

SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

VOL. IX.

NEW YORK, N. Y., FRIDAY, OCTOBER 24, 1947

No. 43

Lakes Wins Top Pay From Wyandotte

DETROIT — Marking up another brilliant SIU gain for 1947, the Great Lakes District signed an Agreement with the Wyandotte Transportation Company on Friday, October 17, which provides for the highest scale of wages for any fleet of bulk carriers on the Great Lakes.

Wyandotte contract provisions cover the unlicensed personnel of the four Great Lakes self-unloaders—SS Alpena, SS Conneaut, SS Huron and SS Wyandotte—and give the SIU members sailing these vessels a wage scale three cents an hour higher than those of the Lake Carriers Association and bulk carrier fleets under contract to the LSU and NMU.

SIU GAINS

Among the many gains achieved by the SIU in the Wyandotte Agreement are the following: All hourly wage rates, based on the 40-hour week, are increased from 14 to 15 percent to a rate 3 cents per hour above the LCA scale; overtime rates increased to 4½ cents an hour above the Lake Carriers; nine holidays at the overtime rate of pay are provided.

Other increases are: Ten percent seasonal bonus on all wages exclusive of unloading time, formerly paid on basic wage only; an increase in the unloading rate from 65 to 67 cents per hour (all forward end men are paid this rate even though they do not work during the unloading of cargo); and an escalator clause providing for automatic upward revision of wages in event that 150 or more bulk carriers raise rates.

All increases are retroactive to September 1, and the bonus will be paid on entire 1947 earnings.

(Continued on Page 3)

Log Places Twice

In the recent contest sponsored by the International Labor Press Association, in which more than 154 union newspapers participated, the SEAFARERS LOG placed second in two categories.

One prize was given for the excellence of the editorial cartoons, the work of our artist, Bernard Jeaman, and the other second came for the pictorial layouts which are a feature of many issues of the LOG.

A&G Candidates

The Qualifications Committee of the SIU Atlantic and Gulf District has completed its work and made its report. In this issue of the LOG, the pictures and Union records of practically all qualified candidates are being printed.

The pictures and short biographical sketches start on page 7.

Where pictures or histories do not appear, it is because the candidates did not furnish them as required by the resolution which was passed by the membership.

Seafarers Only Qualified Union As Cities Service Tankermen Begin Voting

NEW YORK, Oct. 24—Unlicensed personnel aboard tankers of the Cities Service Oil Company started balloting yesterday in a collective bargaining election conducted by the National Labor Relations Board. Crews of three of the tankers cast ballots as the election got under way. Voting in New York were the SS Paoli and the SS Chiwawa, with the SS Cantigny men balloting in Baltimore. The ballot allows for a "Yes" or "No" vote in answer to the question: "Do you wish to be represented for purposes of collective bargaining by—Seafarers International Union, AFL?" Some 300 men employed on the company's eight vessels are eligible to participate in

Seafarers On Crashed Plane Called Heroes By Survivors

A glowing tribute to the heroism of Seafarers who were passengers aboard the flying boat Bermuda Queen, which was forced down at sea while crossing from Europe to the United States, was paid by the men's fellow survivors when they landed in Boston on the rescue cutter Bibb.

The SIU men were members of the crew of the SS Chisholm Trail which was sold in England. They were returning on the Bermuda Queen, when a low fuel supply forced the plane down in mid-Atlantic. In the area was the Coast Guard cutter Bibb, which maneuvered close enough to take off the passengers.

The SIU men volunteered to try an experimental trip in a rubber raft from the flying boat to the cutter, and when they were successful the rest of the survivors left the plane in the same manner.

Names of the hero SIU men are as follows:

Arthur Brown, Troy, N. Y.; Gerald C. Harmon, Compton, California; William G. Currie, Bridgewater, Massachusetts; Owen King, New York City; Jose Rivers, New York City; Louis Miller, Long Beach, California; and Alexander Crenshaw, Ohio. Thomas R. Quinn, California, Chief Officer of the Chisholm Trail, was also a volunteer.

the NLRB election. Ships remaining to be voted are the Abiqua, Longan's Fort, Council Grove, Lone Jack and French Creek, according to General Organizer Lindsey Williams.

The NLRB order for an election was announced by the board in Washington on Monday. A hearing on July 28 last before the board in New York resulted in transfer of the case to Washington. In its decision the National Board pointed out that "the National Maritime Union, which made a showing of representation for purposes of intervention, was duly served with Notice of Hearing but did not appear at the hearing."

By virtue of its absence from the hearing, the NMU was presumed to be a disinterested party in the procedure and therefore was not given a place on the ballot.

The SIU, which petitioned for

the hearing, was represented by Morris Weisberger, International Vice-president; Al Kerr, Organizer, and Hyman Parness, the Union's attorney.

The SIU first took steps on Oct. 28, 1946 for recognition as collective bargaining representative for the Cities Service tankermen in a letter to the company's Marine Division from Director of Organization Paul Hall.

This move culminated an intensive organizational drive among Cities Service personnel, during which time the SIU received a substantial majority of pledges from the tankermen.

Two days later the company replied to the Union's request, but rejected its bid for recognition. The same day—Oct. 30—the SIU filed a petition for an election with the NLRB regional office in New York.

At the hearing on July 28, the regional office of the board ordered the case transferred to the Board in Washington for "appropriate action." The election now in progress followed the ruling handed down by the Washington board on Oct. 20.

The full text of the ruling appears on page 4.

MEN AT WORK



Above, members of the Credentials Committee are shown hard at work checking the qualifications of candidates for Union office. Left to right, Jimmy Stewart, Chairman Matthew Sams, Jimmy Crescitelli, Bill Brown, Val James, Bill Higgs, and Walter Bennett. Committee members Robert High and Carlos Lee were not present when picture was snapped.

Tidewater Hearing

Another hurdle in the SIU Drive to organize the unlicensed seamen of the Tidewater Associated Oil Company was passed this week when the National Labor Relations Board scheduled a conference to be held on Tuesday, October 28, in the New York offices of the Board.

This announcement came close on the heels of receiving a compliance number from the NLRB, indicating that the Union had complied with certain features of the Taft-Hartley law.

SEAFARERS LOG

Published Weekly by the
SEAFARERS INTERNATIONAL UNION
OF NORTH AMERICA
Atlantic and Gulf District

Affiliated with the American Federation of Labor
At 51 Beaver Street, New York 4, N. Y.
HANover 2-2784

International Officers

- HARRY LUNDEBERG - - - - - President
105 Market St., San Francisco, Calif.
- PAUL HALL - - - - - First Vice-President
51 Beaver St., New York 4, N. Y.
- MORRIS WEISBERGER - - - - - Vice-President
105 Broad St., New York 4, N. Y.
- CAL TANNER - - - - - Vice-President
1 South Lawrence St., Mobile, Ala.
- EDWARD COESTER - - - - - Vice-President
86 Seneca St., Seattle, Wash.
- JOHN HAWK - - - - - Secy.-Treasurer
105 Market St., San Francisco, Calif.

District Officials

- J. P. SHULER - - - Secy.-Treas. Atlantic & Gulf District
P. O. Box 25, Bowling Green Station, New York, N. Y.
- HARRY LUNDEBERG - Sec.-Treas. Sailors Union of the Pacific
59 Clay Street, San Francisco, Calif.
- FRED FARNEN - - - - Secy.-Treas. Great Lakes District
1038 Third Street, Detroit, Michigan
- DAVE JOYCE - - - - - Secy.-Treas. Canadian District
205 Abbott St., Vancouver, B. C.

Entered as second class matter June 15, 1945, at the Post Office
in New York, N. Y., under the Act of August 24, 1912.

GEORGE K. NOVICK, Editor



It's Up To You!

Starting with November 1, and going straight through December 31, the membership of the Seafarers International Union, Atlantic and Gulf District, will be selecting the officials to lead the Union during the year 1948.

It will be an eventful year—a time of struggle against the vicious Taft-Hartley law, against the rising tide of unemployment, and against the traditional enemies of the seamen, the shipowners. It will take a militant and united membership, led by competent officials, to successfully carry on this many-sided battle.

That is why it is so important for every member of the Union to vote in the election. SIU officials are not placed in office for life, or even for a period of years. Each year the men who head the organization are elected in secret ballot, and that makes for membership control and a solid Union.

It is a Union duty to vote. It is just as important as obeying the Constitution and living up to the Shipping Rules. Members who have the opportunity to vote and fail to do so are shirking their jobs as good Union men.

The men whose names appear on the ballot have submitted credentials which were examined by a committee elected for that purpose. They want to be judged by as many Seafarers as possible so that they will have the full support of the membership in any action undertaken by the Union.

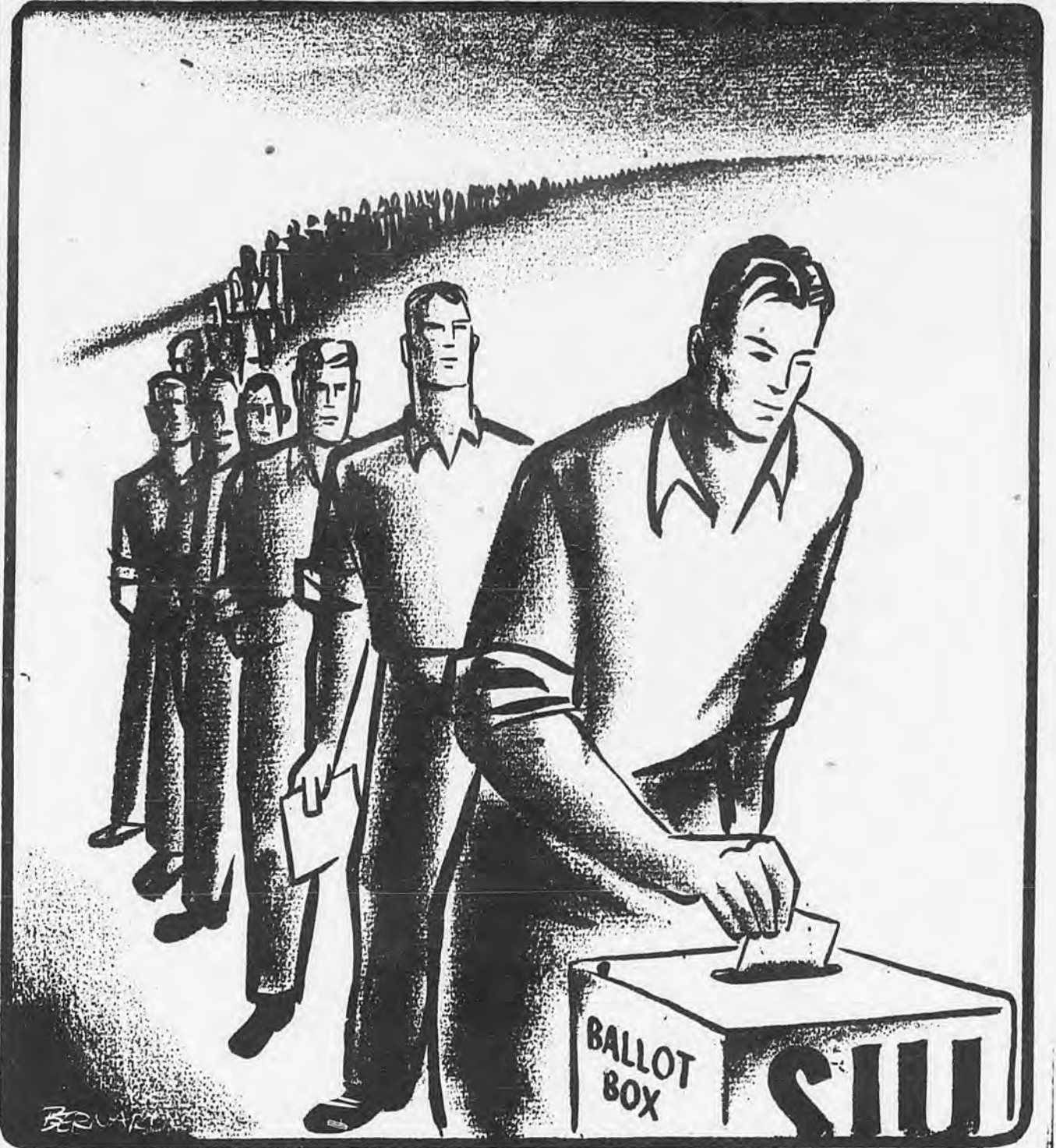
A Union election is not a popularity contest. The man who drinks with you may or may not be the best candidate for the job. Now, before the voting starts, look at the qualifications of all the candidates and pick the best man for the job.

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

That could never happen in the SIU—at least not as long as the members step up to the ballot to cast their votes.

It's up to you, Brother. Have your say as to who will represent you next year!

"THE LONG LINE OF DEMOCRACY"



Men Now In The Marine Hospitals

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

- ELLIS ISLAND HOSPITAL**
C. RASMUSSEN
M. MORRIS
D. McDONALD
J. KOSLUSKY
H. H. SCHULTZ

- § § §
NEPONSET HOSPITAL
J. S. CAMPBELL
E. FERRER
J. R. HANCHEY
L. L. LEWIS
J. R. LEWIS
R. A. BLAKE
L. TORRES
C. SCHULTZ
H. BELCHER
L. BALLESTERO
Q. TULL
J. SILLAK
T. WADSWORTH
M. GOMEZ
F. G. ZESIGER

- § § §
FORT STANTON HOSPITAL
R. LUFLIN
C. MIDDLETON
M. D. PENRY
A. McGUIGAN
J. SUPINSKI
J. P. WILLIAMSON
ROBERT B. WRIGHT

- STATEN ISLAND HOSPITAL**
F. NEDING
J. M. McNEELY
J. V. MUSCOVAGE
L. DURHAM
T. J. KURKI
E. T. BROWN
J. F. KRIZ
J. PILUTIS
L. MORENO
P. R. THOMPSON
A. SWENSON
J. O'MALLEY

- § § §
BALTIMORE HOSPITAL
E. L. PIERCE
W. T. ROSS
S. WATSON
E. T. DANBA
E. FIEDLER
E. L. WATERS
M. J. LUCAS
E. FREMSTAD
Z. FRANCE
H. C. BENNETT
J. NOOHWA

- § § §
SAN FRANCISCO HOSPITAL
A. COHEN
J. HODO
J. B. KREWSON

Hospital Patients

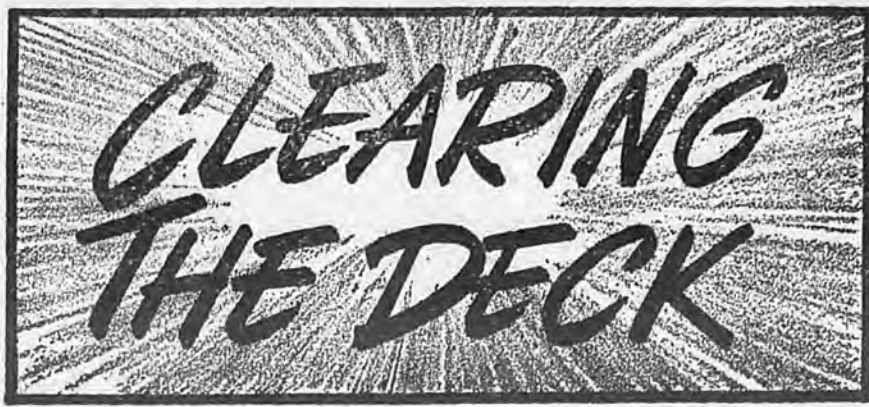
When entering the hospital notify the delegates by post-card, giving your name and the number of your ward.

Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following tiems:
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.)

- NEW ORLEANS HOSPITAL**
JOSEPH DENNIS
L. GROVER
C. MACON
BOB WRIGHT
JOHN MAGUIRE
CHARLES BURNEY
J. J. O'NEAL
E. L. WANDRIE
E. M. LOOPER
D. G. PARKER
LEROY CLARKE
J. ZANADIL
D. P. KORALIA
WILLIAM MOORE
L. COOPER
REUBEN VANCE

- § § §
BRIGHTON HOSPITAL
G. McGUIRE (SUP)
E. FALVEY
R. LORD
J. BARRON
E. DELLAMANO
H. SCHWARZ
J. HANSIL
E. JOHNSTON
J. NICKERSON
W. MAPLES
E. DELANEY
R. JOHNSTON



By PAUL HALL

In the midst of its recent organizational successes, the Seafarers International Union is putting its organizing program into high gear. The organizers' No. 1 objective at the present moment is the tanker and inland boat field.

In order to throw our full strength into this and future organizational objectives, and in line with the re-shaping of the Union's structure, Brother Lindsey Williams has been named General Organizer of the Union. With his wide experience in the organizing field, Williams should be able to tighten the lines and get things moving faster in the organizing work of the Union.

For the benefit of those members who are not fully familiar with Williams' background, a few of the highlights of his organizing efforts in behalf of the SIU, should be mentioned.

He has been active up and down the Atlantic and Gulf coasts in every phase of the Union's expansion program. He has been on the spot out in the Great Lakes area during the most crucial periods of our drive on that objective.

Figured in Isthmian Victory

Williams worked closely and effectively with Bull Sheppard and Cal Tanner throughout the highly important drive to bring the Isthmian lines under the Seafarers banner. Williams, Sheppard and Tanner were the men who handled and solved the toughest and most complicated problems that stood in the way of victory in this vast fleet of unorganized ships. Our victory in the Isthmian fleet is proof of their abilities.

The new General Organizer's Union activities have not been confined to intensive organizational field work alone. He was instrumental in setting up the various port councils of the important AFL Maritime Trades Department. He therefore has a close working relationship with most of the organizations comprising that powerful body of waterfront organizations, and has a well-rounded knowledge of the problems and tasks it faces.

These brief points in Williams' background as a union organizer have been mentioned because of the importance of the work he is now charged with.

Now for the organizational work itself. In the past two years this Union has unquestionably proved that it can expand—that more jobs can be put on our boards. And the need for expansion has been recognized and approved by the membership, which has unstintingly backed and taken part in the steady drive forward. This, in the final analysis, has been the sole factor in our success. All hands have shown they realize that unless we continue to expand, we will slowly stagnate.

Drive Started at Right Time

So the Union is fortunate that it began booming its organizational guns when it did. It is doubly fortunate that the membership itself took such a keen and active interest in the drive in the field. Without such participation no amount of strategy can be successful. Last, but not least, let's not forget our good fortune in having such men as Williams, Sheppard and Tanner in charge of the shoreside apparatus of these previous drives. It is generally recognized that the job these men turned in in shaping strategy and directing activities is the finest pieces of organizational work in the SIU's long list of achievements if not the greatest achievement of any union in maritime.

Now especially, when dual unions in the field—the NMU in particular—are staggering under the shock of internal fights, the Seafarers must stay in there pitching, and pitching harder than ever, in an all-out expansion drive. The entire Union machinery must be kept in shape, running smoothly and efficiently so that it can keep pace with the strides made in the organizing field. We cannot allow the rest of the Union apparatus to fall behind while the organizers keep pushing ahead in new fields.

Report on Organization

In line with this need for a reshaping of program, the membership, acting at the last meeting in Headquarters, instructed Brother Williams to prepare a report showing a background picture of the organizational projects. He is to show the problems that have been faced as well as those facing us now in this important field of our Union's activities and is to submit definite and concrete recommendations for a program to be followed in all future organizational work.

In drafting this program, Williams will work with other Seafarers—officials as well as rank and file membership whose experience can be of value in the all-important plans. Cooperation and participation by all hands in formulating plans and programs are every bit as important as the cooperation of all hands in putting the final decisions into practice.

This completed report and the decision reached by the membership should be an important development in our history. It may well signal the emergence of a Seafarers International Union more powerful than ever before.

Still More Bargaining Elections Awaited By Great Lakes District

By RUSSELL SMITH

DETROIT—Signing of the Wyandotte Agreement winds up the organizational status of this company, and makes Wyandotte the thirtieth Great Lakes operator now under contract to the SIU.

While it's true that we didn't get all that we wanted in the Wyandotte contract, we're not apologizing for anything. We managed to come up with a pretty fair agreement.

Just check the hourly rates with any LCA, NMU or LSU wage scales for bulk carriers, and you'll find the Wyandotte scale three cents an hour higher in all ratings.

Wyandotte seamen have already accepted the contract terms, and they have gone into immediate effect. According to company estimates, all back pay retroactive to September 1 will be paid by November 20.

The SIU Great Lakes District is pleased to welcome all Wyandotte seamen into the Seafarers. We know that these boys will continue to display the same militant spirit and democratic attitude which have made this victory possible. Welcome to the Seafarers, Wyandotte seamen!

NUMBER ISSUED

The Seafarers International Union of North America has now been issued a code number of compliance under the Taft-Hartley Act. As this goes to press,

the Great Lakes District is awaiting a specific code number for the District, too.

Districts or Locals are issued their compliance numbers after their International has been allotted a code number by the Department of Labor.

We're keeping our fingers crossed and bending every possible effort towards securing some of our pending elections this year.

There is still a chance that we may have an election for either the Hanna or Wilson fleets this year. However, we're not counting on this too much, as there have been so many delays and so much Taft-Hartley red tape to overcome.

Despite these many delays, Great Lakes seamen sailing on the Hanna, Wilson, Kinsman (Steinbrenner) and Shenango ships have kept up their SIU enthusiasm.

These men deserve our heartiest congratulations for sticking with their ships, and patiently waiting for an election to bring them SIU contracts and Union security.

They know that the SIU Great Lakes District has done everything possible to bring them the benefits of SIU unionization. Lakes seamen also know who's been responsible for delaying these elections.

It's been the stalling tactics of the operators, the dog-in-the-manger attitude of the NMU and

LSU, and the many effects of that infamous slave-labor bill, the Taft-Hartley Act.

Obstructionists in the LCA, NMU and LSU should realize that the desire of Great Lakes seamen for SIU Union protection is far too strong to be more than temporarily delayed by their boss-stooge tactics.

Industry-paid flunkies in Congress should begin to realize that an aroused labor movement, including the SIU, is out to repay them for passing vicious, anti-labor legislation like the T-H Act.

Of course, these gloating stooges figure that John Q. Public is too stupid to see through them—but they under-estimate the strength of American labor.

Guess we wandered a little far afield, but that usually happens when we start thinking and talking of the Taft-Hartley Act. We usually begin to see red, and we don't mean the red of the commies in the maritime industry, either.

SIU CONTRAST

Contrast the increasingly stronger position of the SIU on the Great Lakes with the weaker NMU position. According to NMU convention reports, that outfit lost some \$150,000 on the Great Lakes during the past two years. During that same period, the SIU Great Lakes District has grown to the extent that it is entirely self-sustaining.

Of course, the International has supported us considerably in our organizational efforts on the Great Lakes, just as the International is always ready to assist any of the five autonomous Districts of the SIU. That's where the strength and solidarity of the SIU puts us head and shoulders ahead of any other union in the maritime industry.

The SIU Great Lakes District is run by and for Great Lakes seamen. Contrary to certain slanderous statements by some of our opponents, Great Lakes Seafarers pay their own freight free from any interference by any outside sources. However, the International and the four other SIU Districts stand ready at any time to lend a hand.

Great Lakes seamen are following the example set by Midland, Huron and Wyandotte seamen in choosing the SIU as the Union of their choice.

It will only be a question of time before Hanna, Wilson, Kinsman, Shenango, Tomlinson, Schneider and Nicholson (Ecorse) seamen have their elections, and choose the SIU for their Union, too.

Wyandotte Pact Gives SIU Highest Wages On Gt. Lakes

(Continued from Page 1)

ings exclusive of unloading time. In addition, more working rules will be mutually worked out and will be covered by the issuance of letters to all ships.

WYANDOTTE SCALE

A complete breakdown of the wage scale now being paid to the Wyandotte seamen is printed below.

Under the new set-up, wages will be computed every two weeks instead of semi-monthly, and will be paid on the Thursday following the close of the pay period at midnight Sunday. It is expected that all retroactive wages will be paid on or around November 20.

SIU NEGOTIATORS

Representing the SIU at various times during the several negotiating sessions which took place were Organizers John Rotaris, Fred Fuss, Carl Gibbs, Ashabula Agent Maurice Dole, Buffalo Agent Alex McLean, Secretary-Treasurer Fred Farnen and Organizational Director Russell Smith.

The Wyandotte management was represented by Mr. George Gettleman, Mr. Merle Welsh, Mr. Francis Griffiths and Mr. James Lucier.

"We didn't get everything we wanted in the Wyandotte Agreement," said Great Lakes Secretary-Treasurer Farnen, "however, we've got to realize that this is the first SIU contract with Wyandotte, and that it took several years to make existing SIU contracts on both Coasts the best

in the industry. This is just a starter."

Signing of the Wyandotte Agreement climaxed the organizational drive begun on this fleet last Spring. The SIU petitioned for an election on April 7, and a joint conference was held on May 2.

The NMU tried to intervene in the election but when they saw that the SIU was the top-heavy choice of the Wyandotte seamen, they tried to stall the election, even to the extent of phonying up false labor charges.

Despite these NMU obstructionist tactics, the election was finally set for early in July. At the last minute, the NMU sneaked off the election ballot, and the SIU won by an impressive 68 percent vote.

Later, on July 16, the SIU was certified by the NLRB as the sole collective bargaining agent for the Wyandotte seamen.

New Wyandotte Wage Scales

DECK DEPARTMENT		Overtime
Classification	Hourly Rate	Rate
Wheelsman	\$1.03	\$1.62
Watchman	1.07	1.60½
AB Deckwatch	1.03	1.54½
OS Deckwatch	.92	1.38
Deckhand	.88	1.32
ENGINE DEPARTMENT		
Oiler	\$1.08	\$1.62
Fireman	1.07	1.60½
Coalpasser	.88	1.32
STEWARDS DEPARTMENT		
Second Cook (Plus subsistence)	\$1.03	\$1.54¼
Porter (Plus subsistence)	.88	1.32

Seafarers 'See' Racket Stopped Cold

One of the many flourishing rackets which have been victimizing Seafarers, the charging of fantastic sums—as high as \$35.00 in one case—by chiselling "men of science" appears to have been stopped cold—in the Port of New York, at least.

A statistical report outlining the extent of membership participation in the Union Optical Plan Program, a cost-price organization sponsored by many trade unions, was filed this week with the Seafarers International Union.

Covering the period from June 1 through Sept. 30, the report reveals that 23 SIU members were serviced with optical examinations and glasses.

The report shows further that the average cost to each of the 23 members was \$5.89, which includes the price of eye-glasses as well as the fee for professional services.

Of the 23 men availing themselves of the Union Optical Plan's services, 22 were fitted with glasses, with two men getting two pairs of glasses each, making 24 pairs fitted in all.

After thorough examination, one of the members was advised by the Plan that he did not need glasses at the present time.

MEMBERS AUTHORIZED

Arrangements were made with the Union Optical Plan to service Seafarers after a regular membership meeting last Spring authorized Secretary-Treasurer J. P. Shuler to investigate the possibilities for providing the members with competent professional optical examinations and glasses at moderate costs.

The decision to recommend the Union Optical Plan came after deliberate and thorough study of many groups. The UOP services memberships of many large unions, including many locals of the International Ladies' Garment Workers, (AFL.)

Any Seafarer may avail himself of the Union Optical Plan's program for union members by simply showing his Union book. The offices of the Plan are located at 152 Fourth Ave., New York City.

There is no membership fee of any kind, either to the individual or the Union.

No Hot Water?

When your ship has been out of hot water for over twelve hours make sure that this fact is recorded in the Engine log book. It will save a lot of trouble when your ship hits port later.

If you are in port when the boilers give up the ghost, notify the Hall immediately and a Patrolman will handle the matter with the company. Don't wait until the ship is half way across the ocean before you send word; let out a yell before your ship leaves port and the matter will be settled at once.

REPORT FROM HEADQUARTERS TO MEMBERSHIP



By J. P. SHULER, Secretary-Treasurer

Negotiations

The American Eastern Steamship Company has signed the SIU Standard Agreement. This company held out quite a while, but last week, there were a couple of ships in Baltimore and the membership took the position "No Contract — No Work."

This company is now operating two ships in addition to their heavy lift vessels and may grow up to be one of our large operators. On the heavy lift ships, the same working cargo clause was maintained as was in their last agreement, inasmuch as the Deck Departments on those ships are assigned to work the cargo in some foreign ports.

The Isthmian negotiations are not going along very fast. The General Rules and the Deck Department Working Rules have been completed and there are only a few points in the Engine Department Working Rules to negotiate.

A complete agreement should be consummated by the next regular meeting to be put before the membership for ratification.

Miami Office

The Union opened an office in Miami, as approved by the membership, which will work under the jurisdiction of the Tampa Branch and a representative will be stationed in that port to represent the membership aboard the Peninsular and Occidental ships, the Wilkerson ships and the Eastern ships now hitting that port.

Credentials Committee

The Credentials Committee, duly elected at the last regular business meeting October 8, 1947 in the Branch of New York, has met and examined all credentials submitted for the officers for the year 1948 and completed their report which will be read to the membership tonight.

As soon as this report is acted upon, Headquarters Office will have the prepared ballot printed which will be submitted to all of the Branches and voting for the officers will begin November 1, 1947, and continue through December 31, 1947, as per constitution.

All members who are eligible to vote should cast their votes in this election, which should make it one of the largest votes cast in any election.

Organizing Work

The Organizers report quite a bit of progress in the Tanker Field and elections should be coming up with several tanker companies in the near future.

Membership Action

There has been quite a bit of confusion on several ships—especially the passenger ships—among the crews lately.

When the SS Alcoa Cavalier was in the last trip, the Union put the pressure on the company and made them hire all ratings for that ship through the offices of this Union.

After the ship got out, there was a beef among the crew about some of the men that the company hired through the Union office. This does the Union no good. Our problems should be ironed out among ourselves and not taken up with the steamship companies.

When such problems are taken up with steamship companies, it puts the Union in a phony light, and the men causing such disturbances are guilty of bringing the Union to ill repute.

Aboard some of the other passenger ships, some of the different members of the crews are starting intra-Union beefs and championing causes which only result in turmoil in the Organization.

If any member of a crew has a beef, the Union Hall is the place to take it up and not in a gin mill. Quite a few of these disturbances are caused by permit members. Permit members have no vote in the Union, but are being allowed to ride the ships and should, before they become familiar with the proceedings of the Union, never let their personal opinions interfere with smooth operations aboard vessels.

All of the membership should be on the lookout for such action and try to educate permit members, instead of taking sides and causing divisions and hard feelings aboard the vessels.

New Miami Hall Opens; Engine, Deck Men Needed

MIAMI—This Branch is now open again, and we have a very good spot for our Hall. It's located at 19 NW 11th Street, and while it's no palace, it is being constantly improved.

At the present time only the SS Florida is operating out of here, and she goes into drydock the end of this month for two weeks, but just about the same time Eastern Steamship Company starts the Evangeline and the Yarmouth touching this port and we'll be kept busy.

The Florida will lay off the entire Stewards Department when it goes into drydock. The men are to register here when they pay off the ship and clear back through the Hall when they go back to the ship.

That way we can see how short the Department is and replace the missing men.

HELP WANTED

At the present time there are a few men registered in the Stewards Department but none in the Deck and Engine Departments. Hope that some of you fellows reading this will drift down this way and ship from Miami. Cost-of-living is high, but we have a bunch of Army cots in the Hall and a place to wash up and shave.

We have a coffee percolater, donated by the crew of the Florida, so we can have coffee time. A couple of chairs and a sofa round out the furnishings, and we therefore have to pick up extra chairs for meetings.

Now that we have started to send reports to the LOG, we hope to continue to do so.

Complete Text Of Cities Service Decision

DECISION and DIRECTION of ELECTION

Upon a petition duly filed, hearing in this case was held at New York City, on July 28, 1947, before Sidney Reitman, hearing officer. The hearing officer's rulings made at the hearing are free from prejudicial error and are hereby affirmed.

Upon the entire record in the case, the National Labor Relations Board makes the following:

FINDINGS OF FACT

I. The Business of the Employer

Cities Service Oil Co. of Pennsylvania, a Pennsylvania corporation, is engaged at its Marine Division, the only operation involved herein, in the transportation of petroleum oil on a worldwide basis. The Employer transports petroleum oil between various ports of the United States and foreign ports, and be-

tween foreign ports. During the year 1946 the Employer transported petroleum valued in excess of \$500,000, all of which represented shipments in interstate or foreign commerce.

The Employer admits and we find that it is engaged in commerce within the meaning of the National Labor Relations Act.

II. The Organization Involved¹

The Petitioner is a labor organization affiliated with the American Federation of Labor,

III. The Question Concerning Representation

The Employer refuses to recognize the Petitioner as the exclusive bargaining representative of employees of the Employer until the Petitioner is certified by the Board in an appropriate unit.

We find, in substantial agreement with the Petitioner and the Employer, that all unlicensed personnel on board the vessels of the Marine Division of the Employer, including deck and engine employees and stewards, but

We find that a question affecting commerce has arisen concerning the representation of employees of the Employer, within the meaning of Section 9 (c) and Section 2 (6) and (7) of the Act.²

excluding pursers, radio operators, and supervisors, as defined in the Act, constitute a unit appropriate for the purposes of collective bargaining within the meaning of Section 9 (b) of the Act.

Direction of Election

As part of the investigation to ascertain representatives for the purposes of collective bargaining with Cities Service Oil Co. of Pennsylvania (Marine Division) New York, New York, an election by secret ballot shall be conducted as early as possible, but not later than thirty (30) days from the date of this Direction, under the direction and supervision of the Regional Director for the Second Region, acting in this matter as agent for the National Labor Relations Board, and subject to Sections 203.61 and 203.62, of National Labor Relations Board Rules and Regulations—Series 5, as amended, among the employees in the unit found appropriate in Section IV, above, who were employed during the pay-roll period immediately preceding the date of this Direction, including employees who did not work during said pay-roll period because they were ill or on vacation or temporarily laid off,³ but excluding those employees who have since quit or been discharged for cause and have not been rehired or reinstated prior to the date of the election, to determine whether or not they desire to be represented by Seafarers International Union of North America, AFL, for the purposes of collective bargaining.

Signed at Washington, D. C., this 20th day of October 1947.

Paul M. Herzog,
Chairman
John M. Houston,
Member
James J. Reynolds, Jr.,
Member
NATIONAL LABOR-
RELATIONS BOARD

¹ National Maritime Union of America, herein called the NMU, which made a showing of representation for purposes of intervention, was duly served with Notice of Hearing but did not appear at the hearing.

² None of the parties asserted the existence of any contractual bar to this proceeding. Although there is in existence a written agreement dated February, 1942 between the Employer and the NMU that agreement relates solely to the "issue of passes," and is not a collective bargaining agreement.

³ We omit here the provision which was customarily inserted in our directions of elections during the recent war, permitting employees in the armed forces of the United States to vote if they presented themselves in person at the polls. In view of the demobilization of the armed forces and the termination of selective service, we are of the opinion that the provision need no longer be included.

Galveston Hits Shipping Peak; Jobs Go Fast

By KEITH ALSOP

GALVESTON — Shipping has picked up quite a bit here, and practically every day the board is cleared of all jobs. Of course, some men are still on the beach and can be found bending their arms in Abe's place, but most men are grabbing the ships as they come up, and that keeps shipping at a high peak.

We paid off the F. Marion Crawford and the Thomas Heyward, Waterman, and the James Swan, South Atlantic. The first two were top-notch, but the third went all the way to the other extreme.

A word of commendation to the crews of the Crawford and the Heyward is in order. The men



brought in clean ships, and the overtime was set up in such a way that it was paid without any back talk from the company.

WRONG ONE

The Swan was a horse of another color. It was one of the dirtiest ships I have ever seen, and was full of headaches in other ways. By the time we had the Steward straightened out, and the rest of the mess squared away, we had seen practically everything.

Of course, all legitimate overtime was collected before the men signed off. We hope that the men learned a lesson from what happened and will work according to the agreement from now on.

To go on to something on the light side, one of the Brothers went fishing last week and proved that he really knows his business. He caught 200 trout, and now "meatless days" don't bother him.

Quite a few of the other Brothers shared his good fortune, and the smell of frying fish reached almost all the way to Houston.

BEAT T-H ACT

The ILA signed a closed-shop agreement with the steamship operators here last week. They got the Hiring Hall clause plus a raise in pay. This is another case showing that the Taft-Hartley Law and the phony Texas anti-labor laws cannot hold up when attacked by a strong union.

Brother Paul "Haywire" Warren is down here and waiting for the jeep from New York. Mickey Wilburn is covering the tugboats like the dew covers Texas, and is getting good results with the men.

All in all, Galveston is strictly on the ball with the situation improving all the time. Even the gashounds keep their distance, and that doesn't make anybody mad.

AROUND THE PORTS

Indian Summer, Brisk Shipping Hailed By Baltimore Seafarers

By WILLIAM (CURLY) RENTZ

BALTIMORE — The Indian Summer currently being enjoyed in this port, coupled with a sudden upswing in shipping, has made Baltimore a good port for a man to either grab a ship or bask in the warm October sun.

Most of the jobs as they were called from the board this week were grabbed up quickly. There were very few jobs left on the board following their first call.

After the shipping lull which has gripped this port for several weeks, the sudden rush of jobs brought the boys down to the Hall in large numbers.

Most of them got what they wanted and the backlog of members has been reduced quite a bit. A few more days of good shipping, and most of the men holding old cards will have taken ships.

This week the payoffs were not many, but all of them came off in good style with no beefs hanging fire after visits by the Patrolmen.

SIX PAYOFFS

The ships which paid off here were the Calmer, Calmar Corp.; Bethore, Ore Line; Waltham Victory, Robin Line; Cornelius Gillian, South Atlantic and Joshua Hendy.

The week's only sign-on was the Bethore, Ore, but quite a few sign-ons are promised for the coming week.

In transit we had the Bull Run, Fischer Ames, Richard Yates and John Riddle. These ships took a few men, settled the few beefs which had accumulated and took off for their respective destinations.

As we have been doing for the past several months, seafar-



ers in this port are continuing to aid the shipyard workers on their picketlines.

They have struck through a very long and discouraging strike without any weakness showing in their solid front. These men deserve all the support they can get and we have made it a point to give them that support whenever we can.

SHOWING GUTS

The strike has been a long one, but the company should see by now that the men are determined to stick it out until the bitter end. They have shown the company that they can't be starved back to work as was expected.

They have shown real guts and stamina, and we will continue to back them up as long as there remains a picketline around a shipyard in the Baltimore area.

Our Secretary, Miss Catherine Lopez, was married this week and the men in and around the Hall wish her the best of luck and happiness. If she makes as good a wife as she has a secretary, she's sure to be tops.

The men in this neck of the woods interested in the tanker organizing drive are continuing to push on up to Marcus Hook to take jobs on the tankers. There's a job to be done there and the response has been very good.

Stop Beefs Before They Happen Is New Method In Port New York

By JOE ALGINA

NEW YORK—We played host this week to the De Soto, one of Waterman's scows. This ship somehow always manages to develop a beef or two before every trip and this time was no exception.

She took on a crew in New York, made a scheduled stop in Philly and returned here before heading for Europe. But while still in the Port of Philadelphia it became evident that there was a hitch in the machinery—namely, the Chief Mate.

This guy, it seems, was unaware that the position of Bosun existed. He insisted upon working the deck gang himself and felt that it was his divine duty to make life as miserable as possible for the crew.

It didn't take the deck gang long to get a bellyful of his methods which included rationing everything to the crew, red pencilling all overtime without discussing it with the crew and carrying lies to the Captain.

REPORT MADE

The Philly Patrolman didn't have the time to do too much for the crew as the ship was all set to pull out, but he sent us a report of this character and we were waiting for her when she came in.

Patrolman Sheehan and an MM&P Patrolman contacted the ship. They had a long talk with the Mate, and the MM&P Patrolman pointed out that his was not the proper attitude of a union man.

Brother Sheehan reports that the Mate has seen the folly of his ways and a good trip is promised the crew.

On the other hand we had several fine ships in port with no disputes of any sort. One of them

NO NEWS??

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

- JACKSONVILLE
- MOBILE
- SAVANNAH
- BUFFALO
- TOLEDO
- TAMPA
- BOSTON
- SAN FRANCISCO
- CHICAGO
- NORFOLK
- NEW ORLEANS

The deadline for port reports, monies due, etc., is the Monday preceding publication. While every effort will be made to use in the current issue material received after that date, space commitments generally do not permit us to do so.

Drinking Beef In San Juan — Over Plain Water

By SALVADOR COLLS

SAN JUAN—In many of my recent reports I have been giving the lowdown on the gashounds down here and their insatiable desire for the potent stuff which flows from bottles.

The beef this week pertains to drinking, too, but of plain old water.

It happened aboard the Coastal Mariner which had called for a shoregang of eight men and a foreman. I dispatched the men to the job and after seven hours of work they were laid off.

While working in 100 degree heat the men tried to get some water only to run into trouble. Working offshore on a float tied up to the Mariner, they attempted to go aboard the ship for water but were refused—instead they had to go in to the dock.

This was okay for the men working near the dock, but it left the men out on the float in a tough spot.

I got the lowdown on the beef and have started working on a plan so the men working on the float can get drinking water from the ship being worked.

PARCHED THROATS

The business of having to run into the dock everytime a man develops a thirst is strictly from hunger, and in addition means the waste of a lot of time.

We have with us our usual gang of beachcombers who have settled down to homesteading it here for the Winter. The shoregang work is holding up well and promises to keep the boys in red beans and rice for the coming months.

Once in a while a beachcomber becomes conscious-stricken and comes into the Hall for a



short look at the board. It's strictly an act, I believe, as strangely enough they show up only when the board is empty.

One such incident occurred this week when after a couple of days of hectic shipping, the board was absolutely barren of ships.

So what happens: out of the noon-day sun comes a dyed-in-the-wool beachcomber who copped a quick gander at the shipless board and then, seeing that he was safe, started demanding a ship.

After being told he was out of luck, he hurried out of the Hall, his conscience salved and a sly grin on his face.

BEACHCOMBER SHIPS

Seafarer-Artist Norman Maffie, contributor to the LOG of sketched local scenes, has taken a berth aboard the Jane O. His book, which was left here accidentally, has been forwarded to the New Orleans Hall.

Still on the beach here, in case any of their mates are interested, are Tommy Murray and Red Morgan.

Ill-Advised Shipboard Action May Be Expensive Proposition

By FRED FARNEN

DETROIT—Just the other day, we received a call at our home late in the evening. To our surprise, we found that it was from one of our contracted ships docked over at Walkerville, Canada—just across the river from Detroit—and the crewmembers were threatening to walk off.

In this particular case, the men had a legitimate beef concerning their long-overdue retroactive pay which had been promised to them for quite some time.

They were also within their rights in threatening to walk off the ship. However, they were docked at a foreign port.

When your ship is docked at a foreign port, even if as in this case it's just a half-mile from U.S. soil, don't walk off the ship, or pull any kind of job action.

You are liable to a charge of desertion with forfeiture of all or part of your wages and the gear left aboard.

You might beat the desertion rap, but you'll be lucky if you secure all of your wages and gear. In this case, it would have cost these men plenty of cabbage to walk off this particular ship in Canada.

Then, there are other matters to consider. When you're sailing on an SIU contracted vessel, it means that the SIU has a written contract with the owners of the ship you're sailing on. That contract is a legal and binding instrument. It means that you have certain responsibilities.

UNION LIABILITY

Violation of any part of the contract may mean that the SIU is liable to suit for damages under the Taft-Hartley Act. You, even though a paid up member of the SIU, may cost your Union untold thousands of dollars through irresponsible acts on your part.

It's very easy sometimes, especially if you feel that you have a legitimate beef, for you to say to your shipmates, "Let's tie up this damn scow until she rots. These shipowners aren't go-

ing to pull any of that stuff on me and get away with it."

We've heard that type of a remark often enough, and in many instances the men making these remarks felt all the justification in the world for taking the attitude that they did. They thought that the only thing to do was to job-action the ship.

However, it's no use to go off half-cocked and start screaming for action right away. There's a right way and a wrong way to do things. As an SIU member who feels membership responsibilities, it's your job to do things in typical SIU style—the right way!

Did you talk over your beef with the Departmental Delegate? Did you and he try to get it settled with the departmental head or with the Skipper of your ship?

Was a proper record kept of your beef? Did you bring it up at the shipboard meeting which you are supposed to hold on your ship at least once every two weeks?

DO IT RIGHT

If your beef wasn't settled by you or the Delegate or by any action taken at the shipboard meeting, did you bring it up with the Patrolman or Agent when he came aboard your ship?

If it wasn't settled aboard ship by him, did you bring it up at a shoreside meeting or bring it to the attention of your shoreside officials?

Just ask yourself some of these questions before going off half-cocked and blowing your cork.

As an SIU member you owe it to yourself and the Union to know your contract, know your Constitution, and follow both of them.

Attend your meetings, ashore and aboard your ship, and be ready to discharge your responsibility as a member of the SIU at all times.

That's the way to be a good Union member and not another card carrier.

Keep Her Steady As She Goes

We all know that the Seafarers is tops in the maritime field, and has the best contracts and conditions. We got to be that way the hard way—and let's keep it the way it is.

Here are some of the things you can do:

1. Hold regular shipboard meetings
2. Attend the shoreside meetings, and take an active part in them. Bring up your beefs before the membership, not in a ginmill.
3. Keep those gashounds and performers under control. They are among the Union's worst enemies.
4. Do your job to the best of your ability.
5. Don't take time off unless you are authorized by the department head.
6. Study your contracts and shipping rules, and know your Union's constitution and by-laws.

N.Y. Dispatcher Clarifies Some Misinterpreted Shipping Rules

By PAUL GONSORCHIK

NEW YORK — Shipping continues plentiful in this port, although not exactly to every destination you prefer. Most runs are to the West Indies, Puerto Rico, Rotterdam, as well as Canada, Belgium, France and Germany.

An occasional few ships are headed for England, with even fewer for Norway and Sweden.

Now I'd like to point out to those members who are not aware of it that on the Dispatcher's board, under the column headed "Remarks," you will sometimes see on the same line as the ship's name, the words "lay-up job."

These lay-up jobs are, naturally, temporary ones. But if you do take them, please understand that you do not lose your shipping card, if the job lasts under 15 days. But, if the job goes over 15 days, you will have to re-register, upon completion of your job.

RULE CLARIFIED

In this case, be sure you report to the Dispatcher immediately—and have your pay voucher with you. It'll save a lot of arguments and difficulties.

Here is another rule some of you members may not be aware of: If you're on a ship and the company decides to lay off all hands, but doesn't know definitely whether it will recrew the ship in a few days or not, and you want to take her out when they do decide, there's something you can do about it.

My advice to you fellows is that when you're paid off the laid-up ship, you take your voucher to the Dispatcher at the Union Hall and register for that one particular ship.

However, if the company doesn't crew up that ship within 10 days, you forfeit your right to her.

This does not apply to men who are fired for not doing their jobs. It only applies when the company has decided to terminate the crew's employment aboard that ship temporarily, and where they have not been aboard 15 days.

These men are to come to the Dispatcher with their vouchers and get their regular shipping cards back. But be sure you report within 48 hours.

After that time you will have to re-register.

While on the business of the shipping rules and cases where they are misunderstood, I have a suggestion for any of you who has a hard time understanding the rules but doesn't want to ask questions personally:

WRITE TO LOG

Send your questions into the LOG. It would serve as educational material for all hands besides answering you.

I find that many times members will interpret the rules for their own benefit. They don't do this intentionally, of course, but by failing to read the rules fully they fail to get the full weight of them as laid out and voted on by the membership.

Your shipping rules contain some of the most fundamental principles of the SIU. By operating without them or in violation of their purpose, shipping could go back to the miserable conditions that existed in 1923.

Surprising as it may seem, shipowners know these shipping rules as well as, if not better than, many members. And they do take advantage of your ignorance of them, whenever they can.

Ignorance of the rules is no longer any excuse these days. Copies of the rules, contracts and your Constitution are available at any SIU Hall.

Sun Oil Seamen Finding They Need Seafarers

By BLACKIE CARDULLO

MARCUS HOOK—The Sun Oil Company is getting three new T2 tankers, and that eventually is going to mean more jobs for the SIU. We are drilling away at that company, and the picture looks good from an organizational point of view.

More and more of the Sun Oil employees are coming to the Union, and it's a pleasure to talk to them because they are beginning to understand just what a Union like the SIU can do for them. It makes us feel that we are really accomplishing something.

Besides the news of the new tankers, we have some more good tidings this week. There is a possibility that we will soon have a new Hall in this neck of the woods, and it will be strictly a super-duper. By the time most of the members get down this way, we should have everything shipshape.

A new Hall will simplify matters for us, and will enable us to get more work done and to take care of more members. It will be a good deal for us since the Hall will double its worth in a very short time.

A BUSY TIME

The last few weeks have been very busy, with ships coming and going every day. One ship, the SS Casa Grande, was with us for a month and a half, and we were sure sorry to see her go. The boys seemed like part of the family, and the ship fed like a home. A better feeding ship never floated.

We had a little excitement the other day when the Signal Hills left here and ran down the river, right smack into an LSE which had broken away from her tow. However all the damage was above the water line, and after a cement patch, the scow was shipshape again.

SS Cornelius Blast Not Justified, Say Crewmembers

By JAMES MARTIN

CLEVELAND—Some time ago, around September 12 to be exact, an item appeared in the SEAFARERS LOG regarding the SS Adam E. Cornelius of the Boland-Cornelius fleet. It was written by a former crewmember of this ship, and told of poor food and other conditions on the Cornelius.

Since that time, I've had the opportunity to contact crewmembers of this ship several times, and they all assert that this previous article is nothing more than a bunch of lies. According to Adam E. Cornelius seamen, their ship is a good feeder and the linen is always issued on time.

In addition, these men state that the food is properly prepared and plentiful in quantity. They swear by the Cook, and assert that they have no beefs concerning the food whatsoever.

For these reasons, it seems to me that we should print this correction in the LOG, and prove to the Boland seamen that the SIU always prints both sides of any story, free from bias.

US Maritime Policy Means No Ships And No Jobs

By E. S. HIGDON

PHILADELPHIA — A casual glance at the shipping pages of any newspaper is enough to make the average American merchant seaman blow his top.

The hatchet job being done on the merchant fleet of our country is one of the biggest crimes ever perpetrated against the citizens and maritime workers of the country, but no one seems to be the least bit disturbed or alarmed.

Here is an item from the Journal of Commerce in which is stated that a British shipping interest has converted two former American victory ships into luxury liners for service in the African trade to Canada.

Another: Most newspapers carried Senator Owen Brewster's message in which he stated he is going to urge Congress to give hard-pressed European nations 20,000,000 tons of war-built American ships.

Then, out of Washington comes a statement that the U.S. is giving France 30 merchant vessels taken from Germany during the war.

These are but a few of the

blows being dealt our once powerful merchant fleet. More will come in the future and the end result will be the complete destruction of our merchant marine and the unemployment of thousands of maritime workers.

Already we have sold 1200 merchant ships and the government is contemplating selling 300 more. Figured in jobs this will



be a loss of 37,500 unlicensed jobs.

If these ships are immediately put into competition against American ships, we will at once suffer a loss of more jobs when cargo now carried in American bottoms will be carried in the American-built ships being operated by foreign governments.

This will cause an even greater lay-up of ships now in operation, and thus will begin the vicious spiral downward.

It's true that hundreds of ships are rusting in the bone-yards around the country, but with the nation's present shortage of scrap metal these ships can be scrapped and their valuable metals turned to the manufacture of automobiles, steel girders and steel freight cars, all of which we are critically short of at the moment.

SENSIBLE APPROACH

With steel mills, auto plants and the building firms yelling for steel, it seems that a more sensible solution is for us to turn this steel back into domestic use to relieve the present shortages—not to give the ships away to foreign governments to completely annihilate our own merchant fleet.

I think that the SIU should renew its effort to bring this to the attention of the smart guys in Washington. If they are as blind to the problem now as they were in 1943 and 1944, then we should make our voices heard by any means possible.

Qualified Candidates For A & G Offices

SECY-TREASURER
(One To Be Elected)
PAUL HALL — No. 190



Member of the Seafarers International Union since its inception. Has taken part in nearly all of the Union's beefs, and is clear for all strikes. First assumed elective office in 1944 as New York Port Agent. Additional offices assigned by the membership have been Director of Isthmian Organizing and member of the Union Negotiating Committee. Has also served in various capacities in all emergency and strike committees since 1944. Is chairman of the New York Port Council of the AFL Maritime Trades Department.

ASSISTANT SECY-TREASURER
(Three To Be Elected)
J. P. SHULER — No. 101



Member of SIU since 1938. Was on Strike Committee during P&O and Seatrain Strikes. Did picket duty in Bonus Strike. Served the Union in official capacities as Patrolman, Acting New York Agent, Assistant Secretary-Treasurer, and Secretary-Treasurer. Participated in General Strike, Longshore anti-commie beef, Isthmian Strike, and all other SIU beefs while in office. Clear for all strikes. Was chairman of the Negotiating Committee for contracts signed this past year. Sailed actively during the war.

JOSEPH H. VOLPIAN—No. 56



Has been sailing since 1922. Served as Engine Patrolman in Port of New York from 1943 to 1945. Was taken off waterfront duty by the membership and assigned to Special Services. Handles Coast Guard, immigration, hospital, and other matters. Strike clear record.

ROBERT MATTHEWS—No. 154



Joined the SIU when it was first formed. Sailed as Engine and/or Ships Delegates on many ships. Served as Patrolman and Agent in the Port of Mobile, and later as Jacksonville Agent, and San Francisco Agent. Was assigned by the 1946 Agents' Conference to New York as Headquarters Representative. Served as member of the Negotiating Committee 1946 and 1947. Has worked on organization and educational projects for the Union. Has participated in all SIU Strikes and job actions. Is strike clear.

BOSTON
Agent

(One To Be Elected)

T. (ROCKY) BENSON—No. 7297



Joined Union in 1941. Has sailed as volunteer organizer on various unorganized ships, including Isthmian. Has served as organizer in the Ports of New York and Baltimore. Has participated actively in all the Union's beefs since joining. Strike clear record.

JOHN MOGAN — No. 216



Started going to sea in 1922. Has sailed in all three Departments and has belonged to AFL seamen's unions since 1923. Was instrumental in organizing four local companies into the SIU, the largest of these the Eastern Steamship Company. Later helped organize the Firemen, Fishermen, and Seafood workers of New England, and after formation of the Atlantic Fisherman's Union prevailed on them to affiliate with the SIU. Is at present Boston Agent and is a past Vice-President of the International.

On Qualifications

On these pages appear the pictures and histories of the qualified candidates for A&G offices for the year 1948.

Some candidates did not meet the qualifications as provided for by the Constitution and By-laws of the Seafarers International Union:

For Asst. Secy.-Treas.: E. Edginton—No. 3882, insufficient sea time for current year.

For Baltimore Engine Patrolman: Archie Wright—No. 3272, lacked three years sea time.

For Mobile Steward Patrolman: Lamar M. Lott—29546, insufficient sea time.

C. E. Turner—No. 15, insufficient sea time for current year.

WALTER (SLUG) SIEKMANN
No. 7086



Has been a member of the SIU for seven years. Has been elected Ships Delegate many times and has served as temporary Patrolman. Participated in Isthmian Drive as shoreside organizer. Served on Strike Committee for the 1946 Strike and the Isthmian Strike. Has been active in all SIU beefs since joining Union. Was jailed and hospitalized in New York as result of Union activities. Sailed actively throughout entire war in all areas.

Joint Patrolman
(One To Be Elected)

CHARLES (Whitey) TANNEHILL
No. 25922



Was Ships' organizer during Isthmian Drive, during which time spent eighteen months on board Isthmian ships. Also worked as shoreside organizer in Ports of New York, Mobile, and New Orleans. Participated in many beefs including the 1945 Longshore beef, the Coos Bay beef, 1946 General Strike, and Isthmian Strike. Has been working as organizer in East Coast ports, as well as assisting in contract negotiations.

JOHN MARSHALL — No. 322



Has 15 years' sea experience. Sailed all through the war. Has been a member of the Union all the time since the ISU days. Has not held elective or appointive office, but has participated in many Union actions as a rank-and-file member. Strike clear record.

J. E. SWEENEY — No. 1530



Joined ISU in 1932, and SIU in 1938. Served as Engine Patrolman in Boston in 1941 and as Joint Patrolman in New York for some months during the war. Has AB ticket and has sailed in all Departments. Ran for Joint Patrolman in Boston, was elected and has held the job a few times since then.

TAMPA
Agent

(One To Be Elected)

CLAUDE (SONNY) SIMMONS
No. 368



Joined the old ISU in 1935. Went to work with the Light House Department and then took out SIU Book in 1939. Was in Mobile during the American Seamen beef. Sailed steadily until August, 1941, when was appointed Patrolman in Tampa. Went back to sea August 1, 1942, and sailed through the war until February, 1945, at which time was appointed Patrolman in Port of New York. Remained there until took over as Agent in Tampa, February, 1946, after being elected to the job. Was re-elected for 1947.

JACKSONVILLE
Agent

(One To Be Elected)

CHARLES (COTTON) HAYMOND—No. 98



One of original SIU members. Has been active in organizing and has held elective and appointive positions in the Union. Was elected Houston Agent for 1947, but returned to sea when the membership closed the Branch for reasons of economy. Sailed during the war in all areas. Was active in all SIU strikes since joining the Union.

SAN JUAN
Agent

(One To Be Elected)

DAN BUTTS—No. 190



Has been sailing twenty years as AB, Storekeeper, and Bosun. Active in all maritime strikes since 1934. Joined SIU in 1938. Elected Puerto Rico Agent and re-elected five consecutive times. Served on Negotiating Committee in July, 1946. Appointed Acting Agent Puerto Rico Branch in August, 1946, and held office until relieved by regularly elected official. Now Ship's Delegate aboard SS Francis.

SALVADOR COLLS—No. 21085



Active member and was Patrolman in New York for two years prior to being elected Puerto Rico Agent for 1947. Was Area commander in Brooklyn during General Strike. Participated in all Union beefs since becoming a member. Is strike clear.

NEW YORK

Agent

(One To Be Elected)

JOE ALGINA — No. 1320



Transferred into SIU at the beginning. Sailed actively during the war until going to work as organizer. Has served in various capacities such as New York Deck Patrolman and Acting Agent. Participated actively in Longshore and Coos Bay beefs, 1946 General Strike, UFE beef, and Isthmian Strike. Has been on Negotiating Committee for past two years and at present is assisting in Isthmian Negotiations.

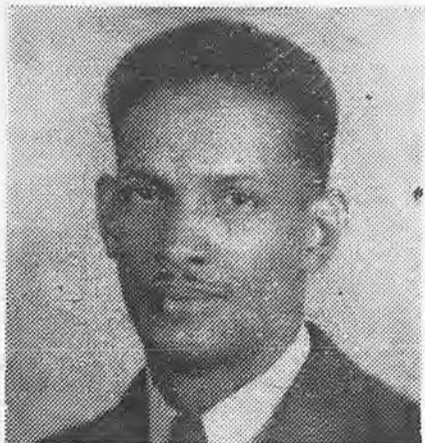
Stewards Patrolman
(Two To Be Elected)

RAY GONZALES—No. 174



Transferred from ILA in 1940. Active in Bonus Beef, Coos Bay Beef, 1946 General Strike and Isthmian Strike. Sailed through war as Chief Steward. Elected as Stewards Patrolman in 1916 and reelected for 1947. Has taken part in negotiations for Stewards Department, both for passenger and freight vessels.

HOWARD GUINIER—No. 478



Was organizer for the SIU 1938 to 1941. Represented the Union before the National Defense Mediation Board contract dispute in Washington, DC, in 1941. Chairman Headquarters Branch Bonus Strike Committee, and Chairman New York Branch Food and Housing Committee during 1946 General Strike. Secured 3000 berths for members during the action. Stewards Patrolman 1946 and 1947.

WILLIAM HAMILTON—No. 3103



Has been a Union man since 1921, joining the SIU when it came into existence in 1938. Sailed during the war, and was appointed Stewards Patrolman for New York. Served in that capacity for two-and-one-half years. Left office beginning of 1947 and went back to sea.

WILLIAM JENKINS—No. 4041



Has been an active member of the Union since it was organized. Has sailed as Steward on all types of ships, and sailed through the war. Is strike clear, and has been Department Delegate on many occasions.

Deck Patrolman
(Two To Be Elected)

E. (Skippy) GUSZCZYNSKY
No. 3100



Has been going to sea since 1937. Joined SIU in 1938. Previous to that held book No. 21240 in AFL Seamen's Union. Has participated in many Union beefs and is strike clear.

JAMES SHEEHAN—No. 306



Organized for the SIU in the Gulf Area during 1938 and 1939. Was elected to Union office in 1944 and has been reelected since. Started sailing in 1924 and shipped as AB and Bosun since then. Has strike clearances for all strikes.

LOUIS GOFFIN—No. 4526



Transferred from AFL Seamen's Union, in March, 1939. Participated in 1941 Bonus Beef, 1946 General Strike, and Isthmian Strike. Has been Patrolman and Agent in Philadelphia and Jacksonville, and Assistant Secretary-Treasurer of the Atlantic and Gulf District.

Joint Patrolman
(Two To Be Elected)

FREDDIE STEWART—No. 4935



Was a volunteer organizer for the Union from the beginning. Participated in all major strikes and other actions of the Union. Led direct action to secure milk, provisions, and decent shipboard conditions. At present is Patrolman in Port of New York. Assisted in drawing up agreements.

TONY VIERA — No. 21913



Has been an active member of the Union for the past five years. Was assistant area commander in Brooklyn during the 1946 General Strike, and has participated in all Union beefs.

CARL (RED) GIBBS—No. 2341



Joined Union at its inception. Has been active in all beefs, and has participated as organizer, ship and shoreside, in the Isthmian campaign and the Great Lakes Drive. Strike clear record.

Engine Patrolman
(Two To Be Elected)

JIMMIE DRAWDY — No. 28523



Joined the Union in 1943. Sailed actively during the war until coming ashore to work as SIU official in the Port of New York. Was then sent to Wilmington, California, as East Coast Representative. When West Coast office closed, went back to sea until elected as Joint Patrolman for New York in 1946. Took part in 1946 General Strike, Coos Bay and Isthmian beefs.

JAMES PURCELL — No. 27124



Sailing since 1919, and has been a union member since then. Joined SIU in 1942, and sailed actively during the war. Has participated in all strikes of the Union since joining. Served as Engine Patrolman in New York 1946 and reelected for 1947.

CHARLES SCOFIELD—No. 21536



Joined in 1941, and sailed all through the war. Served on Savannah Strike Committee during 1946 Strike. Is strike clear for all actions since joining.

MOBILE
Agent

(One To Be Elected)

CAL TANNER—No. 44



In Union since its inception. Sailed actively during the war.

Active in Isthmian Drive both as ship and shoreside organizer. Elected as Agent in Mobile for 1947. Participated in other organizing work. Was active in all Union beefs since joining. Strike clear.

Deck Patrolman
(One To Be Elected)

GEORGE L. BALES—No. 230



Going to sea for past twenty years. Has been in SIU from the beginning. Held office in Mobile in 1945 but resigned to go back to sea. Has been active in all SIU strikes.

J. M. (WINDY) WALSH
No. 2693



Joined Union March, 1939. Has been going to sea since 1932. Held several minor positions with Union and has been active in all Union beefs since joining. Was jailed in Houston during one strike for preventing finks from crossing picketlines. Is strike clear.

FRANK (RED SULLY) SULLIVAN—No. 2



Joined SIU when it was first organized. Was elected Joint Patrolman in New Orleans for 1945 and Deck Patrolman for 1946. Has been sailing AB and Bosun since 1926, and has participated in all strikes and beefs of the seamen in that time. Was Area commander in the Greenpoint section during the Isthmian Strike.

W. J. (RED) MORRIS—No. 264
(NO PICTURE SUBMITTED)

Has been sailing since 1939. In March, 1945, was appointed Acting Agent in Port of Jacksonville. Later assigned to New York and then to Norfolk as Patrolman. Was also Acting Agent in Charleston until Branch was closed February, 1947. Went back to sea, and on September 1, 1947, was appointed Mobile Patrolman.

Engine Patrolman
(One To Be Elected)

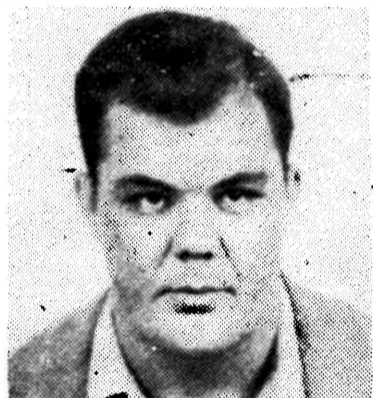
ROBERT JORDAN—No. 71



Has been sailing since 1938, all the time in the Engine Department. Was appointed organizer for Isthmian ships and for tugs in the Gulf Area in September, 1945. Appointed Engine Patrolman in the Port of Mobile in February, 1946, and also acts as Dispatcher and organizer.

Stewards Patrolman
(One To Be Elected)

JEFF MORRISON—No. 34213



Was on Norfolk Strike Committee for General Strike, and during MM&P Strike was an adviser in the SIU to the officers. In last election was named Joint Patrolman for the Port of Mobile.

C. L. STRINGFELLOW—No. 125



Has been going to sea for ten years, all in the Stewards Department. Has never run for Union office, but has been active in the strikes of the SIU. Sailed during the war.

F. A. WIDEGREN—No. 19

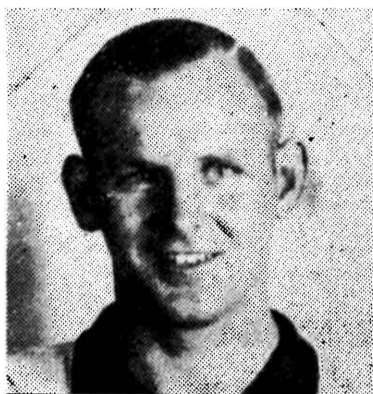


(NO STATEMENT SUBMITTED)

BALTIMORE
Agent

(One To Be Elected)

MAX A. BECK—No. 937



Going to sea for fourteen years and joined the SIU when it was first organized. Was organizer during Isthmian Drive. Took active part in General Strike, Isthmian Strike, and before that was an active participant in the Bonus action and all other SIU beefs. Has never held elective office.

W. (CURLY) RENTZ—No. 26445



Helped organize the SIU in the Gulf in 1939. Was wounded five times and crippled. Went back to sea in 1942, after being laid up for more than two years. Active during Isthmian Drive and Isthmian Strike. Also directed activities for Port of Baltimore during General Strike. Has clear record for all SIU strikes.

WILLIAM J. McKAY—No. 8
(NO PICTURE
OR STATEMENT SUBMITTED)

Stewards Patrolman
(One To Be Elected)

JOHN (Hoggie) HATGIMISIOS
No. 23434



Worked as organizer for the AFL Restaurant Workers in Philadelphia, and also helped the U.S. Army Dredges before going to sea. Joined SIU in 1942 and sailed during the war. Was active in General Strike and in organizing Isthmian ships in Baltimore and Philadelphia.

DAVID O. HERON—No. 5030
(NO PICTURE
OR STATEMENT SUBMITTED)

Deck Patrolman
(One To Be Elected)

R. E. DICKEY — No. 652



Has belonged to SIU since beginning of Union. Was Deck Patrolman in Baltimore from 1938 to 1942, when given leave of absence by membership to ship out. Returned to job in June, 1943. Was delegate to first SIU Convention and helped to draw up the present Constitution. Took active part in all SIU strikes, and has clear record.

BEN LAWSON — No. 894



Transferred into SIU in 1938. Helped organize Seatrain Lines, and has worked as Patrolman in various Ports. Active in all strikes and has clear record. Was Chairman of 1946 Strike Committee in Port of Norfolk, and had same job during Isthmian Strike. Served for four months as Patrolman in Norfolk.

Engine Patrolman
(One To Be Elected)

G. (CURLY) MASTERTSON
No. 20297



Joined Union in 1940. Was appointed Night Dispatcher in New York in May, 1944, also Acting Engine Patrolman. In 1945 was elected Joint Patrolman in New Orleans. May, 1946, was appointed Engine Patrolman in Baltimore, and was elected to that position on the 1947 ballot. Has all strike clearances.

Still Time For Pix

A few candidates did not send in passport photos or short biographies. However, if those pictures and statements are received in the LOG office anytime before the end of the election period, they will be run in the paper.

NORFOLK
Agent

(One To Be Elected)

RAY WHITE—No. 57



Transferred into SIU in 1938. Helped organize P&O. Was Patrolman in Port of New York for six months, and has served as Norfolk Agent for the last three years. Active in Isthmian Drive. Has clear record for all strikes.

Joint Patrolman
(One To Be Elected)

BEN REES—No. 95



Transferred into SIU in 1938. Served as Dispatcher-Patrolman in Norfolk from June 1945 through December 1946. Was elected Joint Patrolman, Norfolk, for 1947. Active in organizing Isthmian, and is strike clear.

E. L. MOLINA—No. 20456



Joined Union July, 1941. Sailed all through the war. Has strike clearances for all actions since joining.

JAMES L. TUCKER—No. 2209



Has been going to sea since 1932, most of the time in the Deck Department. Acting Patrolman in Port of Norfolk from

October 1943 through January 15, 1944, when he resigned to go back to sea. Appointed in June, 1944, to go to Charleston, S. C., to open Branch there. Later was assigned to Mobile to act as Agent. Was relieved by newly elected Agent in February, 1946, and went back to sea. Strike clear.

PHILADELPHIA
Agent

(One To Be Elected)

LLOYD A. (BLACKIE) GARDNER—No. 3697



Has been a member of the Union since its inception. Sailed all through the war in all combat areas. Served as Dispatcher in Port of New York. Worked as volunteer organizer in many drives. Is strike clear.

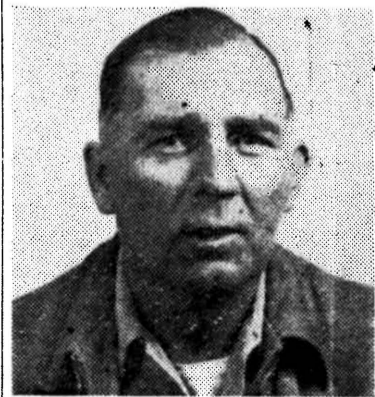
Joint Patrolman
(One To Be Elected)

ERNEST TILLEY — No. 75



Joined SIU in February, 1939. Was appointed Engine Patrolman in Baltimore in 1945. Served until February, 1946, and then returned to sea. Appointed Patrolman in Port of Philadelphia January 1947, and is still serving. Has clear strike record, and was active in all SIU actions since joining.

JAMES DORIS — No. 23177



Has been sailing since July, 1942. Has sat on numerous committees, and was active in the 1946 General Strike and the Isthmian Strike. Also was on the Strike Clearance Committee in Philadelphia after the Isthmian Strike.

Voting For A&G Offices Begins November 1

SAVANNAH Agent

(One To Be Elected)

CHARLES STARLING—No. 6920



Was Patrolman in New York in 1944, in Baltimore in 1945-46, and was Agent in Miami the end of 1946 and the beginning of 1947. At present Agent in Savannah. Active in Isthmian campaign and other organizing drives. Strike clear.

GALVESTON Agent

(One To Be Elected)

KEITH ALSOP—No. 7311



Has fifteen years sea service. Held positions as Patrolman in New York, Norfolk, and New Orleans. Has been Agent in Charleston and is at present time Galveston Agent. Served on Norfolk General Strike Committee, and was Chairman of the Galveston Isthmian Strike Committee.

Joint Patrolman

(Two To Be Elected)

JAMES DeVITO—No. 185



Member of Union since 1938. Has served Union in various capacities, both elective and appointive. Participated actively in all Union beefs, and was a member of the General Strike Committee in New York. Is strike clear.

R. W. (RAY) SWEENEY—No. 20



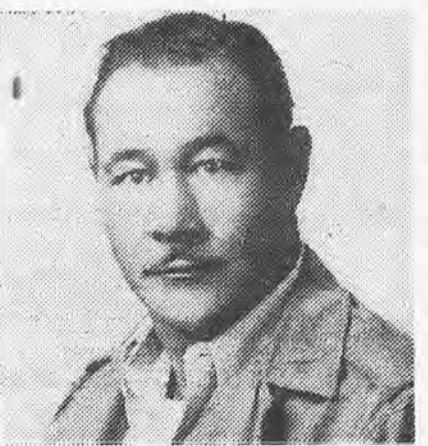
SIU member since 1938. Has held office as Patrolman in Mobile, New York, and at present Patrolman in Galveston. Was also Galveston Agent. Took part in Bonus Strike, Alcoa Bonus Strike in West Indies, General Strike, and Isthmian Strike. Helped organize Isthmian.

LEON (BLONDIE) JOHNSON
No. 108



Became member of SIU in 1939. Took part in P&O Strike, Bonus Strike, Anti-Commie Longshore beef. Was Agent in Port Arthur during General Strike. Has been Patrolman in New York, Norfolk, New Orleans and is at present Patrolman in Galveston.

JOHN WARD—No. 21311



Joined Towboat Division of SIU in 1938. Transferred to Deep Sea section in 1941. Has worked in various positions for the Union, mostly as organizer in New York and in the Gulf Area. Participated in the General Strike, Anti-commie Longshore Beef, Coos Bay Beef, and Isthmian Strike. Now organizing in the Cities Service fleet.

L. L. (TINY) PHILLIPS
No. 23609



Joined SIU in 1942. Is clear for General Strike and Isthmian Strike. Has been active member and is now sailing as Steward.

W. R. BRIGHTWELL—No. 7279



Sailed off and on from 1922 to 1929. Joined SIU in 1940. Patrolman Galveston, Houston, and New Orleans June, 1945, to June, 1946.

1947, with one year out shipping. Took part in Bonus Strike, Texaco beef, General and Isthmian Strikes.

NEW ORLEANS Agent

(One To Be Elected)

EARL (BULL) SHEPPARD
No. 203



One of original SIU members. Active in P&O Strike and other early actions. Appointed in charge of field work for the Isthmian campaign by Director of Organization. Also participated in Great Lakes Drive. Director of waterfront activities in New York for the General Strike. Was appointed as New Orleans Agent in summer of 1947 by membership action. Has never run for elective office in the Union. Sailed during the war in all areas. Strike clear.

Engine Patrolman

(One To Be Elected)

C. J. (BUCK) STEPHENS
No. 76



Joined Union soon after it was formed. Actively participated in Bonus Strike, 1939 and 1947 Isthmian Strikes, 1946 General Strike, and anti-commie beef. Has held offices ranging from Dispatcher to Agent in Port of New Orleans. Shipped in all areas during war. Was elected Engine Patrolman for 1947 for New Orleans. Is strike clear.

Deck Patrolman

(One To Be Elected)

L. (JOHNNY) JOHNSON—No. 53



In Union since it was founded. Took active part in following beefs: Bonus Strike, Coos Bay Beef, Anti-commie Longshore beef, General Strike, and Isthmian Strike. Was Patrolman in New York during 1945 and 1946. Elected to office of Deck Patrolman in the Port of New Orleans for 1947.

ANTONY BOURGOT—No. 97
(NO PICTURE
OR STATEMENT SUBMITTED)

Stewards Patrolman

(One To Be Elected)

HERMAN TROXCLAIR
No. 6743



Has been a member of the SIU, sailing in the Stewards Department, for the past seven years. Participated in all beefs and is strike clear.

Credentials Committee Reports On Qualifications

We, the undersigned Committee on Credentials, duly elected at the regular business meeting at the Branch of New York on October 8, 1947, have examined the credentials of the candidates for the election of the officers of the Seafarers International Union of North America for the year of 1948, and submit the following report:

We recommend that the men that are qualified for office be placed on the ballot in alphabetical form under the offices for which they run, and that the ports, beginning with Boston, be arranged on the ballot geographically as has been done in the past.

Letters of acceptance were submitted to the Credentials Committee by Major Costello, G144, and John W. Parker, 20192, but there were no credentials accompanying the letters. Therefore, the letters are being filed in Headquarters Office and these men are hereby disqualified.

Inasmuch as Article XIII, Section 2, Subsection (e), in the Constitution states that a man must submit four months discharges for the current year, this Committee did not accept anything but certified discharges as proof of sea time for the current year.

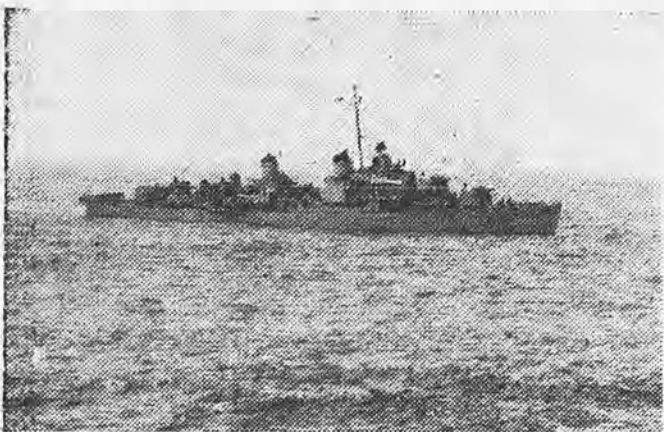
- Walter Bennett, 5331
- Val James, 7803
- W. Higgs, 223
- Robert High, 24236 (Alt.)
- Bill Brown, 29935
- James Stewart, 28075
- J. Crescitelli, 26872
- Carlos Lee, 47237 (Alt.)
- Matthew Sams, 21386 (Alt.)

And Ends December 31—CAST YOUR VOTE



SHIPS' MINUTES AND NEWS

Scenes Of Dramatic Sea Rescue Labor Education Stressed At SS Steel King Meeting



Destroyer Henderson steams into view.

Seafarer, Dangerously Ill, Transferred To Destroyer

These exclusive LOG photos depict dramatic scenes at sea on Labor Day, when William Thomas, 2nd Cook and Baker, critically ill with a ruptured appendix, was transferred to U. S. Navy destroyer Henderson which raced to rendezvous after receiving call for help.

Navy doctor said Thomas would recover and commended Chief Steward Ben McCormick for his first-aid treatment of victim. McCormick also scored a first in submitting these thrilling pictures to the LOG.

Crewmembers of the SS Steel King have embarked on an all-out union education program designed to expose the current anti-labor propaganda belching forth from employer-controlled publications.

The move was made at the Sept. 28 shipboard meeting, held at sea, and was prompted by the fact that many of the crew aboard the Isthmian vessel are new Union members. With the current wave of publicity aimed at liquidating the gains made by organized labor, and seamen in

particular, the crew felt a need for "an intensive indoctrination campaign," so that new members will be able to detect the slick attacks on their conditions.

Proceeding on the basis that a sound Union background is the most effective means of combating the insidious attacks by labor's enemies, the Steel King men will use the shipboard meeting as a forum and as a schooling place in trade unionism.

According to the ships' minutes, plans on the Steel King call for a thorough study and discussion of "the origin, history and practices of American Federation of Labor unionism."

A very graphic and effective means of exposing anti-labor propaganda was used successfully at the Sept. 28 meeting. Taking an article dealing with the Taft-Hartley bill, which appeared in a recent issue of Look magazine, the crew exposed the opinions expressed as "phony" in a point by point discussion.

On this score, the minutes say, "the members were educated

Sam Jackson Men Open Fire On Gear-Grabbers

The crew of the SS Sam Jackson mean business. They're not going to allow anyone to foul up the accomplishments they've netted as SIU men.

According to a recent set of minutes the lads put it down forcefully at a shipboard meeting in the form of a motion, which carried unanimously. The motion reads:

"Anyone who willfully destroys or damages property aboard this vessel in the future shall be recommended to stand trial before the membership at the nearest SIU meeting hall upon arrival in the United States."

The motion was prompted by a discussion on the care of ship's property under good and welfare, along with talks in cleanliness, and maintenance of crew facilities.

L. Nicholas and H. T. Brown were chairman and secretary, respectively.

Malden's Mate Thanks Deck Gang For Cooperation

Expressing his appreciation for having a fine bunch of seamen during the recent voyage of the Malden Victory, Chief Mate Grafton Hutchins presented the crew with the following letter:

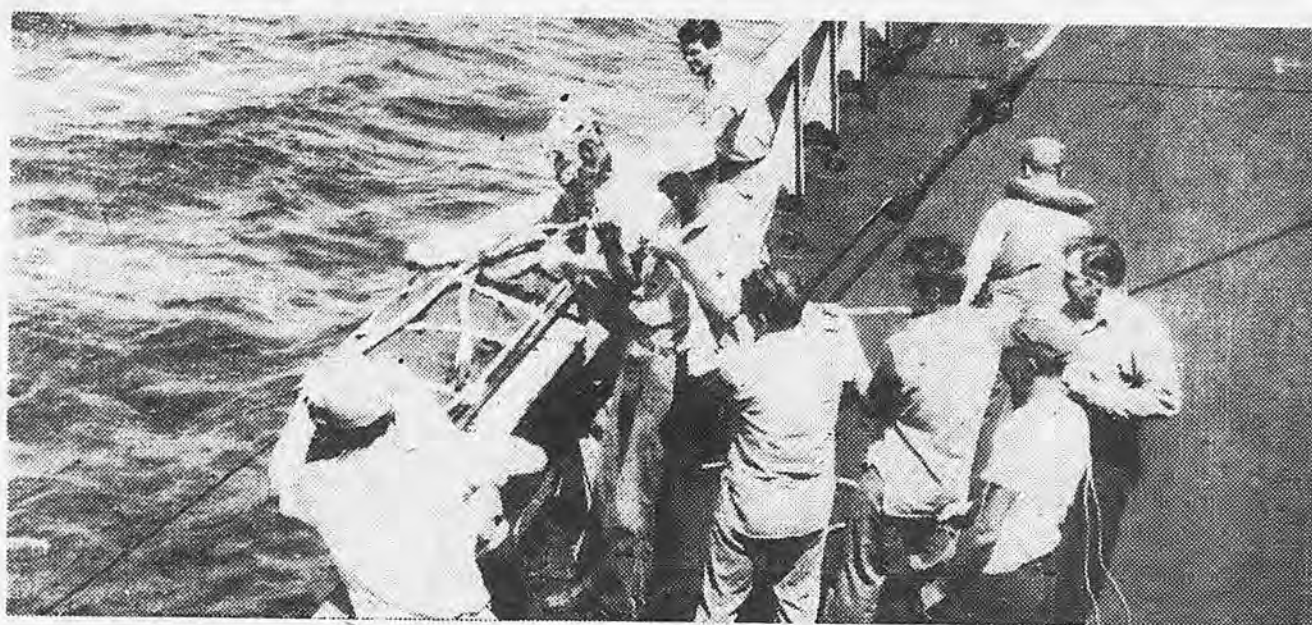
To the members of the Deck Gang:

Before we split up and go our several ways, I feel it to be only right and proper that I should express to you my sincere appreciation for the way you have all cooperated with me, and worked to get the vessel in shape.

I am in the hopes that I will have as good a crew again some of these days but I don't expect to have a better one.

(signed) **Grafton Hutchins**
Chief Mate
Malden Victory

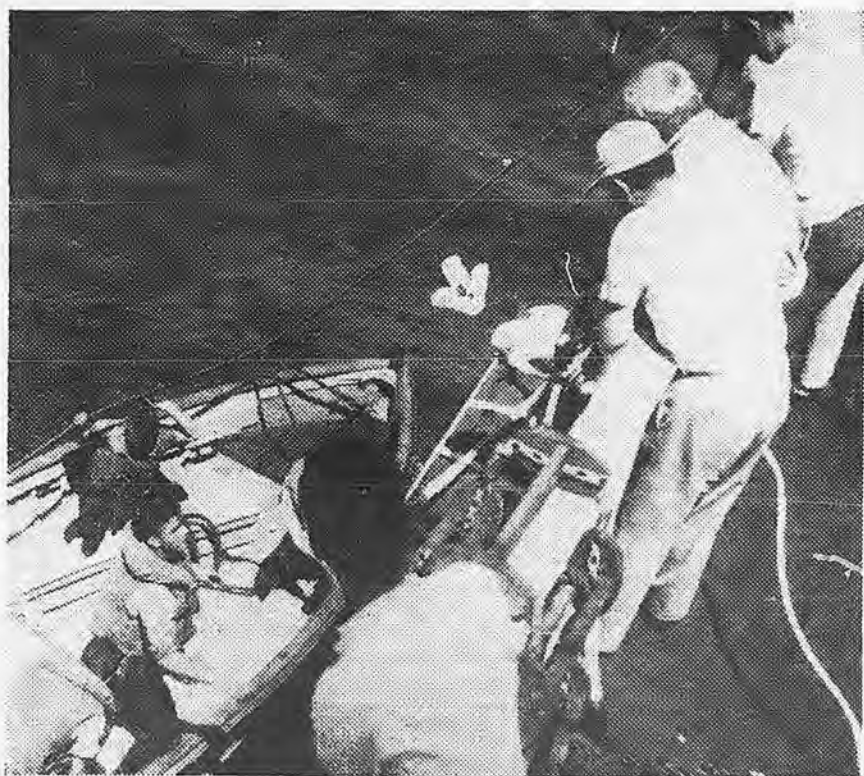
The Malden, after making a trip to Europe paid off in Baltimore.



ABOVE: Shipmates prepare to lower Thomas over the side in basket to waiting Navy crew in lifeboat below. Man in "Mae West" is Navy medico.

RIGHT: Arrow indicates position of basket as Seafarers gently lower away.

BELOW: Safely in lifeboat, suffering crewman will soon be aboard destroyer for operation to remove ruptured appendix that nearly cost his life. Despite five days in gangrenous condition, his chances for recovery were considered good.



Plane Forced Down Near Haiti Victory, Aground On Shoals

The SS Haiti Victory, a 7,607-ton Waterman freighter, aground on the shoals some 30 miles Southwest of Key West, Fla., received unexpected company the other day when an unidentified aircraft was forced down close to her position.

Her fuel practically gone, the plane circled over the vessel and then made her crash landing. One man from the plane was taken aboard the Haiti Victory, according to incomplete reports.



concerning the attitudes of certain publications and subsidized publishing concerns toward labor."

It was pointed out further in the minutes that the Steel King men felt the membership is not fully acquainted with the contents and purpose of the Taft-Hartley law and its importance to each and everyone of them.

Members were urged, therefore, "not only to read but to study all SIU literature in regard to this phony bill."

With the exception of one minor beef in the galley, all was going smooth on the Steel King, according to the Delegates' reports.

Chairing the meeting was Luke Collins, with John Rintello acting as secretary.

Send Those Minutes

Send in the minutes of your ship's meeting to the New York Hall. Only in that way can the membership act on your recommendations, and then the minutes can be printed in the LOG for the benefit of all other SIU crews.

SIU Ships' Minutes In Brief

ROBERT R. McBURNEY, Sept. 7—Chairman P. V. Millican; Secretary V. Matterochia. Delegates reports read and accepted. New Business: Motion carried that Steward and Steward Delegates see Captain in regard to painting their quarters, and showers. Deck Delegate to see Captain for same reason. Education: Considerable discussion on how it is beneficial for all to conduct themselves in such a way so as to avoid paying fines. Good and Welfare: Steward and Chairman extended their appreciation for the cooperation of all in complying with the request for cleanliness in messhall at nights.



EDITH, Aug. 12—Chairman J. Gillette; Secretary B. Hall. Election held for ship's delegate with Gillette elected to the post. New Business: Motion by B. Hall that anyone caught destroying ship's gear be fined a nominal sum. Motion by Gillette that gangway watch in port keep all outsiders from passageways. List of fines drawn up for various minor offenses. All money collected from fines to be used for purchasing new records for the phonograph. Motion by Kasmirsky that everyone donate one dollar toward purchasing a new radio phonograph. Phonograph to be union property and anyone paying off the ship forfeits all claim to the item.



NAMPA VICTORY, Aug. 23—Chairman Arthur Thompson; Secretary George Meany. Delegates reported everything running satisfactorily. New Business: Motion carried to see that all bad food aboard is disposed of in first port. Motion carried that Don White, Wiper, be extended on probation for a period of two years. Motion carried that tripcarders Joseph Kaluszewski, and Stan Domijon be accepted for permit cards.

DAVID G. BURNET, Aug. 8—(Chairman not given) Secretary J. Redden. Delegates reports accepted. New Business: Motion by R. Lindsay that repair list be made up and presented to Patrolman in payoff port. Motion by V. Burzak that crew instruct the company that when a ship goes foreign that they put on extra wash soap for the purpose of having ship's linen done ashore. Good and Welfare: Suggestion that all hands stay sober until after payoff.



HASTINGS, (Date not given) Chairman Red Campbell; Secretary Daniel Dean. Delegates reported all in good order except for few hours of disputed overtime. New Business: Motion carried that members coming aboard ship drunk and start trouble will be fined one dollar which will be given the SEAFARERS LOG. Education: All members well acquainted with union rules and are good shipmates. Good and Welfare: Suggestion made to see 1st Assistant about more pressure on all heads.

EDWIN D. HOWARD, July 13—Chairman Oscar A. Payne; Secretary Wayne Vermillion. Delegates reported no beefs. New Business: Issue of having foc'sles painted discussed. Motion carried to hold a joint meeting every second Sunday at sea. Education: Chairman explained the ship's minutes form to crew. Chairman also stressed the importance of education in union affairs.

NAMPA, Aug. 10—Chairman Daniel Goldblatt; Secretary Joseph Kaluszewski. Delegates reported tripcarder who fails to live up to union rules shall have his card revoked and be brought up on charges. Good and Welfare: It was pointed out that all shoreside workers should be kept out of pastry and messroom. One minute of silence for Brothers lost at sea.

ZACHARY TAYLOR, Aug. 16—Chairman L. A. Smith; Secretary M. L. Ponder. Good and Welfare: Suggestion made that no one of the crew to sign on until repairs are made. Repair list read to the crew and approved. Motion carried that drug supplies be checked for penicillin and other drugs. Motion carried for all linen to be turned into Steward the morning of the payoff so it can be sent to laundry.



GATEWAY CITY, Aug. 24—Chairman A. Mosher; Secretary (not given.) Delegates reported on books and permits in their departments. New Business: Motion carried to make inventory of gear of crewmember who missed vessel and turn gear over to Chief Mate and deliver it to Patrolman in first American port touched. Motion made by Moldonodo for Patrolman to check all tripcards and decide who shall get off at end of voyage. Education: There are several kits aboard ship for members who wish to read up on union's structure and function.

SEATRAN NEW JERSEY, Aug. 31—Chairman Bill Gray; Secretary I. V. Tennant. New Business: Motion carried that ship's delegate confer with chief mate about having crew mess-hall cleaned and painted. Good and Welfare: Motion carried that the three departments divide the cleaning of the laundry. Motion carried to submit a new repair list with old needs plus new additions necessary. One minute of silence for Brothers lost at sea.



ALCOA PIONEER, Sept. 13—Chairman J. F. Ross; Secretary D. A. Gardner. No New Business. Good and Welfare: Suggestion that all delegates present themselves in a group to the Captain about getting foc'sles painted. Letter of appreciation to be sent New York for the quick response to cleaning up of ill smelling condition of Stewards Department. Decision to call meeting in near future to discuss and familiarize crew with Taft-Hartley Act.

JONATHAN GROUT, Aug. 31—Chairman Berryman; Secretary Joe E. Thomas. New Business: Motion carried that all men see their delegates with a beef instead of going to the head of the department. Motion carried to have fresh fruits put out for night lunches. Motion carried that crew stop petty bickering. Good and Welfare: Crew asked to stop throwing soiled linen in passageways. One minute of silence for Brothers lost at sea.

GOVERNOR GRAVES, Sept. 3—Chairman John Tobin; Secretary W. T. Langford. Engine and Stewards Delegates reported all okay. Deck Delegate reported dispute over painting of Mates and Engineers' quarters. New Business: Deck Delegate suggested that the Steward department paint the galley, engineers' rooms, toilets and showers topside and the deck department paint the Mates' rooms and passageways and messmen paint their own messrooms and pantry. Education: Brother Tobin made a speech for the benefit of the new members aboard.

FRANKLIN H. KING, Sept. 7—Chairman Hay; Secretary Richards. Delegates reported all running smooth in their departments. Motion by Ham, Stewards Delegate, that action be taken in acceptance of a new member. Good and Welfare: Suggestion that 25c be donated for purpose of buying cigarettes for brothers in hospital. One minute of silence for Brothers lost at sea.



SUNSET, Aug. 17—Chairman B. Taflewitz; Secretary F. Cowell. Delegates reported all okay. New Business: Motion carried that 1st Assistant be approached for putting tank tops in safe working condition. Good and Welfare: Suggestion made to take up collection for Paul Carroll's next of kin as a remembrance from the crew. Suggestion that Union officials get in touch with company agents as to working out a system to assure forwarding mail. Suggestion that someone with a camera take a picture of this sterling crew.

BESSEMER VICTORY, Aug. 31—Chairman Mac Beck; Secretary Kenneth Carlson. Delegates reports accepted by members present. Motion carried that awning be placed on the fantail. Good and Welfare: Suggestion that men who use laundry pick up the soap wrappers and soap powder boxes they carry to laundry. Suggestion made for cold suppers on hot nights at the discretion of the Steward. Resolution made to keep messroom and recreation room clean.

CUT and RUN

By HANK

Here's an article we read in the Journal of Commerce, dated October 17, which shows that the ambitious American Legion is sailing its landlubbing ship of affairs into the Merchant Marine once again: "Expressing the support of the merchant marine voted by the American Legion at its last convention, Milt D. Campbell, director of the legion's division of national defense, stated that the veteran's organization was going to demand that Congress enact legislation to purge the ranks of maritime labor of subversive elements. 'We do not ask—we demand that the U. S. Coast Guard be required to investigate and determine the loyalty to the United States of all persons who they certify or license in the maritime industry!'"

No doubt this is another idea of the Coast Guard to regain its distorted military power over the Merchant Marine . . . Here's another bit of news: "The shipping industry was advised (at the American Merchant Marine Conference) that the Taft-Hartley Act would not solve its labor problems and was urged to seek additional legislation to that effect." Frank J. Taylor president of the American Merchant Marine Institute, stated that "all the American shipping industry seeks under any labor legislation is stability and the elimination of industrial strife."

After several years of predicting and promising himself, as well as various shipmates, that he would never surrender himself unto marriage, we have learned from a reliable ice-skating source that Seafarer Walter "Buddy" Bennett is happily splicing himself into the sea of matrimony this coming Friday. Congratulations and a smooth journey . . . Brother George Berry, after conning the situation came to the conclusion that two years on the China coast would do him a lot of good. Who knows if Brother Berry might not get tired all of a sudden and settle for less? . . . Brother Mario Carrasco, the oldtimer, just came into New York. How was your trip, Brother Carrasco? . . . Brother Red Braunstein just came in from his long trip to the Pacific. He wants his shipmate Leon White to know that he'll be back from home in about two weeks . . . Brother Sam Luttrell just came into town after five months of shuttling bauxite down in the islands.

Brother Joe James did an unusual thing last week. He passed up a long trip to the Pacific. "I don't like the heat for too long a time out there—just give me the short trips" . . . Brother Harvey Hill was in town a few weeks ago. Looks like he shipped for a long one . . . Here are some oldtimers who sailed into town recently from trips and probably are still around: M. Sierra; D. Osborne; J. M. Fisher; L. Iovino; J. Bilinski; P. Amato; C. Kolste; R. Williams; M. Garcia; J. Soto; U. Black; C. Fraizer; F. Infante; T. Barracliff; E. Going; P. Pringi; J. Colon; F. Piniere; H. Higham; A. Graf; J. Vista; J. Hawkins; R. Fretes; R. Grindle; R. Wagner; O. Guerra; N. Robertson; D. Seda; J. Hopkins; T. Styron; R. Peck; V. Kapor; C. McComiskey; W. Sweetser; L. Silas and A. Meglio.

Brother Edgar Kurz is in town right now. Brother Kurz has been sticking faithfully to those trips to Germany . . . Oldtimer and Steward, Brother Mike Gottschalk just came in from a trip to Sweden. Is Brother "Carioca" Benway staying aboard for another trip—perhaps to Sweden again? . . . Brothers, it pays to know your union, to know your shipping rules, to know your jobs and the agreements. Avoid those arguments and misinterpretations. After a trip read those back issues of the LOG. Study your shipping rules.

THE MEMBERSHIP SPEAKS



Log-A-Rhythms

Stormy Seas

By ROBT. G. PATTISON

Hark to the waves chuckling, nay laughing, roaring!
Receding: as each swell races by,
They dance and frolic and kick their heels,
As they blot the frowning sky.

They threaten our craft with an angry leer,
A snarl, a crashing thunder!



They seem to have the power and strength
To tear the world asunder.

But they hold no fear for such as I.

For the sea is in my blood,
Despite it's ferocious atmosphere,
It is gentle, kind and good.

I often envy the peaceful throng,
Who sleep in its heaving breast,
What greater tomb could any men wish,
To mark his final rest.

As To Scribbling

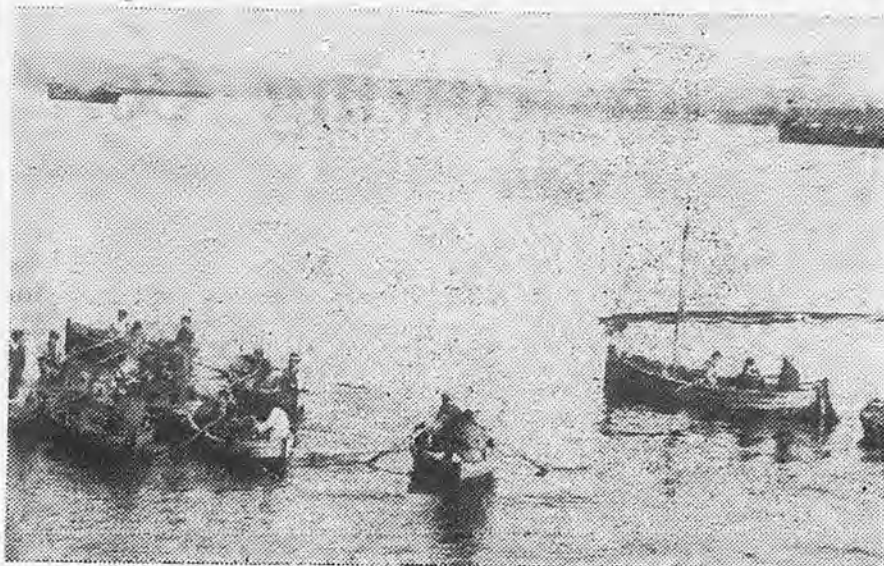
By JAMES (POP) MARTIN

There's little to say—none of it new;

Be concise—then be through.
All one could say has been said before

By someone, who chalked up a better score.

HEY JOE, WANNA BUY SOMETHING?



Bumboats swarmed alongside the SS Archer as she was being refueled off the Rock of Gibraltar during recent trip. John Clamp, of the Archer crew, snapped this commerce scene on the sea.

Bremerhaven May Be Haven — But Not For Seafarers

To the Editor:

I think that fellows who have been in phony ports such as this one in Bremerhaven, should pass along to their Brothers who might come in here some tips on what not to do. So I want to give out the lowdown.

It's all right to come here and try to have a good time but the MPs and CIDs will only cause you a helluva lot of trouble, so as a Union Brother I will mention these facts:

3 PACKS ONLY

A seaman is only allowed to take three packs of cigarettes ashore, and if you are caught with any more, you'll have to give an account of why you do. Also, if you are caught speaking to the Germans in the streets, you are booked. If you're caught in a citizen's home it'll cost you about \$25.

So about all a seaman can do is go to the seamen's clubs and try to make the best of it there. If not they can try a movie.

A few brothers off my ship

went into a gin mill to buy a beer and they were charged with being off limits and were ordered to appear in court the following day.

11 P.M. DEADLINE

You have to be off the streets by 11 p.m. so this is a hulluva drag for a fellow who likes to have a good time in port and you might as well stay aboard and read a book. But these soldiers do whatever they please—they run the place.

My purpose in writing these few lines is to open the eyes of you guys who have not been in these German ports and warn you to keep cool or your pocket-book will feel the results—and it sure leaves a hole in it.

Several seamen with whom I have spoken said they were going to have such matters printed in their hometown paper to let the folks back home know what's going on.

Joe E. Thomas
SS Jonathan Grout
Bremerhaven

Electrician Sees Snag In Ship's Spares Setup



F. L. TRAVIS

To the Editor:

I have been a member of this Union for a number of years. Recently I sailed aboard the SS Robin Sherwood of the Robin Lines and on that vessel I found a condition existing that made it very difficult for the Chief Electrician to perform his duties the way he ought to.

Aboard that ship, the Mate orders all electrical supplies for the Deck Department. This makes it necessary for the Electrician to be continually hunting up the Mate in order to procure the necessary parts and lamps with which to repair cargo lights, running lights, etc.

GOES ALOFT

When floodlights or running lights burn out seamen are paid overtime to go aloft and replace them. Sometimes, however, it is the fixtures which are at fault and require repair. Then it is the Electrician who must go up and make the repairs, and he must do so without the payment of overtime.

Since Chief Electricians are responsible to the Chief Engineer for all electrical work performed aboard ship, I suggest, therefore, that they be allowed to order and keep in their stores, all electrical spares. This is only correct, for he is the man who is required to do the jobs. Consequently, he should have immediate access to the parts he will use. Moreover, he should have a voice in determining what spare parts he regards as necessary to the performance of his job.

MORE CONVENIENT

For one thing, this would enable him to maintain and repair jobs at his convenience without having to do a handspring everytime he needs a bulb, cargo plug, outlet cape, etc.

If the Electrician is to be held responsible for all electrical work, it certainly follows that he should be given complete responsibility—for spares as well as for the repair work. He certainly should be entrusted with the equipment necessary for the proper performance of his duties. If he were, it would result in smoother shipboard functioning.

I think this situation should be brought to the attention of all concerned and should be a matter for discussion during future negotiations.

F. L. Travis

Drop Him A Line

Edward Shephard, an SUP Bookman, is in the Marine Hospital, Staten Island, N. Y. He says he would appreciate hearing from his friends and former shipmates.

How about turning to on a note to Brother Shephard.

SEEKS SIU AID IN LOCATING MUSICAL SEAMAN

To the Editor:

I saw in the SEAFARERS LOG where you were trying to help a lady locate her missing daughter, so I'm writing to you to please try and help me get the correct address of Seafarer John Albert Kuhley, age 33, height 5 ft. 9 in., weight 155 or 160 lbs. with wavy brown hair and blue eyes.

He has a picture of a girl tattooed on his left arm with "Jimmie" written underneath. He is a very good violinist and takes the violin with him at all times and primarily plays classical music.

He is probably sailing as Deck Engineer, Jr. Engineer or Fireman-Watertender.

If anyone knows him or sees him, have him write to me.

Mrs. G. D. Howell
P.O. Box 340
Waycross, Ga.

Camera-shy



Jose Garcia, FWT, doesn't like his picture taken. But insistent cameraman on the Gateway City enlisted aid from Electrician John Callaghan, who got behind Jose and braced him for this photo.

James Lee

Says Change Is Needed In Shipping Rules

To the Editor:

As I look at it there seems to be something of an inconsistency in our shipping rules, which if corrected, would be beneficial to all hands, as well as the Union. It concerns the present method of registration and shipboard promotions.

Shipping Rule 29 says, "Any man may be promoted on a ship providing he is capable of performing duties required. But he must make one complete trip before promotion."

In Shipping Rule 30 it says, "Ordinary Seamen, Wipers, and Messman must not be promoted on board vessel, but must come off and register at next rating before being permitted to sail at next higher rating."

BETTER DEAL

I think that if Shipping Rule 30 were applied to all members, regardless of rating, it would be fairer all around.

Shipboard promotions are stepping in on the Union's function. Besides, it encourages a lot of handshaking and jockeying for position and sometimes leads to playing favorites.

If any man is promoted, he should be required to come to the Hall and register at the next higher rating and then be shipped out as such.

In line with this there is a growing need for another rule. And that is that a man should be required to register in the rating in which he intends to ship. The present method of allowing members to register in any rating of their department isn't exactly a way to give all hands a square deal.

SAME FOR ALL

If a man wants to ship out as AB, he should register as AB. If he wants to ship as Bosun, he should likewise register as such. And that is the way he should

ship. The same goes for ratings in other departments.

This would speed up the assignment of jobs and wouldn't cause bickering over such jobs as Bosun, Carpenter, Cook, etc.

From personal experience I can mention a few cases as examples. Like the time on one ship when an AB was promoted simply because the Mate liked him. But there were better and more efficient seamen on board who should have had the job.

DIDN'T RATE

I know of an Oiler who made another trip on a ship I was on because he was promoted to engine maintenance. Many of us have seen cases where an assistant electrician has been promoted to Chief Electrician, even though he didn't rate as a good assistant.

I think we all ought to give it some thought.

Bard, Wm.	10.89
Bardin, Edgar Robert	.46
Barfield, Emory B.	5.99
Barger, Jack D.	43.20
Barginear, Curtis E.	3.31
Bargmann, Martin R.	9.20
Bargone, Wm.	5.15
Baribeau, Romeo M.	170.50
Barillas, Alex	9.33
Barker, Roy M.	110.07
Barker, Seymour	1.73
Barkley, C. W.	3.27
Barkowski, Robert A.	2.64
Barksdale, Walter R.	5.07
Barlow, Eugene L.	.46
Barnes, Alan L.	9.70
Barnes, Edward T.	5.80
Barnes, Ellsworth P.	2.53
Barnes, Sidney C.	10.80
Barnes, Walter H.	4.00
Barnes, Wm. R.	57.14
Barnett, Charles N.	11.20
Barnett, Glenn R.	98.75
Barnett, Richar E.	48.80
Barnett, T.	1.65
Barney, Harry A.	1.14
Barnhart, Joseph W.	15.76
Barnoth, Frank A.	.56
Barnum, Lebaron	1.19
Baron, Waldamer	31.91
Barr, Ruel G.	36.25
Barr, William	6.38
Barr, Wm. A.	7.47
Barrantine, James	1.93
Barre, Joseph	2.16
Barrett, Curtis O.	1.87
Barrett, Daniel J.	2.97
Barrett, David W.	2.39
Barrett, Kenneth D.	1.58
Barrett, Raymond B.	19.75
Barrett, Richard	48.62
Barrett, Thomas F., Jr.	9.37
Barrett, Thomas C.	.68
Barrett, W. A., Jr.	42.00
Bennett, Wm.	54.50
Bennett, Wm.	.26
Bennett, Wm.	1.25
Barrett, Wm.	2.54
Barrett, William P.	2.54
Barrington, Donald Jenks	2.04
Barrios, Rugero J.	19.44
Barron, Edward C.	1.78
Barron, Joseph F. S.	3.46
Barron, Joseph S.	12.93
Barrosse, Beverly O.	7.82
Barrow, James A.	25.96
Barrows, Cornelius, Jr.	3.96

Unclaimed Wages

Mississippi Steamship Company

501 HIBERNIA BLDG., NEW ORLEANS, LA.

The following is a list of unclaimed wages and Federal Old Age Benefit over-deductions now being paid by the Mississippi Steamship Company covering the period up to December 31, 1946.

Men due money should call or write the company office, 501 Hibernia Bldg., New Orleans, La. All claims should be addressed to Mr. Ellersbusch and include full name, Social Security number, Z number, rating, date and place of birth and the address to which the money is to be sent.

Barrows, Robert S.	6.77
Barrus, Walter S.	2.67
Barry, Robert W.	.74
Barsi, Robert J.	28.00
Barthelman, Edwin M.	26.33
Barthes, James	1.81
Bartkiewics, Walter	11.66
Bartlett, Norbis	10.15
Bartlett, Thomas H.	18.13
Bartley, John T.	1.34
Bartlow, John D.	.59
Bartneh, P. E.	3.17
Bartolomeo, Nick	10.43
Barton, Chas. B.	13.25
Barton, Cilieve C.	.53
Barton, Russell C.	2.84
Bartter, T. W.	.41
Basar, Michael Charles	1.73
Basch, Henry W.	8.26
Basmente, Frank S.	.99
Basore, James E.	4.13
Bassett, Clinton A.	3.733
Bassett, Wm. L.	1.34
Basso, Lillian	.57
Bastiansen, George D.	2.51
Bateman, James T. Jr.	52.20
Bateman, William M.	5.94
Bates, Dexter M.	18.67
Bates, John S.	13.33
Bates, William I.	2.14
Bates, William R.	8.51
Batson, Tolbert	14.21
Battaglia, Vincent	2.55
Battem, Samuel T., Jr.	1.37
Battle, James M., Jr.	5.33
Battle, Martin J.	2.85
Battle, Winston E.	.99
Bawer, Helmuth E.	5.75
Bawer, Walter E.	2.47
Bauer, Eilliam H.	1.87
Baughman, Kermit D.	2.20
Baumbardner, C. W., Sr.	4.67
Baval, Bernard	4.11
Baxter, Richard D.	5.60
Baxter, Thomas	.10
Bay, William F.	26.58
Bayer, Edward S., Jr.	25.52
Bayer, John P.	18.40
Bazemore, Reginald	.71
Bazemore, Stanford W.	.92
Beach, Freeman H.	7.90
Beach, Robert D.	35.24
Beach, Vergil L.	23.98
Beardle, Harvey J.	95.34
Beall, Thomas S.	4.36
Bean, Wm. Edward	5.25
Beard, John E.	8.26
Bearwood, J.	1.20
Beaseley, Robert	.70
Beasley, G. C.	42.00
Beasley, James E.	32.82
Beatty, Thomas Wm.	34.88
Beaumier, Louis C.	1.98
Beaumont, Robert	2.23
Beavers, Robert M.	13.53
Bebok, Chas.	4.73
Bebuk, Jeannes	1.98
Beckel, Jacob	4.51
Beckel, Jacob	4.51
Becker, Adolph E.	21.14
Becker, Edward J.	31.59
Becker, Roy W.	11.40
Becker, Theodore	36.13
Beckhan, Frank J.	20.06
Beckley, Richard	.42
Bedeford, James W.	2.75
Bednar, John	1.08
Bednarczyk, Peter	60.00
Bednorz, Dominick C.	.60
Beecroft, Charles	.04
Beezler, Howard	5.75
Beem, H. J.	5.94
Beeson, W. E.	18.00
Begley, Charles R.	7.78
Begley, Charlie	8.63
Begn, J.	9.80

Bernardo, Jose	1.41
Bernay, Harry A.	27.87
Bernstein, Robert	8.89
Berry, Antonnio	8.53
Berry, George E.	3.54
Berry, George W.	2.13
Berry, James A.	1.37
Berry, Nolan	3.10
Berryhill, Olan N.	12.29
Ber, Henry S.	10.63
Bert, Adel	2.30
Berthirume, Paul L.	21.81
Berthold, George E.	4.87
Berthold, George W.	8.39
Bertie, John	26.80
Besonen, Nils H.	3.20
Best, George	3.76
Bette, Theo. F.	3.50
Bettters, Ralph C.	27.35
Bettis, Robert T.	8.17
Betts, Mack	.35
Bevard, R. G.	10.74
Bevens, T. L.	7.50
Bevil, George S.	.89
Bey, Arthur A.	.28
Bey, Forrest C.	2.55
Beyer, Chester C.	9.06
Beyer, Edward	8.41
Bianchi, Constantine	1.37
Bias, B.	.75
Bias, Milburn E.	10.74
Biedna, Peter B.	27.99
Biehl, James	6.54
Biggers, Earl G.	15.79
Bigham, Weldon E.	3.65
Bigley, John A.	9.90
Bigley, Lester E.	4.20
Bigos, Ando	8.93
Bilac, Louis L.	31.03
Bilinski, Henry	13.99
Bill, Roy W.	20.24
Billings, John C.	1.37
Billingsley, Rex	26.13
Billington, Leland	18.15
Billiot, Victor	55.94
Bing-Bradley, Arthur G.	13.60
Bingham, James L.	9.24
Birchard, Franklin P.	.46
Bird, Oscar	1.00
Bird, William D.	57.19
Bird, William J.	8.92
Birks, Paul D.	9.57
Birt, Albert H.	10.35

Bischoff, Guenther P.	5.56
Bishop, Archibald C.	35.35
Bishop, Charles	2.45
Bishop, Floyd	14.48
Bishop, Ira E.	16.76
Bishop, John E.	161.24
Bishop, Roy	.10
Bishop, Theodore	10.34
Bishop, Walter E.	19.43
Bissett, Daniel	17.96
Bittner, Robert J.	44.39
Bitts, D. R.	2.13
Bizot, Louis K.	.39
Blaavser, Roald M.	1.26
Black, James	2.83
Black, L. H.	.01
Black, Meyer H.	4.22
Blackburn, Athol V.	20.61
Blackburn, Charles L.	1.90
Blackman, Richard E.	7.87
Blaine, Donald W.	10.34
Blair, Ralph M.	.69
Blair, Raymond A.	12.58
Blair, Vaught B.	12.96
Blake, Christopher J.	4.52
Blake, John	.70
Blake, Richard L.	23.72
Blalock, Darrel C.	31.77
Blalock, Pat D.	5.79
Blanchard, Lloyd L.	.71
Blanchette, Robert E.	4.20
Bland, Dewey E.	4.96
Blankenship, Carlton P.	18.86
Blanton, Bradley L.	25.67
Blaziola, George	5.60
Blecker, William	.33
Blevins, Maurice F.	14.79
Blevins, Richard R.	4.91
Bliss, Linn	2.23
Blizzard, Luis H.	5.60
Blizzard, Marvin T.	3.73
Bloch, Leo L.	3.12
Blodgett, Donald C.	77.19
Blodgett, Jessie R.	5.07
Bloeman, Gomer	1.34
Bloh, John H.	46.20
Blonze, Manuel	.14
Blowquist, K. E.	5.46
Blucker, James W.	6.93
Blue, Calvin B.	20.88
Blue, Carl M.	3.73
Bluemler, Theodore	28.99
Blum, Murray	25.19
Blum, Nilly R.	44.11
Bluvas, Edward B.	5.00
Bobker, Seymour	.45
Bodine, Virgil W.	2.98
Bodungen, Robert F.	8.29
Boeckh, Victor	9.73
Boehm, John J.	5.94
Bogdonoff, Michael G.	6.49
Bogstie, Merle V.	45.63
Bohjanen, Frederic	4.39
Bohren, Fred W.	3.56
Bohun, Theo.	1.34
Boissoneault, Joseph R.	8.64
Bolam, Stanley	113.81
Bold, N. S.	3.52
Bohala, Edward W.	.12
Boler, Jesse E.	34.00
Bolger, Joseph	1.94
Boling, Leroy	1.32
Bolticoff, Basil	21.08

SIU HALLS

BALTIMORE	14 North Gay St. Calvert 4539
BOSTON	276 State St. Boudoin 4455
BUFFALO	10 Exchange St. Cleveland 7391
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	1014 E. St. Clair Ave. Main 0147
DETROIT	1038 Third St. Cadillac 6857
DULUTH	531 W. Michigan St. Melrose 4110
GALVESTON	308 1/2-23rd St. Phone 2-8448
HONOLULU	16 Merchant St. Phone 58777
JACKSONVILLE	920 Main St. Phone 5-5919
MARCUS HOOK	1 1/2 W. 8th St. Chester 5-3110
MOBILE	1 South Lawrence St. Phone 2-1754
MONTREAL	1440 Bleury St.
NEW ORLEANS	339 Chartres St. Magnolia 6112-6113
NEW YORK	51 Beaver St. HAnover 2-2784
NORFOLK	127-129 Bank St. Phone 4-1083
PHILADELPHIA	9 South 7th St. LOmbard 3-7651
PORTLAND	111 W. Burnside St. Beacon 4336
RICHMOND, Calif.	257 5th St. Phone 2599
SAN FRANCISCO	105 Market St. Douglas 25475
SAN JUAN, P. R.	252 Ponce de Leon San Juan 2-5996
SAVANNAH	220 East Bay St. Phone 8-1728
SEATTLE	86 Seneca St. Main 0290
TAMPA	1809-1811 N. Franklin St. Phone M-1323
TOLEDO	615 Summit St. Garfield 2112
WILMINGTON	440 Avalon Blvd. Terminal 4-3131
VICTORIA, B. C.	602 Boughton St. Garden 8331
VANCOUVER	205 Abbott St. Pacific 7824

Notice To All SIU Members

The SEAFARERS LOG as the official publication of the Seafarers International Union is available to all members who wish to have it sent to their home free of charge for the enjoyment of their families and themselves when ashore. If you desire to have the LOG sent to you each week address cards are on hand at every SIU branch for this purpose.

However, for those who are at sea or at a distance from a SIU hall, the LOG reproduces below the form used to request the LOG, which you can fill out, detach and send to: SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y

PLEASE PRINT INFORMATION

To the Editor:

I would like the SEAFARERS LOG mailed to the address below:

Name _____
Street Address _____
City _____ State _____

Signed _____

Book No. _____

Official Ballot For 1948 A&G Officers Study It Carefully — And Be Sure YOU Vote

Official Ballot For Election Of 1948 Officers

Seafarers International Union of North America ATLANTIC & GULF DISTRICT

1947 ELECTION OF OFFICERS FOR 1948

VOTING PERIOD NOVEMBER 1st THROUGH DECEMBER 31, 1947

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

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

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

MARK YOUR BALLOT WITH PEN AND INK OR INDELIBLE PENCIL.

<p>SECRETARY-TREASURER Vote for One</p> <p><input type="checkbox"/> Paul Hall, No. 190</p>	<p>NEW YORK STEWARDS PATROLMAN Vote for Two</p> <p><input type="checkbox"/> Ray Gonzales, No. 174</p> <p><input type="checkbox"/> Howard Guinier, No. 478</p> <p><input type="checkbox"/> William Hamilton, No. 3400</p> <p><input type="checkbox"/> William Jenkins, No. 4041</p>	<p>BALTIMORE STEWARDS PATROLMAN Vote for One</p> <p><input type="checkbox"/> John (Hoggie) Hatgimisios, No. 23434</p> <p><input type="checkbox"/> David O. Heron, No. 5030</p>	<p>MOBILE STEWARDS PATROLMAN Vote for One</p> <p><input type="checkbox"/> Jeff Morrison, No. 34213</p> <p><input type="checkbox"/> C. L. Stringfellow, No. 125</p> <p><input type="checkbox"/> F. A. Widegren, No. 19</p>
<p>ASSISTANT SECRETARY-TREASURERS Vote for Three</p> <p><input type="checkbox"/> Robert Matthews, No. 154</p> <p><input type="checkbox"/> J. P. Shuler, No. 101</p> <p><input type="checkbox"/> J. H. Volpian, No. 56</p>	<p>NEW YORK JOINT PATROLMAN Vote for Two</p> <p><input type="checkbox"/> Carl (Red) Gibbs, No. 2341</p> <p><input type="checkbox"/> Freddie Stewart, No. 4935</p> <p><input type="checkbox"/> Tony Viera, No. 21913</p>	<p>NORFOLK AGENT Vote for One</p> <p><input type="checkbox"/> Ray White, No. 57</p>	<p>NEW ORLEANS AGENT Vote for One</p> <p><input type="checkbox"/> Earl (Bull) Sheppard, No. 203</p>
<p>BOSTON AGENT Vote for One</p> <p><input type="checkbox"/> T. (Rocky) Benson, No. 7297</p> <p><input type="checkbox"/> John Mogan, No. 216</p> <p><input type="checkbox"/> Walter (Slug) Siekmann, No. 7086</p>	<p>PHILADELPHIA AGENT Vote for One</p> <p><input type="checkbox"/> Lloyd A. (Blackie) Gardner, No. 3697</p>	<p>NORFOLK JOINT PATROLMAN Vote for One</p> <p><input type="checkbox"/> E. L. Molina, No. 20456</p> <p><input type="checkbox"/> Ben Rees, No. 95</p> <p><input type="checkbox"/> James L. Tuckey, No. 2209</p>	<p>NEW ORLEANS DECK PATROLMAN Vote for One</p> <p><input type="checkbox"/> Antony Bourgot, No. 97</p> <p><input type="checkbox"/> L. (Johnny) Johnston, No. 53</p>
<p>BOSTON JOINT PATROLMAN Vote for One</p> <p><input type="checkbox"/> John Marshall, No. 322</p> <p><input type="checkbox"/> Chas. (Whitey) Tannehill, No. 25922</p> <p><input type="checkbox"/> J. E. Sweeney, No. 1530</p>	<p>PHILADELPHIA JOINT PATROLMAN Vote for One</p> <p><input type="checkbox"/> James Doris, No. 23177</p> <p><input type="checkbox"/> Ernest Tilley, No. 75</p>	<p>SAVANNAH AGENT Vote for One</p> <p><input type="checkbox"/> Chas. Starling, No. 6920</p>	<p>NEW ORLEANS ENGINE PATROLMAN Vote for One</p> <p><input type="checkbox"/> C. J. (Buck) Stephens, No. 76</p>
<p>NEW YORK AGENT Vote for One</p> <p><input type="checkbox"/> Joe Algina, No. 1320</p>	<p>BALTIMORE AGENT Vote for One</p> <p><input type="checkbox"/> Max A. Beck, No. 937</p> <p><input type="checkbox"/> Wm. J. McKay, No. 8</p> <p><input type="checkbox"/> W. (Curley) Rentz, No. 26445</p>	<p>JACKSONVILLE AGENT Vote for One</p> <p><input type="checkbox"/> Chas. (Cotton) Haymond, No. 98</p>	<p>NEW ORLEANS STEWARDS PATROLMAN Vote for One</p> <p><input type="checkbox"/> Herman Troxclair, No. 6743</p>
<p>NEW YORK DECK PATROLMAN Vote for Two</p> <p><input type="checkbox"/> E. (Skippy) Guszczynsky, No. 3100</p> <p><input type="checkbox"/> Louis Goffin, No. 4526</p> <p><input type="checkbox"/> James Sheehan, No. 306</p>	<p>BALTIMORE DECK PATROLMAN Vote for One</p> <p><input type="checkbox"/> R. E. Dickey, No. 652</p> <p><input type="checkbox"/> Ben Lawson, No. 894</p>	<p>TAMPA AGENT Vote for One</p> <p><input type="checkbox"/> Claude (Sonny) Simmons, No. 368</p>	<p>GALVESTON AGENT Vote for One</p> <p><input type="checkbox"/> Keith Alsop, No. 7311</p>
<p>NEW YORK ENGINE PATROLMAN Vote for Two</p> <p><input type="checkbox"/> Jimmie Drawdy, No. 28523</p> <p><input type="checkbox"/> James Purcell, No. 27124</p> <p><input type="checkbox"/> Chas. Scofield, No. 21536</p>	<p>BALTIMORE ENGINE PATROLMAN Vote for One</p> <p><input type="checkbox"/> G. (Curley) Masterson, No. 20297</p>	<p>MOBILE AGENT Vote for One</p> <p><input type="checkbox"/> Cal Tanner, No. 44</p>	<p>GALVESTON JOINT PATROLMAN Vote for Two</p> <p><input type="checkbox"/> W. R. Brightwell, No. 7279</p> <p><input type="checkbox"/> James DeVito, No. 185</p> <p><input type="checkbox"/> Leon (Blondie) Johnson, No. 108</p> <p><input type="checkbox"/> L. L. (Tiny) Phillips, No. 23609</p> <p><input type="checkbox"/> R. W. (Ray) Sweeney, No. 20</p> <p><input type="checkbox"/> John Ward, No. 21311</p>
<p>NEW YORK STEWARDS PATROLMAN Vote for Two</p> <p><input type="checkbox"/> Ray Gonzales, No. 174</p> <p><input type="checkbox"/> Howard Guinier, No. 478</p> <p><input type="checkbox"/> William Hamilton, No. 3400</p> <p><input type="checkbox"/> William Jenkins, No. 4041</p>	<p>BALTIMORE DECK PATROLMAN Vote for One</p> <p><input type="checkbox"/> R. E. Dickey, No. 652</p> <p><input type="checkbox"/> Ben Lawson, No. 894</p>	<p>MOBILE DECK PATROLMAN Vote for One</p> <p><input type="checkbox"/> Geo. Bales, No. 230</p> <p><input type="checkbox"/> W. J. (Red) Morris, No. 264</p> <p><input type="checkbox"/> Frank (Red) Sullivan, No. 2</p> <p><input type="checkbox"/> J. (Windy) Walsh, No. 2693</p>	<p>SAN JUAN AGENT Vote for One</p> <p><input type="checkbox"/> Dan Butts, No. 190</p> <p><input type="checkbox"/> Salvador Colls, No. 21085</p>