation system. Crew insists it is for cooling as well as heating, with Chief Engineer contending otherwise. Letter also refers to condition of burner in galley stove. Agreed unanimously that letter should be forwarded as read. Motion carried to have the three delegates and Steward pass on all foods coming aboard.



**RUFUS CHOATE, Sept. 14—** Chairman Ed. Kelly; Secretary J. VanDemark. Delegates reported that portholes need repairing; mattresses need repairing and the ship needs to be fumigated. It was suggested that three keys for each foc'sle be provided. Steward department has prepared a list of repairs for the galley and should be taken care of before next voyage. Overtime beefs are recorded and to be given to Patrolman. As a whole trip was a commendable one with a fine crew aboard.

## Foreign Exchange Rates Motion

The guys on the SS Marin Hills want their money back. In case you don't think their request is justifiable, go into some store in the States, ask for a package of cigarettes and try to pay for it with liras, pesos, shillings, francs, milreis or what have you. To prevent international complications, and to relieve themselves from carrying so much deadweight, a motion was carried by the crew members to have the delegates see the Purser about changing the crew's surplus foreign currency back to American money after leaving overseas ports.

**OUCHITA VICTORY, June 24—** Chairman Cohen; Secretary Lerner. New Business: Minutes of June 10th read and accepted. Motion carried that Chief Mate and Engineer be requested to have the extra scuttlebuff installed back aft before ship sails on next voyage. Motion carried that Patrolman give Chief Mate a list of repairs.

**EDWARD S. HOUGH, Sept. 5—** Chairman Frank Christner; Secretary H. B. Noonan. New Business: Deck Delegate reported 10 hours of disputed overtime. Engine Delegate reported many hours of disputed overtime. Disputed overtime was tabled for action when patrolman comes aboard. Bosun wants hole in concrete in his foc'sle repaired. All crew quarters badly need painting and dusting with roach powder. Screens needed for ports. Black Gang wants ventilator over the escape ladder at end of shaft alley. Fire escape panel needed in deck 4-8 foc'sle. All milk and coffee was condemned by crew and is to be put ashore. Request that Chief Engineer be barred from all SIU ships. A vote of thanks was given the Steward Department.



**SAMUEL GRIFFIN, Aug. 4—** Chairman Joe Sortini; Secretary Lloyd Fitch. Strike instructions were read by the chair. Suggestion that Patty McCann inform the Captain that the crew wished a payoff by 12:00 Aug. 5. Suggested by the Chairman that all foc'sles be cleaned and left neat and clean in SIU style.

## Electricians Ease Out of Tight Spot

To hear some people talk you'd think the New York subways were the only places you can't find a seat these days. That theory was knocked into a cocked hat with the receipt of the SS Selma Victory's latest set of ship's minutes.

Things got a little crowded in the crew's messroom, according to the minutes. In fact, when someone sat down at the center of the table, the two guys at the end of the table were pushed out of their seats. No matter how the order of things was juggled around, there were always two seats short. To remedy the situation, the ship's delegate offered a suggestion at a membership meeting. Have the Electricians eat in the officer's mess, suggested the delegate.

The two Electricians, hearing the proposal, blared forth a unanimous "No." You might shove us off our seats at the table but you can't shove us out of the messroom, were their sentiments. Besides, they didn't want scrambled eggs with every meal.

**MONROE, Aug. 18—** Chairman R. J. Rose; Secretary B. J. Power. Motions carried: to obtain two water coolers; that more than one order of two eggs should be had at breakfast; that crews messroom should carry messman and utility; that cooks wear coats and aprons while working in the galley; that one gallon coffee urn be obtained for crew mess; that piping in crews quarters be repaired or replaced; that larger variety of fruit juices be carried on next voyage; that new style toilet seats



be installed; that ice cream freezer be placed aboard; that delegates list all repairs necessary and turn them over to department heads.

**CAPE SANDY, Aug. 25—** Chairman L. Foskey; Secretary E. Giza. Motions carried: with consent of Steward allow last standby of each watch access to the chill box; that Engine and Deck Delegates see heads of their respective departments to have man make coffee; that all men entering messhall wear shirts at mealtime; to request larger lockers for the proper stowage of crew's personal effects; that all non-members file their intentions with their respective department delegates. One minute of silence observed for brothers lost at sea.



**LAREDO VICTORY, Sept. 15—** Chairman Whoski; Secretary Smith. New Business: Motions carried: that each crewmember be issued a strike clearance card at the hall for the recent strike; that delegates check all foc'sles and see that they are shipshape for the crew. Steward Department complimented on their fine cooking.

## Maybe It's Nothing But a Smokescreen

The crew of the SS Falmouth decided at a recent shipboard meeting to show their appreciation to the men who pounded the bricks during the recent strike, while the Falmouth was at sea. They decided that each man donate one carton of cigarettes apiece for the SIU men who were on the beach.

No fellas, we won't tell you where the SS Falmouth is going to tie-up. It's a secret the crew hasn't let us in on yet, but we'll be there when she ties up. Puff. Puff—LS-MFT.

**FAIRPORT, Aug. 6—** Chairman A. R. Hindman; Secretary John Cobb. Motions carried: to have delegates see Ch. Engineer about installing a steam line in laundry; that fines be imposed on men dirtying up mess, and leaving soiled laundry in passageways; to hold meetings once a month on Sunday afternoons; that Steward open slop-chest as he sees fit, date and hour to be posted on messhall bulletin board, and that delegates check all books before the next meeting.

**FELTORE, Sept. 15—** Chairman George Meaney; Secretary Rively Brown. New Business: Motion carried to admit WSA crewmembers to the meeting. All delegates reported everything okay except for some disputed overtime. Motion carried to bring disputed overtime to the attention of Patrolman upon arrival and refuse to payoff articles until such overtime is paid off. Motion carried to recommend Deck and Engine WSA men for membership. One minute of silence observed for members lost at sea. Brother J. Colpe delegated to interpret and inform Spanish speaking crewmembers in regards to maritime strike situation.

# SEAFARER SAM SAYS:

GET IT IN WRITING!

IF YOU ARE HOSPITALIZED IN A FOREIGN PORT, GET A COPY OF YOUR HOSPITAL RECORD SO THAT YOU WON'T BE LOGGED FOR MISSING DUTY.



## CUT and RUN

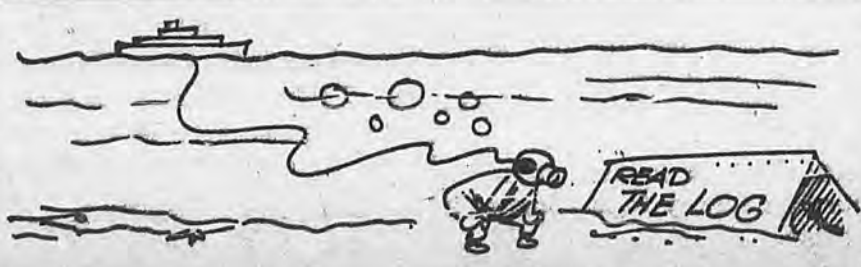
By HANK

Well, the best contracts on any waterfront, and other big and important things crowded us out last week but we're back again this week—running for another "gassy" column of gossip... Sam Luttrell says that it looks like he and his wife will have to sail out of their apartment—so that One Eye Pete DiPietro can keep on stowing his cargo of peppers. Sam also has a suspicion that his wife is tired from stringing those peppers up on the walls. Well, Sam, there's only one way out—tell Claude Gautreaux to shanghai Pete to some country full of peppers—unless Cuba has them growing just special like for Pete... Last week, Brother Willie West, who is anxiously waiting to renew his career as a Robin Line stiff, introduced us to his shipmate, William Murphy. Brother Murphy sure looked full of youthful pep under that gray fedora, after going to sea for about fifty years—and happily celebrating his seventy-first birthday last November on a trip to the Pacific. Well, all we can say, after we shake the thin coat of salt off ourselves is: Many more trips and birthdays to you, Brother Murphy, and may your anchor never get too much rust and mud, indeed.

Leo the Lush Mannaugh doesn't mind being nicknamed in such style. He always gets along—and so have his pals. During the strike he had the luckiest luck of all the guys on the bricks. Leo had an apartment—and a few of his pals, including William Blakely sure were glad Leo was alive in such a manner... Dutch Bolz was laughing and shaking his head last week, remembering how he and Pete McCoskey, the Irish Polack, left each other bow-legged from some celebrating down in Mobile not long ago. Dutch sure would roar with joy if Pete sailed into New York right now!

Joe Filipek and Marv Selsvik are anxiously waiting for some ship going to China. Ah, fellas, don't be so stubborn... We don't know if Omar Ames is still in town but his shipmate, Rocky Benson, one of the best Isthmian organizers, just finished painting some First Assistant's rooms, in between washing dishes, too... Scotty Borland, just went back on the SS Colabee, after enjoying his vacation and seeing his sister Betty from Scotland, after 25 years... Brother John Bigley keeps on laughing at the idea that Fred Ski Sweder is going aboard some South Atlantic ship soon and feed those rubber winches with steam. It's an art, John, that's all!

Well, here's a list of oldtimers in a few ports: In Mobile—Robert Cale, John Elliot, G. Lawrence, T. Leahy, George Romano, J. Stringfellow, Joseph Fawcett, J. G. Avery, Alfred Layne, Edward Blackman, D. M. Saxon, and D. F. MacGregor; New Orleans—James Biehl, Jan Engelhardt, Frank Findley, Frank Rodriguez, Fretz Raymer, J. A. Scara, P. Swing, Ralph Subat, John Gersey, Ramon Vitoria, F. Kendricks and Jose Vilar; Philly—Herbert Mackey, Thomas Smith, John Santos, Sylvester Furtado, and Karl Kristensen. New York—Harry Singleton, Joseph Hosten, William Jenkins, James Murphy, Alton Clement, George Mitchell, Henry Bonitto, R. J. Masedale, Benjamin Bailey, and Adolphus Watson.





# 'Beachcombers' Hold Fort At New Orleans Round Table To Shore Spots, Says Shrimpton

Dear Editor:

As everyone is necessarily beachcombing these days the gang here in New Orleans feel duty-bound to compare notes with other ports with a view to assisting our brother members set up a system comparable to the one which is so abundantly providing the local boys with the necessities of life.

The gang drifts into the hall bright and early every morning to get the latest strike dope, then they promptly drift out again in their respective directions which by some quirk peculiar to the nautical mind leads to the Marine Bar.

Once gathered around the tables, the regular morning tarpaulin muster is made and the proceeds turned over to Brother Huff who acts as treasurer.



(Whether the fact that Brother Huff is always elected treasurer is to be interpreted as a tribute to his honesty, or to the fact that he invariably occupies the center table where all can conveniently keep an eye on him is something we do not feel called upon to decide.) It is then usually found that the muster has produced enough for a round and so a round is noisily called for. Meanwhile Brother Huff has cleverly baited the table with some twenty cents or so and he devotes his time to alternately sipping his beer and supervising the dispatching of Fern, Babe, and Jean to tap the "live" ones as they happen along.

This set-up is so successful that we feel called upon to pass

it along to our brother members in other ports who may perhaps be waiting for the bare necessities of life which our system has thus far so abundantly provided.

The only discordant note so far encountered was occasioned by Fern one day demanding a buck of the take to buy butter, potatoes, and milk which she coolly trotted topside and converted into mashed potatoes. However, an investigation by an indignant committee disclosed the fact that she had just had six teeth extracted and so we have all charitably concluded that it was a case of medical necessity rather than any naturally depraved taste that prompted this deplorable waste of community funds.

Brother "Red" Carolyn made the mistake of dropping into the bar after paying off the scow that repatriated him from Santos, where he spent a pleasant sojourn beachcombing until the consul caught up with him and bundled him off for home. Being fat as a goose, he was, consequently, easily led into springing for so many beers that we finally were compelled to grope our way to our respective rooms with a rather confused idea of our own names. But a good time was had by all for Brother Carolyn not only provided the beer, but he further enlivened the proceeding by trying to explain how he happened to ship out as an electrician and returned as a pot washer.

He reports that Santos is rapidly becoming the sailor's paradise of old, what with "Cockeyed Helen" holding forth in her old spot in the American Star. "Mussolini" is reported getting a fresh start and Martha is cuffing beers again in that hoity-toity emporium, the Mickey Mouse.

So the gang has decided to amble down Rio come peace to the waterfront again. No use hurrying to get there though fellows, Red says the bloom is gone from the peach, the dew from the rose—seems Kilroy's been there and gone.

The Beachcombers

Dear Editor:

It is not often that you hear from me in a serious vein, but after listening to Capt. Nash of The Master Mates & Pilots at the last general meeting I feel that a word in season may possibly do some good.

This is the first time in maritime history that the licensed officers have ever held out the sincere hand of Union friendship to us, and if they mean what they say, namely, that they will help us to break the power of those phony bunch of brass-bound, chair-born commandos, the Coast



Guard, then I think it's up to us to meet them half-way. In other words, if we want them to stop reporting us to the Gestapo lets give them less to report about.

DEMON RUM

It is an undoubted fact that most of the trouble aboard ship is caused by too close an acquaintance with 'Old John Barlycorn,' and I for one think that the time has come for those of us who are real Union men to show a lead to the irresponsible gas-hounds in our ranks who come aboard a ship with a chip on their shoulders and then raise hell, while under the wind, at the first port they touch.

Now, the right to go ashore and get good and drunk, and to visit with the ladies of the night patrol, has always been the immemorial right of a seaman, and nothing is ever going to stop it; but the right of a guy to come aboard the ship and start fighting and playing up generally, never has existed and never will exist, and it a matter of small wonder that some Skippers get tough about such incidents, and feel that the only way to handle their crews is via the Log Book and the Coast Guard. It is an unfortunate fact that a bunch of men is always judged by the rotten apples in the barrel, and Brothers, some of our rotten apples really stink.

PRE-WAR MEN KNOW

Those of us who are pre-war seamen know this, and if you take the trouble to watch a real old-timer coming up the gang-plank stewed to the gills, you will also notice that he at once steers a zig-zag course straight to his sack and hits the hay immediately. He doesn't go gunning for the Old Man or the Bellyrobber or any of his shipmates that happen to cross his bows, he just turns in, and if some of you guys would just remember that, I'm damn sure we would have less trouble aboard and would find it easier to pull with, and be respected by, the 'midships crowd. Young members, who have learned by bad example, now think that its all

part of the game to get to the first gin-mill, smell the barmaids apron, and then come back to the ship and play the 'tough boy', and some of their antics are anything but funny. Quite recently I shipped aboard a Waterman C-3, and during the ten months I was aboard her we had one murder, two knifings, and a suicide, and all of them the direct result of booze. This is not a pretty picture fellers, and I for one do not want any part of it, and I don't think any real seaman does either.

NO CRUSADE

I am the last man in the world (and the least qualified) to preach a 'pussyfoot' crusade, but I do maintain that if we are going to have a new deal with the Officers, and wish them to respect us and our Union, then we have got to cut out this hell raising aboard ship. We are now on a new footing with the MM&P. We have proved our solidarity right down the line in our support of

their beef, and now is the time, as never before, to really build Union Brotherhood with them, and it can only be done by both of us having, and earning, each others mutual respect as men and seamen.

If you find that you have a confirmed gas-hound aboard your ship, give him every chance to settle down but if he insists on causing trouble in port, deal with him yourselves at the ships meeting, and if he still plays up, then bung the character on Union charges and make them stick—it's the only way.

Go ashore and get tight by all means, its your priviledge to do so, but if you feel the urge to go looking for Ole Man Trouble, just hunt him ashore. Remember Bernard Shaw's advice to the drunk:

"Its much better to keep your mouth closed and be thought a fool than to open it and remove all possible doubt."

Jack 'Aussie' Shrimpton

## The Mud-Slinging Continues

### HIS BIG MOUTH GETS McNASTY 30 DAYS ON FARM

Dear Editor:

Well, I haven't seen our candidate for president, Mr. McNasty, since the night we celebrated his nomination.

Larry Woodward and I went around to the bar thinking we would find him there, and though we did not find Mr. McNasty, we did meet one of his friends. This guy said that Mr. McNasty was working for the city now; thirty days up on the farm.

From the way this guy told the story I gather Mr. McNasty is



really getting up steam for his campaign. It seems that Mr. McNasty was in one of the local pool halls hoisting a few beers and giving the boys the low-down on local politics. He also told the boys of some of the changes he would make if he held political office. He told of how he would pave streets, raise old age pensions, and last of all how he would give the racketeers now in office a long stretch on the farm. One of the men listening to Mr. McNasty just happened to hold a political job and shortly after his speech Mr. McNasty was arrested on about eight different counts; drunk, disorderly conduct, resisting arrest, threatening public officials and disturbing the peace were a few of them.

When the case came to trial Mr. McNasty pleaded not guilty. The judge couldn't see eye to eye with him and gave him 30 days to prove that "time changes everything." The judge may be right, but we hope that Mr. McNasty returns shortly so we can have a few more meetings at the

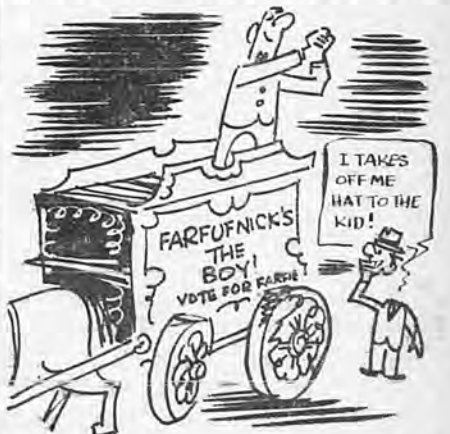
### FARFY SUPPORTER HITS OPPONENT IN THE POCKETBOOK

Dear Editor:

After having read that awful bilge written about our good friend Farfufnick I felt that I should come to the front for him.

Who is this character "Dirty?" Just the name hung on him would indicate that he is not the type of person we should have for President. Even attempting to run him against Farfufnick—a person with such sterling character—is sort of ridiculous. All this "Dirty" seems to have is a bunch of "green" for his campaign, whereas our friend Farfufnick has a definite platform and his entire platform is for the betterment of the Laboring Stiff's Wages and Conditions.

Not meaning to be nosey but where does he get his gelt. Is it possible that there might be a



hint of "Red" to his "Green?" I can see nothing in his campaign that might be used for a plank, unless you can call rabble-rousing and finding fault with the other guy fit for planks. Neither does he give an answer to Farfufnick's proposals nor does he submit any plan to help the working stiff.

Brothers, please remember these things and don't listen to any rabble-rousing propaganda against the peoples' cherce.

On to the Presidency on Farfufnick's bandwagon.

Johnny Weir

emporium. There is nothing quite so enlightening as a political meeting in a beer parlor. Don't you agree Ed?

Edward R. Kahrs Augusta, Ga.



### OVERTIM IN DEPARTMENTS SHOULD BE DIVIDED

In the minutes of September 29, aboard the SS Diamond Hitch it was mentioned that the pantryman aboard felt that the Steward was discriminating against him in giving out overtime work. At the beginning of the trip the Steward ordered the Pantryman to clean the pantry under the Steward's direction. The Pantryman did the work and put in seven hours overtime. When the man handed in the seven hours overtime, the Steward disputed it and threatened to cut him off without any more overtime work. Since that time the Pantryman has done very little overtime work and is far behind the rest of the department.

ANSWER:

In the opinion of the Steward Patrolman contacted here, the Pantryman has a just beef. Although there is nothing in black and white calling for the equal division of overtime work in the Stewards Department articles as there is in the Deck Department agreement, it has been the custom and practice to divide as equally as possible all work in the three departments. Aside from the fact that this is the democratic method of dividing the work, it also leads to a more harmonious relationship between all members of the departments.





# N.Y. Clarifies Rules On Unemployed Pay

NEW YORK—The subject of unemployment benefits for maritime workers has been a subject of speculation for quite some time, and it was with this thought in mind that the Special Service Department of the Union held conferences with the New York State Department of Labor. These conferences were very fruitful, and the following article is a brief guide for seamen who may be eligible for Unemployment Insurance.

If, after reading the article, there are any questions that still remain, the Special Services Department of the Union will make every effort to find out the lacking information or clear up the questions.

Following is the official statement, as released by the Division of Placement and Unemployment Insurance of the New York Department of Labor:

Unemployment Insurance has

been paid by the State of New York for ten years. It is only within recent months, however, that maritime workers in foreign and coastal commerce have been brought under the coverage of this protection. The Division of Placement and Unemployment Insurance which administers the Unemployment Insurance Law in New York State has assembled the following information for these newly covered seamen for their guidance if it becomes necessary to file a claim for Unemployment Insurance Benefits.

A maritime employee who worked during 1945 for employers who paid taxes on their wages to the State may qualify for Unemployment Insurance Benefits provided the wages are sufficient to meet the eligibility requirements of the Law. The eligibility requirements of the Law, insofar as wages are concerned, are given in the following table:

If the wages paid in the calendar quarter in 1945 in which your wages were highest amounted to	AND You earned the corresponding amount shown in this column during the whole year 1945	You would be eligible to receive the corresponding weekly benefit amount shown below, for 26 weeks, between the period June 3, 1946 and June 2, 1947*
\$100—\$240.00	.....	\$300
241—263.99	.....	330
264—286.99	.....	360
287—309.99	.....	390
310—332.99	.....	420
333—355.99	.....	450
356—378.99	.....	480
379—401.99	.....	510
402—424.99	.....	540
425—447.99	.....	570
448—470.99	.....	600
471 and over	.....	630

\*Subject to a one week waiting period which is not compensable.

State which receives the taxes as regards each vessel, it is apparent that a maritime employer may pay his taxes to several States. Accordingly, his employees will be eligible for Unemployment Insurance Benefits in different States, dependent upon the location of the office which directs the operation of the several vessels.

The individual seaman should file his claim against the State in which the office is located which operated and controlled the vessels on which he was employed when he earned his qualifying wages.

### NOT ALL STATES

Not all States cover seamen employed in foreign commerce. Those which do pay benefits have entered into reciprocal arrangements with respect to each other State to which a maritime employer will pay taxes on wages earned by seamen on each vessel. If the vessel is operated by an office located in one of the

following States, then wages earned in the base period could result in the payment of Unemployment Insurance Benefits:

States	Coverage of Seamen Started
Alabama	..... July 1, 1946
California	..... Sept. 16, 1945
Nebraska	..... July 1, 1946
New Jersey	..... Jan. 1, 1946
New York	..... Jan. 1, 1945
Pennsylvania	..... Jan. 1, 1945
Texas	..... Sept. 1, 1945
Virginia	..... July 1, 1946
Washington	..... July 1, 1946

There are other important points on the subject of Unemployment Insurance Benefits that seamen should understand.

### STRIKE PENALTY

The New York State Unemployment Insurance Law provides that claimants are disqualified from receiving benefits if they leave their employment voluntarily without good cause, or refuse to accept an offer of suitable employment without good cause. In general, seamen dis-

charged upon the termination of a voyage will not be considered to have left employment voluntarily because they fail to sign articles for the vessel's next voyage.

Benefits are suspended for seven weeks if claimants lose their employment because of misconduct, strike, lockout or other industrial controversy.

A severe penalty is imposed for wilfully misrepresenting facts about employment or unemployment.

When filing a claim the seaman should have with him his latest discharge and his Social Security Account Number Card.

Seamen who are unemployed and who are ready, willing, and able to work may file a claim for Unemployment Insurance Benefits at the nearest insurance office of the New York State Division of Placement and Unemployment Insurance. Most telephone directories list these offices under the heading, "Unemployment Insurance."

## ATTENTION!

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

## Commie Attempt To Capture N.O. Port Is Expected

New Orleans, one of the country's great seaports, is at present "the number one organizational objective of the Communist party in this nation, with the waterfront unions the immediate target of operations." This disclosure was made by The Item, New Orleans afternoon daily, after an extensive four weeks investigation of the "ruin or rule" activities of the communists in the waterfront city.

It was disclosed that the communists are consolidating their forces in the Crescent City as they are in other principal ports of the Harry Bridges-sponsored Committee for Maritime Unity. Their "rule or ruin" efforts to get a death-grip of this economically strategic port is touching off open warfare on the New Orleans waterfront between bonafide trade unionists and the opportunistic followers of the party line disguised as working class leaders.

Some of the principal leaders of CIO waterfront unions have attended, and are attending the party's meetings at its headquarters in the Godchaux building.

Two union officials who joined the communist party to get firsthand information on the set-up to undermine their unions, were informed that they should combat any opposition to the communist party within their union membership by labeling it as anti-union or "labor baiting."

Many CIO officials in New Orleans aided the investigation. Fred Pieper, regional director of the CIO, personally ordered an investigation of his own waterfront local on the basis of the information released by The Item.

## Old Ropeyarn Charlie Ties Up Once More Again In Snug Harbor

Carel Christian Rappold, better known among Seafarers as "Ropeyarn Charlie," is retiring his book and tying up at Snug Harbor after one of the most colorful seagoing careers that could come to a seaman.

Old "Ropeyarn Charlie" will take with him to Snug Harbor tales of the sea that go back 60 years to the days when he first started sailing full rigged ships out of Holland.

### KNEW FURUETH

Born in 1873 in Holland he started sailing ships when he was 14 and after several voyages from European ports came to the United States when he was 22-years-old.

One of his fondest recollections is the time he went up for his AB ticket. For it was Andrew Furueth, himself, who was in Philadelphia at the time, who went with Charlie while he got fixed up. Since those early days he has sailed on every stretch of water in the world and has been on ships flying flags of every nation on earth.

"Ropeyarn Charlie" got his name from the hobby he developed in his early days of sailing. He made a practice of collecting ropeyarns and weaving them into mats and other fancy pieces of work. He developed a skill at this work that was soon recognized and he used to pick up a few dollars on the side by selling them around the ports. Whenever "Ropeyarn" had a few minutes to himself he was always to be found busily engaged in turning out his latest creation, and even after 60 years of sailing and making ropeyarn objects he still is interested in the work.



CAREL C. RAPPOLD

Every once in a while he comes up with a new idea and takes out his ropeyarns to weave them into a new pattern.

### LAST TIE-UP

"Ropeyarn's" last trip was on the SS Kyska as Bosun, and after the payoff two months ago, he started toying with the idea of retiring from the sea to take a berth in Snug Harbor.

Snug Harbor is not unknown to "Ropeyarn" as he has been there off and on for six years, but during the war the call of the sea was too much for him so he came back to make many trips when he felt his services were needed.

Now that the big job is done he feels that his is the time to tie up at Snug Harbor for good. So after 60 years spent sailing the seas "Ropeyarn Charlie" has retired his book and taken a berth at Snug Harbor.

## ATTENTION, MEMBERS!

### SEAFARERS SAILING AS ENGINEERS

All members—retired members and former members—of the Seafarers International Union who are now sailing as licensed Engineers: Please report as soon as possible to the Seafarers Hall at 51 Beaver Street, New York City. Your presence is necessary in a matter of great importance.

Employment for the Government isn't covered by Unemployment Insurance. As a consequence, a seaman employed by any of the agencies of the Federal Government, such as the War Shipping Administration, could not have wages paid by the WSA used as a basis for paying Unemployment Insurance Benefits.

The Social Security Act Amendments of 1946 passed by both Houses of Congress on the last day of the session, provided that as of July 1, 1946, the services of officers and crewmembers on American vessels on navigable waters will be covered by the Federal Unemployment Tax Act. The Act was also amended to provide that the State in which is maintained an operating office controlling a vessel may require the employer to pay Unemployment Insurance Taxes. Thus, the employer must pay taxes to the Federal Government if he does not pay them to the State.

Another amendment made provision for payment of benefits on the basis of wages earned by employees of the War Shipping Administration, the benefits to be paid under the terms of State Laws, by the States, under agreement with the Federal Security Administrator.

Such benefits are not payable, however, for weeks of unemployment occurring prior to the time when Congress makes funds available for payment. While it is expected that Congress will do so during its next session, those funds are not now available, so WSA employment cannot result in benefits at this time.

Until Congress does make funds available, no claim for benefits based on service with the

War Shipping Administration should be filed.

### TOTAL UNEMPLOYMENT

Benefits are paid for weeks of unemployment during which the seaman is ready, willing, and able to work, has filed a claim for Unemployment Insurance, and has reported to the insurance office of the Division of Placement and Unemployment Insurance of the State of New York as instructed.

Total unemployment is defined in the New York Unemployment Insurance Law as "the total lack of employment on any day caused by the inability of a claimant who is capable of and available for work to engage in his usual employment or in any other for which he is reasonably fitted by training or experience . . ." The statutory week for measuring days of unemployment runs from Monday through Sunday.

Cooperative arrangements have been made between states, including Hawaii, Alaska and Canada, whereby one state will act as the agent for another state in the taking of claims for benefits. If a claimant receives his discharge in a New York port, for instance, and was employed in 1945 by an employer who pays taxes to California, that seaman may file his claim in a New York insurance office.

A maritime employer pays taxes to the State where his office is located which directs, controls and supervises the operations of a particular vessel. That State is not necessarily the one in which the vessel is registered, nor the one where the employer's main office is situated.

Inasmuch as the location of the directing office determines the



# BULLETIN BOARD

## Notice!

The following books now being held at Norfolk Branch. These books will be held in Norfolk for ninety days, and if they are not picked up during that time they will be forwarded back to Headquarters.

- H. J. Acosta ..... Book 37770
- B. J. Akers ..... Pro. Book 49145
- C. C. Acuin ..... Pro. Book 100195
- P. Allgeier ..... Pro. Book 47440
- P. M. Anderson, Jr. .... Book 35310
- R. L. Auman ..... Book 48806
- S. A. Ballance ..... Book 2719
- S. M. Barbe ..... SUP Book 5077
- N. A. Barbour ..... Book 41620
- R. B. Beale ..... Book Pacific 435
- F. S. Bell ..... Book 33103
- A. Bellavance ..... Book 6117
- T. Belmore ..... Book 1965
- L. H. Blizzard ..... Book 36251
- M. T. Blizzard ..... Trip Card
- C. B. Blue, Jr. .... Retiring Card
- J. W. Boutchard ..... Book 44058
- D. C. Breashears ..... Book 23334
- M. M. Brickey ..... Book 28549
- J. Broermann ..... Pro. Book 41511
- David Bright ..... Pro. 36398
- G. L. Brown ..... Trip Card
- H. W. Brown ..... Book 5820
- A. Q. Brown ..... Retiring Card
- J. B. Callis ..... Book 23047
- D. Cincore ..... Pro. Book 46309
- A. J. Carmen ..... Pro. Book 36734
- W. L. Carraway ..... Book 36596
- Philip E. Carter ..... Book 29531
- B. O. Cartwright ..... Book 30279
- L. J. Colombo ..... Trip Cd. A8242
- R. C. Coons ..... Book 28167
- C. R. Cottle ..... Trip Cd. A10016
- W. C. Craven, Jr. .... T. C. A10051
- R. Creef ..... Book 4244
- R. F. Davis, Jr. .... Book 30198
- C. M. Day ..... Book 3290
- P. G. Daugherty ..... Book 43233
- G. Daniels ..... Permit P3 4754
- W. R. DeVane ..... Pro. Book 46964
- Kirby O. Digman ..... T.C. A11392
- H. S. Dean ..... Book 24829
- J. L. Easton ..... Trip Cd. A5663
- M. W. Eayers ..... Trip Cd. A11338
- R. H. Eagle ..... Permit P3 4661
- F. Edgett ..... SUP Permit 7916
- W. A. Eby ..... Book 31345
- D. M. Ellington ..... Pro. Bk 36558
- J. H. Ferguson ..... Book G66
- R. J. Flynn ..... Pro. Book 100247
- J. Freeman ..... Book 2600
- P. J. Frango ..... Book 23871
- O. P. Gentry ..... Book 40902
- R. W. George ..... Book 36330
- F. A. Garcia ..... Retiring Card
- Joshua V. Gibbs ..... T.C. A11369
- W. Gibson ..... Pro. Book 36265
- T. R. Glenn ..... Permit P3 3904
- T. O. Ginn ..... Book 32790
- J. J. Goodin ..... Book 29766
- R. M. Godwin ..... Book 36385
- L. W. Gray ..... Book 23218
- H. C. Gulliksen ..... Book 25721
- W. C. Griffin ..... Book 6693
- W. E. Hayes ..... Pro. Book 46610
- H. E. Hacker ..... Book 27765
- P. Heon ..... Book 36554
- J. F. Hill ..... Book 39022
- T. E. Hyatt ..... Book 44025
- H. W. Hunt ..... Book 31998
- W. G. Hughes ..... Retiring Card
- J. Ireland ..... Trip Card A9338
- J. Jackson ..... Book 33124
- S. C. James ..... Retiring Card
- B. C. Jumper ..... Pro. Book 100274
- E. Johnson ..... Pro. Book 41658
- D. Johnson ..... Pro. Book 45601
- A. Johnson ..... Book 33077
- W. E. Jones ..... Retiring Card
- W. L. Kenley ..... Pro. Book 48394
- H. E. Kelly ..... Book 43802
- E. L. Knowles ..... Book 27523

- J. Kirk ..... Book 35917
- F. Kodelja ..... SUP Pro. 2364
- J. W. Lassiter ..... Book 36705
- J. J. Landaish, Jr. .... Book 37519
- Jacob Lauer ..... Book 1457
- E. C. Lewis ..... Book 41712
- A. M. Leach ..... Book 34066
- G. Levkulich ..... Pro. Book 40614
- A. J. Lebel ..... Pro. Book 43121
- A. F. Lingle ..... Book 33092
- E. Manning ..... Retiring Card
- H. F. Martin ..... Pro. Book 36488
- H. F. Martin ..... Book 36488
- A. B. Mason ..... Seaman's Papers
- H. E. McDonald ..... Pro. Bk. 39630
- C. W. McCambridge ..... Bk. 36070
- W. D. McMillan ..... Book 42984
- C. McGuirt ..... Book 33776
- W. L. McLellan ..... Pro. Bk. 47414
- E. M. Medford ..... Retiring Card
- H. Mobley ..... Pro. Bk. 100264
- B. F. Moore ..... Book 100263
- J. T. Morton ..... Book 27732
- J. Morton ..... Book 41641
- R. Morris ..... Retiring Card
- W. E. Morris ..... Retiring Card
- H. A. Murray ..... Permit P3 3392
- L. L. Murphy ..... Retiring Card
- C. A. Newman ..... Book 20981
- W. Nedelkoff ..... Book 30905
- J. Olwemeru ..... Pro. Bk. 49456
- E. W. Olsen ..... Book 36543
- J. Owens ..... Book 35151
- M. Owens ..... Receipts
- L. G. Pack ..... Book 33762
- F. Pepito ..... Pro. Bk. 100191
- A. B. Peterson ..... Book 21328
- R. Pierce ..... Receipt
- W. R. Pollay ..... Book 43512
- J. S. Pomianek ..... Book 27108
- J. Poggioli ..... T.C. A10435
- J. W. Prescott ..... Book 114G
- F. F. Randolph ..... Pro. Bk. 36609
- L. Ramirez ..... Book 31582
- W. H. Riley, Jr. .... Pro. Bk. 45306
- C. E. Riddle ..... Book 29982
- R. Rice ..... Retiring Card
- B. F. Rollins ..... Book 41732
- C. A. Roberts ..... Book 1838
- M. T. Rogers ..... Book 31669
- B. J. Robertson ..... Book 39539
- J. M. Rule ..... Bk. Pacific 230
- J. H. Russell ..... Book 29590
- F. B. Rosenbaum ..... Ret. Card
- L. Ross ..... Blue application
- M. R. Salvador ..... Pro. Bk. 100190
- L. D. See ..... Ret. Card
- B. T. Shaw ..... Book 34545
- P. Simpson ..... Book 24055
- J. K. Skrzypowski ..... Bk. 36838
- G. G. Smith ..... Pro. Bk. 46397
- J. L. Smith ..... Pro. Bk. 45164
- L. E. Smith ..... T. C. 12827
- D. Smith ..... Book 32060
- L. Spitzer ..... Book 32060
- J. Staniec ..... SUP Bk. 6237
- D. Stickerod ..... Book 33240
- Ed. Sturgis ..... Book 28888
- T. J. Stone ..... Book 45179
- J. P. Thrasher ..... Ret. Card
- L. Tottentor ..... Pro. Bk. 49459
- J. Tuteviler ..... Pro. Bk. 42274
- H. Vincent ..... Pro. Bk. 39741
- E. Vlahos ..... Book 23679
- R. D. Vick ..... Book 6151
- J. R. Voliva ..... Book 28345
- R. J. Watts ..... Pro. Bk. 100235
- E. E. Walker ..... Pro. Bk. 44994
- R. B. Ward ..... Book 26342
- G. B. Warren ..... Book 39696
- C. E. Waters ..... Book 45168
- J. Wells ..... Book 6843
- O. E. Weekly ..... Book 36061
- H. C. White ..... Book 6607
- W. M. Whitbee ..... Book 6001
- S. H. Williamson ..... Book 33300
- H. A. Williamson ..... Book 3520
- S. J. Wright ..... Pro. Bk. 41667
- J. D. Wise ..... Pro. Bk. 45304



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- NEW YORK ..... 51 Beaver St. HAnover 2-2784
- NORFOLK ..... 127-129 Bank Street 4-1083
- PHILADELPHIA ..... 9 South 7th St. Phone LOmbard 3-7651
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- RICHMOND, Calif. .... 257 5th St.
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- WILMINGTON ..... 440 Avalon Blvd. Terminal 4-3131
- VICTORIA, B. C. .... 602 Boughton St.
- VANCOUVER ..... 144 W. Hastings St.

# Commies Are Still Up To Their Old Game Of Splitting Labor For Their Political Ends

Dear Editor:

I have just been reading the Oct. 25, 1946 issue of the People's World, the Communist Party mouthpiece.

In the "Picket Line Patter" column I read of the SUP being condemned for playing the shipowners' game, and being first to sign an agreement during the

1936-37 maritime strike. (For the record, the SUP remained on strike five days longer than the other maritime unions on the west coast in 1936-37.) To read this, one would think it was wrong to sign an agreement.

However, let us look at the maritime strike today on the West Coast. Prior to the strike, we saw the CMU propaganda machine at work daily on the Embarcadero.

The workers were being assured by the CMU speakers that at last there was unity in the maritime field, that the East and West Coast maritime workers had at last joined hands and were out to fight the shipowner. Sink or swim, there would be no East and West Coast agreement.

In short, there would be an agreement to cover the both coasts. That is the way the communist party works. Build the workers up for a big let-down. Create dissension to gain their (the CP's) own selfish motives.

How do things stand with the strike today? Well, the communist party has succeeded in creating dissension again. Once again the West Coast Engineers are condemning the East Coast Engineers for leaving them to hold the sack.

When the communist-domin-

ated CMU encouraged the MEBA on the East Coast to accept what the U. S. Maritime Commission offered them in the way of an agreement, the Masters, Mates and Pilots on the East Coast were also forced to accept this offer or leave themselves open for a raid on the bridge jobs by the CMU.

Out here on the West Coast we find the Engineers and Mates battling it out with the shipowners—a complete split in organization.

Where is that CMU unity now? As has happened to every other maritime move the commies have had their fingers in, so goes this move. Rule or ruin is their policy, Brothers.

Keep the SIU as it is, a good clean Union for the membership. Don't give these rats a chance to rip it apart by sneaking and boring from within.

T. F. M.

## NOTICE!

Gear for Leroy McK. Titus, Deck Engineer; Howard M. Kemper, and James T. Nolan, Bosun, left aboard the Benjamin Fisher, can be picked up at the Mobile Hall, 7 St. Michael Street, Mobile, Alabama.

## NOTICE!

The Pan Atlantic Steamship Company is ready to pay retroactive wages and overtime on the following ships:

- SS ANTINOUS
- SS TOPA TOPA
- SS DE SOTO
- SS IBERVILLE

Crew members due retroactive wages and overtime can collect same at the Pan Atlantic Steamship Company's office, 352 Government Street, Mobile, Ala.

- W. Wills ..... Pro. Bk. 49575
- T. A. Williams ..... Pro. Bk. 36586
- A. Wroton ..... Book 39704
- N. E. Wroton ..... Book 39532
- W. L. Zeeb ..... Pro. Bk. 100205
- F. A. Yarborough ..... Bk. 37999



# Official Ballot For Election Of 1947 Officers

## Seafarer's International Union of North America

ATLANTIC & GULF DISTRICT

1946 ELECTION OF OFFICERS FOR 1947

VOTING PERIOD NOVEMBER 1st THROUGH DECEMBER 31, 1946

**INSTRUCTIONS TO VOTERS**—In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for more candidates for office than specified herein your vote for such office will be invalid.

**YOU MAY WRITE THE NAME OF ANY MEMBER WHOSE NAME DOES NOT APPEAR ON THE BALLOT IN THE BLANK SPACE PROVIDED FOR THAT PURPOSE UNDER EACH OFFICE.**

Do not use a lead pencil in marking the ballot. Ballots marked with lead pencil will not be counted.

**MARK YOUR BALLOT WITH PEN AND INK OR INDELIBLE PENCIL.**

<b>SECRETARY-TREASURER</b> Vote for One	
<input type="checkbox"/>	JOHN HAWK, No. 2212
<input type="checkbox"/>	
<b>ASSISTANT SECRETARY-TREASURER</b> Vote for One	
<input type="checkbox"/>	J. P. SHULER, No. 101
<input type="checkbox"/>	
<b>BOSTON AGENT</b> Vote for One	
<input type="checkbox"/>	THOMAS (ROCKY) BENSON, No. 7297
<input type="checkbox"/>	JOHN MOGAN, No. 216
<input type="checkbox"/>	
<b>BOSTON JOINT PATROLMAN</b> Vote for One	
<input type="checkbox"/>	STEPHEN CARR, No. 22217
<input type="checkbox"/>	STANLEY R. GREENRIDGE, No. 1863
<input type="checkbox"/>	THEO. (RED GRIFF) GRIFFITHS, No. 115
<input type="checkbox"/>	EDDIE A. PARR, No. 96
<input type="checkbox"/>	JAMES E. SWEENEY, No. 1530
<input type="checkbox"/>	
<b>NEW YORK AGENT</b> Vote for One	
<input type="checkbox"/>	PAUL HALL, No. 190
<input type="checkbox"/>	
<b>NEW YORK DECK PATROLMAN</b> Vote for Two	
<input type="checkbox"/>	JOE ALGINA, No. 1320
<input type="checkbox"/>	E. (SKIPPY) GUSZCZYNSKY, No. 3100
<input type="checkbox"/>	JAMES SHEEHAN, No. 306
<input type="checkbox"/>	
<b>NEW YORK ENGINE PATROLMAN</b> Vote for Two	
<input type="checkbox"/>	JAMES PURCELL, No. 27124
<input type="checkbox"/>	J. H. VOLPIAN, No. 56
<input type="checkbox"/>	
<b>NEW YORK STEWARD PATROLMAN</b> Vote for Two	
<input type="checkbox"/>	RAMON E. GONZALES, No. 174
<input type="checkbox"/>	HOWARD GUINIER, No. 478
<input type="checkbox"/>	WILLIAM HAMILTON, No. 3400
<input type="checkbox"/>	CHAS. L. STEVENS, No. 7036
<input type="checkbox"/>	
<b>NEW YORK JOINT PATROLMAN</b> Vote for Two	
<input type="checkbox"/>	ROBERT (RED) BUNCE, No. 7165
<input type="checkbox"/>	JIM DRAWDY, No. 28523
<input type="checkbox"/>	LOUIS GOFFIN, No. 4526
<input type="checkbox"/>	JOE UDILJAK, No. 7163
<input type="checkbox"/>	

<b>PHILADELPHIA AGENT</b> Vote for One	
<input type="checkbox"/>	E. S. (EDDIE) HIGDON, No. 182
<input type="checkbox"/>	JAS. TRUESDALE, No. 3517
<input type="checkbox"/>	
<b>PHILADELPHIA PATROLMAN</b> Vote for One	
<input type="checkbox"/>	CHARLES H. BUSH, No. 127
<input type="checkbox"/>	
<b>BALTIMORE AGENT</b> Vote for One	
<input type="checkbox"/>	WM. MCKAY, No. 8
<input type="checkbox"/>	WM. RENTZ, No. 26445
<input type="checkbox"/>	
<b>BALTIMORE DECK PATROLMAN</b> Vote for One	
<input type="checkbox"/>	REX E. DICKEY, No. 652
<input type="checkbox"/>	
<b>BALTIMORE ENGINE PATROLMAN</b> Vote for One	
<input type="checkbox"/>	E. (ONE-EYED PETE) DIPIETRO No. 55
<input type="checkbox"/>	G. (CURLY) MASTERTSON, No. 20297
<input type="checkbox"/>	
<b>BALTIMORE STEWARD PATROLMAN</b> Vote for One	
<input type="checkbox"/>	JOHN (HOGGIE) HATGIMISIOS, No. 23434
<input type="checkbox"/>	
<b>NORFOLK AGENT</b> Vote for One	
<input type="checkbox"/>	PETER GAVILLO, No. 21001
<input type="checkbox"/>	RAY WHITE, No. 57
<input type="checkbox"/>	
<b>NORFOLK JOINT PATROLMAN</b> Vote for One	
<input type="checkbox"/>	BEN REES, No. 95
<input type="checkbox"/>	
<b>CHARLESTON AGENT</b> Vote for One	
<input type="checkbox"/>	EARL (SNUFFY) SMITH, No. 20057
<input type="checkbox"/>	ERNEST B. TILLEY, No. 75
<input type="checkbox"/>	
<b>SAVANNAH AGENT</b> Vote for One	
<input type="checkbox"/>	WM. J. BRANTLEY, No. 111
<input type="checkbox"/>	CHARLES STARLING, No. 6920
<input type="checkbox"/>	JAS. L. TUCKER, No. 2209
<input type="checkbox"/>	
<b>JACKSONVILLE AGENT</b> Vote for One	
<input type="checkbox"/>	JAMES H. HANNERS, No. 256
<input type="checkbox"/>	

<b>TAMPA AGENT</b> Vote for One	
<input type="checkbox"/>	CLAUDE (SONNY) SIMMONS, No. 368
<input type="checkbox"/>	
<b>MOBILE AGENT</b> Vote for One	
<input type="checkbox"/>	LUDIE (LUKE) COLLINS, No. 5
<input type="checkbox"/>	JOHN W. PRESCOTT, No. 114
<input type="checkbox"/>	CAL TANNER, No. 44
<input type="checkbox"/>	
<b>MOBILE JOINT PATROLMAN</b> Vote for Two	
<input type="checkbox"/>	JAS. (BLACKIE) CARROLL, No. 14
<input type="checkbox"/>	ROBERT JORDAN, No. 71
<input type="checkbox"/>	L. F. (WHITEY) LEWIS, No. 2029
<input type="checkbox"/>	JEFFERSON MORRISON, No. 34213
<input type="checkbox"/>	WILLIE C. (BILL) THOMAS, No. 12
<input type="checkbox"/>	PAUL (HAYWIRE) WARREN, No. 114
<input type="checkbox"/>	
<b>NEW ORLEANS AGENT</b> Vote for One	
<input type="checkbox"/>	STEELY WHITE, No. 56
<input type="checkbox"/>	
<b>NEW ORLEANS ENGINE PATROLMAN</b> Vote for One	
<input type="checkbox"/>	LOUIS (BLACKIE) NEIRA, No. 26393
<input type="checkbox"/>	C. J. (BUCK) STEPHENS, No. 76
<input type="checkbox"/>	
<b>NEW ORLEANS DECK PATROLMAN</b> Vote for One	
<input type="checkbox"/>	C. E. GIBBS, No. 2341
<input type="checkbox"/>	JOHNNY JOHNSTON, No. 53
<input type="checkbox"/>	CHARLES KIMBALL, No. 52
<input type="checkbox"/>	FRANK (SULLY) SULLIVAN, No. 2
<input type="checkbox"/>	
<b>NEW ORLEANS STEWARD PATROLMAN</b> Vote for One	
<input type="checkbox"/>	R. W. BIRMINGHAM, No. 390
<input type="checkbox"/>	CHARLES E. TURNER, No. 15
<input type="checkbox"/>	
<b>HOUSTON AGENT</b> Vote for One	
<input type="checkbox"/>	CHARLES (COTTON) HAYMOND, No. 98
<input type="checkbox"/>	
<b>HOUSTON PATROLMAN</b> Vote for One	
<input type="checkbox"/>	W. R. BRIGHTWELL, No. 7279
<input type="checkbox"/>	G. (TEX) SUIT, No. 6951
<input type="checkbox"/>	
<b>GALVESTON AGENT</b> Vote for One	
<input type="checkbox"/>	D. L. PARKER, No. 160
<input type="checkbox"/>	

<b>GALVESTON PATROLMAN</b> Vote for One	
<input type="checkbox"/>	JAS. J. DeVITO, No. 185
<input type="checkbox"/>	LLOYD W. MacDONNELL, No. 343
<input type="checkbox"/>	RAY W. SWEENEY, No. 20
<input type="checkbox"/>	
<b>PORT ARTHUR AGENT</b> Vote for One	
<input type="checkbox"/>	LEON (BLONDIE) JOHNSON, No. 108
<input type="checkbox"/>	
<b>SAN JUAN AGENT</b> Vote for One	
<input type="checkbox"/>	DANIEL BUTTS, No. 190
<input type="checkbox"/>	SALVADOR COLLS, No. 21085
<input type="checkbox"/>	JOSEPH WAGNER, No. 153
<input type="checkbox"/>	
<b>SAN FRANCISCO AGENT</b> Vote for One	
<input type="checkbox"/>	W. H. SIMMONS, No. 215
<input type="checkbox"/>	

**FOREWORD**

At a regular business meeting held in New York on October 9, 1946 the following resolution was submitted to the membership for action up and down the coast and it was passed that this resolution should appear on the next referendum ballots to be voted on at the same time as the voting on elections of officials.

**RESOLUTION**

**WHEREAS:** The present rate of \$2.00 per week Hospital Benefits is the lowest amount now being paid by any Union of unlicensed personnel, and

**WHEREAS:** Inflated prices now make it virtually impossible for patients in Marine Hospitals to purchase necessary hospital supplies for \$2.00 per week, and

**WHEREAS:** The income of the Hospital, Burial and Shipwreck Fund far exceeds the expenses, and

**WHEREAS:** This fund now stands at around \$90,000, and

**WHEREAS:** A small increase in the amount of Hospital Benefits would not reduce the principal amount now in the fund, and

**WHEREAS:** Many unorganized seamen are in Marine Hospitals and opposing Unions seize upon this situation to influence these men:

**THEREFORE, BE IT RESOLVED:** That we amend Article 25, Section 1, of the Constitution to increase the present Hospital Benefits of \$2.00 per week to \$3.00 per week, and

**BE IT FURTHER RESOLVED:** That this amendment be placed on the official ballot of the Annual Elections, and

**BE IT FINALLY RESOLVED:** That we begin payments of \$3.00 per week upon passage of this Resolution.

**ARE YOU IN FAVOR OF ABOVE RESOLUTION**

YES	NO
<input type="checkbox"/>	<input type="checkbox"/>

Keep this page with you, so that you can study the candidates and make your selections before you go to cast your vote. —but more important that you vote after you have made an unhurried choice.

It is important that every member votes