

SEAFARERS' LOG



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No. 14

Isthmian Vote Starts; Reports Indicate Full Sweep By Seafarers

New York, April 4—Following militant action by the SIU to end the stalling tactics of the Isthmian Steamship Company, voting on the ships started on March 29.

The company, in a last ditch attempt to avert an election to decide which Union will represent Isthmian seamen, last week prevented NLRB and Union representatives from posting notices of the elections.

Prompt action was taken, and the company was informed, in a telegram from the WSA in Washington, that further interference with the posting of notices was in violation of the law.

FIRST SHIP VOTES

The first ship to be voted was the Mobile City, in New Orleans, on Saturday, March 29. In rapid succession followed the William N. Byers, in Galveston; the Nicaragua Victory, and the Mandan Victory in Baltimore; the Thomas Cresap, in New York, and the Marine Fox in Seattle.

The report on the voting of the Mobile City indicates that the SIU is the choice of the men. Paul Warren, one of the SIU organizers, states, that of the 27 men voting, a majority said that they had voted for the SIU and only a few admitted to having cast ballots in favor of the NMU.

Aboard the Marine Fox, which voted in Seattle, the story was much the same. Here an overwhelming majority claimed that they voted for the Seafarers, and the NMU and the company gar-

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Seafarers Acts To Restore Taxes Withheld From Seamen POWs

Terming the deduction of withholding taxes from the accrued wages of seamen interned as prisoners of war a "gross injustice," John Hawk, SIU Secretary-Treasurer, has called upon the Bureau of Internal Revenue to take steps toward returning the deductions to seamen.

Hawk's letter to the Commissioner of Internal Revenue pointed out the obvious injustice of the 20 percent deductions.

FOR ALL SEAMEN

Hawk called attention to the fact that seamen did not receive their war zone bonus while in prison camps, while the armed forces personnel did. He brought up the fact that servicemen had no taxes deducted. And he stressed the point that they

were deprived, not only of freedom, but, in effect, all rights of citizenship while interned.

The letter is important to all seamen, not merely the former prisoners of war. It establishes with the Bureau of Internal Revenue the fact that the SIU will not suffer injustices lying down.

It is a testament of faith by the SIU in the men who suffered long tortuous months in internment camps, and who were released to find that their Government was taking one-fifth of the money they received in wages.

It is an indictment of a policy which classifies merchant seamen as a group apart, and a group not to be considered in the same light with the uniformed services, although seamen were in ac-

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SIU Leads Again

The Seafarers International Union has once again taken the lead in the struggle against bureaucratic General Order 53, just as it did so successfully against the WSA Medical Program.

Since this order is diametrically opposed to the best interests of all seamen, we will hold fast until it is rescinded, removing one more bureaucratic leech from the maritime industry.

Maritime Unions Support Seafarers' Move To Push Coast Guard From Waterfront

Prospects of united action by Maritime Unions to free seamen from Coast Guard jurisdiction appear bright, following receipt by the SIU of letters from the Masters, Mates & Pilots, the MEBA, the NMU and the Marine Cooks and Stewards endorsing its stand.

The Seafarers International Union, in a letter dated March 13, invited all Maritime Unions to adopt a unified program of action on the Coast Guard and Maritime Commission.

UNIONS RECEPTIVE

Such a program would transfer the functions of the U. S. Shipping Commissioners and the Steamboat Inspection Service from Coast Guard jurisdiction to a civilian bureau, where they legally belong in peacetime. It also would prevent the U. S. Maritime Commission from assuming jurisdiction over these functions.

Four Unions have replied to

the proposals set forth in the letter from John Hawk, SIU Secretary-Treasurer. All were receptive to the ideas advanced.

H. Martin, president of The National Organization Masters, Mates and Pilots of America (AFL) answered, in part:

"You are hereby advised this organization will cooperate with you to the fullest extent and that we will be willing to participate in any discussion that any of the Maritime Unions attend in conference for that purpose."

S. J. Hogan, president of the Marine Engineers' Beneficial Association, said, in part:

"This is to advise that the proposal attached to your letter meets with my approval and I am heartily in accord with same."

NMU GOES ALONG

Joseph Curran, president and F. C. Smith, Secretary of the National Maritime Union, went on record, in part, as follows:

"We agree with you that a unified program of action by all maritime unions, regardless of their affiliation, is necessary and desirable . . . we believe that the quickest and best solution would be to call an immediate confer-

SIU Refuses To Crew Ships Under The WSA's Competency Card Rule

BULLETIN — The War Shipping Administration wired all maritime unions on April 3, requesting them to abide by General Order 53, and sign on in all departments. For the WSA's wire and the reply of the SIU, reiterating its position, see page 6.

First repercussions of the Seafarers decision to buck the WSA's phony General Order 53 requiring competence cards for Steward's Department men sounded along this waterfront as SIU crews refused to sign articles on seven ships in the harbor.

Members of the Union were firm in their decision to carry through in the fight against extension of WSA bureaucracy. They will continue to tie up ships where competence cards are demanded as a requirement for the Steward's Department.

To every Port Agent on March 29 went instructions from Secretary-Treasurer John Hawk. They were to direct Deck and Engine Department members to refuse to sign on until Steward's Department members had signed on—sans benefit of competence.

MEMBERS DECIDE

Hawk's action was a result of the membership's decision to fight the power-grabbing order.

So far, there have been no indication from other ports how many ships were tied up. But on April 4 the score stood at seven in New York.

Typical of the ships affected

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ence of all maritime unions, as indicated in your communication."

E. F. Burke, president of the Union of Marine Cooks and Stewards, CIO, said, in part:

"We are in accord with you that the merchant marine should be turned over to the Department of Commerce . . . We will notify our office in New York to sit in on such a meeting."

AWAITING ANSWERS

Other maritime unions to which the letter was sent, and from whom answers have not yet been received, are the Marine Firemen, Oilers, Watertenders & Wipers Association (Ind.); the Radio Officers Union, AFL, and the American Communications Association (CIO).

The Seafarers International Union plans to announce a date for the meeting, at SIU Hall, 51 Beaver Street, New York, subject to convenience of other Unions, as soon as the other Unions have ample time to reply to Hawk's letter.

Seafarers Blasts Use Of Name By 'Merchant Marine War Vets'

A prospectus sent out by the "Merchant Marine War Veterans" lists the financial director as one C. A. Blakeley, a member of the Seafarers International Union.

A check of the records showed that this individual was a member for only a few months and is now 15 months in arrears! He is therefore no longer a member of the Seafarers, and his claim is absolutely false.

This outfit smells strangely like another veterans racket, and is linked up with another group called the "National Voters League for the Preservation of American Ideals, Inc."

Blakeley's claim to SIU membership is evidently an attempt to get money from merchant seamen under false pretenses. Using the U. S. mails for such a purpose is a federal offense punishable both by imprisonment in a federal penitentiary and a fine, and the proper authorities have already been notified.

All Seafarers are hereby warned that the SIU has no connection with, and does not indorse, any of these phony outfits. We have no battle with legitimate veterans groups, but do not intend to sit idly by while fly-by-night rackets attempt to mulct our members of their hard-earned cabbage!

Co-ops Big Business

NEW YORK—Business run by the people and for the people—the cooperative movement—is entering the sacred fields of big enterprise. The co-ops, which include farm producers, credit unions, and consumers' co-ops, have grown so greatly in the U. S. that a merger is planned at the end of April of the three national bodies through which they work together. The three plan a meeting in Chicago to consummate the merger.

There are almost 3,000,000 members of farm marketing co-operatives, which operate such giant enterprises as the Farmers' Union Grain Terminal Assn. in Minneapolis. Last year they had sales of almost \$4½ billion.

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An Opening Wedge

The War Shipping Administration, a useless organization trying to hold on to its wartime powers, is now, with its last breath attempting one more power grab.

General Order 53, which provides for the reexamination and recertification of men in the Stewards Department, went into effect on April 1, in the face of opposition from the SIU.

It doesn't take a mastermind to figure out why this is being done. It has been known for some time that the training program, paid for by the taxpayers, and administered by the WSA, was a fiasco. This gives them a chance to retrain any "graduates" who have not sailed on SIU ships. The SIU seamen learned what they were supposed to have learned in the school.

Then again, by taking on the responsibility of the retraining program, the WSA can perpetuate itself in office for a while longer.

Here we have the picture of a government agency, set up for the War Emergency, doing everything in its power to keep going when its services are no longer needed. The poor taxpayers, you and I, are not taken into consideration.

The provisions of General Order 53 are but an opening wedge in the plans of the WSA to stay around for some time. In the event that they are able to put over this deal, what will stop them from setting up standards and tests for the Engine and Deck Departments? As an anti-union move, it is exactly what the shipowners have been crying for. Any militant seaman could be forced ashore on the grounds that he has not passed the test.

What recourse would he have?

Such limitless authority is not to be carelessly granted. We prize our right to jobs far too much to endanger it by placing it in the hands of an agency which has demonstrated its irresponsibility.

Throughout the war, the War Shipping Administration proved that it was incompetent and unnecessary. Now in its latest move, it proves itself to be untrustworthy. The WSA entered into an agreement with the SIU pledging itself not to interfere with the Union's conditions for employment of its members under its contracts with WSA General Agents.

General Order 53 absolutely reneges on this agreement.

The WSA has the moral responsibility to live up to the agreement signed with the SIU. Anything less is dishonesty.

The good faith which we have come to expect from an arm of the government is sadly lacking. Instead of making plans to liquidate, this unnecessary agency is trying to make itself indispensable by formulating meaningless plans for further interference in a peacetime industry.

The SIU will not allow itself to be made a party to this latest WSA boondoggling scheme. The WSA will not be aided or abetted by the SIU in further wasteful squandering of the taxpayers money. Seafarers will not sail unless the phony Competence Cards are waived.



HE ISN'T!



Men Now In The Marine Hospitals

BOSTON HOSPITAL

ED VOLLMENT
T. F. SMITH
JAMES LEE
T. THOMR
G. PHINVEY, Jr.
GUY GAGE
ED. JOHNSTON
H. GILLAN
W. BRUSIMA

NEW ORLEANS HOSPITAL

J. DENNIS
J. H. BOWEN
DONALD DAHL
JAMES RILEY
R. E. THORP, Jr.
P. F. HICKS
W. F. LEWIS
H. A. CRUSE
EDWARD JOHNSON
J. E. DALE
C. JANULEVICUS
W. J. MARIONEUX
R. M. NOLAN
JOSEPH MAJEAU
H. D. STERTZBACK

STATEN ISLAND HOSPITAL

J. S. CAMPBELL
C. G. SMITH
D. A. HUTTS
J. V. RODRIGUEZ
C. W. FARRELL
W. A. MORSE
W. H. G. BAUSE
L. R. MORJA
L. L. MOODY

J. L. WEEKS
A. WHEATON
J. H. SPEARN
V. SHAVROFF
A. C. McALPHIN
F. M. HANGEN

BUFFALO HOSPITAL

THOMAS DUFFY
J. LA BONTE
J. PEMBROKE
ART JEPSON

MOBILE

TIM BURKE
M. CARDANA
J. C. DANZEY

SAN JUAN, P.R. HOSPITAL

HIPOLITA DE LEON
JOHN VANDESSPOOLL
ROBERT MORGAN
DELAWARE P. ELDEMIRE
ANGEL CABRERA
F. M. DUCLOS
GERALD R. VOHLER
BLAS RAMIREZ
JULIO CATO BERNARD

FORT STANTON HOSPITAL

NICK GAMAMIN
A. McGUIGAN
E. T. HARDEMAN
A. B. THOMPSON
J. E. McCREADIE
JOHN R. SARTOR
L. L. LEWIS
H. TUTTLE
FRANK NICHOLSON

STATEN ISLAND HOSPITAL PATIENTS

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.)

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

DETROIT HOSPITAL

EDWARD WARES
WALTER DERR
LYNN BURKE
TONY SOVERENTO
ALEX McMILLAN

BALTIMORE HOSPITAL

NILS RICHARDSON
WILLIAM ROSS
CHARLES SZAKACS
GEORGE MEANEY
ELDRED NELSON
JOSE MARTINEZ
LEONARD ARMENTANO

GALVESTON HOSPITAL

JAMES PRINCE
D. MITCHELL
R. H. ABBOTT
SPEAKS
THOMPSON
BANTA
EDEFARS
B. M. ELLSWORTH
M. JLESON
M. J. WILLIAMS
J. A. DYKES
V. A. BOEHRINGER
POSTON
J. NOLAN
BLUE
R. V. JONAJN



By PAUL HALL

American shipping tonnage is being laid up at an alarming rate and many thousands more tons will be laid up in the near future. Scores of ships are being practically given away to other nations.

The industrialists and politicians explain this on the grounds that the commerce of other nations has to be supplemented to protect the American markets. This is all well and good for the shipowners and the National Association of Manufacturers, but seamen, too, have to look into the future and do a little protecting themselves.

The Maritime Training Program

A seaman was a very much-needed guy during the war. The poster of the rough, tough guy with his bag on his shoulder, saying, "You bet I'm going back to sea," was a nice bit of wartime propaganda. The fact is though that unless something is done and done quick, there are a lot of men who are **not** going back to sea.

This won't be because they don't want a job, but because jobs aren't available for them. No one wants to see the old days of sixty, ninety and a hundred days on the beach between jobs. It isn't right and it isn't necessary.

The maritime commission has established training schools and given hundreds of youngsters brief and a more or less useless period of training and issued papers to them and told them they were seamen. These men went to sea and thousands of them became seamen the hard way, at sea on the job. These men sailed the ships during the war. They became good Union men and they are entitled to jobs now and in the future.

Many of those who were trained have never been aboard a ship and it's a good bet that hundreds of them never will. The WSA is now writing letters to these men advising them to go to the union halls or direct to the shipping companies. They admit that even now there is no place in the industry for them and are trying to pass the buck.

Increased Manning Scales

There is only one answer to the problem and that is to force the shipowners to provide adequate employment for all seamen. This can be done only by increasing the manning scale.

The shipowners will put up a howl that they cannot operate under the extra burden. This is pure baloney. It is a matter of record that the shipowners have always chiselled billions of dollars out of the government in the form of operational subsidies.

The government accepted the responsibility of issuing thousands of certificates and creating thousands of new seamen, many more than were necessary, and even today are continuing the program to a degree.

No provision whatsoever has been made for these men. The seamen's bill of rights is pigeonholed in committee red tape. No adequate provisions have been made to even take care of the sick and injured other than the same overcrowded and inadequate marine hospitals.

The very least seamen can ask is that they be given the opportunity to earn a living and the least the government and the shipowners can do is to make that possible by increasing the manning scale to provide jobs for all seamen.

The Four Watch System

The four watch system is the answer. Boiled down simply it means a six hour day, three hours on and nine hours off. At sea this would mean a forty-two hour week for men on watch as well as for those on day work.

This isn't too extravagant a demand. Before the war parts of some industries were working a thirty-hour week and the standard week today even is forty hours. The regular work-week in even the most vital industries during the war was forty-four hours.

The four watch system is a reasonable and logical demand. With this in effect the government can forget about training programs, for the men will learn on the job and through their union. The extra number of men employed will result in a constant need for replacements and a steady influx of new seamen in the unrated classes. This also would be practical national defense and is worthy of government subsidy if such is necessary.

Tradition has held the seamen back on the question of manning scales. The same objections that are now raised against the four watch system were raised against the three watch system not too long ago.

The shipowners want the watch and watch system, twelve hours a day. If they can keep enough men on the beach the seamen will someday be forced back into the old slavery. On the other hand if unions fight and force a better manning scale the seamen will prosper and unions remain strong. Now is the time to prepare a fight for adequate employment for all seamen. We must discuss this and formulate a program for action—action aimed at the accomplishing of this objective—the establishing of the four watch system.

Report Of SIU Organizing Drive

By EARL SHEPPARD

Voting is taking place on AT&P and Isthmian ships in whatever port they happen to be. It would be easy to say that the whole picture looks good but in so doing we would just be kidding ourselves.

For example we will take the AT&P. For the past eighteen months the company has followed a deliberate policy of turning over crews as often as they could. In this period of time we have seen ships that were 100% SIU come into port and practically every man fired.

"Collusion" is a hard term but something smelled pretty fishy about the whole thing. Almost every time SIU supporters or members were fired they were replaced with NMU men, and the SIU had to start from scratch all over again.

GOOD JOB

Despite these obstacles the organizers kept on the job and won over unorganized men day after day. They also won over quite a few NMU members and supporters.

Some of these ships are laid up with skeleton crews aboard. One of the results of the company's quick turnover policy was that many men who are eligible to vote won't be able to do so because they are scattered from hell to breakfast all over the world.

The vote is going to be close on these ships and the way to win is to keep on the job right up to the last minute. Every man that sailed on AT&P ships this year at any time prior to and as of March 18 should immediately contact the Union Hall, either the Port Agent or Organizers immediately.

ISTHMIAN

The Isthmian Line made a last ditch stand to try and forestall the elections. They put up the old howl that they were only agents for the WSA for the big majority of their ships and then they instructed their guards to keep both the union and the NLRB representatives off the ships.

The SIU immediately got in touch with various teamsters and longshore locals and started the ball rolling all the way from the shipside to Washington. The result was that both the WSA and the company agreed that the election order was valid and that the ships could be posted and voted.

The NMU as usual tried to make a face saving gesture after the battle had been won and sent the usual picket line with the same old slogans to parade up and down in front of the Isthmian offices. The weather was warm and, outside of a few drops of rain, no one was bothered so the boys had their fun and went back to Seventeenth Street feeling good.

ALL TRICKS

The Isthmian Line is one of the biggest operators in the country and they are going to do everything possible to avoid being forced to sign a union contract. Isthmian and U. S. Steel, their parent company, have the same policy—and that is to fight unions on every turn. This is the first time since May 1st, 1921, that Isthmian has had to recognize any union whatsoever.

The picture on the Isthmian is much better than that of the AT&P. In the first place the SIU



EARL SHEPPARD

has realized for a number of years that Isthmian had to be organized to protect the conditions and wages of all seamen, both organized and unorganized.

As far back as 1939 the whole Isthmian question was discussed by the SIU-SUP and plans were laid. Many SIU men have voluntarily sacrificed the good wages and conditions on agreement ships for long periods of time so that the Union could organize these ships and bring Union conditions to another large segment of the maritime industry.

These ship organizers have done a good job and they have done it as unpaid volunteers.

Every indication is that the SIU will win these elections by a substantial majority and credit must be given where credit is due. The entire membership of the SIU should recognize this and the stamp "ISTHMIAN ORGANIZER" in a membership book should always be considered a badge of honor.

EYES OPEN

Voting is now taking place in the Atlantic, Gulf and Pacific ports. The SIU must be more on the alert now than ever before, on the alert for any phony maneuver on the part of any and all opponents, the WSA, Isthmian and the NMU.

Winning these elections is just a starter on our future campaigns. Negotiations have to be opened and agreements won with the companies. Many large companies are still unorganized—big outfits like the Standard Oil of New Jersey (ESSO), the Standard of N. Y. (Socony) and many others.

The outfits have to be organized and the SIU has proven that it is big enough to do the job. So long as there is a single unorganized company the Union is in danger. We are growing now and if we keep up our pace the One Big Union will be a fact—one big Union of seamen and affiliated maritime workers banded together in an AFL maritime council. Hard work will do the job, so let's all get in and push.

Lincoln Men Cleared Of Charges

Chalk up one for the Coast Guard for a fair deal.

Chalk up another for a Chief Engineer as a snide character who tried to sell his shipmates down the river.

This is the case of Seafarers Bob Osborn, Fireman and Water-tender and John Taatjes, Oiler, who were charged with negligence on the Lincoln Victory when a boiler was burned up.

That happened in Bremerhaven when the boiler was blown down and someone told someone else to get up steam while it was empty. At any rate, a Second Assistant Engineer had his papers yanked for six months, and Osborn and Taatjes figured it looked bad for them for a while.

SHE LIMPED BACK

The inspectors came aboard in the German port, charged negligence all around, and the ship stayed there for 15 days before she limped back to New York.

In New York the Coast Guard took up the charges, and the two men came up for trial. Representing them were SIU Patrolman Jimmy Hanners and Counsel B. B. Sterling.

As they came before the trial officer, Osborn, and two witnesses, Walter Foster, Engine De-

legate and Ed Twohill, the Junior Engineer, heard the Chief Engineer, a character named Dembrici, tell the Coast Guard officer:

"This is an SIU crew. These are the guys who're trying to end your jurisdiction over them." The inference was obvious: hang it on 'em.

But, Saints be praised, this Coast Guard officer wasn't having any.

DAMN GOOD IDEA

"It's a damn good idea," he said. "We're at peace now."

Like all trials, this one milled around for a long time. There was testimony and counter-testimony, with Dembrici trying to hang it all on Osborn and Taatjes. The latter was cleared in a short time, but five hours of wrangling went by before the charges against Osborn were dropped.

The boys, naturally, are plenty grateful to Hanners and Sterling. They are sure they'd have had the book thrown at them if they hadn't had them there to fight the good fight.

They have even more reason to be grateful to Hanners. He collected 300 hours of disputed overtime for the Engine Department alone when the Lincoln Victory paid off.

HERE'S WHAT YOU DO TO HAVE A GOOD SHIP AND A GOOD TRIP—THE UNION WAY

1. DO YOUR JOB IN A NEAT FASHION
2. BE A GOOD SHIPMATE
3. CO-OPERATE WITH SHIPS DELEGATES
4. HOLD MEETINGS REGULARLY
5. KEEP ACCURATE OVERTIME RECORDS
6. NO DRUNKEN PERFORMING ON BOARD
7. READ YOUR UNION PAPER
8. AFTER COMPLETION OF TRIP STAND BY SHIP 'TILL ALL BEEFS ARE SETTLED.

First To Vote, Mobile City Goes SIU

NEW ORLEANS — Honors for being the first Isthmian Line ship to vote in the NLRB-conducted election to determine the Union bargaining agent for that company go to the SS Mobile City, which voted at New Orleans recently.

Prior to the actual voting, NMU piecard Marten marched up to the dock with a group of twenty odd NMU piecards and men off a Lykes Bros. ship docked just ahead of the Mobile City. With banners flying high, these NMU flag wavers tried to persuade the crew members to come ashore, listen to their "line," and have their pictures taken for the Pilot.

As a result of their pleading, only one man from the Mobile City went ashore, while the rest of the boys stayed on shipboard laughing at the NMUers. Nothing daunted, they lined up the Lykes Bros. men plus the one Mobile City man, and took their pictures alongside the Isthmian vessel as though they were all Isthmian seamen.

ACTUAL COUNT

No doubt these pictures will appear in a forthcoming edition of the Pilot with the caption that they are all Isthmian men. If not, we'll be greatly surprised. However, an actual picture of the genuine Mobile City crew—or the major part of the crew—appears in this Log with the names underneath.

According to an accurate estimate of the actual voting, reliable sources state that of the 28 men eligible to vote, 85% of the votes were cast in favor of the SIU. The other 15% went to the NMU. The company is said to have received no votes in this round.

SIU PRESSES BEEFS

Crew members of the Mobile City who had met in the SIU Hall to discuss their beefs, Union of their choice, and other matters, complained about lacking cots, and having no coffee pot, clock, toaster or hot plate in their mess-hall. As a result of SIU protests in going to bat on these beefs, these conditions will be remedied immediately.

The strong SIU vote aboard the Mobile City is a tribute to those SIU volunteer ships organizers who worked day and night, sometimes at personal expense

and hardship, to make Isthmian go SIU. When the final vote is in and tabulated, and the Isthmian Line is forced to bargain with the SIU, these unsung heroes are the men who can take full credit for a job well done.

In addition, those Isthmian seamen who are not now members of the SIU, but who voted and will vote SIU in the election, deserve honorable mention for helping turn a non-Union stronghold into a Union stronghold. For Isthmian is on its way to become just that!

'Red Pencil' Tries Again

An SIU crew, insistent on its rightful demands, proved a match for a stubborn Port Captain once again.

When the SS Monarch of the Sea, of the Waterman Lines, pulled out of Beaumont on February 9, the SIU, anticipating that the ship might tie up in New York, made sure that a rider was attached to the articles, entitling the crew to first class transportation, wages, and subsistence, back to Beaumont.

Sure enough, the Monarch pulled in to New York, but Port Captain Perkins, the "Red Pencil" of the Waterman Line, who shouts "No" whenever he gets the chance, refused to grant the men the first class transportation back to Beaumont.

His attempted penny-pinching failed when a new crew refused to sign on unless the company lived up to the terms of the agreement. "Tex" Suit, the Patrolman who went aboard to settle the beef, reports that the men were paid off according to the articles, on February 21, and a new crew was then signed on without further trouble.

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.



Here's the Mobile City's crew snapped by their ship at New Orleans. Kneeling (reading from left): E. Feisko, OS; E. J. Serganny, Oiler; Bill Higgs; and P. R. Chepialle, Oiler. 2nd row: SIU Organizer Cal Tanner; Organizer Paul Warren; S. A. Wilson, AB; A. Myrex, AB; P. N. Miller, Bosun; A. B. Summers, Oiler; L. Myrex, AB; R. V. Walters, Utility; and J. P. Pope, FWT. Last row: P. Marquez, AB; F. Brehner, Cook; C. C. Wood, FWT; W. D. Steppe, Deck Oiler; R. C. Steppe, Carp; and J. Massemimo, OS.

Miners Promise Not 'To Trespass'

WASHINGTON (LPA) — "We mined the coal that made the steel that made the guns that made the ships that made the planes that made the tanks that made the shells that kept America free. We demand justice now and will fight for it. Do not extend the contract. Local Union 6033, Alva, Ky."

John L. Lewis added this telegram to a pile of others on his desk saying substantially the same thing last week and then dictated a telegram of his own. The next day the bituminous coal operators were tersely informed that "Exercising its option, the UMW terminates said agreement as of 12 p. m. midnight, Sunday, March 31, 1946."

Thus the nation's huge soft coal industry faced another paralyzing shutdown and mine owners started muttering, "This is where I came in." No plans were made by the Labor Dept. to seize the mines, but the Solid Fuel Administration "froze" coal on mine tracks where it was and ordered shipments stopped to all purchasers save hospitals, gas plants, householders with less than 10 days' supplies and certain industrial users with less than five days supplies.

Lewis stuck doggedly to his insistence that the industry pay a 10c a ton royalty to provide a health and welfare fund for the miners. The operators, it was reported, had offered wage hikes equal to the 18c won in steel and auto, but the UMW sought a greater increase. Other UMW demands included complete obedience by the mine owners to any safety recommendations made by the Federal Bureau of Mines.

In the five days since the miners stopped work, little has been done in the way of reaching an agreement.

A Labor Department mediator

has appeared on the scene, with instructions from the Secretary of Labor to bring about a settlement. But thus far his efforts have achieved little success since Mr. Lewis refuses to negotiate the issues of wages and hours unless the operators agree, in principle, to the miners request that a health and welfare fund be set up.

The meetings between the operators and the negotiating committee from the UMW are continuing even if, as Mr. Lewis says, "Things have reached an impasse."

Lewis said that nothing can be

accomplished as yet as he had "found the coal operators in their usual mood of declining to do anything."

There has been no picketing or violence at any of the mines in the twenty-six coal-producing states. The miners have merely abstained from working and no attempts have been made by the operators to break the strike by violent methods.

Meager reports so far received indicate that the strike is having an immediate effect on steel production, and that a gradual curtailment is faced in other industries.

His \$250 Beef Is Squared Away

When Stephen Bucko, Messenger, came into the New York Hall last week he was somewhat unhappy. He had \$250-odd dollars owing that he wasn't sure he could collect. But when the SIU got through with the Bull Line he had been paid off and had the chips in his pocket.

Bucko shipped early this year on the Livingston (Bull Line) for Japan. The Livingston was sold to the Japs and Steve was kicking around Yokohama for a while, waiting for transportation back to the States. In the course of things he got tangled up with a case of beer, somehow, and was brought up before a trial officer on charges.

The trial date wasn't set immediately, and Bucko was remanded to the custody of the Master of the Livingston, pending notification of trial. Then the trial officials couldn't find the Master. So the trial was postponed.

Bucko finally got tired of waiting for things to happen, so he appeared before the trial board

himself, learned when it was to be held and appeared on that day. (He was fined \$50). But that day, also, the crew of the Livingston sailed on the Marshal Victory without him.

NO DOPE

Steve is no dope. He got a letter from the trial board, saying that he "failed to make the sailing date because the Master failed to inform the board of his whereabouts." Then, somehow, he beat his way back to the States.

His worst fears came to pass. The Master has screwed him up on his transportation back and on a lot of accrued overtime as well. The Bull Line wasn't impressed with his letter from the trial board and he was more than \$250 short.

But Steve still was no dope. He didn't let the matter drop, as some guys would. He came up to the Hall, and was taken by Joe Algina back to the Bull Line. There was some wrangling, but the Bull Line paid off.

That's all, Brothers.

First Isthmian Vote Favors SIU

(Continued from Page 1)

nered the remaining votes between them.

That this percentage will hold true throughout is borne out by the estimates of disinterested observers who place the total SIU vote at approximately 85 percent.

An interesting sidelight was introduced when J. R. Knight, a former NMU organizer aboard the Peter V. Daniels, turned in his NMU book and will vote SIU in the election to be held on the Grange Victory in Baltimore.

VOTING NOW

In spite of the fact that Knight had his dues paid through 1947, he took out an SIU book. He realized that he was forfeiting the money paid to the NMU, but

he evidently thought it was worth it.

Voting is now taking place all along the coasts. In ports at the present time are twenty-five ships which are in the process of voting. SIU officials and organizers are confident of the outcome, and are sure that the high wages and good conditions which the Seafarers enjoy will soon be available to all Isthmian seamen.

The voting will continue until seamen aboard all Isthmian ships have cast their ballots. Results will not be announced until the balloting has been completed. Crew members will vote in port, and in the presence of NLRB, SIU, and NMU, representatives. Elections will be held within 24 hours after the notices have been posted.



QUESTION:—What do you think of the proposals of the Agents Conference?

DONALD SMITH, AB—

These proposals are all very good if they can be carried out. Take the Seamen's Bill of Rights, for instance. This has been pending for a long time and it's about time something was done about it. Seamen should have these benefits just as the GIs have. An Up-Grading School is something we need, too. Many times a job for an AB shows on the board and no one applies for it. If we run our own school, this won't happen in the future. We have plenty of guys right in our own Union who can teach a school; men who have practical experience, not just book-learning.



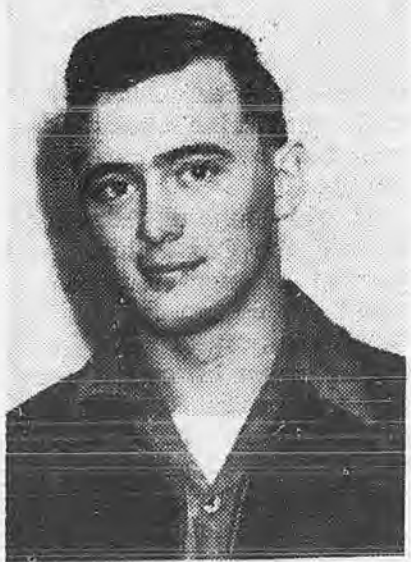
ROBERT G. BUTLER, AB—

I like the idea of holding a conference and referring the proposals to the membership. That's the way a democratic organization should work. The Shipping Rules need changing and they should be changed first thing. Members who are more than three months in arrears should be treated like trip-carders. The rest of us keep our dues paid up and we should get the call over members who don't feel the same responsibility to the Union. All the proposals are good ones, and will help to strengthen the Union for the fights which are bound to come.



DALE WEINTRAUT, 2nd Cook—

We seamen did our part just like the GIs and we should get a Bill of Rights. If the bill is approved, many seamen who left school to sail during the war will take advantage of this and go back to school to get an education. The Union Up-Grading School is hot right now, also. I have talked with men who went to the schools run by the WSA and they didn't learn a thing. We could do a better job, and the men would be bound to get more out of it.



JAMES E. MANN, AB—

All in all, the proposed changes look pretty good. Lots of changes have been needed for quite a while, but on account of the war, we had to hold back. Now we can go ahead and do everything that has to be done to strengthen the Union and educate the membership. The way it looks to me, the Up-Grading School is most important right now. It will stop a lot of the headaches by putting only competent men aboard ships in the future. If we can do this, and get rid of Government control, we will be doing good work for the merchant seamen.



NMU Pulls Phony Picketline

NEW YORK—This item could in all justice be properly labelled the "Fable of the Big, Bold Union Which Frightened the Big, Bad Company!"

A few days ago, the NMU misleaders staged a phony demonstration in front of the Isthmian SS Line offices not far from the New York Hall. For a period of a few hours, NMU pickets marched by these offices carrying the usual placards, supposedly in protest of the company's unwillingness to allow representatives of the SIU, NMU, and the NLRB to board Isthmian ships and post them for election purposes.

It was a phony demonstration from the start as the NMU well knew that the SIU had forced Isthmian to give in, and comply with the NLRB directive. The NMU also knows that they have already lost the Isthmian election, and their empty gesture was apparently meant as a face-saver to kid the general public.

SIU ACTION

Countering the Isthmian action in denying access to their ships, the SIU had already notified the company and the WSA that unless the NLRB directive was fully obeyed, the Seafarers would hang the hook on every ship that Isthmian owned or operated for the WSA!

This militant stand by the SIU, backed up by the Teamsters, Longshoremen, and other AFL affiliates totalling seven million members in all, convinced Isthmian, and they capitulated, allowing their ships as well as WSA ships under their control to be posted and voted as the vessels docked.

The entire phony maneuver—only a few pickets were out, proving that the NMU couldn't even

convince their own members that it was legitimate—fell as flat as a steam-rollered commy resolution. Their attempt to capitalize on the Seafarers' militancy backfired to the extent that the average Isthmian seaman thought it was a good laugh.

PHONY PICKET LINES

To the Seafarers, a picket line is a demonstration of Union strength for the purpose of forcing the shipowners to improve wages, better conditions or settle a beef. When the SIU puts out a picket line, it means business—that the Union has hung the hook on a ship or ships. We don't be-

lieve in these phony political picket lines and demonstrations.

The SIU doesn't believe in empty grandstanding that means nothing, and accomplishes nothing. We leave that to our feeble opponents who have so much time to waste, and thereby defeat themselves.

We, the 62,000 fighting Seafarers that make up this Union, are going to win this Isthmian election. Isthmian men know that; the NMU knows it; and the whole world knows it. But we're going to win ON THE JOB, AND NOT IN FRONT OF THE COMPANY'S OFFICES!

Seafarers Act To Restore Withheld Taxes To POWs

(Continued from Page 1)

tive combat on all fronts and in all invasions.

The text of Brother Hawk's letter follows:

Mr. Joseph Noonan
Commissioner of Internal
Revenue
Bureau of Internal Revenue
Washington, D. C.

April 2, 1946

Dear Mr. Noonan:

I am writing to you on behalf of the former American civilian prisoners of war, with special reference to merchant seamen who were interned.

Like the Army, Navy and Marine personnel, civilian prisoners of war were paid, for the full period of their internment, salaries, wages or other forms of compensation. This payment came in the form of lump sums at the time of their release.

But unlike the armed services personnel, withholding deductions were made for all money the civilians received while they were interned.

In the case of the merchant seaman, I consider this deduction a gross injustice. So does the membership of the Seafarers International Union, for whom I speak. The membership has gone on record, instructing officials of the Union to take immediate steps to see that seamen who were prisoners of war "be reimbursed the amount of taxes deducted from wages earned while in prisoner of war camps."

UNFAIR

The Union considers the 20 percent tax deduction for prisoners of war unfair and unnecessary. It feels that these men were deprived of all rights of citizenship during their internment.

There are other particulars

which point up the unfairness of the withholding deductions for seamen.

First, there is the matter of the overseas bonus. Service personnel were paid their 20 percent overseas bonus for all time spent in prison camps. Seamen received a monthly bonus while shipping in the war zones, too, but not during the time they were interned as prisoners of war.

While in prisoner of war camps, seamen were deprived of the decent food and living conditions they would have had on shipboard, and which is figured as remuneration in every contract.

Many of these seamen had families to support in the United States while they were interned. Deprived of their war zone bonuses, and with 20 percent being deducted for taxes, their earnings were reduced to 1937 levels. This caused an undue hardship for their families.

SECOND CLASS

The families of seamen who died in prison camps received only \$5,000 in Government insurance, compared with the \$10,000 provided for men of the armed forces.

Eye-witness accounts of Japanese prison camp conditions reveal that seamen were subjected to the same indignities visited upon armed forces personnel. In no case in their records of their having received preferential treatment.

Yet the seamen were deprived of their war zone bonus and, in addition, had 20 percent of their wages deducted in the form of withholding taxes.

Consequently, the Seafarers International Union, representing 60,000 merchant seamen, calls upon you and your office to take steps toward returning the 20 percent withholding tax to the seamen. The membership feels that this is the just due of the men who were interned and who were deprived of exercising their full earning power during the days when every man was needed to man U. S. ships.

I shall appreciate advice from you at your earliest possible opportunity concerning the steps you intend to take regarding this matter. We feel that immediate action should be taken by the U. S. Government to show that it is acting in good faith with merchant seamen.

Very truly yours,
John Hawk,
Secretary-Treasurer

The Patrolmen Say

NEW YORK — In paying off the SS John Gibbons of the Overlakes Freighting Company, I was reminded of prewar sailing days. This ship was exceptionally clean from top to bottom. One of the reasons was that a set of rules was adopted by the whole crew and posted in both officers' and crews' messrooms.

Violators of the rules were fined from 10c to \$10.00. The sum of \$34.15 was collected and turned over to the Union to be distributed to the men in the hospital who are in bad standing.

The deck and engine departments had nothing but praise for the stewards department. They said that the cooking was so excellent that they wanted the cooks to remain aboard for another voyage.

This was a real SIU ship.

COOPERATION NEEDED

Here is something that has come to my attention and I would like to pass it on for what it's worth. The war is over, and so the Night Cook and Baker job is also over. Men who have been sailing during the war in the Night Cook and Baker category are now taking jobs as Second Cooks, but they are refusing to do the work. After baking, they hit the deck or turn in.

This set-up needs full cooperation and not laying down on the job by any one. When you do this, you not only impose on your shipmates, but you are not upholding the agreement signed between the SIU and the operators.

Claude Fisher



Steward Dept. Action Spurs WSA Plea

The second and third rounds of the Battle of General Order 53, providing for competence cards for members of the Steward's Department, was fought on April 3 via Western Union telegraph.

Messrs. Helmbold and Devlin of the War Shipping Administration wired all maritime Unions and ship operators, asking that "crews of all vessels immediately sign on ship articles with the above understanding (that waivers can be obtained from Shipping Commissioners until crew members can get competence cards) and that no delays will be incurred."

The WSA wire followed close on the heels of the SIU action which ordered all crew members of all Departments not to sign on ships that demanded competence cards from Steward's Department members.

IMMEDIATE ANSWER

Secretary-Treasurer John Hawk immediately wired the WSA, reiterating the stand of the SIU on the examination and competence card procedure. His telegram reaffirmed the demand of the membership that Order 53 be abolished.

Here is the wire from the WSA:

Mr. John Hawk
Seafarers International Union

The General Operating Order 53, effective April 1, pertaining to competence cards for members of the Steward's Department in the grades of Second Cook and Baker and above must be adhered to in principle and eventually in fact as it is sound theory and practice. For years the industry has invoked the Bureau of Marine Inspection and Navigation competence certificates for all ratings in the Deck and Engine Room Departments from Master to Able Seaman and from Chief Engineer to Fireman.

There is no question in the minds of Government, Industry and Labor as to the soundness of this order which was issued September 25, 1945 and its effective date extended from January 1 to April 1, 1946. There is sufficient elasticity in the order as written and understood to work no hardships on either crew or operators, as the Shipping Commissioner has power to issue waivers until such time as the crew member is able to get his certificate.

We request that operators and Unions advise all concerned that WSA will hold to the principle of this General Order 53 because of its basic soundness to the men and the industry, but until certificates have been issued to all ratings applying, tolerance will be exercised and waivers granted. We request that crews of all vessels immediately sign on ship articles with the above understanding and that no delays will be incurred.

Helmbold, Devlin,
War Shipping Administration
HAWK ANSWERS

Hawk's answer to the WSA's wire follows:

War Shipping Administration
Washington, D. C.
Attention: Messrs. Helmbold, Devlin

Re your telegram April 3, with reference to WSA General Order 53 the Seafarers International Union stated its

position in regard to Order 53 in a letter to Admiral Emory S. Land, War Shipping Administrator dated October 11, 1945. That letter read in part:

"The Administrator purports to act under Executive Orders 9054 and 9244 and Directive 18 of the War Manpower Commission (which directive is no longer law since revoked June 13, 1945 and accordingly is no longer authority for any action).

"Executive Order 9054 is a war measure and any action taken under it expires with the cessation of hostilities.

ORDER ILLEGAL

"The proposed measure is not necessary for the furtherance of the war effort and is consequently outside of the scope of the purpose of the executive order and illegal and unconstitutional.

"Congress has set forth the requirements to be met by seamen in the Merchant Seamen's Act (Title No. 46, Section 672 (g)).

"Congress alone is the only body empowered to take the drastic action and the Administrator should not be permitted to usurp the power given exclusively to Congress by the Constitution of the United States.

EIGHT-HOUR DAY?

"The Administrator's General Order 53 in effect is a statement that the safe operation of vessels requires not only the regulation of the seamen but the regulation of Cooks and Stewards. If this is so it follows that the law of the United States requiring the application of an eight-hour day for seamen in the Deck and Engine Department should be applied to Cooks and Stewards and that a vessel should not be permitted to sail unless it has a set number of Cooks and Stewards on the ship in the ship's complement.

"Furthermore, the War Shipping Administration has entered into an agreement termed

"statement of policy" with the Seafarers International Union pledging itself not to interfere with the Union's conditions for employment of its members under its contracts with WSA General Agents.

"The War Shipping Administrator could under this usurpation of power take a similar step and require the examination to be taken by ratings in the Deck and Engine department and thus attempt to set aside the act of Congress now embodied in the Merchant Seamen's Act.

"The Seafarers Union has gone on record as opposing this action and demands that General Order 53 be immediately rescinded."

At recent meetings on a coastwise basis, the membership of the Seafarers International Union went on record reaffirming its opposition to General Order 53 and demand that it be immediately rescinded in order that our ships may continue to sail on schedule carrying their cargoes of food and materials to the people of war torn countries and also that our troops eligible to be returned home will not be delayed.

John Hawk
Secretary-Treasurer

In addition to sending the wire to the War Shipping Administration, Hawk sent copies to the following Maritime Unions:

The Marine Cooks and Stewards Association of the Pacific, the National Maritime Union and the Pacific Coast Marine Firemen, Oilers, Watertenders & Wipers Association.

The copy sent to the Unions bore this preface:

"In response to the wire sent by the War Shipping Administration to all Unions in re General Order 53 dated April 3rd, The Seafarers International Union has sent the following wire. We believe that your membership will be interested in our position and it should be brought to their attention."

SIU Refuses To Crew Under WSA Order 53

(Continued from Page 1)

by the Union's no-sign-on order was the Hampden-Sydney Victory. The Bull Line ship docked at Pier 23, Brooklyn, on April 3, at the end of her fifth trip from Marseilles and Bremerhaven carrying home GIs. The 70-odd crew members paid off. Then they refused to sign on again.

ARDENT SUPPORT

SIU Patrolmen Jimmy Hanners and Claude Fisher ignored the WSA man as they went about setting the crewmen straight on the General Order 53 score. Despite the fact that many of the crew members have been aboard the H-S Victory for all of her five trips, there was general agreement that supporting the Steward's Department was a good deal, as the men refused to sign back on.

Patrolmen who contacted the other six ships where the Steward's Department ruling applies, found the crews equally ready to cooperate.

Opposition to General Order 53 developed last October, immediately after it was issued by Admiral Land. A resolution was submitted to meetings in the Atlantic and Gulf District on a coastwise basis, and the membership was almost unanimous in agreeing to oppose the order.

NEW POWER GRAB

The order requires men who fail in the WSA's proposed examinations for competence cards to go back to WSA training schools, even though they may have been going to sea for a number of years and are functioning in their regular duties. The move obviously is one to extend the WSA's tenure as far into peacetime as possible.

It was to have gone into effect on January 1, 1946, but the WSA,

cognizant of the opposition by the SIU, had let the operation of the order drag along on a voluntary basis. Needless to say, few Seafarers availed themselves of the opportunity to "volunteer" for competence cards.

THE NEW ORDER

But on March 27, Harold J. Connell, director of Food Control for the WSA, notified the Union that the provisions of the order would become effective on April 1. Steward's Department men would have to go up for examinations before they could sail from Boston, New Orleans, Wilmington, Calif., Portland, New York, Houston, San Francisco or Seattle. Steward's Department men signing on at other ports, Connell's letter stated, could sail under waivers, since there were no facilities for examinations at other points.

There were other provisions for Shipping Commissioners to grant waivers to men who would not have time for examinations before ships sailed after the order became effective. But the waivers would be effective for only one trip. Then men would have to have examinations and cards before they could sail.

Hawk went into action immediately upon receipt of Connell's notification. He drafted the following instructions to Port Agents, which brought about the tie-up action:

The SIU has received from the War Shipping Administration notice that the general provisions of General Order 53, regarding "Qualifications for the Stewards' Departments" will become effective on April 1, for all vessels operated or chartered by the WSA.

As you will remember, the SIU membership went on record opposing this Competence Card procedure, which we view as merely another grab for power by the WSA. The Union's position was reaffirmed by the membership recently.

The War Shipping Administration and the Coast Guard were informed of our views on the subject in no uncertain terms. Heretofore, provisions of the order have been in operation on a voluntary basis. Now WSA officials have overridden our protests and will attempt to enforce this program anyway.

We are not going to let them get away with it.

And here is what we are going to do about it:

All crews are to be instructed not to sign ship articles until a Patrolman comes aboard.

All Patrolmen are to be instructed to have the Stewards' Department sign on first.

If the Stewards' Department is not allowed to sign on without the phony Competence Cards, the Engine and Deck Departments are to refuse to sign on.

This means no man among the unlicensed personnel is to sign on unless the Competence Cards are waived as a prerequisite for the members of the Steward's Department signing.

There are to be no exceptions to this rule. Patrolman shall enforce it in every case.

JOHN HAWK

WILLIAM N. BYERS AT GALVESTON



This smiling crew of Isthmian seamen plainly show their preference with that big SIU sign, and those pleased grins indicate how well pleased they are with the way the Isthmian election is going. Their ship has voted already, and it didn't roll up a vote for the opposition!

AROUND THE PORTS

Time Is Ripe To Change Rider 64

By ROBERT A. MATTHEWS

SAN FRANCISCO — We had the SS William B. Allison, Waterman, payoff here recently with three thousand hours overtime disputed in the deck department. The ship went into Okinawa and discharged cargo. The Skipper maintained watches all the way through for the deck department. Herbert P. Knowles, Pacific District Patrolman, paid the ship off and handled this dispute with Waterman and, needless to say, he collected every hour. Herb has once again proved his efficiency and ability. He'll sure as hell get the swell head when he sees this.

Charlie Kimball paid off the MV Lanyard Knot, another Waterman ship. The Oilers had overtime for relieving for supper, taking reefer temperatures and for cleaning lube oil and fuel oil strainers. This was all disputed by the Engineers. Charlie took this up to the company and squared it away okay. These men can collect this money from Waterman SS Co., 310 Sansome St., San Francisco.

MORE MONEY

From the William B. Allison the following men have the following amounts coming:

H. E. Rasmussen, 304 hrs; H. B. Reith, 304 hrs; L. S. Nagy, 304 hrs; Charles F. Zeitler, 426 hrs; R. A. Fontaine, 426 hrs; C. A. Kaase, 426 hrs; I. Adameczyk, 268 hrs; William Logan, 92 hrs; F. Hoskins, 80 hrs; A. Lutaves, 268 hrs.

This money can be collected



from Waterman SS Co., 310 Sansome St., San Francisco.

We had a dispute with South Atlantic SS Co. last week involving the SS Conrad Kohrs. It happened in Enewitok. The Army brought food for the stevedores down to the ship in large containers. These were placed on the galley stove so as to heat the food. The stevedores filed with their plates and the Cooks dished out the food.

The agreement only covers cases where the food is actually prepared in the galley and served in the messroom in which case 35c is paid for each meal and this 35c is split equally between the Cook and Messman involved. We contended that inasmuch as there was no Messman involved and the food was warmed in the galley and served by the Cook the galley force should be paid 17½c per meal to be divided equally in the galley.

We took this beef to a port committee composed of myself, Kimball and Simmons for the Union and three men from the

Company. The Port Committee agreed unanimously that the Company should pay 17½c per meal. In this case it amounts to over \$1200.00. This is all set up on vouchers and payable.

The following have money coming: Chief Cook; Night Cook and Baker; Third Cook; Galley Utility, and Saloon Messman. Contact William Diamond Co., 215 Market Street, San Francisco.

RIDER 64

Our biggest headache right now, as far as conditions are concerned, is caused by the WSA Transportation Rider 64 Revised. We had a big beef on the James M. Wayne, Waterman, over this transportation rider. The ship left New York and went out in the South Pacific, then into San Francisco.

The Commissioner ruled that this was the final port of discharge but he ruled further that there would be no transportation as the ship was going back to New York within ten days. There were men who had been in this ship continuously for over twelve months but, regardless of that, since the ship was going back to New York, the Commissioner ruled that the men who refused to take the ship back were not entitled to any transportation.

So, Brothers, you see just what Rider 64 Revised is. In my opinion we should immediately demand that our contracted companies enter negotiations for a transportation rider and further we should take united action against any rider proposed by the WSA.

SIU POSITION

Transportation or any other matter affecting the economic welfare of our membership is strictly a matter for collective bargaining between the Union and the Companies and our right to demand that the companies negotiate with us is upheld by the Wagner Act and the National Labor Relations Act.

We have been in the position for the past three years of having our terms of employment dictated to us by the WSA which has indirectly been the employer since this agency of the government owned all the ships. They could back up their directive through the employment of their fink school system. This, however, is a thing of the past and the time is ripe to stand up and fight these people relentlessly.

Take Your Gear

Take your gear when you go aboard! There have been many cases recently of men going aboard, waiting until they were restricted, and then announcing that they had to go ashore and get their gear. By doing this they give the WSA a chance to sneak in replacements. Often times they miss the ship and are in for a Coast Guard rap.

Have your gear with you; don't let your union down.

NO NEWS??

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

MOBILE
NORFOLK
SAVANNAH

P.R. Squares Away Some Beefs

By CHARLES B. MARTIN

SAN JUAN—Just a few things from the scuttlebutt from down P. R. way. Times are not bad, though not so good, in shipping. But it seems to be picking up as we have a few ships in port and some in the outports.

I had a hot ship in port here, and had to have the Mate pulled. If I had been able to locate the other officers who had quit the ship, I would have obtained a statement and had his ticket lifted, as one crewmember claimed that that he had been struck by the Mate and that the other officers had witnessed the fracas which took place topside.

TAKEN OFF

It was rumored that the Mate invited the seaman up to his room and then started the trouble up there. Anyway, the Coast Guard did not pull him and the ship was about to sail. Off he came though, for the crew would not sail the ship with him. Captain Toler piled off, as the Mate had said he would get off if the captain did likewise. The Mate was finally taken off by the company.

There were a few beefs on the SS Bellringer that were ironed out, except for one about Linen. I told the Steward that the practice was for the Ordinary Seaman, Wiper, and Messman to change the linen between the hours of eight and ten a. m. on Saturdays, and towels on Wednesdays. The Steward referred me to the Master as he had issued the order.

OVERTIME

I took the matter up with him. He told me he was running his ship, that he had started the practice of having the linen issued at 6 p. m. by each one of the crew personally due to the shortage of linen. I explained that this was after hours, and that I personally thought the men would be entitled to overtime.

He explained that if the company agreed to the overtime, he would sign for it, but that it was not in the agreement and that he would conduct the matter his way until he was shown differently. He was very nasty in this deal and I told the crew to put it down as contested overtime.

THANKS MEMBERSHIP

I guess this will be the last week that I will write for the Log as I expect Brother Ray back to resume his duties this week

First Isthmian Ship Votes In N.O.

By C. J. BUCK STEPHENS

NEW ORLEANS — Shipping and business are rocking along mightily good at the present time. How long it will last we do not know, but as it is the men have all kind of chances to pick their jobs and the piecards are having one hell of a merry-go-round.

Around 35 SIU and SUP ships are in port at the present with all kinds of beefs on them. The main beef on the ships is that they sign on in some other port, then when they get here to load they want to quit, or they get in a beef with some of the officers and want the officers pulled off.

They all come up to the Hall wanting to be paid off by mutual consent. Paying off by mutual consent is all well and good, but remember, fellows, mutual consent means that the Master also has to consent to pay you off.

Well, the Isthmian Line elec-

tion is now started and all hands are damn glad we can get it over with. From all indications we should get ready to draw up a nice SIU contract for the Isthmian Line seamen.

Voting started here in New Orleans on the SS Mobile City. It was quite a little to-do for the NMU. They had a delegation down on the docks with placards, banners and what have you trying their best to get the crew to come down and have a little get-together so they could sell them the NMU line and have a friendly picture or two taken.

Well, the ship was practically SIU all the way around, so there was no smoke in getting picture of the crew members of the Mobile City; but stop at this "Oh, no!"—the NMU did get a picture of the SS Mobile City.

They went forward of the SS Mobile City and got the crew off of a Lykes Brothers ship and had them take a picture. As the sun was not in a good position in front of the Lykes Brothers ship, they had the crew stand in front of the SS Mobile City.

So when the pictures come out in the Pilot, don't be misled, Brothers, because we will have our own proof that the crew of the SS Mobile City was SIU when the votes are counted, because we have a clear cut majority on this ship.

There was only four votes on the ship that we are in doubt of; one was the NMU organizer whom the SIU should congratulate for such a bum job; two were NMU men; and the other seemed to ride the fence, so we don't count his vote as SIU, although he claims he voted SIU. The other 22 votes cast were for the SIU.

The company did not get a vote on this ship to our knowledge. If all ships continue voting like this ship the SIU will definitely come out with a clear majority over the NMU and the Company.

THANKS DUE

A vote of thanks and credit should be given to Emil J. Sirgany and Clark C. Wood, Jr., for the splendid job they did on this ship. They were the ones that should bet lots of credit for swinging this ship in line for the Seafarers. Sirgany was even willing to be demoted from Oiler to Wiper due to a misunderstanding on the ship, so he could remain on board and be able to vote SIU. Brothers, that is Unionism at work.

Some of the other men should also get a vote of thanks are, R. C. Stepp, Edward Fetsko, Alvin B. Summers, Joseph M. Curtis, Wm. H. Powell, Woodward D. Stepp who stuck it out so that they could vote for the Seafarers.

These men and the others who voted for the SIU deserve our thanks for their splendid coop-



mation obtained. I wonder what the piecards are going to do?

I hope to be sailing soon with some of the good brothers who are sailing with the ships plying the Seven Seas.

Lakes Shipping Still Slow

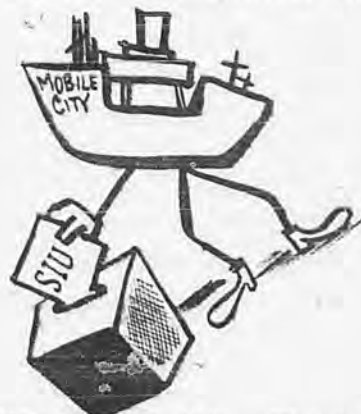
By ALEX McLEAN

BUFFALO — This was a busy week. I visited Erie, Pa., and put a full crew aboard the sand sucker J. S. Scobel. She will go into operation the first week of April.

Also put a full crew aboard the Hazen Butler in Buffalo. She is going to Manitowac, Wis., shipyard to be converted to an automobile carrier. She will be rechristened the J. P. Wells in honor of a Great Lakes marine engineer.

The Butler was sold recently to the Detroit and Cleveland Navigation Company by the Midland Steamship Line. The 420-foot freighter has wintered in Buffalo. Mr. Wells, a well known sidewheeler expert on the lakes, retired in 1932 as superintendent of hulls and machinery for the D. and C. He died a year later at 81. The ship being named in his honor will sail into Buffalo regularly.

For the benefit of Brothers in other ports, the shipping is going to be very slow for at least another two weeks, or until a definite turn in the threatened coal strike.



eration on this ship. Thanks a lot, brothers, and I hope the day will come soon that you can sail Isthmian under the banner of the SIU with the best conditions in the Maritime Industry.

SIU Supports Philly Tugboatmen Isthmian Drive

By BLACKIE CARDULLA

PHILADELPHIA — The seven-day-old tugboat strike has this port tied up tighter than the proverbial drum. All shipping is being diverted to Baltimore and neighboring ports with the result that our new board boasts only one job—an AB for the Scripp.

The towboat operators are attempting to confuse the issue by contending that the question of jurisdiction must first be determined before they will even discuss wages, conditions, etc.

Actually, the question of jurisdiction exists only in the vivid imaginations of the operators, for the United Harbor Workers are unquestionably the bargaining agents for the towboatmen and they'll win the strike hands down, because the Agents in conference in New York have pledged them the solid support of the SIU in their fight for conditions comparable to those now enjoyed by the SIU on our own contracted towboats.

THEY'LL WIN

The SIU support, together with that of the longshoremen, insure an eventual victory for the United Harbor Workers, but it will probably be a protracted affair. So give Philly a wide berth, Brother, until the towboatmen get the operators straightened out.

On the local front, Frenchy Michelet has extended his lease on the after port table in Sonia's gin mill and is to be found there nightly swapping tall tales with Big Tony, Red Healy, Ray Oates, Jake Martin and the choicer bags that frequent this deservedly popular rendezvous of the Philly elite.

RAN SHORT

Frenchy claims that he piled off the Brady to relieve Red Truesdale while the latter attended the Agents conference. But we got it straight from the feed box that the real reason he got off the scow was the Brady stayed in port so damn long that Frenchy ran out of the recipes that Shuler gave him to help

months, so he plans to drift South and wait for the bellyrobber's job. So, sailor—beware!

Tugboat Strike Due To End

By J. TRUESDALE

PHILADELPHIA—Well, in the City of Brotherly Love business seems to be picking up once more. It sure looks like the tugboat strike is almost over.

We had a couple of payoffs this week and now we need rated men down here pretty bad. I hope some will show up.

The recreation room for the hall is shaping up pretty well now, which will make it a little better for the men who want to take it easy.

GOOD LUCK

Frenchy Michelet left for New Orleans this week—Best of luck Frenchy. It also looks like Gibbs has decided he can make more money at sea, so he is going to ship out again.

Well, we are glad that the Agents Conference is over now and that we are back to our regular procedure of carrying the waterfront.

That's all from Philly now. We'll see you next week.

Port Jacksonville Picks Up

By LOUIS GOFFIN

JACKSONVILLE — Business and shipping picked up during the time that I was attending the Agents conference in New York. Brother Bryant, our capable relief, took care of everything in good style.

The old Bull Line wagon, known to us as the Cornelia, came in from England and paid off in good shape. However, she did not sign on the same way. It seems that the weekend boys who usually join a ship just to get the weekend overtime decided to quit at the last minute and this made it very difficult for the Agent to get replacements.

CONSIDERATION

In a small port like this, it is a tough proposition to get last minute replacements as there are very few men on the beach here. We think that the men should consider very carefully whether they are going to sail the ship or not early enough to allow the Agent sufficient time to replace them. Quitting at the last minute should be discouraged as much as possible.

Well, it looks like boom times have come to this port. Expectations were never brighter. We have two SIU, and one SUP, ships in port at the present time. The SS John Merrick of the Calmar Line is in from New York loading fruit for Europe. The SS Florspar of the South Atlantic Line is in from Savannah for minor repairs. We also have the SS Loyola Victory, an SUP wagon.

DONE WELL

Expected are a couple of Waterman ships which may payoff in this port. All in all, things look bright and we certainly hope it continues this way.

This port is in a fine position at this time due to the fact that quite a number of fruit shipments come out of here. And with frozen fruit and vegetables be-

Isthmian Drive Is Emphasized

By W. H. SIMMONS

SAN FRANCISCO — Things are still slow on the slow bell here in Frisco, although with the Machinists strike over, I look for things to start picking up a little. However, we can't look for too much business as far as the Atlantic and Gulf is concerned at present, as the Alcoa Steamship Company has closed their offices here. Also, Bull Line is ready to fold up, and the Moran Transportation has tied up most of their tugs.

We still have a few Calmar ships due to arrive from the Pacific in the near future. Although we have our usual run of beefs on the Waterman and Calmar Inter-Coastal ships, there is not much income realized from either one of their outfits as they payoff and sign on on the East Coast.

DETAILED REPORT

We have been, as a whole, pretty busy hitting these Isthmian ships here. We have them pretty well sewed up on this coast, and we are throwing all we have into this organizing deal. I would like to see a report on every ship, by name, from every organizer, regardless of which coast or port he is in. I feel that this report is very valuable . . . it helps the organizer in the next port. Let's have that report, fellows!

SIU Helps Longshoremen Collect

By JOHN MOGAN

BOSTON — Business and shipping in Boston fell off a little this past week—or so they tell me after returning from the Agent's conference in New York. But the outlook isn't too bad for the coming week, with at least one payoff scheduled for the first of the week.

Brother Parr reported that he had spent three days up in Searsport in connection with the SS E. G. Hall payoff, which didn't payoff after all.

However, it was well that we had a representative from Seafarers on the spot, in view of all the trouble up that way. It seems that the longshoremen have been trying to collect some retroactive pay since last October 1st, but hadn't even obtained a nod from the company.

ILA HELPED

They decided to use the Hall as a lever, as it would probably be the last ship to hit Searsport, and of course they needed the help of the crew. They got it, despite the threat of the Coast Guard to sail the ship. And we understand there is a resolution coming from

the ILA commending the Seafarers for their cooperation in helping to win this beef.

The Eastern boats are still not nearly ready for operation, but the headaches connected with them are already part of the routine. They have a couple of Stewards Dept. men on each ship, with quite a number of men waiting for spots on these ships.

The beefing about jobs on the ships will no doubt hold out until there are jobs a-plenty; but primarily on the program should be, and will be without doubt, the drawing up of a new contract with Eastern, as the old one is quite passe nowadays.

STAYING ON

We have been notified that the Isthmian election will be held within thirty days of March 18. Only three Isthmians have been in port since the receipt of this information, and we immediately contacted all SIU men to ask them to remain aboard until election was held.

The results were most gratifying, as in practically every case the members expressed their willingness to stay with the ships until we had won. The winning of Isthmian will really count in a heavy way now, with shipping slowing down some, which fact is appreciated more and more each day.

It won't be long now before we'll be moving to our new quarters, and I don't think any of the members will be sorry to hear it.

Port Arthur Extends Call

By LEON JOHNSON

PORT ARTHUR—There is not much to report this week as shipping has been pretty slow here the first part of the week. It seems that all the ships were coming in from other Texas ports to get bunkers from Port Arthur.

I think this is due to the fact that several Pacific tankers have been tied up in the boneyard in Mobile. But later in the week we had the SS Chalmette, a Pacific tanker, come into Lake Charles off a seven months trip.

So now I am looking around for a complete crew, the ship being headed for drydock in Mobile. Things look pretty good for the coming week, as we have two foreign and several coastwise ships due in here. So, all ratings wanting to ship out come on over and pick your job.

Let Us Have 'Em

The Log wants at once the names and addresses of bars, clubs frequented by seamen, particularly in foreign ports, so that they can be put on the Log mailing list. With the postal delivery to ships snafued, this remains the only practical way of getting the Union paper into the members' hands.

So do it today—send us the names and correct addresses of your favorite places all over the world, with an estimation of the number of Logs they can use.

WITH THE SIU IN CANADA

By HUGH MURPHY

The recent tour of the various Boards of Trade by Mr. Gordon Cockshutt, president of the Canadian Chamber of Commerce, has brought to light a matter which is of vital interest to seamen, and of which we have been aware for many years. It is to bad that all workers don't realize this themselves, and have to be told by a representative of the employing class.

Mr. Cockshutt, in an interview, stated that "wage increases in the United States may compel some rise in Canada because of International Union Influence."

Mr. Cockshutt knows that it is inevitable under such circumstances, and when Canadian seamen realize this fact, they will be on their way to a higher standard of living.

The Canadian people have been fooled for a long time about the high standard of living they enjoy, and are gradually becoming aware of the necessity of international union affiliations in

order to really obtain a high standard of living. The seamen have always led in this respect and will continue to do so. The steady increase in membership of the SIU is sufficient proof that seamen are determined to obtain for themselves a decent and high standard of life on shipboard.

COMMIE COVER-UP

The Canadian Seamen's Union representative recently released to the press a statement about the good living and working conditions aboard the Park Ships. We wonder whether he is speaking from personal experience, or from what he has been told by company officials.

We know that the boys who sail these ships will be glad to hear about the wonderful conditions. It is our information that conditions on the Park Ships are no better than on an average Limey, and everyone knows what they are like.

When the seamen have to depend on commieal would-be politicians for conditions on ship-

board, then, we say, God help the seamen.

PORT NEWS

The port of Vancouver has been very busy, with ships from the United States adding a heavy load to the regular routine of the Union officials.

The owners of the Marcasite have finally agreed to an SIU contract, and the cable ship, Restorer, in Victoria, has signed an agreement for standby work while in drydock and will probably sign again before she sails.

The Isthmian election is now under way. All unlicensed personnel on the company payroll as of March 18, 1946, are eligible to vote.

All SIU and SUP members on board Isthmian ships must be on the alert to do their share to make Isthmian SIU.

Time is now limited and Isthmian committees should be formed to contact all Isthmian crews at all ports.

THE ISTHMIAN LINE MUST GO SIU.



him get out of port before the crew bounced him off.

Frenchy swears that relieving Red is positively his last stint as a piecard. Seems that Buck Stephens done told him that Mississippi will launch their first big passenger ship in a couple of

NOTICE!

Seafarers Sailing As Engineers

All members—retired and former members—of the SIU, now sailing as licensed Engineers, report to the New York SIU Hall as soon as possible.

Houston Calls For Militants

By CHARLES HAYMOND

HOUSTON — This town is on the map and, therefore, should be in the *Seafarers Log*, so here goes. In opening the Houston Hall, we did not obtain the best of locations, but we got the best we could.

The Hall is now at 7137 Navigation Boulevard and is near the Shipping Commissioner, Longbeach Docks and City Docks on the south side of the bayou. We have been on the lookout for a better hall but have no prospects yet.

Among the ships paid off recently was the John E. Ward with a Baltimore crew. Among the several oldtimers aboard were Red Mackin and Johnny Grams. They had conditions in line with SIU traditions—a clean payoff.

PINNED DOWN

Paid off the SS Ibberville and we still have her with us behind a picket line walked by two ILA Dockside and Compress locals, 1525 and 1581.

The after-effects of the Mardi Gras caught the crew of the Ibberville in New Orleans and she paid off two-fifths of her crew or left them in New Orleans, including two cooks who will have a division of 1959 extra meals.

In crewing the John E. Ward, Johnny Grams and "Wild Bill" Simmons remained aboard. As we signed her on, who did we have in the crew okaying the rider but Jerry Petro, ex-war prisoner of the Germans; Dutch Degan of Sixbit street, and last but not least, "Hellroaring" Casey, ex-Norfolk picard just out of the hospital and raring to go to sea again.

VERY HUNGRY

The Ward signed on okay, but came sailing day and Casey the Steward didn't have any pork, fresh ham, cold shoulder or diversified meats and



onions. We held her to the dock until the company and WSA came through with the stores—excepting the onions.

As I left the ship, Dutch Degan and Blackie Ignatz were onionbound. Bon voyage, good luck, and Godspeed to them.

We are just getting established in Houston. Some of the oldtimers are coming in and shipping. We are paying our freight and expect to do so in the future. The Texas area is opening up for the Seafarers.

It's a hell of a mess when you have to go aboard ships to get enough book members to hold special meetings. So I'm sounding the call again for militant members to come down on over Texas way and help educate the tripcard men the Seafarers way.

Make Isthmian SIU!

IT'S THE MARY A. LIVERMORE, ISTHMIAN



Snapped not far from where their ship, the Mary A. Livermore, was docked at Brooklyn is this Isthmian crew. Reading from left to right are: Ed. Mosakowski, Wiper; Robert Chapline, AB; T. Patton, Bosun; P. Kita, D. E.; C. Jensen, OS; L. Varga, OS; J. Arabacz, SIU Organizer; N. Saroka, AB; and Organizer Callahan.

Just Be Sure Of What You Sign

By RAY W. SWEENEY

GALVESTON — Shipping and business continue to be good in this area and from all reports things will stay that way for some time to come.

We are having a small number of ships coming in here loading grain for Europe. Of course, most of these are in transit but still there are quite a few replacements.

Last Monday we finally got the SS Joseph N. Dinand paid off under a blanket protest. The ship signed articles in San Francisco stating that the final port of discharge would be on the Pacific coast.

The Eastern Steamship Co., took the stand that they would not pay the ship off until the articles terminated—a nine month period—unless the vessel returned to a Pacific port. But through the cooperation of the entire crew, which refused to sail the ship, the WSA ordered the company to payoff.

However, the men signed off "under protest" as no transportation was paid to anyone.

THE HARD WAY

The men who made that trip learned the hard way the necessity of looking at the articles and having them read by the shipping commissioner before signing on again. This should be a lesson to all members: "Be sure



of what you are signing, and see to it that the riders are to your advantage and not the company's or the WSA's."

Always remember that after your name is on the articles it takes an act of Congress and all the brass hats combined to break them. Be sure a Patrolman is aboard your ship when the articles are signed, and keep him

there until the crew has signed on.

Any rated man can be used here any time he arrives in this port. So, get away from the cold and come on down to a nice warm climate.

Next Week!

Beginning next week, the Log will run, serially, "The History of the SIU." It is must reading for all of the newer members. The oldtimers will find it an interesting story of the history they helped create — and perhaps a fore-warning of the future.

Questions Get Dispatchers Down

By ELBERT HOGG

BALTIMORE—Well, Brothers, here is your scandal and news from the biggest city and best port on the East coast south of New York (excuse us, Philly).

Shipping is good here in Baltimore for all rated men in all departments. We are also shipping unrated men, but we have so damn many of them on the beach that it wouldn't do for any of you men to come down; you will more than likely get out a hell of a lot faster where you're now at.

It looks like old times at the port with many of the oldtimers coming back steadily to ship out, just as in prewar days.

VISITING FIREMEN

Officials from outlying ports have dropped in to see us during the last few weeks. Among them was Bud Ray, Agent from Puerto Rico. Wonder how he liked being away from those rum and cokes, those lovely maidens and balmy breezes?

We are now being honored by the presence of J. P. Shuler, the Asst. Sec'y-Treas. He isn't looking too bad but I think he misses "Frenchy" Michelet's cooking.

That man about town (if you can call Norfolk a town), Ray White, Agent from Navyland, was in to tell us all about the crab farm his Patrolman has started. What won't these picards think of next!

They sure must be feeding better in New York now than they were the last time I was up there. Our Agent came back from the conference looking mighty well fed.

When you fellows come down this way, drop in and see the Organizer. He is doing one hell of a good job here but he needs cooperation from some of you

rated men so we can swing this deal. We wish that Paul Hall would come down and take a look at our Hall now that it has been done over.

QUESTIONS

Perhaps some good-hearted soul can suggest a cure for the headaches Dispatchers get from questions, like the following, that are thrown at them:

What ship is paying off today? Any jobs on it?

Can I have a letter to get my papers?

Where is that ship going? How long a trip?

What kind of a ship is the one on line three?

I don't want this ship—the Mate's no good.

What time is the next call? How about the job now?

Do I have to attend the next meeting?

How about giving me my suitcase so I can change my shirts?

What can the Coast Guard do to me for jumping ship?

And many, many more—these are just a few of them. So how about looking at the board before asking questions—everything we know is there.

Well, enough for this time. Hope to be seeing you guys down this way soon to grab a ship or have a drink.



General Order 53 A Power Grab

By JOE ALGINA

NEW YORK — Business and shipping have been picking up and ABs are still at a premium. Shipping in this port should continue good for some time to come.

The "Competency Card" which the WSA is trying to force down our throats is being thrown out the window as far as the SIU is concerned. We stated our opposition to this ruling months ago. On account of this, a number of ships are being tied-up, all up and down the coast.

As far as we can see, the main reason for these cards is to keep those WSA bureaucrats in office a little while longer. Like all bureaucrats they hate to see their jobs go from under them.

SHIP STEAL

We notice that a lot of ships, after paying off in New York, head for the boneyard. Quite a few of them are of the C-type.

After they have been laid up for a while, Mr. Shipowner can buy them for a song. Not only have the shipowners made enormous profits out of the war; now they are all for stealing the ships paid for out of the taxes of the people. They like that idea, but how they yell about an hour's overtime!

The crew of the Muhlenberg Victory, which paid off recently, took up a collection of \$37.50 for the T. B. Hospital in New Mexico. This money is to be used for SIU-SUP patients.

SIU Ship Saves Tanker Donbass

SEATTLE — When the SS Puente Hills of the Los Angeles Tanker Co. pulled into port here nobody paid much attention. It seemed to be just another tanker. But gradually the story came out. Soon the entire waterfront knew that the Puente Hills had salvaged the Russian tanker Donbass, and the U. S. Navy had tried to take the credit.

The SIU crew of the Puente Hills is no aggregation of oldtimers. Most crew members are tripcard men. But, as in all good crews, there is a sprinkling of older ABs. The officers aboard her, from Capt. W. E. Campbell on down, are swell hombres and good seamen.

The Puente crewed at Galveston, sailed for Japan and spent Christmas there. By the time the ship came across the stricken Donbass in the North Pacific the men had six months aboard, were working well as a team.

DETAILS INCOMPLETE

Details of the rescue are still vague. The Donbass had flashed an SOS. The Puente sailed up to her and stood by. The radio said the Navy was rushing to the rescue. Then the radio said that because of bad weather the Navy couldn't quite get there.

So the Puente Hills got a line across to the Donbass and towed her 2,200 miles to Seattle. It was quite a job in rough North Pacific weather.

But gradually the story of the rescue came out. The officers and crew were warmly praised and highly commended. In addition to the kudos, each man aboard the ship will come by a smart piece of change, for the salvage was appraised at one and three quarter million dollars.



SHIPS' MINUTES AND NEWS

Noonday Overpays Cattleman

Crew members of the SS Noonday were recipients of a rare distinction—that of having a Cattleman working in their galley. But it was a distinction they didn't care for, and an angered delegation explained this to the Captain in no uncertain terms.

Edward Carrillo, the Cattleman, related how it all came about when he was summoned to a special meeting of the crew, held on March 7.

Since the ship departed from New York on a Sunday Carrillo didn't have time to get his passport visaed by the Argentinian Consul. So he signed on as a crew member at the munificent sum of three cents a month.

CO. AGENT RESPONSIBLE

A Mr. Murphy, general passenger agent of the Moore-McCormick lines, put Carrillo, who has a Cattleman pass from the Coast Guard, aboard the Noonday.

Up to this point it wasn't so bad. Then the Second Cook took ill, and the Captain, who apparently sees little difference between the handling of meat on the hoof or in the galley, made a decision. Carrillo, working on the deck caring for horses, was to alternate between jobs by also working in the crew's galley.



It was then that the men started their beef. But the Captain emphatically refused to remove Carrillo from the galley appointment. He stuck to his decision even after the delegation submitted proof that caring for horses on deck and then working in the galley was not sanitary or that the Cattleman did not have a food handler's endorsement.

INVESTIGATION SOUGHT

The meeting wound up with the passage of two motions.

One was to have a Shoreside Delegate investigate why Carrillo, who sailed on the Noonday, Dec. 23, 1945 as a Cattleman and crew member, did not clear through the SIU Hall.

The second motion was to instruct the Union to "make this a test case and find out why the Company ships Cattlemen as crew members on Articles at three cents per without clearing the Union, and that in the future he (Carrillo) be barred from working in the galley handling food."

Digested Minutes Of SIU Ship Meetings

Steward Is Partial To Brass, Crew Finds

Charged with partiality to officers and passengers and with neglect of his duties to the crew, a Steward aboard the SS Jose Martie drew the fire of his shipmates at a special shipboard meeting on February 1.

The Steward, who has made



three trips on the ship, heard his Brothers agree "that for the best interest of all concerned and the future harmony among the crew, that (he) resign and be replaced by another Steward."

The crew, all new men with the exception of two, shared the opinion that the Steward is a company man, not working for the crew's interest. Previous crews had conspired similar charges against him.

Patrolman F. Bruggner and Brother A. J. Janowski called the meeting to order.

AMERICAN TRADER, Feb. 17—Chairman E. J. Kennis;

Secretary D. C. Lawkon. Discussion on voluntary contribution to UAW and other strikers. Motions carried: To elect Ship's Delegate to handle affairs concerning ship and crew, and to report at meetings. Good and Welfare: Time set for all linen to be exchanged; crew to be careful not to throw things on deck of messhall, ashtrays to be provided for the purpose.

MADAKET, Jan. 2—Chairman Ross; Secretary Rolkiewicz. Special meeting held to determine whether or not to sign blank vouchers so the Purser could speed payoffs. After due discussion it was decided not to do so as it is the same thing as signing a blank check.

Undated Minutes Harass Poor Editor

There are many ways to grey the hair of an editor. Here is an example of one of the several ways:

He received some minutes of a shipboard meeting to be printed in the Log, and although the names of the Chairman, Secretary, and Delegates are given; the name of the ship, and the date of the meeting does not appear. And so, here is the digest of the minutes of the SS—, sometime in 1946 (we hope).

Chairman Lincoln; Secretary Scott. No beefs in any department. Good and Welfare: A dis-



cussion was held in regard to keeping longshoremen out of passageways, toilets, and messhall; Bosun will keep key to Deck Department toilet. Delegates elected were; Deck, Joe Colon; Engine, Fortunato Capacete; Steward, Carlos Rocafort.

If any of our readers recognize these minutes, let us know. We still might be able to save the editor's sanity.

Mate Prepares For Lean Days

The Mate aboard the Fort Clatsop is doing everything an AB does to get himself ready for the lean days.

The minutes of the Clatsop, dated February 6, recount that the Mate repaired the topping lift to the boom and dumped gar-



bage without turning the crew to on the work.

This sort of activity may lead to the Mate's swabbing the deck, soogieving the messroom, cooking the food for the crew, and maybe even to sailing two sheets to the wind. Who knows?

The crew of the Clatsop is taking an active interest in Union affairs and is holding discussions on back-door shipping, penalties for promotions in United States port without being shipped from the Union Hall in that position, and general cleanliness of the ship.

The crew decided that all men should familiarize themselves with the Union agreement.

FRANCIS G. NEWLANDS, Feb. 22—Chairman G. Chandler;

Secretary W. Lamb. Motions carried: A. Frederick and Forest B. Condon be barred from membership in SIU; F. Koppersmith and J. J. Owen be fined \$10.00 each and continue sailing under SIU jurisdiction. They shipped off dock

(Continued on Page 11)

Formality In Salon For Crew

Carping captains, blustering bucko mates and stewed stewards, not to mention pusillanimous pursers, aren't enough to plague honest seafaring men. Comes now The Case of the Haughty Headwaiter.

The Unctious Uncle in this case is a character aboard the SS George Washington, probably one of the guys who shipped on a cruise liner because the patrons of the Stork Club or some other glittering gaudy house found him too stuffy and had him bounced.

At any rate, here is a portion of the Bill of Particulars against him, contained in the minutes of the March 11 meeting, as specified by Chairman A. Kerr and Secretary J. Lundy.

MEALTIME BLUES

First off, the members ask that the Patrolman set a definite time for meals for the Waiters, Bedroom Stewards and Bellmen, who are forced to eat in the dining salon. The big trouble with this is that they have to have their meals at the discretion of the Headwaiter.

And the Headwaiter won't let crew members begin chow until every passenger has left the sal-



on. Oh, perish forbid! Pish and tush! Passengers must never see crewmen eating! It's much too good for the beasts. Eating, indeed!

But that isn't all, Brothers. The Headwaiter stands just as firmly on formality with the passengers. Dinner is from 12 to 2 p.m., but the major domo refused to serve a family of four who came in at 1:20 on one occasion—because it was after "last call for dinner."

REFUSED SALON

The crew was refused the dining room for meetings. It is the only place large enough, because the glory hole won't accommodate all of the boys at once.

There was one really serious charge: that the Steward is hiring men from the docks in New York and San Juan without consulting the Department Delegate. The Steward, however, denies the charge.

There also were some repair and installation beefs, the usual run of mill stuff.

'Possum' Finds Activity Unhealthy

We came across a new breed of hypochondriac in looking over the minutes of the meeting of the SS Aiken Victory for March 14.

In case anyone is about to hop to the dictionary, we'll save him the trouble. A hypochondriac is a guy who thinks he's sick when he isn't. Sometimes these guys really are sick because they think so. Other times they are just malingering.

At any rate, they had a hypochondriac aboard the Aiken that was a beaut. A hypo with a vengeance, and, it looks like, with a purpose.

CREW THOUGHT SO

At least, the crew thought he had a purpose.

They called him "incompetent and incapable." They recommended that his tripcard be taken away from him, and that "he be denied any and all benefits of the Union in the future."



Here are some of the reasons for their action.

He "caused undue hardship on other members of the crew by deliberately refusing to go on watch, claiming that he was physically unable to do so."

But examinations by the Purser and Army doctors failed to confirm this claim.

THE BIG MYSTERY

Just to prove that he was a real hell-bustin' hypochondriac,

this guy didn't confine his ailments to one or two. Over a period of time he complained of tooth trouble, stomachache, headache, and fever. His mysterious ailments were contracted when it was time to report for duty. They were relieved suddenly three or four hours later.

And, say the boys, "he was well able to participate in various social activities."

HE'S A LIABILITY

The man in question was also cited for being AWOL on sailing day in Antwerp, and for objectionable sanitary habits. The membership termed him "a liability rather than an asset to the SIU."

Other matters handled at the meeting included motions carried to have all books and tripcards inspected by the Delegates and Patrolman, and for the painting of two showers and two Black Gang heads.



Nudism Pays Off In Naples, Seamen Robbed Of Pants Find

Leave your pants off. In fact, wear as few clothes as possible. This was the admonition imparted by Harry Simmons, AB, to fellow seamen hitting the beach in Naples.

Brother Simmons was explaining a situation which prevailed in that Italian port on his last trip there aboard the Martin Johnson.

It seems that groups of from six to ten Neapolitans, abetted by the city's lack of power which keeps the street lamps darkened, are haunting the alleys and side-streets leading to the docks, intent on ambushing seamen returning to their ships.

SECOND HAND WARNING

Luckily, Harry didn't draw his conclusions from actual personal experience. It was a less fortun-



ate member of the crew, an OS and Tripcarder, who provided Brother Simmons with the tale of woe.

One night this Tripcarder went ashore seeking some excitement. And he got it. After several hours in a local grog shop he set

sail for other places—that is, he would have made other places if his radar hadn't failed him, and he hadn't come in contact with a gang of the Neapolitan land pirates.

BETWEEN CHUCKLES

Brother Simmons continued his story between chuckles, though we failed to catch the spirit of the thing.

"They worked him over, and then they took his pants and shoes, which is all they want—clothes. They don't care about the money." Simmons also described in nautical terms some other irregularities to which the Tripper was subjected.

We forgot to ask Harry how come the gang left the unfortunate with his shirt. Maybe it is some sort of courtesy rule.

SEAFARER SAM SAYS:



VOTING WILL CONTINUE FOR SEVERAL MONTHS. WE MUST NOT RELAX OUR FIGHT!

ISTHMIAN, TOO, WILL BE SIU!

Digested Minutes Of SIU Ship Meetings

(Continued from Page 10) in Mobile, while holding trip-cards. They were excused because they did not know any better; all tripcards be turned in to Chairman for action. Good and Welfare: Mattresses used by venereal patients be fumigated or replaced; a toaster and percolator be purchased for crew's mess and engine room.

FORT McHENRY, Feb. 23— Chairman Michael Pappadakis; Secretary Ray Creel. General elections held. Chairman gave lecture on constitution and by-laws of SIU; also advised crew as to what action should be taken on beefs. Good and Welfare: Discussion on repairs for portholes and spikets in deck department. Motions carried: To suggest a clock, two toasters and three percolators for crew's messroom.

Here's New Cook's Tour; One With A Gas Mask

The plumber who forgets his tools, and the butcher who doesn't like meat, now have to move over to make room for the cook who can't stand the odor of frying.

The minutes of the August Belmont of December 3, 1945, sent in by Chariman Tony Nycz and Secretary Tom Hedlund, note that



the Chief Cook removed the hot plate from the messroom on two occasions because the odor of frying bothered him. If this happens again, the crew has threatened to take action against him.

The Cook was warned to put out everything on the menu and to change it to suit himself.

Everything else aboard the good ship August Belmont is under control.

Chief Mate Lauded On Baldwin Hill

Crew members of the Baldwin Hills voted thanks to Chief Engineer Morgan for his resuscitation efforts on the body of Lester Williams, Sec. Pump, who lost his life in an unspecified accident while on duty in England.

The crew voted to collect contributions to be sent to the nearest kin of Williams.

Five men in the Stewards Department voted to change to the Deck Department, according to the minutes submitted by Chairman M. Koons and Secretary J. E. Marshalls. Messmen were charged with negligence in keeping messrooms clean.

CAPE ROMAIN, Feb. 12— Chairman Mario Cacrasco; Secretary C. L. Stringfellow. Motions carried: That crew walk off ship if Chief Mate is not removed. He is anti-union and his treatment of workmen is inhuman; overtime beefs be settled by Patrolman before payoff; a list of repairs and changes be submitted to insure the safety and well being of unlicensed personnel.

CECIL W. BEAN, Feb. 12— Chairman Joseph D. Otto; Secretary LeRoy W. Moore. Motions carried: Have glass ports installed in portholes; ship to be fumigated with hydrocyanic gas to kill off all types of vermin. Good and Welfare: Crew to help keep ship clean and refrain from throwing articles around; a number of minor repairs listed.

JOHN BLAIR, Feb. 17—(not noted) Joseph Sinopoli not accepted for membership, George Steele unanimously voted in. Motion carried: All debts owed by members to be paid on ship. Good and Welfare: One pair of trousers missing — to have shakedown if not returned to rightful owner; proper courtesy in messhall stressed.

NORTHERN WANDERER, Feb. 20—Chairman Jack Farrow. Motion carried: to write to New York office to obtain information on mail problem.

CAPE ROMAIN, Feb. 22—(not noted) Seven members re-

quest action be taken against Brother Johnson to relieve him of his trip card. This action is for the good of the Union. He is incompetent and certain of his actions, while under the influence of alcohol, have not been what is expected of a good Union man. Good and Welfare: Discussion regarding overtime pay for Stewards for work performed before 8:00 a.m. and after 5:00 p. m. while in port; a list of duties which various persons should perform was submitted.

T. B. ROBERTSON, Feb. 19—Chairman M. Cznercka; Secretary William Brodbeck. Good and Welfare: Improvement of showers with curtains, racks and better system of drainage. Suggestion by Steward that all members keep mess hall more tidy. Motion carried: Work be started on ships laundry which thus far is lacking. Received O.K. sign from topside.

Motion On GIs Utter Confusion

The following motions, as contained in the minutes of the February 22 meeting of the William Victory, are reproduced verbatim:

Crew members should come to a better understanding with the GIs, thereby making the trip a pleasanter one for all.

Crew members are not to entertain GIs in any part of the ship.

Sale of liquor to GIs prohibited.

The minutes, submitted by Chairman William Brakely and



Secretary G. Dyer, show the members also passed resolutions imposing fines on members who leave laundry room dirty, and that no member of the Steward's Department is to leave the ship without official permission.

Tripcarders Reminded Of Responsibilities

A motion reminding tripcarders of their responsibility to their Union and respective departments and the necessity of having the endorsement of five full book members to gain Union membership, was passed at a recent membership meeting aboard the Philip Thomas.

The indifferent attitude of several tripcarders in the discharge of their duties prompted the action.

But there was nothing indifferent about one guy aboard when it came to his service record.

This was Bertram Gaynor, a Wiper. He told the meeting—and in no uncertain terms—that the

was made when his temper was high, and that it was directed at one of the crew in a personal matter.

Several of the crew went to bat for the offender, who professed a high opinion of the Union and its work.

A scheme to avoid the payment of overtime was revealed by the Steward who reported that his request for the repair of the refrigerator in the crew's mess was turned down by the Chief Engineer. No electrical work was to be done at sea—the repairs would have to be held up until the ship got to port, he was told.

Cigarettes Short; Subtraction Only Adds Distraction

The crew aboard the Coastal Stevedore is worried about the mystery of the missing cigarettes. The minutes, dated March 16, carry this statement:

Discussion on missing cigarettes:

400 brought aboard
198 given out

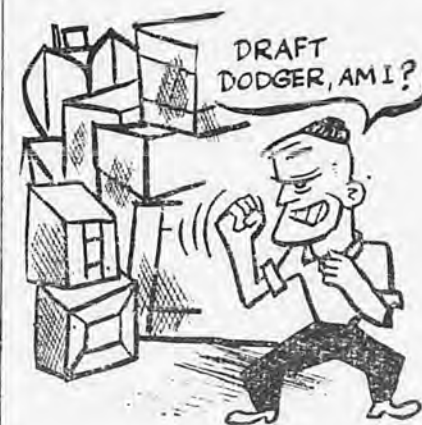
202 supposed to be left!

Picture Sherlock Holmes peering into the Engine Room, or the Captain's quarters on the trail of the cigarettes. And finally coming up with a man who

I HEARD 'EM SAY SOME RATS STOLE THE SMOKES!



doesn't like smoking, and so he stole the cigarettes so that no one could smoke. Or pick your own favorite detective to carry out a solution.



Chief Engineer had called him a "draft dodger."

NO SLACKER, HE

That would have been bad enough, Gaynor said, even if he had been one. But by God he wasn't. He holds an honorable discharge from the Army. And damn it all, he wanted something done about it.

The meeting went on record as suggesting that the Patrolman be told about it when the ship arrived in port. The Brothers felt that the Chief owed Gaynor an apology.

Off the record, one of the Brothers had a much more practical suggestion for Gaynor: Wait on the dock for the Chief after signing off.

THEY WENT TO BAT

A Tripcarder was called to account for a profane statement derogatory to the Union, the ship's minutes revealed further. He explained that the remark

THE MEMBERSHIP SPEAKS



BLACKWELL HITCH MASTER SCREWS UP EVERYONE ON SHIP

Dear Editor:

I am on the Waterman SS Co. MV Blackwall Hitch with J. A. Roy, Skipper.

In all the departments we are having trouble. As soon as the war was over we started to have meetings, but the Skipper would not allow them. He claims that he is an old Union man, yet this is typical of his actions in regard to Union matters. He has stated several times that all the men going to sea today are no good, nothing but rats. Things like this go by OK once, but after they are repeated often en-



ough, they tend to stir things up. He hasn't cursed anyone personally, but he is continually raising hell with the crew and the officers.

He will make a statement that he is intending to do a certain thing, and then he will get peeved at someone and change everything. Sometimes when we are at anchor he will refuse to send a boat ashore for several days. Once when he gave the Deck Department an afternoon off, some of the boys went to bed. He came around checking up, and when he found this out, he put a stop to all time off. Just before this he had made everyone a speech about spending too much money, their own money.

He has given orders that anyone found drunk on board will be logged, even after working hours. He has stood the Second Mate's watch, so that the Mate could go ashore and drink. He has given similar orders about gambling, but the gangway watchman couldn't get the Second to leave a poker game to answer the signal light from the shore station. When this was reported to the Old Man, he didn't even comment on it. The Old Man and Chief Engineer have both been drunk while the ship was at sea. As you can see he keeps things going around in circles all the time. Just when things calm down, he thinks of something else to cause trouble.

The Navy furnished us with movie projectors, and the New Zealand base loaned us a gasoline powered generator for them. We went down to New Zealand, and one night the Skipper sold the generator, with two barrels of gasoline, and 96 five-gallon buckets of paint. This all went into his own pockets, and New Zealand customs knew nothing of the sale.

We lost the Engine Maintenance Man about two months ago, when he went to the hospital. The Skipper, or the Purser, tried

SIU CONTRIBUTIONS POUR IN FOR BROTHERS IN HOSPITAL

Dear Editor:

Forty-two (\$42.00) dollars was turned over to me by R. E. Dickey, Acting Agent, to be divided among the sick SIU members in the Marine Hospital here in Baltimore.

Fifty-one (\$51.00) dollars was turned over to me by Miss Lopez, secretary, for the same purpose. The money was collected from the following ships: SS Loreda Victory, \$23.00; SS Robin Locksly, \$19.00; SS Amy Lowell, \$35.00; SS James Harlan, \$4.00; and the SS Yaka, \$12.00. Total ninety three dollars (\$93.00).

John Taurin, Hospital Committee

We the undersigned members of the SIU, at present hospitalized in the Marine Hospital, state that we have received from John Taurin the Hospital Committee, the sum which appears in the back of our names:

Henry Kich	\$7.75	James Kelly	\$7.75
Moses Morris	7.75	Clark Pope	7.75
Jose Savarra	7.75	Leonary Armento	7.75
Daniel Hickey	7.75	Jose Marties	7.75
E. J. Dallaman	7.75	Ralph Chappel	7.75
I. Iversen	7.75	Paul Combs	7.75

A. G. BELL CREW FINDS ENGINEER HARD CHARACTER

Dear Editor:

We the crew of the Engine Department, as well as other members of the crew of the Alexander Graham Bell, of the South Atlantic Steamship Co., wish to file complaints against Joseph Ramsey, First Assistant Engineer, who claims to have been a member of the SIU as late as 1940.

All the complaints are based on acts unbecoming to a Union member. We ask that he never be allowed to sail as Chief Engineer or First on any ship manned by SIU or SUP crews. We wish to have this brought before the membership at the next meeting.

Complaints:

He told the Engine Delegate that the crew had too much Unionism.

He tried to fire an Oiler and a Wiper because of personal dislike.

He refused to have the Engine Department soogied or painted.

He refused to have Wipers' and Firemen's fo'c'sles soogied, even though the dirt and grease was left over from the last trip.

Signed: Edward J. Sakon, John G. White, Albert Jensen, Howard J. Buti, Andrew J. Gwisdala.

to make the Wipers sign a paper giving part of his pay to the Purser, and the rest to an unnamed Engineer. They wanted the Wipers to draw the Maintenance Man's pay every month, and give them their share. Needless to say, the Wipers said no. Now the Old Man is trying to pull the same thing about the Steward's job. He wants one of the Messboys to bring up stores, and he and the Messboy will split the pay. The Chief Cook hasn't even been offered the job, and he is the most efficient member of the Stewards Department.

We don't expect much can be done about this while we are out of the States, but it will give the rest of the members an idea how things are on this ship.

Joe H. Naismith

Make Isthmian SIU!

NMU NEGLECTS HOSPITAL CASES IN DETROIT AREA

Dear Editor:

I was Agent in the City of Duluth last Summer and Winter. Now as there is no shipping in that port, I have been transferred to Detroit, where I have been busy ever since I came here.

Well, on Sunday I made the weekly visit to the hospital and to my surprise I found more NMU men there than SIU men. The boys all were glad to see me. I gave them all the latest news and the activity of the organization.

What surprised me more than anything else was the NMU men. Some have been there since September 6. One was Clyde Kenney, with a broken leg, who's never seen a delegate or any one from the NMU at all. Another



of their members, Alvia Harrison in another ward has been in the Marine Hospital since October 1, and has never seen anybody at all. There were several more in there, the members told me, but I had no more time to visit but will be on the job next Sunday again.

The thing the boys love more than anything else is the Log. This is true of both our members and non-members, but the least we can do is go and see the members as they cannot come and see us. How can an organization expect to exist if out of sight is out of mind.

William Stevenson



SEAMAN CHARGES HE WAS FRAMED BY COAST GUARD

Dear Editor:

This letter is an outspoken beef against that branch of the C. G. which is known as the Hearing Unit, which in my opinion was established for the purpose of weeding out all the old timers in the U. S. Merchant Marine, imposing a super-military discipline aboard ships, making of the Merchant Marine a sycophantically servile adjunct to the Coast Guard and last but not least, to rid the Merchant Marine of any one who is at all interested in Unions, and unionism.

I know that this letter is going to be called undiplomatic, and



several other things that I do not care to mention here. Every thing is tolerated here except the possession of a spine of inflexible caliber. I know lots of people, who are generally known as performers, who watches and carry on in an objectionable way. But, when they are brought before the Coast Guard, and show a "proper" attitude, they are nine time out of 10 let off with suspended sentences, or even warnings not to do it again.

The writer has been up before these people three times. All three times were frame-ups. The last time takes the cake.

I made a trip aboard the SS Marine Fox as a Jr. Engineer, and got along all right for about a month. During that time we had two shipboard meetings on behalf of my Union which is the SIU. Before long the First Assistant got the news about who advocated Unionism aboard the ship. He started a systematic riding campaign.

But I am not a performer, and never missed a watch, except, when I had some one stand it for me, which was the usual practice aboard this ship. But when the First went up before the C. G. in Seattle, and told them about me, he mentioned that I was up before the Coast Guard before. That settled it. They brought me up on charges of missing a watch.

The First was witness against me, and according to the record, he did not remember whether it was in Calcutta, or Bodge-Bodge that I missed my watch. The Third, a young punk just out of Kings Point, got so excited that he testified that he didn't even stand that watch that I was supposed to have missed, but was off, and that the First stood the watch for him. That was a lie, because the First never stood a watch during the entire trip. I had three men testify at the hearing, that on the day in question, I did stand my watch.

In my statement, I said that

Log-A-Rhythms Lines In Hate To a Rolling Liberty

By Jack (Aussie) Shrimpton

Roll on you cow, roll on,
Through murky seas of gray—
What though I cannot sleep at night,
What though I cannot eat a bite,
What though I nearly break my neck
A-floundering round your greasy deck,
What though my storerooms, sad to tell
Resemble Dante's lowest Hell,
What though I gain the Skipper's hate,
Because his breakfast eggs are late,
What though my dunnage all does roll,
Around, around like drunken moll,
What though I shriek and tear my hair
And rant and rage in black despair,
What though my sanity's all but gone?
Never YOU mind YOU BITCH—
ROLL ON!
(It rolls on)

I knew in advance that I was going to be convicted of all the charges, and specifications, not because of what I did, or did not do, but because I dared to stand up and fight these frame-up artists. The Hearing Officer got white under the gills, and ordered part of my remarks stricken from the record, so I do not know whether that part of my little speech is in the record or not.

He said I was an incorrigible and that I had been tried before. That, of course, justified his finding, to wit: partially guilty. What that means I do not know. Either I'm guilty or I'm not guilty. They suspended my papers for three months. Then they asked me if I was going to appeal. I told them right there and then that by the time all the red tape necessary for an appeal, that the three months would be up.

We of the Merchant Marine are considered civilians, at least as far as benefits are concerned. Let us put it this way: Suppose I was working for a private concern, and I did not show up for work. The boss would be justified in docking me for the day's pay. If I persisted in missing days work, he could fire me. But suppose an employer deprived me of the right to seek other employment, because he fired me. That would be the epitome of Fascism.

Yet that is precisely what those dispensers of justice did and will continue to do as long as they continue to have the jurisdiction over the men in the Merchant Marine. So I think that we ought to do everything in our power to get rid of these people. The war is over. We ought to do a little plain thinking and get these parasites off our backs.

Ernest Kaprall

Spring Cleaning Tale With Payoff Ending

By EDDIE PARR

This is the tale of a Captain who tried to anchor his ship in the middle of the Atlantic Ocean.

This rustbucket was homeward bound from the port of Bremerhaven when his engine broke down in the middle of the ocean at 8:45 a.m. "Oh," said the Captain, who hated to see the man at the wheel idle, and Spring was in the air.

So he called his brawny Mate, and the Mate's right hand man, the Bosun, none other than Salvador Volpi (ex-baggage man at 51 Beaver) to do a little spring-cleaning and they picked the chain locker to start on. They figured they could kill three birds with one stone; first, clean the chain locker and let the seas help by washing the anchor chains. Second, paint the chain locker while the chain was out. Third, mark the shackles as the chain came in from over the side.

ADVICE FROM BELOW

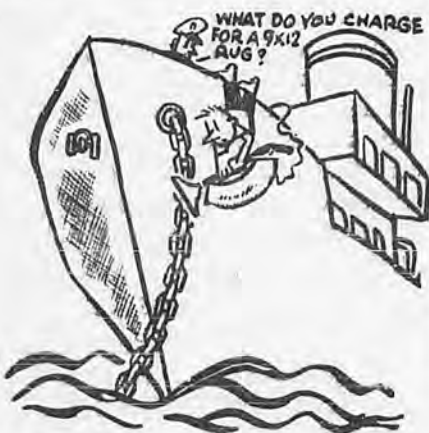
The men were all ready with sea boots, buckets, shovels and lines to go down and play golf on the links, and the Bosun was busy mixing the red lead for the spring painting. The Mate let go both anchors and had four shackles over the side when the chain started to jump the wild cats.

The Ordinary Seaman on the eight-to-twelve, and the Captain went into a huddle and it was not long before the OS had the Captain convinced that it was unsafe to work under those conditions; the ship would look funny coming into port without anchors. So the spring cleaning of the chain locker was called off and the anchors were hauled in with none hurt.

The Captain could not see a beautiful spring day like this one go to waste so he had the wheelmen do a little cleaning on the forward deck where he could keep his weather eye on them. This they did none too willingly, being two peacetime sailors.

THEY PAID OFF

The first beef before the payoff was about the man being taken off the wheel. After I heard the story I went looking for the Company representative, and I told him he would have to pay three hours overtime for having the Third Mate on the bridge and no wheelman. He readily agreed



to pay the two ABs on the 8-12 watch three hours each. How these companies will pay off to cover one of their men's mistakes!

I hope that we have a few more of those Captains with spring cleaning ideas. Only hope they have a little more overtime involved.

P.S. This was the cleanest ship that hit this port in many a day. Hoping the boys read the minutes of this ship and carry out a motion for a recreation room like these boys did. It would be a pleasure to sit down and read a book in a clean recreation room like they had.

MOBILE CATHOLIC MARITIME CLUB IS TOPS, HE SAYS

Dear Editor:

Starting off with first person singular, I think I can truthfully say that I have been in as many USOs, USSs, American Legion and Vet's Clubs and the whole kaboodle as any ex-servicemen or seamen who sail these rust-buckets today.

Gentlemen I have found the par-excellence of 'em all.

This club I am speaking of and I am using their typewriter furnished for just such a purpose, is located in Mobile, Ala. It is sponsored by the Catholic faith. Myself, I was christened, or whatever it is, a Hard-shell Baptist, if I ever get around to where I left off. But I still want to go down the line for the Mobile Catholic Marine club.

Making a hasty payoff from the Warrior Point departing Mobile and paying off in midstream



(the war's over) I charge ashore with a powerful pay-off of \$35.60. First place was to get a room and like all good boys the first stop was the Admiral Simms. The clerk looked at me like I was stupid to ask such a question. To cut a long story short I shuttled between the USS lobby to the Bus Station to the Y and back again. The Starter in the bus station was beginning to worry. Then I ran into a stately old gentleman, who twisted my arm to come down here and have a look. And here we be.

At present a bunch of us guys are chitted for a ship the Ventura Hills that they can't find out in the stream on account of fog. I hope they don't find it for a week.

Take the cleanly atmosphere of walking into the USS club in Calcutta, the building of the USS club on MacLeay (good ole Tony Canora) and the San Pedro snack-bar. Roll 'em all into one and you got this one.

If you don't believe me come take a look.

R. C. H.

FOLKS AT HOME WANT LOG TOO, BROTHER SAYS

Dear Editor:

I would like to have the Log sent to my home. I am sure that my parents would get a great kick out of our paper, and would like to see what our Union does for the seamen.

Thanks. I am on ship now or I would come over in person.

James R. Clavier

SEAMAN BURIED WITHOUT HONORS IN RIO CEMETERY

Dear Editor:

The following is a copy of a letter I sent to Secretary Byrnes, which I think will be of interest to members:

Hon. James R. Byrnes,
Secretary of State
Washington, D. C.

Dear Sir:

We are in receipt of the following from Rio de Janeiro, Brazil, signed by all members of the crew except the Master on the SS John A. Roebling of the Mississippi Shipping Co.:

"On Feb. 21, 1946 our shipmate, Sylvester Watson, Chief Cook, was taken to the hospital where he was reported to have passed away later that evening.

On the day of his burial, we were amazed to see our shipmate had to be buried barefooted, clothes not properly arranged, even his abdomen was showing, his hair not combed and not even a proper shirt on him.

He was buried without religious rites and the Agent did not even send a wreath to mark appreciation for the services which he had just closed. He was not even given the honor of his Country which he had faithfully served as a member of the United States Merchant Marine and a discharged member of the United States Navy.

We petition that that kind of treatment is not what an American Seaman is accustomed to receive, and ask that a statement be sent to the ship of such abhorrent methods."

At our regular business meeting on March 27, I was instructed by the membership of this Union to write you protesting such treatment to an American seaman, regardless of his race, color, creed or Union affiliation. We strongly urge that you use every method available to your high office in preventing similar treatment to an American seaman in any port in the world.

J. S. White,
Gulf Coast Representative.

PUERTO RICO SLOW, BUT SEAFARERS ARE NUMEROUS

Dear Editor:

This week has been slow here in San Juan but not without excitement. On the water front street brawls are getting to be a common occurrence, and business is on the decline with the waterfront. You would be surprised to the amount of men around. It is getting to look like old times is here again.

The Texas Bar, where most of the SIU men hang out, had only a few Beachcombers. One fellow is really staying with us. Mr. Sorenson is still here and to the looks of things he must be going to stay the summer with the other Old Timers.

We had a bloomer in here and she was a madhouse till the famous Mate was pulled for the benefit for all concerned. This was the SS Vernon S. Hood.

The Chief Cook really shirked his duty for nine days on a drunk. He will be hollering to high heaven on the account of being logged for this time when the ship gets ready to pay off. Now men who do this are really giving the Union a bad name and causing the department men more work. I don't remember his name but will take this up later when his name is obtained.

The Beachcomber



BROTHER HAS REAL GRIPE HERE: THEY AREN'T RECEIVING THE LOG

We arrived at Santos on February 14 and expect to depart about March 12. As we have been here for a period of about a month, and as there are quite a few ships and crews of our Union in this port at all times, I wonder why we can't have our Union Log at various places in this port.

We can obtain all of the NMU papers, including their super-duper cartoon sections, we want. On March 1, the Pilot was obtainable with a February 10 dateline.

I think our Union should be able to place out papers also,

and that the SIU members should receive information from our own editors, rather than the biased sort of thing the Pilot hands out.

As ships land here for the Far East, and since it takes months to make the trip, a great many members are at a loss in regard to news of the various branches and doings of the Union.

As I am writing for the crew and expressing their feelings, I hope you can give this matter your earliest possible attention.

Here's hoping you can work out a system or plan that will make this possible.

Here's wishing you luck with whatever plan you can work out to make our papers available for our members in this port.

Charles Hartman, Chief Steward, Ralph Semmes

Answer: We've been pleading for a long time, Brother, for the members to send us the addresses of their favorite waterfront bars in ports all over the world, so we can make a supply of Logs available to them at those points. If you'll send us the name of the bar in Santos where you know Seafarers hang out, we'll see that the Logs get there.

And anyone else who reads this is hereby invited to send the name of his favorite bar in any out of the way port to provide a new address where Logs can be received.

BROTHERS RAISE RATINGS ISSUE: OS INTO ACTING AB, BACK AGAIN

Recently it has come to our attention that a few of the shipping rules have escaped the attention of the editor of the Seafarers Log. Two of the aforementioned (copied from the Deck Department shipping board in the New York Hall) are:

1. An Ordinary Seaman must have six months sea time to ship as an Acting AB.
2. After rejecting an Acting AB position, an OS cannot ship again in that rating, but must continue as a straight Ordinary Seaman.

We do not contest the value of the rules. They may be necessary. We should like to see every rule passed on by the membership, though, and go through the correct channels before they become effective. We do not believe these two matters were brought up at any meeting, so where did the rule come from?

One man hasn't the right to pass a rule in regard to the membership. So either they go through the proper channels or they are invalid.

Frederick Pawel
John W. Jameson

Answer: The Brothers are right in one respect. There is nothing in the Seafarers' rules in the way of a resolution by the membership on these two provisions.

They were drawn up by the Dispatchers in the New York Hall to avoid confusion during the war, when the rating of Acting AB was created to make up for the shortage of rated ABs.

Since it was a wartime rating, these provisions were merely discussed by the membership. It was felt that a purely wartime ruling would be unnecessary.

The shortage is over now, and the rating will be abolished on May 1.

ANOTHER FAMILY JOINS LIST OF SEAFARERS LOG READERS

Dear Editor:

I am writing to ask you to please send the Log to my home address, because every time I come to the Hall I take one home with me, and I see that my Dad is interested in it and in what the Union is doing for us fellow Brothers.

I am not just thinking of Dad,

but for myself as well. I think that every Brother should have the Log sent home so that when he gets back from sea he can read and learn what went on while he was gone.

I am on the Galen L. Stone and am ready to leave. I'd like to hear what goes on while I'm gone.

John Lombardi

Take Warning From Robin Sherwood Crew

Expressing the sentiments of 37 crewmembers (all of the crew with the exception of the Steward) the following article was sent to the Log by the crew of the SS Robin Sherwood. We pass it along with no comment—none is needed.

A word to the wise is sufficient.

When a call for almost an entirely new crew for the Robin Sherwood comes to the Hall, remember this, or sail and suffer.

With 58 passengers aboard, we sailed from New York on January 20. Immediately Skipper E. J. Bonn became supreme. His first orders were: crew, including officers, not allowed forward; crew not to talk to passengers; crew not allowed to use second deck passageways (this space for passengers only).

All this on a ship carrying 58 passengers and originally designed for only 12.

EXPENSIVE BEER

There was plenty of GI. tax-free, beer on hand, and when it didn't sell too well to the passengers, we crewmembers were permitted to buy same at 20c per bottle.

In all the three months spent at sea, not once did this "kind captain" say "Good Morning" to any of the crew, or to the officers. His entrance into any group, or into the Saloon, was a signal for immediate cessation of all mirth or conversation. He glared at everyone as though they were poor, non-paying relatives who had overstayed their welcome.

On the return trip, he went even further. The same rules for non-fraternization applied, but the Chief Mate was able to have a shapely visitor in his quarters between the hours of 1 a.m. and 4 a.m. nightly. The Skipper and Chief Mate inspected nightly to see whether any passengers were with the crew. The missing passengers, if any, might have been found in the officers quarters.

Outward bound, crossing the line, a gala time was had by all. The crew furnished the entertainment for the passengers. On the homeward trip it was another story. The crew was ordered aft with a curt "this initiation is for passengers only."

Of course the Chief Mate and the Second Mate were made exceptions to this order.

OFFICERS COUNTRY

When questioned as to where the officers could relax on deck; the crew having been arbitrarily assigned number four hatch, he

said, "I don't blame the officers for not wanting to associate with the crew; (the officers) can use number five hatch."

Just before arriving at Capetown, the Skipper gave a dinner in his own honor. When the time came for a toast to the host, many glasses were turned down. Upon asking guests whether they would care to drink the Captain's toast, waiters were told, "No, thanks, I'll buy my own liquor without the toasting."

This proves that the Captain was just as popular among some passengers as he was with the crew.

One morning, about ten minutes to six, the Skipper wanted his coffee served on the bridge,



and asked the AB to get it for him. Thoroughly fed up with the Captain's orders for favors without so much as a thank you, the AB politely told him that it would cost the company 90c in overtime.

NO CONSIDERATION

The ensuing explosion was felt to the keel plates. When he finally recovered his voice, he roared, "Oh, a bunch of wise guys, hey? Well, from now on it will be a tough ship."

Maybe it had been a pleasant trip for him.

The Captain's dinner on the return trip took place off Hatteras, in usual Hatteras weather. After the ship had been taking green seas for two hours, and the Skipper had been taking toasts for as long, he remembered to have the lookout relieved from the fo'c'sle head. Very considerate, but a trifle late.

So there it is. May we once more repeat: A word to the wise is sufficient.

Smallest Seafarer Leaves Sea, Returns To Show Business

When members of the Seafarers go to see the Ringling Bros.-Barnum and Bailey Circus at Madison Square this month, they are not just going for entertainment. They are also going to pay tribute to Brother Curt Starke, one of the littlest men in the world, and certainly the smallest Seafarer.

Curt stopped in recently to tell us about his activities during the past year, and he has really been places and done things since the last time he paid us a visit in April, 1945.

Curt's last trip was on the William Nott, of the Bull Line. This trip took him to the Admiralty Islands and to Honolulu, and may well turn out to be the last sea trip he will ever make as a working seaman.

While in the Islands, he contracted malaria, and was very sick for months. When the boat returned to San Francisco, he was examined by the medics and told that he better not sail again "or else."

SHOW BUSINESS AGAIN

So Curt had to go back to his original work, in show business, only this time he is doing a single, instead of being part of an acrobatic team.

"Just straight clowning," he says, "and a lot easier on me than holding a bunch of guys on my shoulders."

Brother Starke is heart-broken about not being able to go back to sea. "I wanted to be a sailor from the time I was ten years old," he says, "and it took me thirty years to make it. Now it's all over and I guess I'll have to spend the rest of my life in circuses and shows."

Curt comes naturally by his love of the sea. As a child in Germany, he used to listen to the tales of the sea spun for him by his uncle, a merchant marine skipper. His uncle promised to take him to sea when he became big enough, but Curt never topped four feet in height, and so his uncle refused to let him ship out.

From 1919 to 1941, Curt was part of a team of traveling acrobats. He was the bottom man and supported a human pyramid on his shoulders. When Hitler came to power in Germany, Curt came to the United States, where he joined the Royal American Midgets.

During all this time, he never forgot his first love. When it became apparent, in 1941, that the United States might become involved in the war, Curt wanted to help out his adopted country, and at the same time gratify his desire to go to sea.

JOINS SIU

Curt knew from past experience that his lot might not be a happy one. He knew that the shipowners would not look at him twice. So he went to J. P. Shuler, then Tampa Dispatcher, and asked to be shipped out by the Union.

In the Spring of 1941, he was dispatched to a ship, and as he expected, the Mate raised a terrific howl. The Union refused to back down, however, and Curt was able to ship out. One chance was all he needed, and now he is an AB.

His shipmates have a lot of respect for him. He asks no fav-



Oldtimer John G. Harris poses with Brother Curt Starke, who has been forced by illness to retire from the sea (temporarily, we hope).

ors and can do his work with the best of them.

During his sea service, in time of war, Curt saw much action, and sailed the seas in the face of the most furious enemy activity.

So here's good luck to Brother Curt Starke, a man who packs a big heart in his four foot frame. Good things sometimes come in small packages, and Curt is a living example of that adage.

Conference Okays Coordinators For Atlantic And Gulf Regions

"Steely White has worked both in organizational and regular branch work. He understands the functions of Headquarters and has had personal experience in the general problems that face the Union. Earl Sheppard has the same type of experience and knowledge and has proven himself capable by doing a good job in the Isthmian drive."

With these words by Paul Hall, New York Agent, the names of Steely White and Earl Sheppard were proposed to the Agents Conference for the posts of Coordinator of the Gulf District and the Atlantic District, respectively. This move, designed to streamline the organizational and port unit, has been made necessary by the stalling tactics of the WSA and the shipowners, and the coming contract negotiations.

COORDINATION STRESSED

"The thing that is needed," the proposal states, "is the proper assignment of tasks and this means that a special effort must be made to keep the organizational and port apparatus coordinated at all times. It means that the closest contact between Agents and Organizers must be maintained and that above all, the

work of Headquarters and the Ports be perfectly coordinated."

The proposal, adopted unanimously by the Agents Conference, and which is now before the membership for final approval or disapproval, provides for coordination of work, personnel, and apparatus, by placing responsibility for carrying out these tasks on the two coordinators; one for the Gulf District, and one for the Atlantic District.

SQUEEZE PLAY

The proposal further points out that the shipowners and the WSA have been working hand in glove to put the squeeze on the Union.

"The shipowners say one thing, the shipping commissioner another, and the whole thing is passed along to the WSA wrapped up in a lot of red tape."

Neither of the proposed coordinators is to relinquish his present job, but is to take on the new responsibilities in addition to their regular tasks. "In this position," the proposal states, "they shall have the full powers and authority to supervise and unify all activities within their respective areas."

Bright Future Seen For Tampa

By SONNY SIMMONS

TAMPA — The future looks pretty bright for Tampa. There are a lot of plans under way for harbor expansion, new docks and general increase of warehouse and transportation facilities. Before long Tampa will be one of the main ports on the Gulf.

Right now shipping is about normal, neither good nor bad. Quite a few of the oldtimers are around, probably because they like the sunshine more than snowballs and cold March winds.

There has been quite a lively discussion going on relative to the Conference and some good ideas for the convention are being discussed.

There is also a lot of discussion about organizing, and the general opinion is that now that voting is under way in the Isthmian Line and the AT&P, the

Union should use the same apparatus and go after the other unorganized companies.

PORT SHOULD BOOM

The P & O will be running full blast before long and the coffee, sugar and cocoa is already moving from the Islands. Both Bull and Waterman will have more sailings in and out of here so we ought to be pretty busy. These new sailings will make this a payoff and sign on port instead of just a port of call.

As soon as the present tenants move out, the Fishermen and a few other unions are going to move into the new Union Hall with us, and the SIU will have as nice a Hall as any union in the South.

Anyone that wants a sun-tan, plenty of grape fruit and a job on the Island run should make Tampa a port of call.

Make Isthmian SIU

BULLETIN BOARD

MONEY DUE

SS EDWARD L. LOGAN
The following men have money coming to them. They can collect at the Eastern Steamship Company, Pier 25 North River, New York, N. Y.

Donald Rohbeck	\$128.70
William Rechten	143.10
Thomas Jarboe	135.90
Arnold Funey	117.00
James Jordan	82.35
Charles Parrish	80.55
Joseph Le Tourneau	95.85
John Horn	20.25
Cecil Worthington	72.00

SS KYSKA V-2
The crew is entitled to two

days pay, two days subsistence and first class transportation from Mobile to New York. Collect at Waterman SS Co.

SS WILLIAM MOUTRIE
Robert Moore may collect transportation at Seas Steamship Company, 39 Cortlandt Street, New York, N. Y.

SS MONARCH OF THE SEAS
Men who paid off on this ship may collect two days wages and subsistence in the Waterman Steamship Company, 19 Rector Street, New York, N. Y.

PERSONALS

TO DECK GANG
SS THOMAS JEFFERSON
Please put gear belonging to Brother Alan E. Whitmer, who missed his ship in Tampa, Florida, on March 7th 1946 in Hall, in port where you payoff; or send Railway Express collect to him at 31 Oliver St., Bath, Maine.

ADELINO CARDOSO
Your wallet was found in a New York Post Office. Get in touch with Post Office Inspector Mr. J. J. Broderick, at Main Post Office, 34th Street and 8th Avenue, New York.

Unclaimed Wages

SS CECIL N. BEAN
Andrew Thompson \$ 4.98
Joseph Sofia 11.02
Alfred K. Johnson 5.94
John Ellis 2.83
Albert Swindell 12.12
Allan G. Lind 12.12
Victor Hartman 6.40

SS ALBERT S. BURLESON
Klaus Wass \$ 1.79

SS LLOYD S. CARLSON
Jeff B. Ross \$ 4.85

SS W. M. CHRISTIANSEN
William J. Flynn \$ 2.39

SS GEORGE G. CRAWFORD
W. Devlin \$15.75
E. W. Nitcher 9.75

SS STEPHEN W. GAMBRILL
Herman Gatlin \$10.32
John J. Rogers 9.98

SS ALBERT S. BURLESON
L. Jackson \$20.00

Notice!

Books for the following men are being held at the New Orleans Hall:

J. Greenberg	36718
B. B. Guthrie	39479
K. M. Gregory	36671
Paul Goodman	40188 Pro.
W. Hamilton	37795
Paul L. Hansen	25838
Donald Hare	43296
Chas. E. Harris	40349
J. B. Harris	37701
Geo. S. Hayes	38737
Roxy Hebert	37521
Fred C. Hechler	41829
W. R. Henry Jr.	34197
Harold Hertel	35820
Wilford Hilley	27383
J. A. Hollen	37656
Robert Holoren	27647
James L. Hood	32192
Benj. H. Horner	37732
E. M. Howell	37693
Clifford R. Huete	34085
Earl L. Huffman	29543
Henry H. Hulbert	7028-A
W. R. Hynes	36533 Pro.
Clark Inman	29701
Thomas Irving	37211 Pro.
John Jacobs	43255
Osborne T. James	30894
E. L. Jennings	38-6
E. Jensen	37950
Harvey Johnson	35394
H. K. Johnson	37578
Herbert Johnson	P.D., Pro.
Vernon H. Johnson	31903
Buford Jones	6-6
Claude S. Jones	52-6
Sybert L. Jones	30906
W. C. Jones Jr.	153-P.D.
W. M. Jones	42373
Sherman L. Jordan	24407
Fred L. Jordan	20243-A.
Eugene T. Jackman	49555 Pro.
J. W. Kumierski	41171
B. B. Kaluza	39048
H. Karlson	30669
James King	21560
Jos. W. Koone	35569
Toivo J. Kurki	35596
Joseph D. Lafaso	4-6
F. Lamelas	62
Chester Lamar	27952
Aldon V. Landry	37730
Thor. Larson	39561
W. E. Lastine	3849-Lakes
Wm. M. Lawton	164-6
Donald C. Lee	3500 SUP
Wm. J. Lee	26360
Clarence M. Lemmon	30891
T. C. Lochrie	173 P-D
Matthew Love	34506
C. Lowe	16-6
Lynn McCully	5344 SUP
Chas. T. McFarlane	32374
Joe P. MacKey	43644
S. J. Maggio	20112-A
J. L. Manning	44989
C. M. Marin	338-6
Wm. Marshall	201-6
Jas. E. Mason	28614
Hugh Matthew	35955
J. E. Maysbat	25066
Jas. M. Mason	287
E. E. McCarthy	385 P.D.
John McClaine	40499
Morris E. McEwen	29336
John McIntyre	35493
Joe T. Melton	37696
Fred D. Medders	29613
Clyde Miles	7720 Pro.
Jos. W. Mills	781 P.D.
B. F. Mims	40410
E. D. Morris	31414
Leslie Mullins	38613 Pro.
Raymond E. Miller	47282 Pro.
Robert McAlpine	42940 Pro.
James MacCamono	47505 Pro.
John Marks	47012 Pro.

NOTICE!

When in N. Y., please come to headquarters with your Union book.

Sweat, J. W.	23499
Tollfsen Bjarne	23008A
Grimslund Johannesk	21493
Daily, P.	2339
Denaro, A.	4311
Rivers, H. C.	3267
Gardea Digo	G184
Cobb, J. L.	G99
Finlay, G. E.	3181
Watson, Henry	6166
LaFoe, J. R.	24110
Wooten, J.	23965
Hedges, G. D.	22302
McNealy, J.	5936
Machado, L.	4969
Phillips, H. E.	G142
Waterman, E.	G189
Dodge, Marshall	G161
Wainwright, V. C.	77
Guy, Walter	5017
Montanez, Ignacio	28702
Wagner, F. A.	40225
Stencel, Norbut, J.	42894
Richardson, Nils	1812
Quinones, A.	4233
Barrett, W. W.	1001
Blanchard, J.	90
Pruitt, H.	2275
Aguilar, B.	3319

Tilenquist, \$1.00; S. Vasilchik, \$1.00;
Mario B. Franciose, \$1.00; Erick Johnson, \$2.00; P. S. Yaughn, \$1.00; P. Welch, \$1.00; R. Lyons, \$1.00; W. S. Thompson, \$1.00; George Billik, \$1.00; H. Ahmed, \$1.00; S. Roman, \$1.00; William J. Hauens, \$1.00; H. H. Hankee, \$1.00; Burton Trautman, \$1.00; John R. Posipanka, \$1.00; William E. Poater, \$1.00; M. V. Bodden, \$1.00; V. A. Tocco, \$3.00; T. C. Hickey, \$1.00; M. L. Josco, \$1.00; Oscar M. Pile, \$2.00; F. O. Valles, \$1.00; Eugene K. Verley, \$1.00; C. R. Johnson, \$1.00; B. C. Skelos, \$1.00; C. Moonan, \$1.00; Wm. C. Wilson, \$2.00; M. J. Goodrich, \$1.00.
Otto Hunzinger, \$2.00; Jerome C. Fleck, \$1.00; Herman Pederson, \$1.00; V. P. Treadway, \$1.00; Jack S. McIndoe, \$1.00.
Juan Rivera, \$1.00; John Zenco, \$1.00; E. Zanetti, \$1.00.
E. M. Hocker, \$2.00; E. L. Hilton, \$1.00; J. J. Lawlor, \$2.00; S. Heiducki, \$2.00; J. N. Podesta, \$1.00; D. R. Nicholson, \$1.00; T. M. Storm, \$2.00.
R. Haukes, \$1.00; R. J. Hasenzahl, \$1.00; Robert C. Melvin, \$1.00; James R. Harmon, \$1.00; George Shaughnessy, \$1.00; P. Martinez, \$1.00; Robert Neisler, \$1.00; J. E. Brown, \$1.00.
Robert Deppe, \$1.00; J. C. Warner, \$2.00; H. J. Palmer, \$2.00; William Vandenburg, \$1.00; Joseph Majeau, \$2.00; Robert E. Entsminger, \$1.00; V. J. Helms, \$1.00; J. T. Helms, \$1.00; J. McGhee, \$1.00; W. Kenley, \$1.00. Total \$75.

Grand Total—\$487.00.



BOSTON

SS IDAHO FALLS
Engine dept., \$15.50; Deck Dept., \$14.00; Total—\$29.50.

SS ALEXANDER GRAHAM BELL
S. Williams, \$1.00; M. Fuller, \$1.00; C. Nelson, \$1.00; P. Kanman, \$1.00; S. Volpi, \$1.00; D. Casiles, \$1.00; L. Yoder, \$1.00; D. McKenna, \$1.00; E. Kearsey, \$1.00; J. White, 50c; A. Gwisadala, \$1.00; J. Buhia Jr., \$13.00. Total—\$23.50.

SS GEO. PENDLETON
R. Bayne, \$1.00; O. Sytholt, \$1.00; C. Miller, \$1.00; J. Norris, \$1.00. Total—\$4.00.

NEW YORK
SS VASSAR VICTORY
E. Mofiene, \$2.00; H. Self, \$13.00; J. E. Burke, \$2.00. Total—\$17.00.

SS JOHN MERRICK
Wallace Groves, \$1.00; J. F. Sweet, \$2.00; A. McKenna, \$1.00; L. J. Koza, \$5.00; Fred Petrillo, \$2.00; George E. Manning, \$3.00; Thomas Hawkins, \$2.00; James R. Hoffman, \$2.00; W. P. Conte, \$2.00. Total—\$18.00.

SS L. HURD
M. D. Potten, \$1.00; A. E. Bean, \$1.00; R. P. Fontaine, \$1.00; William Wilson, \$1.00; William G. Lynde, \$1.00. Total—\$5.00.

SS J. CONNOLLEY
A. W. McArthur, \$2.00; A. Sistrunk, \$3.00; H. Zajicek, \$2.00; D. G. Crawford, \$2.00; J. R. Boone, \$2.00; R. W. Joplin, \$4.00; G. W. Alvarado, \$4.00; S. P. Collins, \$4.00; R. A. Hawkins, \$3.00; W. Sibley, \$3.00; K. Jones, \$3.00; W. F. Stallworth, \$3.00; E. O. Upton, \$3.00; W. E. Bancroft, \$3.00; L. H. Pentacost, \$3.00; C. K. Marcussen, \$3.00; W. H. Banks, \$3.00; A. O. Smith, \$3.00. Total—\$53.00.

SS R. ALVEY
L. T. McNabb, \$10.00; R. F. Hudson, \$2.00; H. Johnson, \$2.00; J. McRae, \$2.00; A. C. Mueller, \$2.00; C. R. Kenneth, \$2.00; G. Carr, \$2.00; R. W. Dix-

on, \$2.00; J. Murphy, \$2.00; J. McHale, \$2.00; T. Bluit, \$2.00. Total—\$30.00.

SS BABCOCK
T. M. Larsen, \$2.00; F. Oiello, \$3.00; F. Blues, \$1.00; O. N. Peltomas, \$1.00; N. Pruzska, \$1.00; A. E. Jansson, \$1.00; R. W. Hauenstein, \$1.00; E. T. Clark, \$1.00; N. M. Ulrich, \$1.00; G. Igarragaray, \$2.00; P. Frankmainis, \$2.00; G. B. Gipek, \$1.00. Total—\$17.00.

SS AIKEN VICTORY
K. R. Hall, \$1.00; I. S. Moen, \$1.00; George J. Betz, \$1.00; O. G. Moore, \$1.00; A. H. Stimac, \$1.00; B. Lopatin, \$1.00; G. Peteusky, \$2.00; H. L. Rung, \$2.00; W. J. Broich, \$2.00; F. A. Ulanoski, \$2.00; J. J. Sullivan, \$2.00; R. H. Zeiske, \$2.00; F. A. Parker, \$2.00; M. A. Reyes, \$2.00; E. P. Headly, \$2.00; L. R. Frazir, \$2.00; K. P. Baker, \$2.00; G. Powell, \$2.00; J. Schierenbeck, \$2.00;

W. C. Hogancamp, \$2.00; W. White, \$2.00; D. Stocken, \$2.00; F. J. Hubert, \$2.00; A. Saki, \$2.00; E. M. Milyski, \$2.00; D. Dillfenwerth, \$2.00; H. Allen, \$2.00; H. Eatherton, \$1.00. Total—\$49.00.

SS MONTAUK POINT
C. Menicott, \$1.00; C. DeMarco, \$1.00. Total—\$2.00.

SS JOHN SHERMAN
O. C. Heuer, \$5.00; E. B. Youngblood, \$2.00; E. Englebrecht, \$2.00; S. Mouser, \$2.00; J. Kozak, \$2.00; J. C. Erickson, \$3.00; C. D. Arnette, \$2.00; J. E. Braxton, \$1.00; J. P. Greene, \$2.00; J. Ziats, \$1.00; A. J. Shaw, \$1.00; J. E. Brooke, \$2.00; J. Rusinko, \$2.00; H. J. Fowler, \$2.00; W. J. Anderson, \$2.00; A. Ben-zuk, \$1.00; K. Kain, \$1.00. Total—\$33.00.

SS PHILLIP THOMAS
R. McBride, \$2.00; J. W. Samuel, \$1.00; R. T. Wilde, \$1.00; F. Pinkowski, \$1.00; J. Sheppard, \$1.00; P. Toniazio, \$2.00; L. Reaser, \$2.00; R. F. Willgousinski, \$2.00; H. M. Myers, \$2.00; L. Taland, \$2.00; W. Hare, \$2.00; D. Zunega, \$2.00; H. E. Willridge, \$3.00; B. Baua, \$2.00; W. F. Delong, \$1.00; R. J. Clark, \$1.00; M. B. Sabaka, \$2.00. Total—\$29.00.

SS ALCOA POLORIS
P. Cocco, \$2.00; Antonio Utera, \$1.00; C. Fernandez, \$1.00; W. Beckwith, \$1.00; Charles A. Fletcher, \$2.00. Total—\$7.00.

SS PLATTSBURG
J. Rotert, \$5.00. Total—\$5.00.

SS BONANZA
William Holland, \$1.00; J. D. Henley, \$1.00; Gerald Bloom, \$1.00; E. Bressel, \$1.00; R. E. Withrow, \$1.00; James Barrow, \$1.00; G. Wilt, \$1.00. Total—\$7.00.

SS J. F. MYERS
R. L. Hostetter, \$2.00; E. J. Madison, \$2.00; R. L. Smith, \$2.00; L. H. Smith, \$2.00; F. M. Welch, \$2.00; E. P. Tomlinson, \$2.00; R. Glenn, \$2.00; D. L. Smiley, \$2.00; R. Woodward, \$2.00; C. D. Alred, \$1.00; P. Pavlukovich, \$5.00; Joe Lazier, \$5.00; U. Coursey, \$5.00; E. P. Moran, \$5.00; F. Bowman, \$5.00; A. Clark, \$5.00; W. R. Brown, \$5.00; B. Rowan, \$5.00; J. C. Lord, \$5.00; J. Dangulia, \$5.00; R. Bierer, \$5.00; W. Rogers, \$5.00. Total—\$79.00.

SS GEORGE WASHINGTON
A. Savory, \$2.00; J. Jackman, \$2.00. Total—\$4.00.

INDIVIDUAL DONATIONS
Ferdinando Nunziaut, \$1.00; Paul

SIU HALLS

NEW YORK	51 Beaver St.
BOSTON	330 Atlantic Ave.
BALTIMORE	14 North Gay St.
PHILADELPHIA	9 South 7th St.
NORFOLK	127-129 Bank St.
NEW ORLEANS	339 Chartres St.
SAVANNAH	220 East Bay St.
MOBILE	7 St. Michael St.
SAN JUAN, P. R.	45 Ponce de Leon
GALVESTON	305 1/2 22nd St.
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St.
SEATTLE	86 Seneca St.
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd.
HONOLULU	16 Merchant St.
BUFFALO	10 Exchange St.
CHICAGO	24 W. Superior Ave.
CLEVELAND	1014 E. St. Clair St.
DETROIT	1038 Third St.
DULUTH	531 W. Michigan St.
VICTORIA, B. C.	602 Boughton St.
VANCOUVER	144 W. Hastings St.
TAMPA	842 Zack St.
JACKSONVILLE	920 Main St.
PORT ARTHUR	445 Austin Ave.
HOUSTON	7137 Navigation Blvd.

LOST

LOST—One wallet containing Seaman's Z papers, Life Boat ticket, Passport, Union Book and receipts, and other valuable papers. Reward. Return to Ernest Kaprall through New York Union Hall.

ISTHMIAN SEAMEN!

VOTE FOR:

United States Of America National Labor Relations Board OFFICIAL SECRET BALLOT

FOR EMPLOYEES OF
ISTHMIAN STEAMSHIP COMPANY

This ballot is to determine the collective bargaining representative, if any, for the unit in which you are employed.
If you spoil this ballot, return it to the Board Agent for a new one.

MARK AN "X" IN THE SQUARE OF YOUR CHOICE

National Maritime
Union of America
C.I.

Neither

Seafarers'
International Union
of North America
A F of L



• BEST WAGE
& OVERTIME
PROVISIONS

• BEST
SHIPBOARD
CONDITIONS

• BEST UNION
REPRESENTATION

• BEST OVERALL
CONTRACTS

• THE STRENGTH
OF 62,000
SEAFARERS
BEHIND YOU

• THE SOLID-
ARITY OF
7,000,000
AFL BROTHERS

• RANK AND
FILE CONTROL

VOTE SIU!

PUT YOUR "X" IN THE SEAFARERS BOX AND WIN THE BEST UNION
WAGES, WORKING AND LIVING CONDITIONS IN THE INDUSTRY!

Seafarers International Union of North America • A F of L