

# The Second World War and the Merchant Marine

War has come in the Pacific, will no doubt extend to the Atlantic and will result in placing the entire American merchant fleet on a full wartime basis. 7,000,000 tons of U.S. shipping is slated to be devoted entirely to implementing the war program.

The primary functions of the merchant marine will fall into three major categories.

1. To speed the flow of strategic mate-

rials here to sustain the armament production.

2. To move supplies and armed forces to Pacific defense bases.

3. To hasten the shipment of lend-lease materials to Britain, Russia and China.

In order to achieve the first and second aims, it will probably be necessary to pull some Atlantic and South American runs and send those ships into the Pacific.

Last figures showed that approximately 130 merchant ships were operating in trans-Pacific routes.

It is likely that the Government will shift many Pacific sea lanes in order to remove them as far as possible from points of Japanese military strength.

Convoys will be hastily organized and the

(Continued on Page 2)



## SEAFARERS LOG

OFFICIAL ORGAN OF THE ATLANTIC AND GULF DISTRICT,  
SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA



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No. 24

### THREE MORE OPERATORS GRANT \$10 RAISE — 90c OVERTIME

Three more ship operators have granted the SIU a \$10 increase in wages and 90 cents per hour in overtime. The new scale, the highest in the maritime industry for unlicensed men, was granted by the Cuba Distilling Company, the Bernstein Line and the Colabee Steamship Company.

The Union negotiating committee is continuing conferences with the Bull and Alcoa lines on the question of working rules. Bull and Alcoa have already granted the "10 and 10" increase.

### Government to Require Passports for Seamen

In line with America's preparations for an all-out war, the Treasury Department announced that henceforth merchant seamen will be required to obtain a regular valid passport before being allowed to sail United States ships. The seamen's papers, heretofore accepted, will also be required by the Bureau of Marine Inspection.

By demanding a passport of seamen, the government is in a position to clamp much more stringent control on the men who sail American ships.

While there is no legal requirement that citizenship is necessary to secure employment on an American vessel, the law does require that a very high percentage of the crew must be native born or naturalized.

The order released by the Treasury Department stated:

"Effective immediately, American seamen departing for any foreign country or territory in the Eastern Hemisphere, or any foreign country in the Western Hemisphere under the jurisdiction of Great Britain in which the United States maintains defense bases or in which such bases are being constructed by or under contract with the Government of the United States (i.e., Newfoundland, Bermuda, Antigua, Santa Lucia, Jamaica, Trinidad and British Guiana) must secure valid passports issued by or under authority of the Secretary of State.

"Until further notice the present identification documents of American seamen will be examined by officers of the Passport Unit." The order was signed by Gregory W. O'Keefe, assistant collector of customs.

### Only Rated Men Being Accepted By Seafarers

No more unrated seamen will be permitted to join the Atlantic and Gulf District of the SIU. This ruling has been voted by the membership up and down the coast and goes into effect immediately. This ruling does not effect permit cards which will continue to be issued when the jobs are available.

Rated men, however, will still find it possible to join the Union once they fulfill certain requirements.

The following resolution on rated men was passed:

"Be it resolved that rated men must sail on an SIU ship for a period of at least (30) thirty days and that they must be recommended for membership by a committee of the ship's crew that they sailed with. Further, rated men must appear before the usual investigating committee at the Union hall and must produce strike clearances."

### SIU WINS ORE ELECTION

#### Red Sea Ships Men Answer NMU's Railroading Tactics

The SIU has won, by overwhelming majority, the NLRB election conducted for the unlicensed personnel of the the Ore Steamship Company.

The final vote stood 239 ballots cast for the SIU and 42 ballots cast against the SIU. This is one of the most complete election victories won by any Union, maritime or otherwise. Brother John Hawk, secretary-treasurer of the Atlantic and Gulf District, will now begin negotiations with the Company toward the signing of a closed shop contract covering all Ore seamen.

While the size of the SIU majority is sensational in itself, it becomes doubly significant when viewed with the history of haggling and finking and double-crossing the Ore men received from enemies determined to prevent them from joining a Union of their own choice.

To begin with, the men not only had to combat their employer, who steadfastly refused to bargain collectively with them, but they had to fight off a swarm of NMU pressure boys who descended upon them, determined to tie them to "No coffee time" Curran.

But the much-vaunted super-organizers of the NMU, led by "Dog-Face" Lawrenson, found that the Ore men knew the score. For all the NMU boasting and the reams of slander against the SIU which appeared in "The Pilot", the NMU couldn't even show the Labor Board enough membership cards to get on the election ballot.

The Ore seamen are to be congratulated in the manner in which they stood up to both the employer and the NMU goons. The men show that they understand that the NMU stands for union disruption while the SIU stands for honest and militant unionism.

The addition of the Ore ships to the fast growing SIU roster, means one more step toward making the Seafarers' the dominant maritime union of the Atlantic and Gulf coasts.

The 239 Ore seamen who voted SIU have not only taken a step which will improve their own wages and working conditions, but which will also contribute to honesty in the maritime labor movement.

### Record Log Donation

On November 25, the all-time record for donations to the LOG was set by the crew of the S.S. Pan Kraft—the amount contributed was \$101.00.

The S.S. Pan Kraft tied up in New York after a five-month run around the world. The crew, hungry for back issues of the LOG, so that they could get all the Union news, accompanied the hundred buck donation with the following challenge:

"We are donating \$100 to make the LOG a bigger and better paper and to send it to our ships in foreign ports. We challenge any other ship's crew to equal this mark!"

Any takers?

(The complete story of the trip of the Pan Kraft appears on page three.)

#### Red Sea Ships Are to Be "deGaussed"

Fear of Axis powers laying mine fields in the Red Sea and Persian Gulf trade routes, over which American merchant ships are transporting war materials to Great Britain and the Soviet Union, has caused the Maritime Commission to order installed on freighters the deGaussing device as well as anti-sub and anti-aircraft guns.

The deGaussing device consists of a coil apparatus based in the hold of the ship and through which voltage is sent to a cable which circles the hull of the ship above the water line. This cable, when energized in this manner, de-magnetizes the hull and thus neutralizes the magnetic mines.

While the exact number of ships plying the Red Sea and Persian Gulf routes is kept secret by the government, it is generally believed that the total would be upwards of 200. The Commission's order calls for deGaussing these vessels as they arrive back in U. S. ports from their foreign runs.

While the government did not plan to arm merchant ships on runs to Spain and South America, the sudden attack upon the United States by Japan, will probably change things.

There is little question but that all merchant ships will be armed.

Meanwhile, the Maritime Commission is negotiating with the United States Lines on the question of the Navy taking over the three large passenger ships, the America, Washington and Manhattan. They would be used for aircraft carriers if the Navy does receive them.

All three ships are now being used by the Government as troop transports.

#### DO NOT SHIP

JOHN WILLIAM LANDRIGAN  
Permit #3817

FRED SLATKEN  
Permit #3584



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**MORE ABOUT**

## THE SECOND WORLD WAR

(Continued from Page 1)

allied shipping will be protected by joint action of the U.S. Navy and the British South China Fleet.

The day of the attack President Roosevelt and Prime Minister Churchill talked over the trans-Atlantic telephone and laid plans to coordinate their joint protection of the Pacific merchant ships.

### Japanese Lanes Mined

The sea routes from Japan past the Malay Peninsula and the Netherlands Indies have already been mined effectively. The Japanese raiders, which have already passed into the Indian Ocean, are believed to have sailed south of Australia. Long-range patrols from Singapore, the Netherlands Indies and Australia will aid in the work of spotting and destroying the commerce raiders.

Meanwhile plans are progressing for arming all merchant ships. Three, four and five inch anti-aircraft and anti-sub guns will be placed fore and aft; multiple anti-aircraft "pom-poms" will be clamped on the bridge; and the deGaussing device to protect the ships from submarines will girdle the hulls above the waterline.

### Foreign Ships Seized

The immediate requisitioning of all "enemy ships" was announced by the Maritime Commission. There are few Japanese vessels in American ports, but Finnish and French ships will fall under the new ruling.

Over the week-end six Finnish ships were seized, together with eleven French vessels. Among the French ships was the luxury liner "Normandie". The vessels have been placed under "protective custody" but will soon be refitted and placed directly under the command of the Navy and be used for war purposes.

### Ship Building Speeded

The shipbuilding program will receive an immediate shot in the arm, it was indicated. A prompt speeding-up of work on ships under construction is expected, with the probability that all shipyards will go into a full twenty-four-hour production schedule. This will be accomplished either by two or by three full shifts, depending upon how many skilled workers can be obtained.

All in all, America appears to be headed into a "total war effort." Private shipping interests will be required to bow before the grim necessities of war and to shift their vessels in accordance with the needs of the war effort.

It is entirely possible that the Government may decide upon outright requisitioning of the entire merchant marine.

## Curran's Brief Moment

Dear Editor:

In case you didn't have your ear to the radio last Thursday, this is an account of that history-making evening.

"No coffee time" Joseph Curran, self-proclaimed savior of the American seamen, moved into the big time, November 27, but he didn't stay there long.

Two weeks ago the "Pile-it" announced proudly that Comrade Joe would speak on the Town Hall of the Air program, together with labor-baiting Congressman Smith, Industrialist Batt of the Office of Production Management, and Frank Fenton of the American Federation of Labor. The subject was to be Defense Strikes.

(Continued on Page 3)

## Warns Union Of Hard Days Yet to Come

With labor facing anti-strike laws, the membership of the SIU should be alert in our coming election. We should be careful in making a sensible choice in the brother member we elect as our representative for the coming year.

We should judge a man on his ability to converse on the subject of workers' economics; on his ability to act; and on his courage to stand on his hind legs and battle for the ideals and principles of the SIU. We need militant spokesmen to uphold the progressive unionism of the SIU. We do not need men with a sweet flow of honey-covered words which they use as a method of getting a swivel chair job at our expense.

On the other hand, we, the rank and file, must learn to temper ourselves and to be just in judging our officials. For to err is a human weakness. We should not seek perfection when we lack such perfection ourselves.

Brothers, let's be honest. We raise merry hell should we fail to get overtime for working over eight hours, then we turn about and ask a union official to remain fourteen and fifteen hours on his feet combating the boss to get your eight-hour clause.

We, the union, are employers, no different than the steamship companies. We demand action from our employees (officials). What would the membership's action be should an official rise up at a meeting and ask the members for justice? When our employee tells us we need a bigger strike fund or money to pay men to represent us in gaining new contracts, we shout to the roof tops—robbery! Exploitation! We denounce the official who sought to protect us and our union.

We are making more money than any union in the marine industry and have damn little to show in our protective fund for the future when labor shall be forced to fight like hell upon the termination of this war.

Brothers, let us begin 1942 with an intelligent program of building for a future by calling for a \$5 strike fund assessment. Then let us increase the dues to \$2.50 per month. Surely, fifty cents per month isn't going to break any body.

Let's cut out this crap concerning districts, such as Gulf and Atlantic. We need no Jim-Crow ideas to keep us separated with a feeling that men from any particular coast are superior to others. We are all working stiffs.

We of the SIU are militant, progressive and more union conscious than some unions who dare refer to strike records.

So, Brothers, an intelligent election, a progressive program, and the year of 1942 will find us always at the head of all militant progressive union action.

Fraternally,

Joseph S. Buckley, No. G-312.  
P.S. I'm not running for office.

IN MEMORY OF  
Brother  
**WILLIAM STACK**  
SIU #6202

Died aboard the S.S. Coloradan  
in the performance of  
his duties.  
1889 - 1941

## House Passes Vicious Anti-Labor Legislation

The House of Representatives, on December 3, passed the most vicious anti-labor bill ever to pass that body in all the history of Congress. By a vote of 252 to 136, the bill drawn by labor-baiter Smith of Virginia was jammed through over the protests of all branches of organized labor.

The principal provisions of the bill are as follows:

1. Outlaws all jurisdictional strikes.
2. Outlaws strikes for the closed shop and "freezes" the present status of the closed shop throughout the country.
3. Imposes a mandatory 30-day "cooling-off" period after the workers have submitted written notice to the employer of their intention of striking.
4. Makes it illegal to call any strike at any time unless a secret strike ballot has been taken under the supervision of the U. S. Department of Labor.
5. Makes it illegal for striking workers to picket seabs' houses or to interfere with seabs when they crash the picket line around the place of employment.
6. Requires all labor unions to register with the Government and open all files and minutes to public (and boss) scrutiny.
7. Any Union that fails to open its complete files to inquisitive bosses will be outlawed and its collective bargaining contracts declared null and void.
8. No member of a Union can picket a struck plant unless he worked in that specific plant.
9. Forbids Union to elect officials who are members of the Communist Party.

This bill, if it passes the Senate and ultimately becomes law, will hog-tie labor and rob the workers of the rights they have won over many years of bitter struggle.

The employers and reactionary Congressmen are attempting to give labor knock-out blows from which it cannot recover, even after the war.

ALL organized labor, AFL, CIO, Railroad Brotherhoods, and independents, must unite now to block the passage of this measure through the Senate.

## Maritime Commission to Guard New York Harbor

To eliminate the possibility of sabotage in New York harbor, a conference was called this week by the district manager of the Maritime Commission, and recommendations were submitted calling for drastic new regulation of seamen, longshoremen and waterfront visitors.

The conference, called by Captain Granville Conway, was attended by representatives of the Army, Navy, Coast Guard, International Longshoremen's Association, Dock Department and the New York Police and Fire departments.

Principal curbs suggested at the meeting were the barring of all "Bon Voyage" parties aboard passenger ships and the rigid examination of all parcels and luggage brought aboard by both passengers and seamen.

Other suggestions discussed at the meeting were:

1. Banning of taxicabs from piers and terminals except when passengers are debarking.
2. Designation of checkers to meet all trucks entering piers and to stay with trucks as long as they remain.
3. Enforcement of a regulation forbidding truck drivers to leave their trucks while on the piers.
4. Classification of piers as defense areas by the State Defense Council and consequent authorization to pier police to arrest suspected persons.
5. Issuance of pistol permits for pier guards stationed at gates and gangways.
6. Adoption of an effective method of identification of long-

shoremen and crews of ships tied up at piers.

(Elsewhere in this issue appears the story of the Government's ruling that henceforth seamen must have regular passports in addition to their seamen's papers.)

## NOTICE

December 1, 1941  
Tampa, Fla.

Editor, The Seafarers' Log,  
New York City.

Dear Sir and Brother:

Please publish the following notice in the next issue of The Log: It is very important to a brother member that we locate these men.

The three brothers listed below were aboard the S.S. Wacosta on Nov. 10, 1940 while the vessel was in the region of the Panama Canal.

JOSEPH SHARP  
JAMES ACKERMAN  
NORMAN HALLIDAY

It is imperative that I get in touch with them at once.

E. A. BOYD,  
Dispatcher, New Orleans



# Seaman Reports On Hazards Of Around the World Run

## Finds Africa a Hell of Sand and British Red Tape; NMU Crew Forced To Work in Height of Desert Heat

We sailed from New York bound for the Red Sea early on the morning of June 16. It was a very blue and rainy Monday morning. We made Trinidad in eight days and saw nothing but rain all the time. After the usual Limey display of red tape, and gold stripes, and backwash, we got our bunkers and water in the record time of forty-eight hours and shoved off on the long drag to Cape Town.

This was the part of the trip that was supposed to be the most risky, but we made the grade with no trouble at all. An English scouting plane spotted us while in the vicinity of St. Helena Island and flew around giving us the once over for a while. This was the one incident in the whole three weeks that reminded us that there was a war on.

Finally Capetown on the horizon, and we had to ride the hook all night and then got only a few hours alongside the dock. Were we burned up! One of our brothers, evidently much the worse for his firewater, missed the ship there.

### SHIP MAKES RECORD SPEED

This old rust bucket really outran herself from Capetown up to the Red Sea. For four days in a row going up the coast of East Africa, she made 350 miles a day, and the rest of the time she wasn't far behind this mark. We put into the port of Aden for a few hours and then proceeded to Port Sudan to discharge.

Arrived in Sudan, August 6, fifty-one days out of New York. This spot is just about the hottest place in the world, and we were there during the hottest time of the year. There were many deaths on ships in the harbor on account of the heat, but no one died on the Pan Kraft.

Well, for eight days we rode the hook and ate, breathed, and smoked dust and sand. This sand, coupled with the unbearable heat, had us all punch drunk—and all the time no shore leave. And then one morning the pilot finally came out and took us alongside the dock. Sudan is not much to rave about.

There are about six fifth-rate gin mills and a number of tenth-rate brothels. While we were there, the town was filled up with thousands of Greek soldiers and sailors, who had left their own country after its defeat. These men were obviously downhearted but by no means beaten. They are all in the English armed forces now and are continuing their fight.

There were several other American ships in the port with us, as well as English troop ships and transports. One British ship had several hundred men who had been wounded at Crete and were being returned to Blighty. Some of these chaps were in a bad way. Needless to say, they all appreciated American cigarettes.

### BRITISH TOUGH ON ITALIAN SOLDIERS—EASY ON OFFICERS

Sudan is evidently a center for the evacuation of Italian prisoners to other parts of the British Empire. There were hundreds of these men put on ships and set out while we were there. They are a poor bedraggled lot of soldiers. This war is not of their making, and they are bewildered by the trick that fate has played

### More About:

## Curran and The Town Hall

(Continued from Page 2)

Starting off with a prepared speech, which should have been set to the music of the "International," Curran gave the usual Stalin-inspired flag waving oration. With gushing words he promised that American seamen would "deliver the goods" and then, amid a brief salvo of stooze applause, he sat down and beamed upon the audience of fifteen hundred persons, and wiped sweat from his bald head and his three labor faking chins.

Congressman Smith, "of Virginia Suh," awakened from a dream of maybe being President—or at least getting reelected Congressman—got wearily to his feet. He adjusted his bat-wing politician's collar, and then called upon God, Congress, and the American people to support his bill to hog-tie labor.

Finally Frank Fenton gave the Federation position of full support of the defense program without yielding any of labor's rights. His intelligent analysis of labor's problems and contributions to the National Defense, won the first whole-hearted applause of the evening.

Then came the revolution! The floor was thrown open for discussion, and Curran's face became more red than his politics is supposed to be. It became immediately evident that a good many seamen didn't trust "Pal Joey" and wanted to give their opinions. And give them they did, in no uncertain terms.

Roland Perry, dispatcher and former NMU Standard Oil appeaser, sat with a stooze in the rear of the hall and took down the names of the bold venturers who dared beard the mighty Joe. But that did Joe no good, for benefit of his prompters he could only glare, slump and long for a good old packed meeting. Several times he glanced hopefully at the wings, hoping to find that perhaps Tommy Ray, Al Lannon or Roy "Horseface" Hudson had heard of his predicament and had come to his rescue. But alas and alack, he had been left marooned on the forty-third street Town Hall rostrum.

The climax of the meeting was when Raymond Carlucci won the prize for the best question submitted. Carlucci is a former associate of Curran, Lannon, Ray, Bridges, Hudson, etc., and has been labeled by the above mentioned boys as a "labor-spy."

The question was, "Should Labor Countenance Jurisdictional Disputes During This Period of Emergency?"

Curran indignantly spouted that the CIO didn't believe in jurisdictional disputes but quickly shut up when Frank Fenton reminded the audience of the raids on building trades by the little brother of the big labor faker, John L. Lewis.

"Whackie" Myers is now on the West Coast trying to raid the SUP and MFO. The NMU and other CIO unions are supporting him 100 per cent. This sure smells like plain union raiding to me.

And we might remind Curran that if he doesn't believe in intra-union raids and jurisdictional disputes, as he said in the

upon them. All of us felt very sorry for them.

They were commanded by their own officers, who are fascist Blackshirts. The British authorities treat these officers damn well—a fact which the British Tommies openly resent.

While we were at the dock, our captain and our mate wanted to work eight hours a day. This, while people were dropping off from heat prostration by the dozens. There were a lot of strong words thrown back and forth, but we ended up by doing no work.

An SUP ship that was in with us did not work the crew either. But—and this is for the record—a Lykes NMU ship worked from eight A.M. until five P.M., heat or no heat. This was a good example of our relative working conditions. It is something that all of us will remember.

After eight days discharging, we sailed, and none too soon. The shopkeepers, saloonkeepers and damsels were having a field day at the expense of American seamen, and all of us were cleaned out long before we left Sudan.

Had a good run to Bombay and stayed there five days, loading manganese ore. It was the first time most of us had been there and with the fresh supply of green stuff, the town was done up proper—from Grant Road to the Taj Mahal Hotel and back again.

### BRITISH PAPERS DISTORT SIU STRIKE

Then came Penang for tin and rubber. It was in Penang that we got news of the SIU strike for bigger war bonuses. Those lime-juice newspapers didn't give our union any breaks either; it was necessary for us to sift through a lot of slander to glean a few facts.

Singapore was last on our list of loading ports and our last chance to go ashore until Honolulu. Prices have sure gone up in Singapore. The war is the standard excuse, but our idea of the real reason is that somebody is making a lot of profit these days.

On the way back to our own hemisphere we stopped in North Borneo for bunkers. We had a stormy crossing to the "paradise isle" and a stormy one to the "big ditch." It was necessary for us to put into Manzanillo, Mexico, to replenish our dwindling fuel supply, the weather had been so bad.

Finally, after five months and nine days, we came to the best part of the trip—heading up good old New York harbor.

Well, shipmates, it was a good trip—not too many beefs and not too hungry.

Fraternally,

A. B.

ARTHUR D. F. SMITH

Report at once to Kirkwood. Everything is all right but it is important that you contact him.

## SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Atlantic & Gulf District

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## TAMPA TOPICS

### Agent Finds Union Brothers Have Plenty of Militancy But Are Short on Responsibility

December 1, 1941

Editor, Seafarers Log  
Dear Sir and Brother:

I would like to know why some of the Bull Line and Waterman Line crews are bringing their beefs to this port for adjustments? Although I know that any agent is supposed to settle any beefs that come their way, but the Bull Line agreements state that the beefs shall be settled in the ports of New York and Baltimore.

Last Saturday the S.S. Bayou Chico was in port and came over one man short in the Deck Dept., and on arrival one of the other A.B.'s had to go to the doctor and then to the hospital for treatment. The crew decided that if the captain did not pay this Brother off that they would quit and I agreed with them. So after talking pro and con with the agent and the captain, I finally got the captain to pay him off.

Then due to the fact that some of the boys had a little drink of quitting whiskey, they decided that they would not sail the ship with two men short. I could not replace these men because they were not on the beach, and it was one hour before sailing time.

It is such performing as this that will in the future, if we keep this up, cause us to go back to the "good old days" of \$35 per month and no overtime, shipping out of company offices and off the dock. It seems to me that these young men that are coming into the SIU of NA do not realize that we had to fight like hell to get the conditions that we have now. If some of these super militant

Town Hall meeting what the hell is his stooze doing in California?

Fraternally yours,

Louis Goffin, No. 4526.

P.S. I just read the morning paper and I see that Curran has again sold out. In collaboration with Taylor of the American Marine Institute, the NMU has agreed on a \$125 war bonus for Russia and \$150 for England. This is just another precedent which we will have a hell of a time overcoming. Remember how he accepted 25 per cent on the original bonus and how we had to battle to get it up to its present level?

union-minded Brothers would try "Pie-Carding" for a while, I am sure that they would have a change of mind. After you have put in five and one-half days settling beefs and then be called out on Saturday afternoon and Sunday to settle some of these phony drunken beefs, it makes you do a lot of thinking.

Now the election of officials are being carried on and if our Brothers will take time to vote for whom they think will make a good official for our union, they should do so. I have listened to lots of Brothers condemning different Union Officials and when it comes to a showdown, they have not got the guts to run for the same office and try to better the Union. I say that we should vote for who we think is best fitted for the job and after the election is over keep our mouths shut and put our shoulder to the wheel and try to help instead of blasing.

This next year is going to be a trying one and we will have lots of different things coming up that will take quite a bit of concentrating and backing from all the members of this Union. So, let's pull together, boys, and make this next year a banner year of this organization.

Fraternally,

D. L. Parker, Agent.

### MONEY DUE

Deck Department of S.S. Alcoa Pilgrim. Trip from August 23 to October 17.

E. COLCOMBE	\$6.34
J. RYDER	1.58
W. LUTH	.79
J. LASKOWSKI	7.52
A. HARKAVI	1.58
V. KADIAN	1.58
W. MOELLER	11.09
A. MILLER	7.52
M. M. MITCHELL	4.36
J. A. SCHAULE	.79
C. E. MASON	1.58
B. GRAHAM	7.13
C. A. HART	4.75
A. G. DONZE	1.53
K. KUECK	4.75
E. LARSEN	7.92

TOTAL \$70.86

This disputed Bridge work can be collected at Alcoa Line Alcoa Line office. Bring Seamen's papers for identification. CLARENCE NORMAN, N. Y. Joint Patrolman



# ANNUAL SIU ELECTIONS UNDER WAY

## Ballots to Be Cast Throughout Months of December and January

### Election Rules Governing the Balloting as Provided in the Newly Adopted Constitution

#### Starting Page 17 of Constitutional Balloting Requirements

Ballots shall (a) bear the name of the Union, the month and year of election and instructions to voters; (b) bear the names of eligible and duly qualified candidates for each office arranged alphabetically with voting squares to the right of names; (c) have one blank line for each office in which member may write the name of any member whose name does not appear upon the ballot who must be qualified under the provisions of Section 2 of this Article; and (d) be perforated at the upper edge and the perforated stubs numbered consecutively, beginning with No. 1. The Secretary-Treasurer shall cause to be printed, and shall forward to each Branch and retain for use at Headquarters, a sufficient number of ballots, and shall keep a record of the numbers of the first and last ballots so forwarded and retained. None but official ballots shall be used in any general election.

#### GUARDING BALLOT BOXES

Section 4. Balloting for officers shall be secret and shall take place each day during the month of November and December (extended by membership vote through January), 60-day Referendum provided that there are five members in good standing elected from the meeting present to look at their books and guard the ballot box; and no ballots shall be accepted except those cast in the regular manner.

A committee of Election composed of six (6) full members in good standing, two (2) from each department, namely one judge, two tellers and three clerks, shall be elected in each port to conduct the election and to canvass the returns. Ballots shall be distributed in the order of their numbers, commencing with the lowest number.

#### MARKING BALLOT

Section 5. Members shall be entitled to vote upon presenting their membership certificates showing that they are in good standing, and have not previously voted at the same election. Members shall mark their ballots with pen and ink, or with indelible pencil, and shall signify their choice of candidates by marking a cross (x) in voting squares opposite names, or by writing in the blank line the name of their choice if such name be not printed upon the ballot. Lead pencils shall not be used in marking ballots. When a member has marked his ballot, he shall deliver it folded to the Judge, who, after ascertaining that the member is entitled to vote, shall tear off the numbered stub and deposit the ballot. The committee shall then stamp the member's certificate of membership in the proper column for the year and month of election. Such stamp shall bear the word "Voted," the initials of the voting place, and the date of the voting. If the member is not entitled to vote, the Judge shall cancel and destroy his ballot. The Tellers shall count the ballots as they are deposited, and the clerks shall keep record of the count.

#### BALLOT JUDGE DUTIES

Section 6. Balloting shall continue until every qualified voter present has had an opportunity to vote. The Judge shall then count the numbered stubs to verify the count of the clerks, and shall enclose them in a sealed envelope in the ballot box. He shall then announce to the meeting, and the Secretary-Treasurer, or Agent, shall record in the minutes, (a) the number of ballots last distributed; (b) the number of ballots canceled or destroyed, and (c) the number of ballots deposited. The ballots shall then be placed in an envelope provided for the purpose and a slip of paper, also specifically provided, shall be signed by each member of the

Committee on Election and pasted on the back of the envelope. The sealed envelope shall then be placed in the ballot box. The ballot box shall then be locked and sealed, and the key thereof shall be sealed up in an envelope, also specially provided for that purpose, on the back of which each member of the Committee on Election shall again sign his name. The envelope so signed and sealed shall be given in charge of the Secretary-Treasurer or Agent, or some other member designated by the meeting. No candidate for office shall be a member of the Committee on Election.

#### COUNTING BALLOTS

Section 7. In the regular meeting held in Branches during the first meeting in January, the Committee on Election shall open the ballot box, count the number of ballots therein contained and count the number of votes for each candidate. The result shall be noted in the minutes. The Committee shall then forward to Headquarters all used ballots (i.e., all ballots taken from the ballot box, including blank and disqualified ballots), together with a copy of the tally sheets, under sealed cover, marked "Ballots for Officers." In case no regular meeting is held during such week, the Agent, in the presence of the Committee on Election, or, in their absence, before five other full members, shall open the ballot box and count the ballots therein contained (but shall not count and tally the votes), and forward same to Headquarters in the manner hereinbefore prescribed.

#### HEADQUARTERS CHECK-UP

Section 8. The Committee on Election at Headquarters shall count the number of ballots received from each Branch and cast at Headquarters, and shall count and tally the votes cast at each voting place. They shall prepare a report showing the number of ballots cast and the number of votes received by each candidate at Headquarters and each Branch, also the total number of ballots and votes. They shall carefully preserve and place under sealed cover all ballots, keeping separately the ballots cast in each voting place. Tally sheets shall be kept on file by the Secretary-Treasurer for the inspection of members, and the report of the committee shall be spread in full upon the minutes. The candidate receiving the highest number of votes for any office shall be declared elected, and shall assume office within thirty days after notification. If the candidate fails to comply with the foregoing provision, the office may be declared vacant, and the Union shall proceed to fill the office in accordance with Article 14, Section 3. Any member who desires to be present during the canvas shall be admitted upon showing his membership book in good standing.

#### MUTILATED BALLOTS

Section 9. Mutilated or disfigured ballots, or ballots marked with lead pencil, shall be deemed invalid. Ballots torn in such a manner that part of the names of candidates or voting squares is destroyed are to be regarded as mutilated ballots. Where the choice of any member for any office cannot be determined with certainty, the vote for such office shall not be counted. This also applies where a member has voted for more than the designated number of candidates to be elected to any office. All ballots cast at any time, in any place and manner, except as herein provided, shall be deemed invalid.

Section 10. All committees mentioned in Article XIII shall consist of six full book members in good standing; two members from each department.

### Resolution Which Appears On All Official SIU Ballots; Mark Either "Yes" or "No" When Voting

This resolution is printed in full below. Read it carefully, so that you will be familiar with all its provisions when you cast your ballot.

#### FOREWORD

THE FOLLOWING RESOLUTION IS HEREBY SUBMITTED, THROUGH A MAJORITY VOTE OF THE BRANCHES, TO THE MEMBERSHIP.

IN ACCORDANCE WITH THE WORDING OF THE RESOLUTION, IT IS NECESSARY FOR THE MEMBERSHIP TO VOTE ON THE RESOLUTION THROUGH THE MEDIUM OF A REFERENDUM VOTE:

#### RESOLUTION

WHEREAS, the cost of all necessities has greatly increased and the price of cigarettes and tobacco has nearly doubled, and

WHEREAS, one dollar a week is hardly enough for a man in the hospital to buy smokes, stamps, a few eats now and then and other necessities a man has to have, and

WHEREAS, the hospital fund of the SIU of NA has greatly increased and is in a position to stand an added expense and our annual \$2.00 assessment is enough to cover the present and added expense of this fund, and

WHEREAS, \$7,500.00 is the approximate amount spent annually for deaths and hospital benefits and the expense added will be at the most \$5,000.00 and if more, it will not be more than double the present expense, which will make it \$15,000.00, so, therefore, be it

RESOLVED, that we change article XXV of the Constitution to read \$2.00 in place of \$1.00, so men in the hospital will have a few additional nickels to spend, and be it further

RESOLVED, so that all members may have a chance to vote on this matter, that this resolution, if carried, be placed on the ballot for officials, which will be cast during November and December of this year.

ARE YOU IN FAVOR OF ADOPTING THE ABOVE RESOLUTION?

YES NO

#### SEAFARERS' LOG

## Honor Roll

C. H. Randolph	\$5.00	E. Parker	5.00
M. P. Aeutat	5.00	O. G. Kase	2.00
G. Campbell	5.00	Bornberg	1.00
A. G. Espeneda	5.00	R. D. Huddleston	5.00
N. Crann	3.00	C. Moss	5.00
H. F. Burgessen	5.00	Thos. Anderson	3.00
Vincent P. Magee	5.00	J. Harris	1.00
John J. Mallon	5.00	T. Carlson	1.00
James P. Campbell	5.00	S. M. Bergerla	5.00
Bert Hurley	5.00	W. Barnard	5.00
J. Thomas	5.00		
J. P. Brennan	5.00		
A. N. Jacobs	5.00	Total	\$96.00

## Board Clears Seamen

On April 20, 1941, several Brothers on the S.S. Greylock got into a little argument with the First Assistant Engineer. When they hit the beach, they discovered that charges had been brought against them. The case was finally closed with the receipt of the following letter. The letter is addressed to C. C. Johnson, the attorney who defended the Brothers

at the Marine Bureau hearing. Mr. C. C. Johnson c/o Charlton Ogburn 68 William Street New York City Dear Sir:

Referring to the trials of Joseph P. Schork, Fireman; Floyd E. Hathaway, Officer; Charles H. Malpass, Able Seaman; Warren Conner, Able Seaman, and Frank

Gallick, Ordinary Seaman, on a charge of misconduct, arising out of an altercation with Michael Clark, First Assistant Engineer, on April 20, 1941, while the S.S. Greylock was at Beira, Portuguese East Africa, you are informed that by the authority of the director, this case is hereby closed.

Respectfully,

Alf S. Lee,  
Robert S. Smith,

"C" Marine Investigation Board  
Bureau of Marine Inspection.