

SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

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No. 21

START OF A SUCCESSFUL ACTION



SIU pickets in front of the Milwaukee Clipper office in Milwaukee proved to the company that the Union meant business. So, in short order, the company came to terms. In the group are Deck Delegate Joe Jarvis; John Lind; Engine Delegate John Josefek; Ed Shilbauer; Paul Kelly; Emil Schroeder; Harry Lullins; Stewards Delegate Harry Breen; Milwaukee ILA President John Brzek, third from left; and SIU Chicago Agent Herb Jansen, second from left.

Canadian Vessel Slave Ship; Then SIU Steps In

By WILLIAM T. McLAUGHLIN

JACKSONVILLE—Hired from anywhere except a union hall, and forced to work 14 hours a day, the unlicensed seamen of the SS New Northland, Seaway Lines Limited, finally reached the limit of their endurance last month and came to the SIU for help.

It is now history how the Canadian District of the Seafarers organized this crew, and by the use of job action obtained a straight \$30.00 per month raise across the board.

But this raise, and the interim 30-day agreement which went into effect at that time, has not solved the entire problem on the New Northwind. Working and living conditions have not improved, and the heads of Departments continue to act like petty dictators.

One in particular, the Chief Steward, has frequently allowed the ship to sail shorthanded in his Department, and then has forced the other men to do extra work without extra pay. This has resulted in workdays of 14 hours for most of the men in the Stewards Department.

MANY LEAVE JOBS

In the six months during which the New Northwind has been in operation, 270 men have

quit. This high rate of turnover is not seen on organized ships, where the workers are protected by union contracts.

Right now we are engaged in negotiations with the company. So far, we have covered everything in a standard SIU agreement, with the exception of wages, closed shop, overtime rates, and whether or not the Chief Steward should be represented by the Union.

The company is very strenuously opposing us on all these points. We, on the other hand, are not going to waste much time arguing with these people since the entire crew is behind our drive, and the New Northwind, a floating palace for passengers, cannot sail unless the unlicensed personnel does the work in the three Departments.

The legal adviser for the company has been present during all the meetings. He came straight from a case where he

(Continued on Page 6)

Montreal Hall

The recently established SIU Hall in 1440 Bleury Street, Montreal, Canada is open for business. Seafarers crews who make that port and have beefs requiring the Union's attention are advised to get in touch with Gene Markey, SIU representative, at the above address.

One of the purposes of the new Canadian facility is to give the membership greater on-the-spot representation, and members are urged to take advantage of it.

Pass this information along to your Union Brothers everywhere, so that all hands can avail themselves of the services of the new branch.

Overlakes Purchases Nine Freighters For Lakes, Off-Shore Runs

Nine former Great Lakes freighters, taken over by the Army during the war and converted to deep sea use, have recently been purchased from the Maritime Commission by the Overlakes Freighting Corporation, an SIU contracted company. These vessels can be used in Lakes trade, or for off-shore voyages.

Seafarers Wins First 40 Hour Week On Lakes

DETROIT, May 20—SIU Great Lakes Secretary-Treasurer Fred Farnen today announced the completion of an agreement with the Great Lakes sandboat operators providing for the first 40-hour week ever negotiated by any union on the Great Lakes. The new agreement, covering the unlicensed personnel of all sandboats on the Great Lakes, provides for a 40-hour week at the same basic rate as 1946, but with 16 hours week-end overtime payable at \$1 per hour.

In addition, all penalty overtime will be paid at the rate of \$1.25 hourly.

Meeting in Cleveland, last Thursday, May 15, the SIU was represented by Secretary-Treasurer Farnen, Chicago Agent Herb Jansen and Cleveland Agent Stanley Wares.

The operators were represented by E. Florsheim of Construction Aggregates, L. Buethal of Kelly Island Lime and Transport Company, Joseph St. John of Erie Sand and Gravel, and Joseph Martin of the Great Lakes Dredge and Dock Company.

MARTIN BREAKS ICE

After considerable discussion and getting nowhere, the solid front of the sandboat operators was broken by Mr. Martin of the Great Lakes Dredge and Dock Company. Martin agreed to go

(Continued on Page 14)

SIU Files Brief Before NLRB On Isthmian Case

As the Isthmian election goes into its final round, the SIU last week filed a brief before the National Labor Relations Board, refuting all charges of collusion made by the NMU.

(Full text of the brief starts on page 7.)

The SIU was adjudged winner of the election held to determine a bargaining agent for the unlicensed Isthmian seamen, but the NMU has stalled since then, and hearings were held in New York to clarify the situation.

A reading of the brief will serve to prove that the NMU's claims were unfounded and unsubstantiated.

NLRB Announces Meeting Date On Sun Oil Election Petition

PHILADELPHIA, May 21—In an effort to bring together the interested parties in the Sun Oil bargaining petition, the National Labor Relations Board, Fourth Region, has scheduled a meeting for Friday, May 23, between representatives of the Seafarers International Union, the National Maritime Union, CIO, and the Sun Oil Company.

A petition requesting a bargaining election in the tankers operated by Sun Oil was filed by the SIU on May 12. To date, the company has not replied.

The unlicensed personnel of the Sun Oil fleet in the Deck, Engine, and Stewards Departments, have shown a preference for the SIU in the manner in which they have

signed pledge cards since the SIU Hall opened in Marcus Hook last summer.

SIU organizers have been working in that area, and their reports indicate that an election would bring the Union out on top by a large majority.

Since the start of the organizing drive, the company has resorted to many dodges to stop the campaign. Intimidation was one of the methods, and Sun Oil police tried their best to prevent SIU organizers from speaking to employees of the company.

All this, however, failed, and right now the Union has signed cards from enough of the unlicensed Sun Oil seamen to be qualified as the bargaining agent.

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GEORGE K. NOVICK, Editor



Another Try At It

A number of articles have been written lately about the Army's new conscription system, which this time is being sold to the public as Universal Military Training, or UMT.

Most of the people of the United States do not want military conscription. They have said so, emphatically, in letters to their representatives. But the Brass Hats need a large army so that they maintain their wartime inflated ranks, and if they can't do it one way, they are prepared with an alternate measure.

A small training unit of 664 young boys, 17 and 18, has been undergoing training at Fort Knox, in what observers call a program "to convince Congress and mother and dad that a year under military guardianship is just the thing for a growing boy."

The Army makes claims that real democracy flourishes under universal military training, that the boys who have taken the training are in favor of it, and that a large army is necessary to maintain the peace of the world.

All of the arguments are false. If real democracy goes hand in hand with military training, then Germany, Japan and Russia must have been the most democratic countries in the world since all had compulsory military service.

Perhaps it is true that the first group of UMTees enjoyed their training, but the point must be made that these boys were volunteers, and no experiment based on willing volunteers is typical of a system which relies on compulsion.

As far as the third argument is concerned, competent observers, including the Emergency Committee of Atomic Scientists, have stated, "Atom bombs can be made cheaply and will become more destructive . . . no military defense can be expected and preparedness is futile . . . if another war breaks out, atom bombs will surely destroy civilization."

Organized labor, church groups, and the inarticulate masses of American people are dead set against compulsory military training in peacetime, no matter how artfully the Army may disguise its real objectives.

Only the men who make a career of blind discipline and reliance on military might, the Regular Army officers, are in favor of the program.

But, unless the people get busy, and make their voices heard now, the few Brass Hats will have a lot to say about the training of our young men in the years to come.



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.

NEW ORLEANS HOSPITAL

- A. BUCHENHORN
- C. PEDERSEN
- J. HARRISON
- G. CARUSO
- P. STOFFEL
- A. SANDY
- R. CHRISTIAN
- A. R. GUIDRY
- J. AMAYA
- H. DAUGHERTY
- P. La Cicero
- R. WRIGHT
- G. GREY
- H. HAMOND
- C. CASE
- F. HAMON
- J. O'NEILL
- W. BROSE
- C. MASON
- A. WALTERS

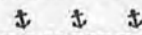


NEPONSET HOSPITAL

- HUGH BURKE
- J. S. COMPBELL
- LINDEN CLARK
- JOHN T. EDWARDS
- J. FIGUEROA
- E. FERRER
- J. R. HANCHEY
- C. LARSON
- L. L. LEWIS
- L. TORRES

BALTIMORE HOSPITAL

- WM. KEMMERER
- WM. REEVES
- WALTER TAYLOR
- PEDRO GANZALES
- PETER LOPEZ
- SALVATORE PRESTO
- HARRISON GREEN
- LORENZO BRIGIDA
- CHARLES SIMMONS
- THOMAS PHELPS
- MANUEL ROMERO
- EDWARD CAIN, Jr.
- GEORGE WARFIELD
- JOHN WEBB
- JAMES McMAHON



SAN FRANCISCO HOSP.

- AARON McALPIN
- J. HODO
- JOHN KREWSEN



BRIGHTON HOSPITAL

- D. KREWSKI
- S. WILUSZ (SUP)
- E. JOHNSTON
- H. SWIM
- P. MADIGAN (SUP)
- E. MOFIENE
- C. WALSH
- E. DELLAMANO
- D. BURLISON (SUP)
- J. MORRISON

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 times:

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

- P. KOGOY
- J. RUBERY
- J. MINNAHAN
- W. PARIS



STATEN ISLAND HOSP.

- H. R. BELCHER
- E. E. CASEY
- V. PLACEY
- R. G. MOSSELLER
- E. CARRARAS
- M. BAUSKI
- D. NELSON
- G. H. STEVENSON
- P. AMATO
- J. A. DYKES
- E. B. HOLMES
- C. A. MILLER
- H. SELBY
- W. R. BLOOM
- J. MOLINO
- F. NAGY
- J. BURGOS
- N. NEILSON



ELLIS ISLAND HOSPITAL

- M. MORRIS
- W. B. MUIR
- D. McDONALD
- C. RASMUSSEN
- B. HOFFMAN
- J. KOSLUSKY

Contract Clarifications

There has been quite a bit of misunderstanding on different sections of this agreement between the Union and the companies.

Since the last regular meeting there has been a meeting with the operators for a couple of clarifications. The companies, in some instances, have been trying to interpret "straight time hours" in the agreement in the case of loading stores to mean that when stores came aboard after 5 p.m. or before 8 a.m. they can be loaded by members of the Engine Dept. or the Deck Dept. on watch, and such time would be classed as straight time hours.

In other words, if stores came aboard between 8 a.m. and 5 p.m. the regular day men loaded them on straight time hours; but if



they came aboard after 5 p.m. and before 8 a.m., the 4-8 or the 8-12 Engine watch and gangway watch were expected to load them on straight time hours.

Therefore, the following clarification has been agreed to and it is recommended that the membership accept same:

"The 'straight time hours' as referred to in paragraph (b) are defined to mean the regular straight time hours of work as specified for day workers."

Another beef that has been giving us quite a bit of trouble is the transportation rider beef. In some instances the company has contended that if a man makes a coastwise voyage from a port in one area to a port in another area, for instance, from New Orleans to Savannah, and pays off coastwise articles in Savannah and signs on foreign articles in Savannah and the ship was to return to New Orleans, the man would not be entitled to transportation back to Savannah, inasmuch as he originally joined the ship in New Orleans.

The following clarification has been agreed upon and it is recommended for acceptance as it is believed it will clear this matter up:

CLARIFICATION NO. 1

"It is hereby mutually agreed this 16th day of May, 1947, by and between Smith and Johnson and the Seafarers International Union of North America that the term "Port of Engagement" appearing in Article 2, Section 12, of the Agreement between the parties, dated October 23, 1946, shall be interpreted to mean the port where Articles were actually signed by the individual members of the unlicensed personnel; and it is further agreed that the insertion of the Rider contained in said Section 12 will not be placed on the articles, but will be dealt with by collective bargaining.

"To clarify the above the following examples are given:

FOREIGN ARTICLES

"1. If a ship signs articles in the Port of New York and then proceeds to the Port of Balti-



By J. P. SHULER, Secretary-Treasurer

more and a seaman or seamen sign the same articles in the Port of Baltimore, although they originated in the Port of New York, if the ship pays off in an area other than the area in which the Ports of New York and Baltimore are located, the men signing on in the Port of New York will be paid transportation back to the Port of New York and the men signing on in Baltimore will be paid transportation back to the Port of Baltimore.

"2. If a ship signs on in the Port of New York and proceeds to a port in another area, say the Port of New Orleans, and seamen signed on these articles in the Port of New Orleans although they originated in the Port of New York, and the ship pays off in an area other than the area in which New York is located or the area in which New Orleans is located, the men who signed on in New York shall be paid transportation back to the Port of New York and the men who signed on in New Orleans will be paid transportation back to the port of New Orleans. Where the ship pays off in a port in the area where New York is located, the men signing articles in New York are entitled to no transportation; and in like manner, if the ship pays off in a port in the area in which New Orleans is located, the men sign-

ing articles in New Orleans are entitled to no transportation.

COASTWISE ARTICLES

"3. If a man signs articles in New York and proceeds to a Port south of Cape Hatteras, say the port of Savannah, where coastwise articles are terminated and foreign articles signed, the men who signed on coastwise articles in New York will be entitled to transportation back to the Port of New York. If the seamen payoff the foreign articles in an area other than the area in which Savannah is located, they shall be entitled to transportation back to the Port of Savannah, regardless of where they signed the coastwise articles. However, if the ship pays off the foreign articles in the area in which Savannah is located, no member of the crew shall be entitled to transportation who signed the foreign articles in the area in which Savannah is located.

SMITH & JOHNSON

By: F. E. Fasick
By: L. A. Andersen
Attest: M. V. Cherbonnier

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA

By: J. P. Shuler
By: J. Algina
Attest: L. A. Parks

The wages and working conditions are still being negotiated with the Moran Towing and Transportation Company and by the next regular meeting, we should have completed an agree-

ment to present to the membership for action.

Shipping

Shipping has been very good in most ports; especially in the Engine and Deck Departments and there have been a number of permit cards issued in these two departments for rated men.

The membership should realize that the more permits issued, the harder it will be to ship when shipping falls off to normal. Members should take the jobs when they come up on the board, instead of letting them be filled by men who have to be issued permits.

In our agreements with all the companies, there is a payoff clause which requires every man to give 24 hours' notice before paying off, as well as a clause which calls for the company to give 24 hours' notice before discharging a man.

This clause should be lived up to by the membership not only for the fact that it gives the company a chance to call the hall for replacements, but because of the fact that it gives the Union time enough to fill their jobs with Union men instead of men shipping off the docks or sailing short-handed.

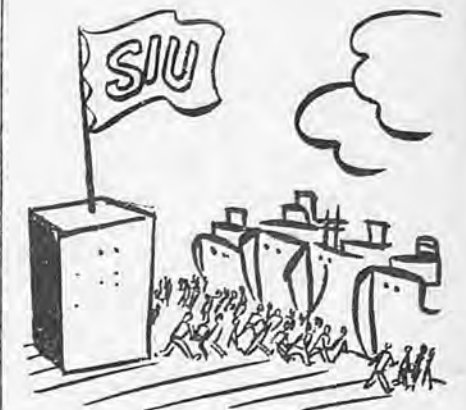
Rackets

As fast as the membership catches on to one racket and kicks it over, it seems as if another one pops up in its place. There has been, and are still

continuing to spring up, more seamen's clubs and benefits for seamen in the last few months than there are red pencil marks on an Alcoa overtime sheet.

One of the latest which will bear investigation is the Merchant Seamen's Anchorage. This outfit is starting in New York and their address is South Ferry, Slip 3, New York 4, New York.

They offer all the "luxuries" and "benefits" that are offered by the other phony organizations that have popped up in the past.



This outfit is spearheaded by Mrs. Brown, formerly attached to the United Seamen's Service.

The membership should be advised that any "club" or benefit" for the seamen who claim they are endorsed by the SIU are misrepresenting the facts as the membership is well aware of the fact that the SIU is a trade union and is only interested in securing jobs, wages and conditions for its membership and is not interested in any clubs, parties or politics.

Organizing Activities

The Union has received its final certification on the Mathiasen Tankers, Inc., and are meeting with the operators in Philadelphia on May 20 for negotiations.

The Organizers have petitioned the National Labor Relations

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Payoff Performers Disrupt The Union Machinery And Jeopardize Efforts Of Entire Membership

By JOSEPH VOLPIAN

Special Services Representative

Unionism implies cooperative, joint effort by a group of workers bound together to attain certain objectives beneficial to all. In the Seafarers we have risen to our strong position in the maritime industry because of our unified action and adherence to the principles of good unionism. Each individual member's acceptance of his obligations to the Union as a whole has contributed immeasurably to the smooth, effective operation of our apparatus.

Occasionally, however, performers crop up to disrupt the functioning of the Union machinery. In this instance, we are concerned with the variety of performer whose unwillingness to cooperate with his Brothers is evidenced at the payoff. In short, the guy who operates on the "to-hell-with-everybody-else" theory.

The membership goes through a great deal of trouble to maintain Patrolmen, whose jobs in addition to protecting the rights of the membership and settling beefs, are to effect satisfactory payoffs.

THE EFFICIENT WAY

The most efficient way to make a payoff is to do so when all hands are present—when all

hands are present to square away the beefs concerning them all. Consequently, it is a prime obligation of each member to be there. Of course, there are a few circumstances when absence is excusable.

But we find that most of the guys who miss the payoff have no valid reason (though they usually think it can be condoned by saying they were drunk). The guy who fails to show up is generally either a freeloader trying to avoid payment of his Union dues, or a "deadbeat" who is heavily in debt to his shipmates and is intent on beating them out of their money.

Next step in the technique of the "payoff performer" is to lay low for a couple of days, then soft-shoe it into the Shipping Commissioner's office to sign clear. Then, on to the company office to collect his money in a solo payoff. He discharges his obligations to his shipmates by promptly forgetting them. This left-handed pitch doesn't end at this point.

SNARLS UNION WORK

Several days later, this type of "rugged individualist" comes up to the Union Hall to settle his beefs, necessitating wholly unwarranted, repetitious activity which should have been finished with at the group payoff.

Thus, a separate staff of men is required to handle the work involved in digging into the files and searching for data that already has been disposed of. In other words, the work incidental to the payoff has to be gone over for the second time simply because one guy thinks only of himself.

He takes up time with the Patrolmen, preventing them from devoting proper attention to payoffs and beefs of a legitimate nature and disrupting the normally smooth and efficient operation of the Union machinery.

Besides the brushoff of his own shipboard Brothers, the type of performer in question, therefore, commits a distinct injury to each and every member of the Union by belaying the organization which all hands have labored so vigorously to build up to its present position of strength.

For example, we now have excellent relations with the Shipping Commission in New York, based on a spirit of cooperation and fair dealing. But performers who absent themselves inexcusably from a payoff only to make an appearance at the Commissioner's office several days later are gnawing at the roots of these good relations.

Shipping Commissioners, too, are human. With the limited staffs the government allows them

to handle payoffs, they are hard put to discharge their regular load of work on schedule. They find that their functioning is disrupted and their schedules thrown out of kilter by the special requests of these performers, since large sections of their staffs have to be diverted to the handling of the "individual attention" cases. The consequences of these actions should be obvious.

RELATIONS JEOPARDIZED

The relationship between the Union and the Shipping Commissioners is, therefore, jeopardized, since the harried Commissioners develop a resentful, antagonistic attitude toward all seamen.

Human decency and a sense of what is right and proper should impel these solo performers to cast aside their claims for individual attention and, instead, share the obligations and responsibilities of good Union men, just as they reap the benefits.

Cooperation is the keystone of union structure. Therefore, when you join a Union, you abide by the rules which you and your Brothers have devised to allow a maximum of accomplishment for all concerned. You should act, then, as part of the unit and not as an individual entirely independent of it.

Lakes Seamen Have One Question: When Will The SIU Represent Us

By PAUL WARREN

DETROIT — During the past week, I've been in constant contact with men from the Wyandotte, Huron, Wilson and Hanna fleets, as well as from some other unorganized companies. There's one thing in common with all of these unorganized Lakes seamen that I've noticed. That is, they are vitally interested in the Seafarers contracts and gains, and the SIU program on the Lakes.

There's one constant query from the vast majority of these men. They all want to know, "When is the election going to be held aboard our ships?"

In addition, they all want to know, "How long after we vote for the SIU in the election will it take before we have a contract giving us the same contracts and conditions that SIU members now have?"

Well, I've answered both of these questions so often that I think I can do it in my sleep. So, here goes once again, for the information of all Brothers aboard the unorganized Lakes vessels.

Elections will be held aboard your ship just as fast as the hearings are held by the National Labor Relations Board, and the election date and stipulations established.

The SIU has already petitioned for elections on the Huron, Wyandotte, Hanna and Wilson boats. Last week, we petitioned for elections in three additional companies. We'll give all of the details about these companies just as soon as the first NLRB hearings are held.

SIP PETITIONED

When I say that the SIU petitioned for these elections, I mean just that. Neither the NMU nor any other outfit on the Lakes petitioned for any elections, because they couldn't muster enough pledge cards!

However, the NMU and the LSU have intervened in some of these elections. To intervene, both of these outfits, or either one, has to prove that they have a minimum of 10 percent of the crewmembers signed up on pledge cards. To date, neither outfit has proved this on any of the fleets that the SIU has petitioned.

In the case of the Huron Transportation Company, the NMU tried to intervene, but couldn't prove that they represented anyone on either the Boardmen or the Crapo. However, the SIU agreed to have the NMU on the ballot because we have nothing to fear from this bankrupt outfit.

Huron seamen, themselves, laugh at the NMU. Now, with the date of election upon us — between May 15 and June 11 — the SIU can prove its claims that the vast majority of Huron seamen favor the SIU, and want SIU contracts and conditions. This election will tell the story.

The SIU has over 95 percent of the Huron seamen signed up on SIU pledge cards, and I'm willing to bet my bottom dollar that the SIU wins this election by better than 75 percent, des-

pite any and all of the phony propaganda and empty promises that the desperate NMUers are tossing in the general direction of the Huron seamen.

WYANDOTTE

As for Wyandotte, the crewmembers of these ships are also lined up better than 95 percent on SIU pledge cards. More than 80 percent of the Wyandotte seamen are members of the SIU, and have taken out SIU books.

Needless to say, despite certain scurrilous stories typical of the NMU, these Wyandotte brothers are so solidly for the SIU that no organizer need even to contact the boats. Wyandotte men themselves make certain that every replacement signs an SIU pledge cards and takes out an SIU book.

When the NMU was given one week in which to prove that it had the necessary 10 percent to intervene, they failed so miserably that they didn't have a leg to stand on.

What did these slimy individuals do? They preferred charges of unfair labor practices, stating that the SIU was given preference in contacting the Wyandotte seamen. What a laugh! The company doesn't want any union on their ships, and certainly not the militant SIU.

Wyandotte seamen are the ones who are keeping these ships solid, and despite the attempts of the NMU to temporarily hold Wyandotte seamen from voting choice, the election will be held for the SIU as the Union of their shortly. All the phony charges, lies, and filthy propaganda that the NMU can toss at us won't make one iota of difference.

On the Wyandotte ships, too, we are willing to stake our reputation that these seamen

will vote for the SIU to represent them by a better than 95 percent vote. We seriously doubt that the NMU will even get one measly vote off the Wyandotte ships.

That's how confident we are that the Wyandotte crews will vote for the SIU in a solid body.

SIU STRENGTH

Here's the answer to several questions from Huron and Wyandotte seamen. Some of these seamen want to know about the SIU's strength and affiliations. Despite the fact that both Wyandotte and Huron are sold on the SIU solely on our program for the seamen, we'll give you the score on our strength.

First, the SIU is made up of 91,000 seamen and affiliated trades.

Second, the SIU is affiliated with the powerful AFL Maritime Trades Department which is made up of Seamen, Longshoremen, Tugmen, Licensed Deck Officers, Radio Operators, and Teamsters. In all, a total of more than 200,000 workers in the maritime industry.

Third, the SIU is affiliated with the powerful American Federation of Labor which is composed of some eight million affiliated workers.

Fourth, the SIU is affiliated with the International Transport Workers Federation, a worldwide organization composed of millions of workers in the maritime and transportation trades.

Those are the answers to the questions about the strength and affiliations of the SIU. However, remember the SIU is an autonomous organization which runs its business free from outside interference. These Brothers and affiliates back us up when we need their assistance.

Lakes Seamen Visit SIU Halls, Get Their Questions Answered

By MAURICE DOLE

ASHTABULA — Everything is running smoothly in port with more and more of the unorganized Lakes seamen dropping in on us and inquiring about the SIU contracts and conditions, and all about membership in the Seafarers International Union, SIU-AFL.

When these guests drop in on us, we answer all of their questions gladly and give them all possible assistance.

Our SIU halls are always open to the unorganized Lakes seamen for their service and convenience, and we welcome their questions. Drop in any time, and try us out.

Membership in the SIU brings a lot of benefits that no other organization on the Lakes can bring you. In the SIU, you have job security, job protection, competent union representation and the best contracts with the best conditions on the Lakes.

That's no idle boast. Look at the record. That's all we ask you to do. Check the record, then choose—the SIU!

Who brought the first 40 hour

week for fitout and layup to the Lakes back in 1942, and with time-and-one-half for overtime, too?

Who broke the 56 hour week on the Lakes passenger ships, and won the 44 hour week for the first time?

Who broke the 44/48 hour week on the sandboats, and brought the first 40 hour week during sailing season to the Lakes?

There's only one answer to these questions. The Seafarers International Union — AFL won all of these gains on the Lakes.

The SIU leads the parade when it comes to contracts, conditions and wages. And the SIU will always lead the parade!

We, in the SIU-AFL, lead, and others follow.

NOTICE!

Make sure the name of your ship is on the repair lists and minutes before submitting them to the boarding Patrolman.

MEET THE SEAFARERS



Volunteer Organizers

Although the first Isthmian ship he ever sailed on, the Cape Sandy, took him on a trip around the world, Robert Peak, AB, still doesn't have any love for Isthmian.

"After sailing on organized ships," said Bob, "these unorganized ships are like a bad dream."

"Overtime is practically unheard of," he went on, "but that didn't bother us since the Chief Mate was a very good worker and painted most of the ship himself."

Brother Peak signed on December 10, and paid off in New York on May 2. In between those dates, he went through the Panama Canal, called at Honolulu, Manila, Cebu, Singapore, and some other Far Eastern ports.

It was all exciting, but it would have been better on an organized ship.

SIU ALL THE WAY

According to Bob, the majority of the men aboard the Cape Sandy were for the SIU. The main topic of conversation was the fact that the NMU has played the company's game by stalling certification of the SIU as bargaining agent for the unlicensed personnel.

"It will be a long time before the NMU lives this down," said Bob. "The men now know that NMU is nothing more than a phony outfit, and what it can't control, it tries to wreck."

No sooner had Brother Robert Peak finished his story, then in walked two more young fellows, fresh off Isthmian's Marine Star. Both sail in the Black Gang, as Oilers. LeRoy Hughes has been sailing for about two years, most of the time on the Bidwell, Sun Oil Company.

Jack Simmons also comes from the tankers, having put in some time as a volunteer organizer on Los Angeles tankers.

Both sailed during the war, and although neither wanted to talk about his war experiences, it came out that they had gone through what other merchant seamen faced in delivering the goods.

"If it wasn't for the Union during the war, we would have been doing the work for little pay while the operators would have been piling up all the money," said Simmons. "As it was, the shipowners begrudged us the little we earned, and they made



ROBERT PEAK

profits right and left. I understand that those fellows made profits that totalled 18 billion dollars during the war."

From their experiences on unorganized ships, Simmons and Hughes are convinced of the necessity of a strong union of seamen.

NEED FOR UNION

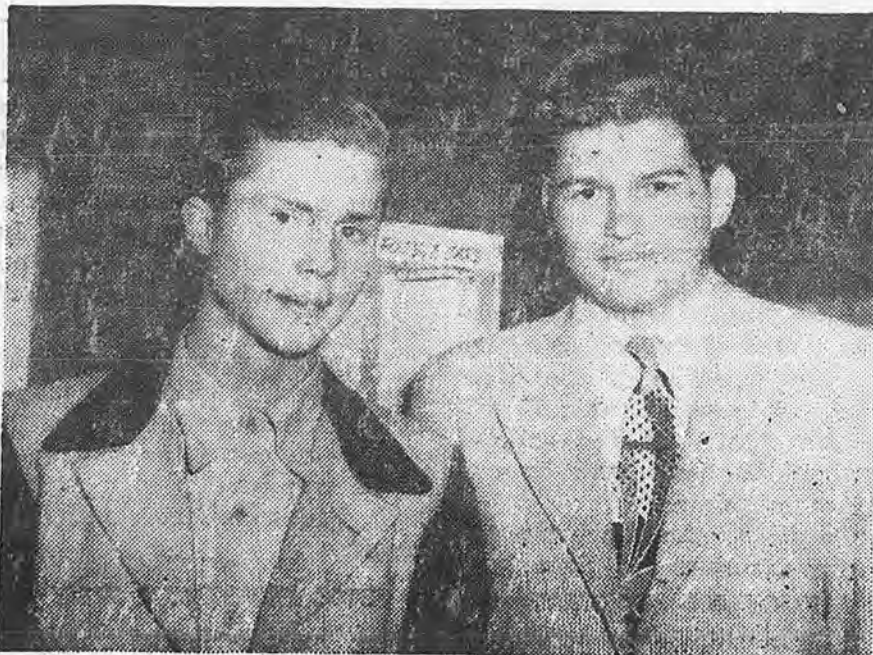
"You've got no rights unless you have a union behind you," said Hughes. "There's no such thing as job security—you can be fired at the drop of a hat. On the Bidwell, they had Firemen and Oilers doing each other's and Wipers work."

It's because of just this sort of situation that men like Robert Peak, LeRoy Hughes, and Jack Simmons sail on unorganized ships so as to pass along the Union message.

Both Simmons and Hughes claim that conditions on Isthmian are just like on unorganized tankers. The only way to remedy the situation is the method all Seafarers agree on—organization into the SIU.

"That's the ticket, because the companies won't give anything away unless they have to," said Simmons. "It takes pressure from a lot of people to force the companies to treat us decently. On organized ships, we are treated like men, and on unorganized ships we are putting up a fight for the same decent treatment. That should be enough to convince seamen to come into the Union."

That it does, Brother. Seamen know the record of achievements of the SIU, and they continue to flock into the SIU, along the Lakes, and in the tanker field.



LEROY HUGHES

JACK SIMMONS

The Only Beefs In San Juan Are The Eating Kind

By SALVADOR COLLS

PUERTO RICO—This port is still the paradise spot of the world, and if that is hard to believe, practically every Seafarer down here will back up that statement.

Take this as an instance. A certain part of town is off limits for the military boys, and the girls there are so lonesome that they are willing to buy beers for the merchant seamen, and even put them up for the night.

That's real hospitality, and our boys are sure appreciative.

We've had a lot of shipping the past few weeks—so much, in fact, that we had to pull three members out of the clink to dispatch as replacements.

Our need for men in all ratings is still severe, and even unrated men, such as Messmen, are hard to obtain.

LITTLE SHOREGANG WORK

Shoregang work is pretty slow this week, but should pick up within the next little while. We only have two ships in port, and the situation is okay even with such a small number of vessels.

The two longshoremen's unions got together at last and are negotiating. I spoke to the presidents of both organizations, and it seemed that the trouble was that each thought the other was waiting to strikebreak.

It's all squared away now, and they are both working in harmony.

I am also trying to form a Maritime Trades Council, but without any results as yet. I have not given up the idea since I am sure that the others will come around soon.

We have a man working in Fajardo trying to organize two tugs that run out of that port. He is concentrating on getting the crewmembers to sign pledge cards, and after that we will move in.

Tampa Ship Chandlers Discover That Seafarers Has Long Memory

By SONNY SIMMONS

TAMPA—The SS Mandan Victory, Waterman, hit this port last week, and if the Deck Delegate had not been on the ball, the ship chandlers would have been able to pull a fast one on the Union.

The Port Captain ordered stores, but when they were delivered, the Delegate called the hall immediately and we dispatched a Patrolman to see what was cooking.

The crew took the position that the ship would not be moved unless the stores were taken off, and after a lot of bickering, that's exactly what happened.

By the time the Mandan Victory headed out, the docks looked like an open warehouse, with stores piled all over the place.

Again we want to notify all Stewards that we are not on any better terms with the ship chandlers in Tampa than we were on the day our strike ended. They did their best to break our strike, and we won't forget that.

JOBS A-PLENTY

We are still getting more jobs than we have men to fill them. Day after day we get call for re-



Be Careful To Put Signature On Right Line When Signing On

By JOE ALGINA

NEW YORK—Ah yes, there's good news this week. New York is still in the running for the hottest shipping along the coast with no sign of us having to take a back seat to any other port for fast shipping.

We're averaging 40 to 50 ships a week with a good flood of tankers in to take crews. Of course, the Patrolmen have been right there on the piers to greet the ships and handle all beefs.

Two ships that hit port in a manner pleasing to the heart of a Patrolman were the John Gallup, Smith & Johnson, and the T. Meadows, Pacific Tankers.

Both ships paid off in fine style with the Stewards Departments on both ships in tip top shape.

The Alcoa vessel, Loop Knot was in this week, and as usual the ship had quite a few beefs aboard. Patrolmen Goffin and Gonzales handled the payoff and once more put things in order.

LAST TRIP

The Orbis, Bernstein Steamship Corp., will be leaving New York in a few days for her last trip under the SIU banner.

She will make a trip to South America and then be sold to a foreign company. Bernstein Steamship Corp. intends to replace her with another ship, so there will be no loss to us.

It doesn't seem necessary that I should mention this, but one Brother caused himself a bit of trouble over it, so I'll pass along a word of caution.

When you are signing ship's articles, make sure you sign your

name on the proper line next to the rating you will be working.

If you do as this Brother did and sign on the wrong line you may be working as a Chief Cook, but at the payoff find yourself paid off as Second Cook.

Another thing to remember, this time at the payoff, is to make sure you have all your overtime in to the head of your department. Don't leave one port after the payoff and go to another port expecting Patrolmen there to know about your overtime. The payoff is the place to square it away.

SAILING TIME

Lately there have been mounting complaints over the lack of a sailing board on ships, and on ships where a sailing board is



present the sailing of the ship ahead of the time posted.

Many of the men complaining have been left ashore when the ship sailed before its scheduled time.

Every member should check the sailing time when he goes off the ship, and if no board is up he should see to it that the Captain has one put up.

The Delegates should be especially watchful for this. If they find a Skipper sailing ahead of time, they should make a note of it and let the Patrolman know about it at the payoff.

We are taking up this complaint with the companies to see that they post the sailing time and leave only on the hour posted.

Here's the latest dope on the payment of the retroactive pay covering our six percent increase:

MONEY DUE

Waterman: All checks will be ready in about one month and will be mailed. Robin Line: Checks should be ready in about 12 days and will be mailed. Eastern: Write to 40 Central Street, Boston, Mass. for checks.

Smith & Johnson: Now paying the money at their offices. American Range: Money due will be ready in about 10 days. Moran: Checks will be ready in one month. Bernstein Steamship Corp.: Now paying at their offices.

When the rest of the companies get ready to pay this money, I'll pass the word along, so watch this column for the information.

NO NEWS??

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

- JACKSONVILLE
- MARCUS HOOK
- MILWAUKEE
- CORPUS CHRISTI
- DULUTH
- MOBILE
- NORFOLK
- HOUSTON
- CHICAGO
- MONTRAEAL
- NEW ORLEANS
- PORT ARTHUR
- TOLEDO

The deadline for port reports, monies due, etc., is the Monday preceeding 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.

Plenty Of Jobs For Seafarers In California

By E. H. TEAGUE

SAN FRANCISCO—Shipping is so good on the Gold Coast that we have been able to ship anyone who registered in the Deck and Engine Departments. That can be taken as an invitation to any Seafarer who reads this column.

Come on out here, fellows, and sunny California will greet you with a job.

We are still checking Isthmian ships as they come into this port, and we are glad to report that volunteer SIU organizers are continuing to do a cracker-jack job.

Some day soon we will be officially certified as the bargaining agent for Isthmian unlicensed seamen, and when that happens, it will be the volunteers who deserve the lion's share of the credit.

Right now we have three members in the Marine Hospital out here, and they would all like to hear from their old buddies and shipmates. Their names are Aaron McAlpin, J. Hodo, and John Krewsen.

That's about all we have to report this week except that whatever ships come in are being squared away in regular SIU style—at the point of production. Through long and bitter experience we have found that to be the best way.

Prospects Point To No Let Up In Boston Shipping And Business

By JOHN MOGAN

BOSTON—Business and shipping picked up considerably this week, especially the latter. All kinds of jobs were on the board throughout the week, with a great deal of trouble getting rated men.

Plenty of Permits were issued of a necessity, and jobs also were phoned into the New York Hall. And it doesn't appear that there will be any let-up in shipping for a while.

Always we can be assured of a real headache round here. This week it was the SS Joseph B. Eastman (Calmar).

A West Coast crew brought her over here with a load of lumber. All hands were under the impression that their transportation back to the West Coast was assured and that Boston would be the final port of discharge.

Well, the shooting pains to the skull started when it was learned that the Rider did not provide for transportation. The crew was up in arms and demanding to get paid off, whether with transportation or none.

POOR BALTIMORE

Final wind-up was that she would proceed from here to Baltimore with part of the cargo—and Baltimore would be the final port of discharge.

In a way we can't help but feel sorry for our brother officials in Baltimore, because after having this scow around here for nearly a week, we know she is not going to be a Patrolman's holiday.

We had four tankers in during

the week (SS Klamath Falls and SS Platt Park in Portland; the SS Midway Hills in Providence; and the SS Cannon Beach in Boston).

Also paying off here was the SS Antinous (Waterman). Crewing up were the SS Robert Fulton and the P-T Navigator (both Pope & Talbot), and the Yarmouth and Evangeline. Naturally, with all this stuff around the port, everybody can take it easy!

During the coming week the Eva should be fully crewed up and ready to start her run on the 28th. The Yarmouth also figures to be ready to start on the 29th.

Right now this place is too busy to concentrate on this writing effort, so we'll sign off until next week, when the excursion boats will start to provide a little diversion.

On Overtime

To insure payment, all claims for overtime must be turned in to the heads of departments no later than 72 hours following the completion of the overtime work.

As soon as the penalty work is done, a record should be given to the Department head, and one copy held by the man doing the job.

In addition the departmental delegates should check on all overtime sheets 72 hours before the ship makes port.

Pennsylvania Bills Are Designed To Put The AFL Out Of Business

By EDDIE HIGDON

PHILADELPHIA—Not only is labor taking a shellacking in Washington, but now the lawmakers of the various states want to get into the act. Pennsylvania, which is a Republican stronghold, is trying to cook up a bill to outlaw the Union Hiring Hall in the state.

There is a lot of controversy about the measure, and one State Senator claimed that it is designed "to put the American Federation of Labor out of business."

He further stated that "it relates not only to the Halls of longshoremen, but also to places where bricklayers, carpenters, truck drivers and other craft unionists are hired. It is the most drastic piece of anti-labor legislation I have seen thus far in the Senate."

Not all the legislators are anti-labor, but the ones that are pro-labor are outnumbered. It's funny that the men in Washington and in the State Legislatures are elected by the people, and then when they take office, they represent only the big shots.

We of the Philadelphia Branch of the SIU sent out 300 letters protesting passage of the recent anti-labor measure in Congress, namely the Taft-Hartley Bill. It is a smart thing for us to let our lawmakers know how we feel about the laws which regulate our working conditions and the way we earn our livelihood.

QUICK SETTLEMENT

Last week we had one SIU payoff, and two for the SUP. About 15 ships in transit hit this port, and most of them had minor beefs. These were settled right then and there, at the point of production.

It looks like Calmar is running steady on that West Coast run. The Calmar and the Yorkmar were in recently . . . one westbound and the other eastbound.

Although all the military big shots are worrying about an invasion by a foreign power, we here in Philly actually experienced just that last week.

The Greek freighter, Evanthia, was anchored south of League Island, and a half dozen seamen aboard her decided that they liked America better than they liked Greece with its present economic and political conditions.

SMART MEN

A barge of the Atlantic Refining Company had gone out to refuel the vessel, and when it was ready to return to the pier, six seamen jumped aboard and



wouldn't leave. The Captain signaled ashore and a boatload of policemen came out to reconnoiter.

They persuaded the crewmembers to go back aboard, reminding them that when Greece gets that big loan from Uncle Sam, things might pick up in the old country.

One last word about the politicians. Those birds promise labor the world during a campaign, but after they are elected, they go down the line and pass laws to hog tie the very people who are responsible for giving them their seats.

This will continue unless the right steps are taken by labor to educate itself.

Canadian Seamen

Members of the SIU have a long record of supporting other unions in a just beef. For this reason, all Seafarers are urged not to purchase the Vancouver Daily Province, a scab newspaper, set up and printed by non-union labor.

The Vancouver, B. C., SIU Branch is supporting the International Typographers Union, AFL, both morally and physically in their eight month old strike.

When in Vancouver show your contempt for the scabs by refusing to buy a newspaper put out by strikebreakers. This will help the ITU members to win their strike for better wages and conditions.

Galveston Branch Settles Beef On Newly Signed Canadian Ship

By RAY SWEENEY

GALVESTON—The SS Dominican Victory, of the India Steamship Company, one of the six vessels covered by the recently signed contract with the Canadian District of the SIU, left here May 10 for Calcutta, India, after settlement of complicated dispute which delayed the sailing.

Under terms of the settlement the Captain, whose reversal of a promise made to the crew precipitated the controversy, was replaced.

The dispute arose shortly after the vessel left New York, where the Master had agreed to the crew's request that their quarters, messroom and toilets be painted.

The Master reportedly stated that the men could paint their own quarters on the way to Galveston. Once out of New York, however, he refused to keep his promise.

When the ship arrived in this port, Brother Cummings covered it. The same beef over the painting came up again, and the Master made the same promise—that painting could be done when the vessel left Galveston.

NERVOUS SKIPPER

On the basis of the Master's previous renege, the crew rejected his second promise, demanding that the quarters be painted before the ship sailed.

The Captain's "nervous" condition being such that he was entirely unpredictable, the crew contended that his word meant absolutely nothing.

The morning of May 8, shore-side painters went aboard the ship with instructions to paint until midnight only. Meanwhile, the crew had been sent ashore, and were paid lodging and subsistence money.

With the painting deadline over, the Master told one of the



painters to return to paint the messrooms.

The painters' foreman replied that any further painting would have to be ordered by the company. The company, however, refused to have any more painting done.

At noon the next day, Port Agent D. L. Parker and I covered the ship. The crew remained firm, repeating they would not sail until the paint job was completed.

The Company agent, meanwhile, searched for inducements to have the men sail. I advised him to order the messrooms painted and that the men would then take the vessel out.

CREW THREATENED

He mentioned the possibility of having immigration officers place the men ashore in jail, then returning them aboard when the ship got in the stream.

Refusing to listen to this talk, I strongly advised him against any such action, telling him we would not stand for it. This threat was never again mentioned.

Following a visit with the crew aboard the ship the morning of May 10, Brother Parker and I told the company to replace the Skipper and the vessel would sail.

The Agent capitulated to the Union's demands and at 7 P.M. the Dominican Victory was Calcutta-bound.

The Captain, who was removed, was sent to the hospital, where he was found to be a "nervous wreck." He's now on his way back to Canada. Here's hoping he stays there.

Infractions Of Shipping Rules Put Union, Membership On Spot

By PAUL GONSORCHIK

(Editor's note: To clear up misunderstandings and misinterpretations of the Shipping Rules, a short series of articles concerning the Rules that come in for the most discussion and trouble has been prepared by Paul Gonsorchik, Chief Dispatcher of the New York Branch.)

NEW YORK—Here in New York we are experiencing a situation whereby members have been taking jobs but failing to report to the ship.

Others have been reporting to the ship only to pile off at the last minute forcing the ship to sail shorthanded.

Quite a few members who have done this are finding to their sorrow that it would have been easier to make the trip than to face charges before a trial committee.

It is good unionism when members report these members as having walked off, for it gives the Dispatcher a chance to replace the member. Unfortunately, replacements cannot always be secured on short notice.

BREAKING RULES

When you walk off a ship a few hours before sailing time and cause the ship to be delayed, or fail to report to the ship after being assigned without notifying the Dispatcher, you are breaking rules laid down by your brother members.

I'm sure the crewmembers who have to take on your share of the work would give you very little sympathy; instead, they'd love to put you in the "99 Year Club."

On another matter. The majority of the members do not know that an acting AB can make only one trip. An acting AB must sign off after the trip and return to the hall for re-registration. He cannot stay aboard merely by returning to his grade of OS.

If you are dispatched from the hall as an OS, a Mate cannot force you to take a job as acting AB. You have been assigned as an OS and that's your job.

All acting AB jobs come from the hall because, as I mentioned a few weeks ago, there is no promotion aboard ship for an Ordinary Seaman, Wiper or Messman.

Aside from the many troubles

arising over the Shipping Rules, there is another matter which is taxing the sanity of Dispatchers.

It pertains to the collection of assessments when dues are collected by the Patrolmen. If all assessments were collected along with the dues, there would be much less squawking all around.

To give you an idea of what I mean: a Patrolman will collect six or eight months dues in advance at the payoff, but will fail to collect the 1946-47 assessments.

When the member comes to register for shipping he finds that he is in arrears. An argument always follows to the effect that the last Patrolman collected everything and he is in good standing.

When the Dispatcher points out that the Patrolman failed to collect the assessments, there is plenty of justifiable griping, as the member has to register in bad standing.

If we could have a little more cooperation from both the Patrolman and the members to see that these assessments are collected, there would be far fewer gray-haired dispatchers.

SIU Steps In To Straighten Out Northwind

(Continued from Page 1)

represented the Florida Railway Commission, and at the start he was very confident about how he would handle us.

He has, however, repeatedly admitted that he has learned a lot, and we are puzzled as to why the company has allowed him the privilege of learning at its expense. It will assuredly not be at the Union's expense.

The only solution to conditions such as exist in this company is an SIU contract. The fight for decent wages and good working conditions is the main issue; to win we have to stay right in there, on the job and at the negotiating table.

If "cease work" is forced on us, let us hit the bricks as part of the fight for a decent contract that will be the final answer to the company, dime-a-dozen stooges, and eighteenth century conditions.

Wyandotte And Huron Crewmen For Seafarers Almost To A Man

By SPENCER FOLEY

ALPENA — This is really a swell town, and the people are the most friendly and cooperative that I've ever met.

They really take to the SIU up here, our program for the Lakes seamen, and want to help in any way possible to make the Huron and Wyandotte ships go SIU.

So far, the four Wyandotte vessels—the SS Alpena, SS Conneaut, SS Huron, and the SS Wyandotte—are all for the SIU. We have approximately 95 percent of the crewmembers signed up on SIU pledge cards. Quite a few of the men have also taken out SIU membership books.

The two Huron ships—the SS Crapo and the SS Boardman—are also lined up almost to a man for the SIU.

Now that the election starting date has passed, they're all marking time until both vessels dock at Detroit where the crewmen can register their selection of the SIU as the Union of their choice.

With the election date established sometime between May 15 and June 11, Huron seamen won't have long to wait.

CONVEYORMEN

Several questions concerning the Conveyormen on Huron and Wyandotte ships have arisen. It was pointed out that in order to expedite the election on the two Huron ships, the Chief Conveyormen were excluded. All parties concerned in any way with the election — NMU, company, and SIU—agreed to their exclusion.

However, this does not mean that the Conveyormen cannot be included in the same bargaining unit with the unlicensed personnel at some later date.

Anytime after the election when the Conveyormen signify their desire to join the SIU and have us bargain for them, we will petition to have them included in the bargaining unit.

These men are more than welcome into the SIU. We will be proud to have them with us after the election for other personnel is completed.

SIU Presents Isthmian Brief To NLRB

Docket No. 2-R-6030

The Isthmian Steamship Company is engaged in the shipping industry and operates a large fleet of dry cargo vessels. It maintains its principle place of business at 71 Broadway in New York City and all its offices at the above address. The Isthmian Steamship Company will hereinafter be designated in this brief as the "Company".

The Seafarers International Union of North America is a labor union comprised of unlicensed sea-going personnel, with its main office at 51 Beaver Street, New York City and will hereinafter be designated as the "Petitioner".

The National Maritime Union is a union comprised of unlicensed sea-going personnel with its main office at 346 West 17th Street, New York City and will hereinafter be designated as the "Intervenor".

Both the Petitioner and the Intervenor were desirous of representing the unlicensed seamen of the Company's fleet and therefore had originated an organizing drive to unionize the men.

In the month of October 1945, the Petitioner having obtained a majority of pledge cards from the Company's employees, did on or about the early part of November 1945, file a petition for investigation and certification of representatives, pursuant to Section 9 (C) of the National Labor Relations Act, wherein it sought to be designated as the bargaining agent for this personnel. The Intervenor, after the petition had been duly filed, then presented itself at the National Labor Relations Board's offices at 120 Wall Street, New York City, and asked to be made a party to the proceeding, but it never alleged that it represented a majority of the employees. The request was granted and after a hearing, an election was ordered by the Board within thirty days from March 19, 1946, which order set March 18th, as the eligibility date for all voters.

Voting Extended

On April 18th, 1946, the Board amended its original order directing election, by extending the voting period to October 18th, 1946. On October 17th, 1946, at the request of the Intervenor, the Board extended the voting period another month, namely to November 18th, 1946, retaining, however, the original eligibility date.

The vessels were voted periodically from about March 29, 1946, to about November 19th, 1946 and on November 18th and 19th, the votes were counted, with the following results:

Approximate number of eligible voters.....	2689
Void Ballots.....	23
Votes Cast for S.I.U.....	957
Votes cast for N.M.U.	724
Votes cast for No-union.....	64
Valid votes.....	1705
Challenged ballots.....	502
Valid votes and Challenged ballots	2247

On January 9th, 1947, the challenged votes, on the consent of both the Petitioner and Intervenor, were opened and counted, with the following results:

Approximate number of eligible voters.....	2646
Void Ballots.....	25
Votes cast for S.I.U.....	1256
Votes cast for N.M.U.....	813
Votes cast for No-union.....	69
Valid votes.....	2133
Challenged ballots	171
Total valid votes and challenged ballots.....	2309

The Board therefore certified a majority of the valid votes had been cast for the S.I.U.

On January 14th, 1947, the Intervenor filed objections to the conduct affecting the results of the election, as follows:

The National Maritime Union of America, CIO, the Intervenor herein, herewith objects to the conduct of the election and to conduct affecting the results of election on the following grounds:

1. That prior to, and following the date of the hearing on the petition herein, and while the employer was well aware that the petitioner and intervenor had both made claim to represent the majority of the employees in the collective bargaining unit, the employer aided and assisted the petitioner, Seafarers' International Union of North America, AFL, by entering into an agreement with said petitioner, whereby petitioner would be permitted to furnish crew members for the employer's vessels, and that the employer would deny such employment to the members of the National Maritime Union for the purpose of insuring that petitioner obtain a majority of the votes cast in said election and thus be certified as collective bargaining agent.

2. That the employer did, prior and subsequent to the date of hearing, and prior and subsequent to the commencement of the election, discriminate against members of the National Maritime Union and give preferential treatment to the members of the Seafarers' International Union of North America with respect to employment on the employer's vessels, and in so doing, aided and assisted the Seafarers International Union, in violation of Section 8 (2) of the Act.

3. That at all times prior and subsequent to the date of hearing and the date of the commencement of the election herein, the employer interfered with its employees' freedom of choice of collective bargaining agent, by aiding and assisting the Seafarers International Union, and in giving preference of employment to the members of the Seafarers International Union of North America, and by so doing, discouraged membership in the National Maritime Union of America, and influenced its employees to cast their votes in favor of the Seafarers International Union and against the National Maritime Union.

4. That the employer, prior and after the commencement of the election herein, and during all the times that the conflicting claims of the two union were known to it, discharged members of the National Maritime Union from their employment, with a view toward influencing its employees' choice of collective bargaining agent, and did, in fact, by doing so, influence its employees' choice of collective bargaining agent and thereby made a free choice of collective bargaining agent impossible.

5. That the employer did, both before and after the commencement of the election, during all times that the conflicting claims of the two unions were known to it, by and through its supervisory officials, made known its preference for the Seafarers' International Union of North America, by encouraging applicants for employment to become members of the Seafarers' International Union of North America, and at the same time, denied available employment to members of the National Maritime Union, and thereby interfered with its employees' free choice of collective bargaining agent, and coerced them into supporting the Seafarers' International Union.

6. That the employer did, prior to the commencement of the election herein, but after such time as it was well aware of the conflict claims of the two unions, established a policy of denying employment to members of the National Maritime Union and of giving preference of employment to the Seafarers' International



Union, and that said policy was made known to its employees and prospective employees, all for the purpose of influencing the results of the election and for the purpose of coercing its employees to cast their votes for the Seafarers' International Union, and that said policy did, in fact, influence the results of the election and did coerce the employees into voting for the Seafarers' International Union.

7. That as a result of the facts and conduct of the employer as hereinbefore set forth, the members of the appropriate bargaining unit were in fact denied a free choice of collective bargaining agent and the results of said election reflect the force of the employer's interference with said election, and that in consequence, said election was not conducted in such a manner as to insure a true expression of the wishes of the employees as to the choice of collective bargaining agent.

A careful reading of the above objections, will disclose that they are repetitious, capricious and all encompassing in the hope that they might be able to in some fashion prove something of which they have no knowledge or proof. In essence, these objections can mean only that the Employer, 1) entered into an agreement with Petitioner to man the vessels, 2) discriminated against the members of the National Maritime Union, 3) discharged members of the National Maritime Union.

None of these allegations were proved at the hearing.

Based on these objections, the New York Regional Director rendered his report, wherein he recommended that the usual exparte investigation should not be conducted but that a formal hearing on objections be held as soon as possible. Pursuant to the Regional Director's report, the Board directed that a hearing be held only on the Intervenor's objections. Accordingly, the hearing commenced on or about March 19th, 1947, before Arthur Leff, Hearing Officer, at the local offices of the National Labor Relations Board, at 120 Wall Street, New York City. At this hearing, the Company, the Intervenor and the Petitioner were present and were represented by counsel.

Point I

The Intervenor has the burden of establishing the validity of its objections by a fair preponderance of the evidence, which it failed to do, for the following reasons:

a) No proof has been submitted of either a written or oral agreement between the Company and the Petitioner whereby the Company agreed to hire Petitioner's members to man its vessels.

- b) The Intervenor has failed to prove discrimination against its' members or preferential treatment to Petitioners members.
- c) No proof has been submitted by the Intervenor that the Company discouraged membership in the National Maritime Union.
- d) No proof has been introduced whereby the Company employees were influenced to cast their votes for the Petitioner.
- e) No proof has been submitted that any of the alleged acts of the Company had any bearing on the outcome of the election.

Point II

The Intervenor has failed to prove a prima facie case substantiating its objections.

The Intervenor throughout the Hearing referred to a nationwide pattern of the Company in the hiring and firing of its personnel. This so called pattern is alleged to have taken the form of hiring only Petitioner's members and refusing employment to Intervenor's members in all Ports the vessels touched and in coercing its employees to vote for the Petitioner, none of which was proved by the Intervenor.

Much evidence was admitted at the Hearing by the Hearing Officer on Intervenor's assurance that such a pattern would be established after all the evidence was in at the conclusion of the trial. Relying on that assurance, much inadmissible evidence was admitted by the Hearing Officer, who, of course, was in no position to weigh the value of the testimony until after the conclusion of the Hearing. The Intervenor conspicuously failed to live up to its assurances to the Hearing Officer.

In order properly to evaluate the testimony and the sufficiency of the proof of the alleged pattern, it must be viewed against all the external facts surrounding the election.

Elections were held over a period of approximately nine months. Balloting took place in some 18 different ports located throughout the coastal area of the U. S. and in Hawaii. Of 2,646 men eligible to vote, 2,309 actually cast their ballots. All the events Intervenor relied upon to show the alleged pattern, could not and did not affect a sufficient number of eligible votes to change the outcome of the election, even if what it claims is true, which Petitioner vehemently denies.

In spite of thousands of voters and thousands of voting episodes, Intervenor relies on a scant handful of alleged incidents, many of which are utterly preposterous and beyond belief, (as will hereinafter be shown) and even of this handful, one-half of them allegedly occurred after March 18th, 1946, the eligibility date set by this Board.

In evaluating Intervenor's testimony, Petitioner points out that twelve (to wit, James E. Owens, Edmund P. Halloran, Robert Martin, Charles S. Slater, William A. Frothingham, Willis H. Kirkland, Michael J. Preston, Max Winter, Gilbert W. Kokol, Enid Conner, James Almada and Dale Wear) of the 27 witnesses produced by Intervenor testified to alleged incidents which took place after March 18th, 1946, the eligibility date.

Assuming, but emphatically not admitting, that the Company did discriminate against the Intervenor after March 18th, 1946, and did man its vessels with Petitioner's members, the results of the election could not be altered because only those men who were actually employed on or before March 18th, 1946 were eligible to vote.

Hearsay

Of the remaining 15 witnesses, Goldin testified to alleged practices in the Recruitment and Manning Division of the War Shipping Administration. His testimony was based solely on hearsay and conjecture and there was no attempt to prove any discriminatory practices by the Company.

Witnesses Chonder and Martin were organizers for the Intervenor in the Gulf Area and naturally their testimony would be highly colored because the loss of the election reflects upon their ability and if perchance a new election were ordered, they then could have two bites of the cherry instead of the one to which alone they are entitled.

The testimony of Martin concerns itself solely with an incident which took place in the latter part of May or the beginning of June 1946 in the Port of Savannah after the SS "Samuel McIntyre," about which vessel he testified, had voted. It was proved by the Petitioner and also admitted by this witness, that the SS "Samuel McIntyre" had been turned over to the South Atlantic Steamship Company with which the Petitioner had a contract and therefore any men that were hired to serve aboard this vessel, would of necessity have to be employed through the Petitioner's Union and all men would therefore have to be members of the SIU. Nothing that allegedly transpired

(Continued on Page 8)

Seafarers Gives Lie To NMU's Flimsy Charge Of Collusion

(Continued from Page 7)

after the vessel voted, could change the outcome of the election.

Witness Chonder's testimony is based solely on hearsay, is contradictory and evasive as to dates and names. He doesn't testify to even one act of discrimination by the Company. He testified that on two occasions, he had telephone conversations with Mr. Wright, but Petitioner has proved that no Mr. Wright was ever stationed in New Orleans either as personnel man or in any other capacity. He contradicts Intervenor's witness Reyes testimony on several important parts. He characterizes Reyes as a "Phony."

The testimony of witness Conner, presumably the "big gun" of Intervenor's case upon which they depend to overthrow the election, concerned itself only with the period between August and November 1946, long after the eligibility date.

A careful reading of her testimony will disclose that she had been well schooled as to what to say and how to act. She mentions names of persons with whom she alleges to have had conversations and even gives the



exact dates of such conversations, knowing full well that these people to whom she referred were beyond the reach of Petitioner as they were employed by the Company in their San Francisco office. She did mention Mr. Turner and Mr. Banks, who were affiliated with Petitioner and these witnesses were brought in to testify. On direct examination, she was exceedingly glib, remarkably remembering detailed names and dates. However, on cross-examination, when she was required to answer questions upon which she could not have been previously advised, she faltered, her memory was poor as to dates and even as to the application which she herself filled out for employment. To say the least, she was evasive. She herself admitted upon cross-examination, to having been employed by the Intervenor in its Portland, Oregon office. Her husband is a member of Intervenor's Union. She did not volunteer the information that her husband was a paid organizer for the Union, but finally admitted it upon cross-examination. She herself admits to placing at least one seaman belonging to Intervenor on a ship. There is no way of telling how many of Intervenor's members she actually did have employed aboard the Company's vessels. She testified that of 150 men who obtained jobs between the months of August and November 1946, only 76 of these men belonged to the SIU. It is not beyond the realm of possibility that her estimate of 76 men is greatly exaggerated. However, she did admit that the balance of the persons employed, belonged to Intervenor's Union or other Unions. She admitted that she was biased in wanting to see the Intervenor successful in this proceeding and we respectfully urge that she colored her testimony to try to bring about this result.

False Testimony

Witness Reyes' testimony in Petitioner's opinion is likewise fabricated out of whole cloth. He testified that he was not re-hired by the Company because his picture appeared along with that of other seamen in an issue of the "Pilot." The inference that Intervenor tries to draw is that no one who appeared in the picture was re-hired by the Company. However, Intervenor's own witness Chonder, admitted that at least two of the persons who appeared in the picture, were re-hired aboard the same vessel. It therefore follows that the persons who appeared on the picture, were not discriminated against otherwise these two men mentioned by witness Chonder, would not have been re-hired, as Reyes wants this Board to believe. In direct contravention to Reyes' own testimony, he was subsequently re-hired in Galveston aboard the SS "Norman E. Mack." Reyes admitted that when he went aboard this vessel, he met the Captain under whom he had served previously. It is certain if the Company did not want to re-hire Reyes, the Captain would have known about it and would not have permitted him upon the ship. The witness tried to show that the Petitioner placed him on this vessel without consulting the Company. That is completely untrue. It was the usual custom for seamen to apply at the Company offices for jobs, as shown by Reyes' own testimony that he always procured his positions by applying to the Company offices. The Petitioner has introduced evidence that Reyes obtained employment through an independent shipping office with which the Petitioner had no connection.

We have to judge the witness' credibility by his reputation amongst the persons with whom he associated. This witness is characterized by witness Chonder, the

Intervenor's organizer, as "phony." Certainly this man's testimony should not be given an credence in view of his own fellow unionist's opinion of him.

Reyes was not prohibited from voting and actually did cast his vote, and assuming that discrimination was practiced, which Petitioner denies, this witness did exercise his prerogative of voting and he had a voice in the election. Reyes voted as he saw fit and certainly there is no evidence of coercion by the Company to influence his vote.

Witness Rovane testified to an incident which occurred on board the SS "William D. Hoard" on which he was not an employee and his testimony is based solely on unreliable hearsay which proves nothing.

Witness Almada was employed aboard the SS "Sea Fiddler" while he was a non-union member. He does not allege that when he got his job, he was discriminated against. He voted in the election aboard this ship and there is no evidence of coercion or duress. He was not re-hired and shortly thereafter joined Intervenor's Union.

Through Own Efforts

Witness Kapilowitz served on two vessels. He obtained these positions apparently through his own efforts. He seeks by hearsay to show discriminatory practices which in fact did not exist.

Witness Watkins likewise obtained a position aboard a Company vessel through his own efforts and was not discharged against his will, but quit of his own accord. He attempts to show discriminatory practices and his evidence is based solely on hearsay.

Witness Jamieson testified that he attempted to get a position at the New Orleans office. He denied Union affiliation when asked by the personnel man and he alleges that he was told that men were hired only through the SIU. It is perfectly safe for the witness to testify in this fashion because no one appears to know the whereabouts of Mr. Bayerlin, the personnel man he referred to.

Testimony of this kind is of no value whatsoever, indeed it is a surprise to Petitioner that the Intervenor did not attempt to introduce at least 1,000 witnesses to testify that they spoke to some one and were refused a job. This type of testimony could be manufactured at will by any one. There is no proof other than this man's own word, that he actually did apply and did have this alleged conversation.

Witness Halpern obtained employment aboard the SS "Sea Fiddler" at San Pedro, California, through his own efforts. In his zealotry to aid the cause of the Intervenor, he alleges he was fired for Union activities. On cross-examination, it appears that the so-called discriminatory practice was the ordering by the chief engineer to have him wear his shirt while in the engine room, which order he disobeyed and was therefore discharged for cause. There is no testimony to prove discrimination whatsoever.

No Coercion

Witness Klopot obtained his job aboard the SS "Alamo Victory" through his own efforts. He attempts to show that there was discrimination in hiring replacements for this ship. Upon cross-examination he admitted that the replacements that were hired were members not only of Petitioner's Union but also of the Intervenor's Union and the Marine Fireman's Union and independent seamen. This witness definitely did not prove any discrimination.

Witness Flook obtained employment aboard the SS "David Dudley Field" through his own efforts. He voted in the election held on this ship. He doesn't allege coercion in the casting of his ballot. He then obtained employment aboard the SS "Ocean Telegraph" after the eligibility date. He missed the ship at Hong Kong and was repatriated to the United States. He even brought in a card showing that he was not to be re-hired, blaming the attitude of the Company on his Union activities and not on the fact that he missed the vessel. The card that was introduced was stolen by the witness from the Company files and there was no reference thereon as to why he was not re-hired. It therefore is reasonable to suppose that he was not to be re-hired because he missed the vessel. Seamen who fail to join their vessels in a foreign port, disrupt the work of the crew and are very seldom re-hired even on contract ships.

Witness Kamelhar testified that he was employed aboard the SS "Baton Rouge Victory" through his own efforts. He also was employed aboard the SS "Sea Triton," again without assistance from any one. He alleges that the Petitioner supplied at least 20 men for the former vessel and the person he saw with these 20 men at the Company office was Bill Higgs, allegedly Petitioner's agent. He doesn't know of his own knowledge, where these 20 men came from. His description of Mr. Higgs is defective. He assumed that these 20 men were supplied by Petitioner and as a matter of fact, the results of the election of the SS "Baton Rouge Victory" will show that the Petitioner lost the election

by a vote of 14 to 21 in favor of the Intervenor. Mr. Higgs testified he was last in Norfolk, Virginia in 1944 long before this alleged incident. This definitely shows that this witness is in error and his testimony is based solely on guesses and assumptions.

The testimony of witness Trenhath should not be given the dignity of comment because this person apparently appeared to be a mental case. His testimony was confusing and in the writer's opinion, a figment of this man's lurid imagination. His entire attitude on the witness stand was a disgrace and he had to be reprimanded repeatedly by the Hearing Officer to observe some decorum.

In the face of this scarcity of anything approaching valid proof, the Petitioner was hard put to meet anything as intangible as the Intervenor's case. Petitioner made available and brought to the Hearing to testify, all persons mentioned by Intervenor's witnesses as having had anything to do with the organizational drive on behalf of the Petitioner. Petitioner has shown by its' testimony that there is no foundation of fact to the Intervenor's objections and it even produced some of Intervenor's own members that they obtained jobs



without the aid or assistance of any one and in some instances they were hired even though they admitted belonging to the National Maritime Union.

Intervenor made quite a fuss about a Mr. Wright, who was supposedly employed in the personnel department of the Company in its New Orleans office. Petitioner has proved not only by its own witnesses but by the Intervenor's witnesses that Mr. Wright never was employed as a personnel man in the New Orleans office.

During the course of the Hearing, Intervenor's counsel repeatedly attempted to have the Petitioner subpoena the Company employees. Counsel for the Petitioner on several occasions requested the Company to submit its employees to testify but with no success. Certainly if the Company favored Petitioner, it would have cooperated to at least this extent.

Burden of Proof

The burden of proving its allegations as set forth in the objections, rests on Intervenor who alleges them and it was at liberty to subpoena the Company employees as it had nothing to lose by this procedure. However, Intervenor's counsel tried to shift the burden of not proving its (the Intervenor) case to the Petitioner. Petitioner feels very strongly that the burden of proof had not been met by the Intervenor and therefore the Petitioner was under no legal duty to attempt to rebut issues not sufficiently established by the Intervenor. The Company witnesses were equally available to the Intervenor who has the primary duty of coming forward to establish the validity of its objections. The witnesses Petitioner did produce definitely showed that there was no collusion or agreement to discriminate against the Intervenor. They were truthful and honest. It is true that they all were or at the present time are employees of the Petitioner, but they were the only persons mentioned by the Intervenor in its direct case.

Both Unions adopted the same normal practice of flooding the Company hiring halls with men and getting organizers aboard ships to urge seamen to vote for their respective Unions, and the fact that the Petitioner was more successful in its efforts than the Intervenor, is, of course, no reason to order a new election. There has been no evidence submitted that the Company knowingly permitted Petitioner's organizers to go aboard a ship and refused permission to the Intervenor's organizers. On the contrary, organizers from both Unions were formally prohibited from going aboard these ships.

It is our contention that Intervenor's objections were not proved. The first paragraph of these objections states, "the employer aided and assisted the Petitioner, Seafarers' International Union of North America, AFL, by entering into an agreement with said Petitioner, whereby petitioner would be permitted to furnish crewmembers for the employer's vessels, and the employer would deny such employment to the members of the National Maritime Union for the purpose of insuring that petitioner obtain a majority of the votes cast in said election and thus be certified as collective bargaining agent."

The record contains not an iota of evidence, direct or circumstantial, of any such agreement.

The second paragraph alleges that the employer did "discriminate against members of the National Maritime Union and give preferential treatment to the

(Continued on Page 9)

Asks SIU Certification As Collective Bargaining Agent

(Continued from Page 8)

members of the Seafarers' International Union of North America, and in so doing, aided and assisted the Seafarers' International Union.

No proof has been submitted either directly or indirectly in support of this allegation.

The third paragraph alleges that "the employer interfered with its employees' freedom of choice of collective bargaining agent by aiding and assisting the Seafarers' International Union, and in giving preference of employment to the members of the Seafarers' International Union of North America, and by so doing, discouraged membership in the National Maritime Union of America, and influenced its employees to cast their votes in favor of the Seafarers' International Union and against the National Maritime Union."

There is not one bit of credible evidence to support this allegation.

No Credible Witness

The fourth paragraph alleges that the Company "discharged members of the National Maritime Union from their employment, with a view toward influencing its employees' choice of collective bargaining agent, and did, in fact, by so doing, influence its employees' choice of collective bargaining agent and thereby made a free choice of collective bargaining agent impossible."

The Intervenor has failed to introduce even one credible witness to testify that he was discharged because he was a member of the National Maritime Union.

The fifth paragraph alleges that the Company "made known its preference for the Seafarers' International Union of North America by encouraging applicants for employment to become members of the Seafarers' International Union of North America, and at the same time, denied available employment to members of the National Maritime Union, and thereby interfered with its employees' free choice of collective bargaining agent, and coerced them into supporting the Seafarers' International Union."

No evidence has been adduced to show that even one seaman was encouraged to join the Seafarers International Union nor is there a shred of evidence to show that even one employee was coerced into supporting the Petitioner.

The sixth paragraph alleges that the Company "established a policy of denying employment to members of the National Maritime Union and of giving preference of employment to the Seafarers' International Union, and that said policy was made known to its employees and prospective employees, all for the purpose of influencing the results of the election and for the purpose of coercing its employees to cast their votes for the Seafarers' International Union, and that said policy did, in fact, influence the results of the election and did coerce the employees into voting for the Seafarers' International Union."

No proof of any such policy as referred to in this paragraph has been offered in evidence. There has been no competent proof to show that any applicant was denied employment because he was a member of the National Maritime Union. There has not been one instance introduced into evidence whereby any employee was influenced or coerced into voting for the Petitioner. On the contrary, by Intervenor's own witnesses, it has been established that Intervenor's men did obtain employment with the Company, even though they belonged to the National Maritime Union and in one instance when replacements were sent aboard a vessel, members of all Unions were hired and in another instance, out of 150 men who were employed in the San Francisco office, at least 74 men did not belong to the Seafarers' International Union as testified to by Intervenor's own witnesses.

The seventh paragraph alleges that "as the result of the acts and conduct of the employer as hereinbefore set forth, the members of the appropriate bargaining unit were in fact denied a free choice of collective bargaining agent and the results of said election reflect the force of the employer's interference with said election, and that in consequence, said election was not conducted in such a manner as to insure a true expression of the wishes of the employees as to the choice of collective bargaining agent."

There has been not even a scintilla of evidence introduced showing that any of the employees were denied a free choice of collective bargaining agent, and that no force, duress or coercion were used in influencing its employees in their votes.

Petitioner firmly urges that the Intervenor has failed to establish even a prima facie case in support of its allegations.

Petitioner attempted to introduce a column written by Joseph Curran, President of the Intervenor's Union and published in the "Pilot," during the hearing. This was marked Petitioner's Exhibit 5 for Identification. In this column Mr. Curran, the President, who is the head of the Union and is familiar with all its activities, went to great lengths to explain to the membership

why Intervenor lost the election. We respectfully submit that the Hearing Officer was in error when he denied its admission into evidence. The column was not based on hearsay because we have to presume that the President of the Organization knew its business and was writing about facts. His column could not possibly be called capricious or hearsay and, in any case, should have been admitted as an admission against interest. It clearly shows that the organizers instead of concentrating on the job for which they were being paid, worked on organizing the Union for the benefit of the Communist party and did not devote their time, attention and efforts to unionizing the Company vessels.

It is Petitioner's contention as proved by the above column, that these objections were filed merely as an after-thought in an attempt to grasp a straw hoping thereby to show to its membership that the election was lost not because of its organizers' fault but attempts to shift the blame to the Company on the ground of discrimination. According to this article,



Mr. Curran stated that thousands of dollars were spent in attempting to win the election. Inasmuch as the election was lost, Intervenor is attempting to show some excuse for such loss and hence these objections were filed. It is respectfully submitted by Petitioner that this Exhibit should be allowed in evidence.

At the opening of the Hearing, Intervenor alleged that it was going to prove a pattern of discrimination in every port where the Company hired men. Out of thousands of persons who were employed on the Company vessels from about October 1945 to November 30, 1946, the Intervenor has only produced 27 witnesses. If the discrimination was nationwide and of such scope so as to affect the election, certainly there would literally have been hundreds of witnesses to testify to such discriminatory practices. A tabulation of the time and ports where the ships voted, show the following:

In the Port of New York, 23 ships voted between April 2nd 1946 and August 28, 1946. Of these, Petitioner won 17. There has been no evidence submitted by the Intervenor that discriminatory practices were prevalent in the Port of New York.

In the Port of Baltimore, 8 ships voted between April 3rd and June 12th, 1946. Of these, the Petitioner won six. There has been no factual proof of discrimination in the Port of Baltimore.

In the Port of San Francisco, 10 ships voted between March 30th, 1946 and June 18th, 1946. Of these the Petitioner won four ships. This Port was supposed to be one where discrimination was rampant. Results prove differently.

In the Port of Boston, 7 ships voted between April 5, 1946 and August 16, 1946, of which Petitioner won six ships. The Port of Boston was not even mentioned in the testimony.

In the Port of Norfolk, three ships voted between April 12, 1946 and May 15th, 1946, the Intervenor winning all three. Intervenor did not prove any discriminatory practices in this Port either.

In the Port of Philadelphia, five ships voted between April 5, 1946 and August 8, 1946, of which Petitioner won all ships. There has not been any mention of discriminatory practices in Philadelphia.

In the Port of Savannah, three ships voted between May 4th, 1946 and November 17, 1946, of which the Intervenor won two. This is the Port where Intervenor attempted to show discriminatory practices in hiring of seamen aboard the SS "Samuel McIntyre." Intervenor won this vessel by 27-1.

In the Port of Charleston, two vessels voted between March 29th, 1946 and April 28, 1946, of which Petitioner won one and Intervenor won one. There has been no evidence whatsoever as to discriminatory practices in Charleston.

In the Port of Pensacola, Florida, four ships voted, of which Petitioner won three. There has been no mention of discriminatory practices in this Port.

In the Port of Wilmington, North Carolina, one vessel was voted on April 9th, 1946, which Petitioner won. There has been no mention of discriminatory practices in this Port.

In the Port of Wilmington, California, one vessel voted and both Unions were tied in the outcome of the election. There is no mention of discriminatory practices in this Port.

In the Port of Mobile, Alabama, one vessel voted on March 29th, 1946, which the Petitioner won. There has been no mention of discriminatory practices in this Port.

In the Port of New Orleans, seven vessels voted between March 29th, 1946, and July 20, 1946. Petitioner won six vessels. Intervenor has attempted to show

some discriminatory practices in this Port but with no success.

In the Port of Houston, Texas, one vessel voted on May 22nd, 1946, which the Intervenor won.

In the Port of Galveston, two vessels voted between April 5th, 1946 and May 9th, 1946, each Union taking one.

In Honolulu two ships voted between August 2, 1946 and August 3rd, 1946. Intervenor won both.

In the Port of Los Angeles, four vessels voted between April 2nd, 1946 and April 12, 1946, the Petitioner winning two vessels and the Intervenor winning two vessels.

In the Port of Seattle, three ships voted between April 3rd, 1946 and July 24, 1946, the Petitioner winning the election on one vessel and the Intervenor winning the other two.

A careful study of the above tabulation fails to disclose a National pattern of discrimination or collusion.

Out of 2,246 persons eligible to vote, Petitioner received approximately 54 percent of the total vote cast. Certainly this percentage doesn't prove collusion or discrimination because if there were collusion, the percentage would be much greater in favor of the Petitioner.

Dog in the Manger

The only "pattern" that can be spelled out from both the evidence adduced by the Intervenor and the analysis of the voting by ports would appear to be the inability of the Intervenor to garner a sufficient number of seamen to vote for it rather than for the Petitioner.

Approximately one and one-half years has elapsed since the filing of the petition by the Petitioner and much money and effort were spent by both Unions in trying to organize the unlicensed personnel of the Company. Inasmuch as the Intervenor has lost the election, it is now assuming a dog-in-the-manger attitude; if the Intervenor cannot represent the employees, it doesn't want any one to represent them. It is trying to pursue the same tactics in this case as it did in the Esso Tankers election, knowing full well that the Board is suffering from a lack of money and manpower and it is the Intervenor's fervent desire to hamstring the certification as much as possible knowing that if a new election were ordered, it would take at least two or three years.

We sincerely and urgently call upon this Board to dispose of this matter at the very earliest moment possible by dismissing the objections filed by Intervenor.

We cannot over-emphasize the insubstantiality and vagueness of either the objections themselves or the proof adduced in their support. Nor can we over-emphasize the uniqueness of elections in the maritime industry. Past experience in such elections has been such as unfortunately to encourage dilatory tactics such as those employed by Intervenor here. It is in the very nature of such elections that they consume extensive periods of time in their preparation, conduct and subsequent investigation, and losing unions would seek to exploit that circumstance by abusing the Board's normal procedures in the hope that before the Board could determine the issue too much time would have elapsed to make a certificate effective or desirable.

There is another aspect of labor relations in the maritime industry which adds to their uniqueness and which, we submit, should weigh heavily in the Board's decision in like the instant one. We refer to the fact commonly known and judicially noticeable that the usual American seaman is not easily "coerced" by anything his employer does or seeks to do. This is true for two reasons: First, the industry attracts bold and vigorous spirits; the American seaman is not easily bulldozed or intimidated. Second, the seaman is not tied to one employer in the same manner or to the same degree as is the average employee in the great preponderance of other industries. Indeed, the universal, general practice is to ship out on different vessels under different ownership or management, and the record in this case reflects that practice. It is a rare exception for any seaman to sign up with the same ship after he had completed a voyage. And this circumstance, which greatly minimizes the coercive power of maritime employers over maritime employees, is entitled to even more than usual weight in this case because during the period of the instant election there was a conspicuous dearth of manpower in the American maritime industry which gave to the seamen that much more resistance to any offensive employer action and which gave to the employer that much less opportunity to attempt such action.

THEREFORE, your Petitioner respectfully prays, that the objections interposed by the Intervenor, be dismissed and that the Petitioner be certified as the collective bargaining agent for the unlicensed personnel of the Company.

Respectfully submitted,

BENJAMIN B. STERLING and HENRY KAISER
(of Counsel)

Attorneys for SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA



SHIPS' MINUTES AND NEWS

THEY WERE PAID GLOWING TRIBUTE



Deck Gang of Hibbing Victory made "a clean ship out of a dirty one." Man fourth from left in first row is Sam Luttrell who submitted photos to LOG.

Hibbing Victory Crew Wins Praise; Commended For Good Unionism

Citing their "excellent work" and demonstrations of "good Unionism," the Skipper of the SS Hibbing Victory paid glowing tribute to the crack Seafarers crew which manned the Robin line vessel on the South African voyage. The skipper, Captain Philip G. Beck, revealed his recognition of the crew's merits in a letter "to all unlicensed personnel aboard" prior to the payoff in Baltimore last week.

The Hibbing Victory completed her trip a model of cleanliness, thanks to the conscientious efforts of her capable crew, who take seriously the words "an SIU ship is a clean ship."

Capt. Beck's letter, addressed to "all unlicensed personnel aboard" the Hibbing Victory, follows:

"I take pleasure in commending all of you for your excellent behavior on this past voyage to South and East and Southwest Africa.

"Your work aboard ship has been excellent. The minor so-called beefs were settled in a friendly manner. This all goes to show that you SIU seamen have learned to keep discipline among yourselves. That is good Unionism.

"The Stewards Department are to be complimented on a hard job well done and the Deck and Engine Departments are to be complimented also—the Deck Department for making a clean ship out of a very dirty one and the engine men for breaking all speed records from New York to Capetown as well as making the best speed on the African Coast ever heard of, and for keeping the ship running without breakdowns.

"Keep up the good work, keep your Union well-thought of, and good luck and many safe and pleasant voyages is the sincere wish of your Skipper.

Philip G. Beck, Master
SS Hibbing Victory."



Some of the Black Gang, which set speed record on African Coast.

SS Dixon Sign-On Delayed 24 Hours As Baltimore Port Steward Crosses Crew

You may be able to fool the crew of the SS Ben Dixon once—but don't try it a second time. A guy who made a second try failed and caused a 24-hour delay in the sign-on aboard the vessel in Baltimore last week.

In the center of the situation was the Bull line Port Steward in Baltimore. Prior to the Dixon's last trip, he promised the crew he would bring a much-needed percolator aboard. The crew graciously accepted his word. But the vessel sailed without the coffee-maker and on the voyage to Puerto Rico and return the crewmembers brewed a thorough disgust for the Port Steward's promises.

At the sign-on last week, the Port Steward tried his once-successful stunt again. He promised to provide the percolator and a toaster after the sign-on.

NIX ON THAT

"The dickens with that stuff," said the Dixon men, while they refused to sign-on until the needed items showed up.

Even the shipping commissioner and the doctor showed signs

of irritation over the Port Steward's delaying tactics. Meanwhile, the crew stuck to its guns. No percolator, no sign-on, they maintained.

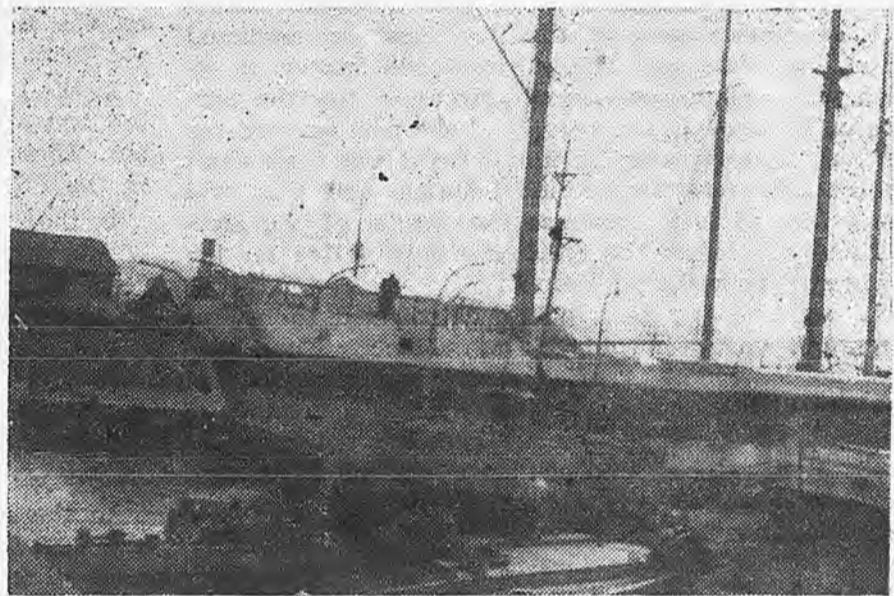
Eventually the Steward fulfilled his promise. But as Julio Evans, the Dixon's Deck Dele-



gate pointed out, it would have been cheaper for him had he been a man of his word.

"Because we couldn't take the Port Steward at his word," Dixon said, "the incident cost the company half a day off for the whole crew next day—plus the percolator and toaster."

PORTUGUESE GALLEON STILL SERVES



Ancient conditions prevail in waters off Portugal where galleons such as the one above still are in service, according to Seafarer Ray Durbin, Deck Maintenance aboard SS James Duncan of the Waterman line. Brother Duncan took picture in Lisbon to add to his collection but he wished for a glimpse of the foc'sle to compare to modern standards gained by the SIU.

Anti-Labor Bill Denounced

Aware that Labor's only protective weapon—the strike—will be destroyed if the anti-labor legislation now before Congress is passed, the crewmembers of the F. Marion Crawford overwhelmingly adopted a resolution calling for a joint AFL-CIO 24-hour mass protest strike.

Meeting at sea, the crew gathered 29 signatures to the resolution which reads:

"In regards to the vicious anti-labor bill that has just recently been passed in the House and Senate and shortly will go to the President for his okay, we the crew of the SS F. Marion Crawford, seeing that our only weapon for protecting our unions—the strike weapon—is going to

be taken away, suggest that the SIU get together with all the unions, AFL and CIO, for a 24 hour mass protest strike to stop the passage of this vicious bill."

Brother Seeks Lost Papers

To the Editor:

I lost my seamen's wallet, containing my Union receipts, discharges and some personal pictures, the latter part of March aboard the SS Cape San Diego.

If any Brother should come across this material, I would like for him to forward them to me at the address below.

Erwin Cartwright
Stuart, Oklahoma

SIU Ship's Minutes In Brief

EL MORRO (Date not given)
 Chairman Connelly; Secretary Huddleston. Crew agreed not to pay off until the Patrolman is on board. Motion carried to have delegates make a list of all needs and be turned over to the men staying on. Motion carried to have present Purser replaced. It was agreed that the pumpman will take the dog. Repair list of all three departments attached to minutes.



§ § §
FAIRISLE, April 27—Chairman Russell; Secretary Willis Woodruff. New Business: Motion carried that crew buy as little as possible from slopchest. Suggestion that slopchest list be turned over to Patrolman and have it investigated. Good and Welfare: Suggestion that all thermostats be replaced so water in showers and heads can be regulated. Suggestion that all wash water tanks be thoroughly cleaned before ship leaves port again. Suggestion that all overtime sheets of all departments be copied and put on messroom bulletin board so the overtime may be divided equally as near as possible.

§ § §
BENJAMIN WILLIAMS, March 23—Chairman A. Melendez; Secretary S. Furtado. New Business: Motion carried to accept delegates' reports. Motion carried to have a washing machine placed aboard. Motion carried to have dogs put on portholes where necessary. Motion carried to have chairs put in each foc'sle. Motion carried to have a committee see Master on having chairs or benches put in foc'sles.



§ § §
BENJAMIN WILLIAMS, April 20—Chairman Martin Rubio; Secretary Juan Ramon Olive. Deck, Steward and Engine Delegates reported all okay in their departments. Decision to check with port Patrolman about overtime for the Night Cook and Baker for making fire in galley. Extra meals to be charged for the Pilot staying aboard after the ship had left port. Good and Welfare: Vote of thanks to the Steward Department for the good chow and harmony aboard.



§ § §
CITY OF ALMA, April 13—Chairman Red Sully; Secretary F. Barth. Delegates reported all in order in their departments. Good and Welfare: Suggestion to have a cold supper at least once a week and give the cooks a break. Delegates to give a draw list to the Captain so crew can get money in San Pedro. Steward to get ice cream and limes in Panama. Messmen to make coffee at ten o'clock. Deck and Engine Departments alternate making it in the afternoon. One minute of silence for brothers lost at sea.



§ § §
SEATRAN NEW JERSEY, April 17—Chairman Eddie Miller; Secretary George Swift. Meeting called to discuss the competency of Chief Steward. After much discussion a vote was taken and the Steward was upheld with majority of crew feeling he was performing his job satisfactorily.

§ § §
ALCOA PILGRIM, April 11—Chairman C. Matheny; Secretary V. A. Lawsin. New Business: Motion carried that all sanitary men get together about cleanliness of laundry. Motion carried that reforms and action be taken concerning reports of conclusion of voyage 18. Black Gang Delegate reported some disputed overtime and crew's quarters need painting. Stewards Department Delegate suggested that Patrolman be seen about cleaning galley and using spray guns instead of paint brushes.



§ § §
MOLINA VICTORY, Jan. 29—Chairman Molina; Secretary Curtis. New Business: Several members spoke about the food situation claiming that half of the time the food is not cooked the proper way. They think that the Chief Cook is not fit for the job. The Steward promised better food and cooperation in the future. Motion carried to give the Chief Cook another try at cooking and if it is not improved the Department Delegates will notify the Steward so he can put a competent man on the job. Motion carried to recognize Stewards Department Delegate as the only representative for the benefit of the Stewards Department. Steward asked crew's cooperation in returning their dirty linen for clean. Crewmembers promised their cooperation in the matter.

§ § §
WARRIOR POINT, March 3—Chairman James F. Byrne; Secretary James Gamble. Good and Welfare: Suggestions concerning the improvement of salads and more variety. Also suggested that an inventory of the Steward's storeroom be made for the purpose of bettering the menus. Member of the Engine Department asked for more soap and towels for his department considering the dirtier work done below. Steward promised to take care of the matter. One minute of silence for brothers lost at sea.



§ § §
ALCOA PILGRIM, March 2—Chairman Eric Gronberg; Secretary L. W. Highsmith. New Business: Election of delegates taken care of. Motion made to protest sailing out of New York on nine months articles without six months stores. Motion carried to contact Mobile visiting Patrolman and see why there is no report of his visit to the Mobile Marine Hospital. Motion carried to write Mobile Agent to have him reprimand Patrolman supposed to visit the Hospital for not communicating with the SEAFARERS LOG. Repair list made and attached.



§ § §
F. MARION CRAWFORD, Jan. 6—(Chairman not given) Secretary J. G. Brady. Repair list made up with proviso that all be taken care of before new crew signs aboard. Motion carried that all stores be checked by Steward for his okay and his decision be final. Motion carried that an electric iron and three extra cords be placed aboard for crew's use. Motion carried that hospital and first aid supplies be checked and replacements be put aboard. Motion carried that cups, silverware, glasses, etc., be checked by the Steward and a sufficient supply be put aboard before sailing.

Good Deal

One of the most difficult tasks in connection with writing is finding a spot for publication. The task, however, has been made easier for Seafarers who have written—or are about to write—stories or articles with a salt water tang.

An arrangement has been made with a reputable agency of authors' representatives, who will read your material without any charge. If the stuff has possibilities it will be brought to the attention of publishers for possible sale.

Send your manuscripts—typewritten, of course—to Carl Cowl, c/o Seafarers Log, 51 Beaver Street, New York 4, N. Y. Enclose a stamped envelope, addressed to your permanent residence to insure safe return in case script is not up to snuff.



THEY'RE YOUR SHIPPING RULES!



The shipping rules were drawn up and adopted by the membership to provide an orderly and fair job procedure. Learn them and save yourself a possible beef.

CUT and RUN

By HANK

Jobs, jobs and more jobs. Our New York Hall is full of them up on that board and down there in Tampa, Florida, shipping is real good, too. Well, with shipping so easy it means you brothers don't have to knock yourselves out waiting a few weeks and hopelessly dreaming of getting out soon. It's better, indeed, to be on some ship going somewhere then it is to be in the hall going nowhere—just waiting for those miracle trips to come up on the board. All you have to do is grab those jobs, brothers, and get all that waiting and wishing and moaning over with. And don't forget to take a few small bundles of LOGS with you for distribution in those foreign ports to other SIU ships hungry for the latest LOGS, those unorganized ships (including tankers) and to the favorite bars.

There's another important thing to remember. Don't foul up the ships and the other brothers who really want to sail the ships. If you grab a ship, stay on her—don't run off the ship a few days later or just before she sails. A ship, no matter how old or how new she looks, will be your home—the kind of a home you want it to be—if you make it that way. But some guys have the regrettable and ridiculous habit of exploding their thinking machines over the smallest things or they just have a permanent hate of work, cleanliness, etc. Your jobs can only be done one way—the right way. There's no sense and no reason for violent arguments, passing the work to the other guy, getting gassed up and making a big racket aboard ship, and a lot of other things which foul up a ship—by a few independent brothers.

About a week and a half ago, Brother Abe Rappaport, the electrician, came in smoking a cigar and confessing, amongst other things, that he had recently finished 22 round trips on the SS Florida . . . Steward Jack Rankins sailed out of New York recently . . . Brother H. Monahan and Brother Henry Murranka just came in from a trip of voluntary organizing those unorganized seamen. Good work, fellas . . . Joseph De George, the mustached Beau Brummell, said that his shipmate, oldtimer Chuck Allan just shipped out recently. With these rainy days anyone's liable to do anything . . . Brother Herbert Braunstein and Brother "Chink" Leon White just grabbed a few bundles of LOGS and shipped out on a tanker for quite a long trip. Bon organizing, brothers—and thanks for promising us a letter or two while you're hitting those ports . . . Electrician E. Edginton and his mustache just came in from a trip. And he's ready to go out on another one, as usual . . . To Brother Monte Blue up in Sparta, Illinois: how about writing in immediately to the fourth floor baggage room telling them what you want done with your forgotten baggage . . . Brother Raymond Sparrow, who has a fine way of speaking, like an experienced orator, was in town not so long ago . . . A few brothers still in town: Mike Gottschalk, Marshall Dodge, Bosun Bera Smyley, Bosun Sal Volpi . . . Norman "Ozzie" Okray just shipped after sweating out a few hospitalized days.

§ § §
ODD STREETS AND TOWNS SOME SEAFARERS LIVE IN:
 Wade Tatom—in the town of Stamps . . . Jim Moras—in Beethoven Street . . . Eugene T. Jackman—in the town of Marmaduke . . . William Holland—in the town of Bagdad . . . Chesler G. Startz—in the town of Mystic . . . Matthew Bruno—in Alabama Avenue . . . Manley E. Johnson—in the town of Sweet Street . . . Clark D. Brown—in New York Avenue . . . Fletcher Shinalut—in Hope Road in the town of Stamps . . . Paul Kent—in the town of Frostproof . . . Samuel Parsons—in the town of Halcyondale . . . Jordan Gerson—on Oriental Avenue . . . George Velich—in Utopian Place.

THE MEMBERSHIP SPEAKS



Three Shoreside Workers Killed In Two Mishaps Aboard Warfield

To the Editor:

Bad luck appears to be hanging over the SS Charles Warfield. While we were in the newly-opened port of Amuay Bay, Venezuela, two longshoremen were killed and another was seriously injured when the No. 2 port boom fell on them. The Warfield was the first SIU ship to make that port.

In Baltimore, a shipyard worker was killed when he fell through the covers on the No. 4 hatch and plunged into the lower hold.

HOMeward-BOUND

The old Warfield is approaching the home stretch. We are



now stopping off in Port of Spain, and the bauxite is four inches thick on the decks. We are Mobile-bound after three months on the "bauxite trail" and all hands are plenty glad to be heading home.

This trip has been longer than

UNIONISM LEARNED IN SIU SERVES HIM WELL NOW

To the Editor:

I was a member of the SIU for over a year, and I enjoyed being a part of the organization very much. The principles of good unionism I learned then have helped me considerably in the union I now belong to.

Due to the death of my father, I had to quit sailing but I will always remember the time I spent at sea in SIU ships. Enclosed you will find a contribution for the SEAFARERS LOG, which I enjoy very much. I would appreciate it if you would send it to my home to better enable me to keep in touch with my former shipmates.

Last September, the shipping companies and the SIU signed a new contract calling for retroactive payment of all increases. I wonder if you could inform me if the Calmar Steamship Corporation signed this agreement; if so where must I bring my claim and what proof must I have to obtain it?

Donald Dean
Boston, Mass.

(Ed. Note: Retroactive pay claims should be presented at Calmar office at 25 Broadway, New York City. Thanks for the contribution. A receipt for same is already in the mail, and you have been placed on the LOG mailing list.)

the usual bauxite run. Since we were only supposed to be out for 60 days, we were stored accordingly. But the voyage is approaching the 90-day mark, and the chow supply is almost nil. Blame for this situation can be laid to the head man at Alcoa's commissary department.

It was he who gave orders that all Gulf ships be stowed for only a 60-day period. I know of numerous instances where that period expired before the ships started the return to the states.

4-MONTH SUPPLY

All ships on the Alcoa bauxite run should be required to carry stores sufficient for at least three months. A supply to last four months would even be more like it. It is the crews who suffer most by this policy, while the Alcoa outfit profits by it.

No question but that the practice of storing a ship with an insufficient amount of stores for the voyage is no good.

Have read some fairly recent editions of the LOG, and wish to remark on the Agent's Conference agenda. It is strictly all

right on all points and in the coming year I anticipate remarkable progress in the maritime field.

Well, other than the fact that all hands are glad that the trip is approaching the end, we have nothing to sing about. So will ring "Finished with engines."

E. L. DeParlier
Chief Steward
SS Charles Warfield

Seafarers Log Has Folks Agog

To the Editor:

I brought a LOG home with me, and the folks made such a fuss about it that I've either got to send it home whenever and wherever I hit port, or have you send it to them.

I will certainly appreciate it if you will mail the LOG to my home.

Paul Wilkins
Odessa, Texas

(Ed. note: Okay, Brother Wilkins, you can relax. The LOG will be rolling to your home shortly.)

Wears Crown



Aptly named is Thomas W. King, whose prowess as a bridge player proves that all is not luck in card competition. Brother King has successfully defended his title as the sea going champ against all comers. In a record contest aboard the SS Bessemer Victory he topped three other enthusiasts by a comfortable margin. King rarely makes a voyage without being called upon to make good his boast that he can take any and all when it comes to bridge. Thus far, his scores show he's not talking through his hat.

Log-A-Rhythms

'Blood' On The Marina

By JULIO BERNARD

The Marina is a slave ship,
How else can be defined
The sad shape of things,
With a skipper unrefined.

The Captain is old K----,
No doubt a Bull line pet,
The crew gave him a better
name—

One he can't forget.

We call him Captain Blood,
And if you want the truth,
He's lacking in all virtues,
His manner is quite uncouth.

Enough of this old phony,
He doesn't rate the space,
His place is in the "Register,"
Barred from the human race.

Instead, a word of lusty praise
For a Carpenter on the scow—
A top-notch Union Brother,
Old "Chips" deserves a bow.

I'm not too good at poetry,
My rhymes and rhythm poor,
But if you take the old Marina,
Leave the Skipper on the shore.

ALL'S 'COPASETIC' AT COPACABANA, BROTHERS SAY

To the Editor:

When we arrived down here in Puerto La Cruz, the guy who runs the Copacabana came down to the ship and gave each of us a card. He said we would have a good time at his bar.

Well, he sure lived up to his word—pleasant feminine company, inexpensive beer and no clips. When some of the boys got feeling good, he took six of them back to the ship in his own car, and didn't charge them a cent.

The owner of the place, Joe Torrie, is a real good joe—and he has the best place we have come across outside of the States. He is a former seaman, who sailed on American ships and says he was SIU.

His place is right outside the dock gates. All the boys are sure to get a square deal here and have a good time, too. Torrie would like the LOG to be sent to the Copacabana; he'll make sure the boys get them.

Trevor Little
Frank Glauer
C. A. Lester

(Ed. note:—The Copacabana in Puerto La Cruz, Venezuela, has been placed on the LOG mailing list.)

His Heart Belongs To The LOG

To the Editor:

I am in the old country, visiting my folks. All is well, but I miss the old LOG.

I would like very much to know what goes on in the Union and to hear about the membership and their doings. So if it isn't too much trouble perhaps the LOG could be sent to me here.

Einar Blakstad,
Trondheim, Norway

Awaits SIU Contract To Cleanse Isthmian

To the Editor:

Well, here we are in Port Said, waiting for a pilot. This trip sure has started out with a bang. We no sooner left Galveston, when this skipper started being the Lord Almighty.

After fighting the finky cockroaches that stayed aboard this Isthmian ship, the SS James D. Trask, we are now using every contraption known in medical history in an effort to keep our health.

The skipper has disputed most of our overtime in all departments—even his own officers, from First Mate down. He wants

the work done, but will not turn men to.

Instead, he has given orders to the Bosun to have our heads and all the sanitary work done just twice a week—on Wednesdays and Saturdays. This edict has made a situation which is extremely difficult and unsanitary. He also ordered the crew's Messman, who is a food handler, to do sanitary work in his department, twice a week—and keep waiting on us at the same time.

HE'S DIFFERENT

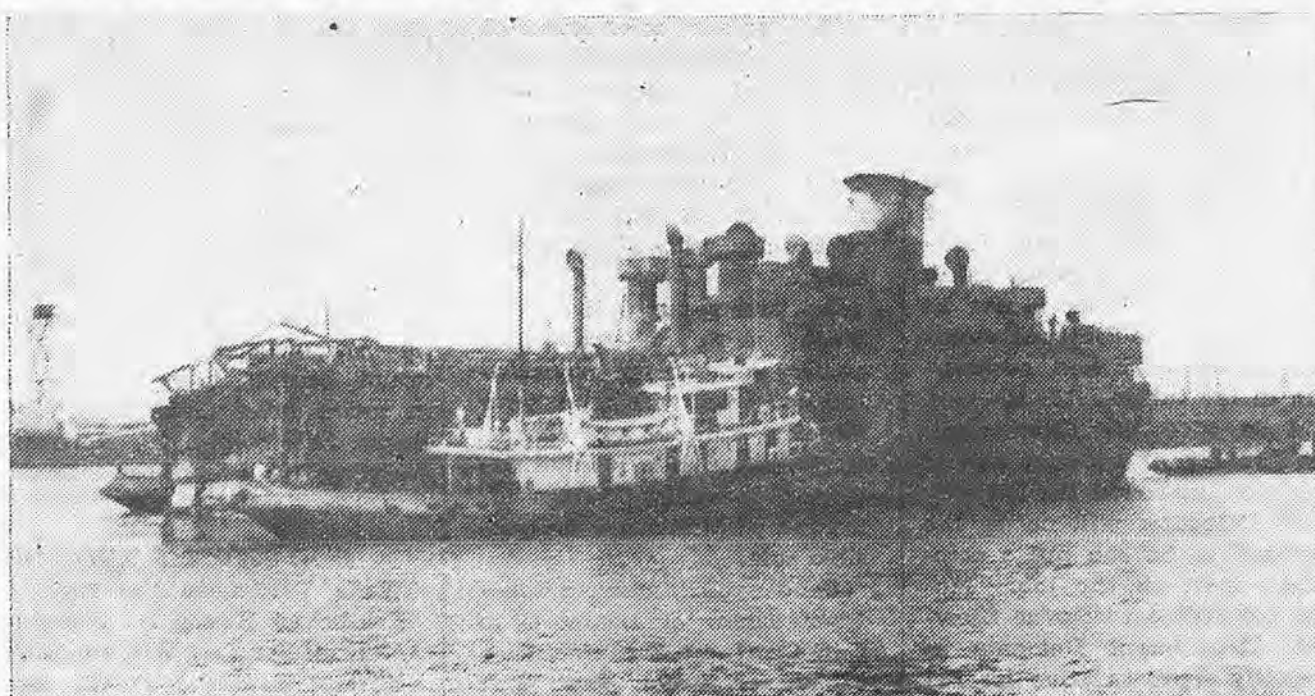
But his own head and showers, the skipper ruled, are to be cleaned every day. It sure burns me up to have to sail under men like this.

Before Master's licenses are issued to people like this skipper, it should first be determined what kind of piggins they were brought up in.

I have been sailing for 13 years but this is the first time I have seen orders from any Master calling for sanitary work to be done twice a week instead of every day. I will sure be glad, when under the SIU banner we can show men like these how to keep and live clean aboard ship and still get the work done.

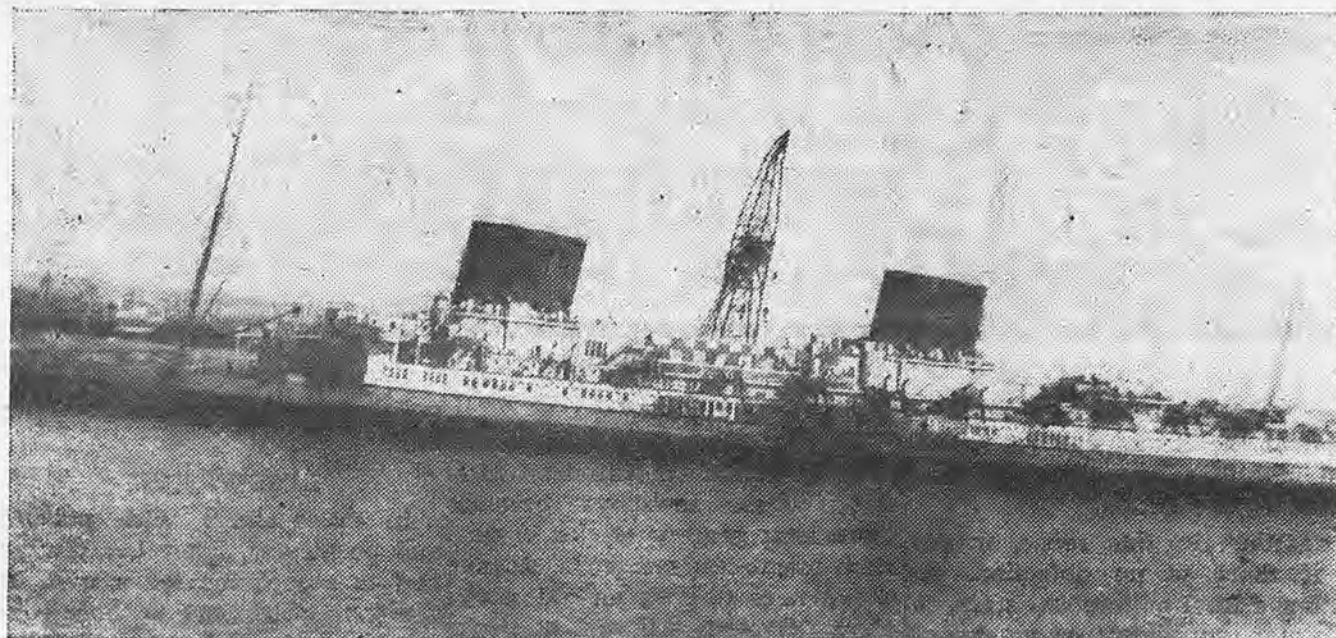
William G. Lindelof
SS James D. Trask
Port Said, Egypt

TANKER WHOSE SURVIVORS WERE SAVED BY SEAFARERS



Half of the SS Fort Dearborn as it was being towed last month to Honolulu. Formerly an SUP ship, it was torn in two by heavy weather 110 miles northeast of Hawaii on March 12. SUP crewmembers of the SS General Gordon and SS St. John's Victory raced to the scene, and effected a daring rescue of ten men stranded on the bow section. Three of the rescue vessels' small boats were lost in the attempt.

A SEAFARER LENS MAN CATCHES LeHAVRE SCENE



James F. Byrne, Steward aboard the SS Warrior Point snapped this "shot" of the Ile de France, the former German liner Europa, as she lay partially submerged in Le Havre, France. In a heavy gale last January the vessel broke loose from her moorings and smashed into the sunken wreckage of the French liner Paris.

Seafarer Crew Has Union Savvy; Makes LaSalle First-Rate Ship

To the Editor:

Very often we read about bucko mates and tough skippers. That is why I am taking time out to boost two guys who don't come under these categories.

The Old Man is a pretty good skate, who has no use for the



Coast Guard and respects a Union man. As for the Mate, we think he is one helluva swell guy. This opinion comes from all hands.

To begin with, the Mate had a tough break because none of the first crew aboard this ship, SS La Salle, wanted to do any work. Too much time in the gin mills ashore and no time on the ship.

Our Union fought hard for the good conditions we have on SIU-contracted ships, and one thing we have to remember is that we, too, sign a contract at the same time. It's the very

MISSOURI HOSPITAL SHOWS SEAFARER IT CAN BE DONE

To the Editor:

One U.S. Marine Hospital, at least, is making a record for decent satisfactory treatment of seamen. I refer to the institution in Kirkwood, Mo., a suburb of St. Louis, and where I was recently a patient.

I have been in other Marine hospitals but none have ever compared with this one, headed by Dr. James Elliot. The doctors and staff were tops. The food was good, and served in abundance—more was available than any person could eat. In fact, you are treated as though you were in your own home.

This observation is based on my two months of confinement at this hospital.

L. G. Wade, Ch. Cook

same contract we shove in the company's face each and every day.

KEEP OUR SHIPS

Now, more than ever before, we have to keep our ships. And the example on this ship is just what the company throws up at the men whom we send to negotiate new contracts for us. Time and again, the doings of the performers and gashounds come back to the Union.

It seems that I have wandered from the main point, which was to tell you that we now have this La Salle running as an exemplary Union ship. So if anyone piles off here when we get in, my advice is for you to get on. The Steward is Walter San-

tos, one of the guys who worked hard during the strike to give you fellows the good chow in the New York Hall. On here it's even better. The La Salle's Chief Cook is Victor Johnson, a guy whose spices and different concoctions should be called to the attention of Frenchy Michelet and Jimmie Stewart.

We have a few things that need attention when we get in, which is always the story with these reconverted ships. The Mate and the Old Man promise their full cooperation in straightening out things. So from here on in, it looks like smooth sailing with a fine bunch of Union men.

Bob Flaherty
SS La Salle, At Sea

Uniform Contract Should Be Considered By Negotiating Committee, Says Brother

To the Editor:

The idea of uniform contracts for freighters, tankers and passenger ships would seem to me very much in order at the present time. I, therefore, offer the suggestion of uniform contracts for consideration of the membership and the committees who will do the negotiating for our next contracts.

My purpose in suggesting uniform contracts is to enable our Patrolmen to give better service, and at the same time, to have a clearer understanding of the contracts among the membership. If contracts vary with each company, the variations often lead to many blind alley beefs.

'SAUCE FOR THE GOOSE . . .'

What may be overtime in one company may not be so in another outfit. Often, I have seen Patrolmen at their wit's end trying to explain to some member, for example, that coaling the galley is overtime in most companies but is not overtime in the Calmar line. And just as often, I have heard the comeback, "Why the hell is it our contracts are not all the same?"

Variations in contracts are a leftover from the days when the SIU was a struggling organization. Since that time, it has grown in strength and to maturity. When our Union goes to bargain for us it meets with an

attitude that is uniform with all shipping companies—hostility.

UNITED ACTION WINS

Likewise, it is only the uniform fight of our Union that compels them to see things our way. If our enemies can isolate our action by piecemeal contracts, full of variations, we are vulnerable to attack from many directions.

When labor is unified by action and conditions, it is strong. This was well demonstrated by

Strict Measures Advocated To Curb Union's Performers

To the Editor:

We all know that the Seatrain New Orleans is not a Del Norte or a Del Sud nor an Alcoa Clipper with air conditioning, but by God she is an SIU ship and has the right to be treated as such.

However, some of the fellows dispatched to the New Orleans don't seem to realize this. Some of them come aboard, take a look around, turn up their noses and go back to the Hall.

Others, who do sign on, go around bragging that they are only aboard for a tropical cruise to the "Land of sunshine, beautiful women and Bacardi," and have no intention of fulfilling their duties, the contract, or the established working rules.

This they demonstrate when the ship hits the islands. Sometimes the ship is held up from sailing for two or three hours, because these good-time boys are too gassed up or too busy with the "ladies of the waterfront" to make the ship.

SERIOUS ABUSE

Last trip the Seatrain New Orleans was held up at Havana for three hours, and this trip two men were missing at sailing time.

This abuse has become so serious that the crewmembers have decided to attempt some corrective measures.

We have gone on record to fine any man \$50.00 who, through his own fault, delays the ship or misses it.

Such men must pay through the nose for their caprices. In addition to the fine, we decided that their names and book numbers will be turned over to the Agent upon arrival in New Orleans.

It's a strict measure, but something has to be done to correct these practices.

Strangely enough, some of the performers have just become full book members, yet they start right off by giving the Union a black eye.

DON'T UNDERSTAND

They don't seem to appreciate the hardships the oldtimers had to put up with to gain the benefits now enjoyed on all SIU



ships. Some of these fellows have never heard of the battles the SIU fought in the past.

These men have been handed their books on a silver platter without having to undergo the sufferings many of us have borne.

Here's hoping these men wake up to the fact that the SIU is not a social club or a protective association guaranteeing each member the right to raise hell aboard ship.

Here's hoping they realize the SIU is a union and the contracts we have are to be observed and not disregarded at will.

Adolfo Capote,
New Orleans, La.

Let's Have 'Em

This is it, Brothers!

Right on these pages is a good place to blow your top. If you've got a beef or some suggestions you think will be of benefit to your Union and your Brothers, why not have it printed in the LOG?

If you haven't any steam to blow off, there must be something you've found interesting on your trip that you'd like to pass along for others to read about—characters you meet in the far-flung corners of the earth, joints you've found worth

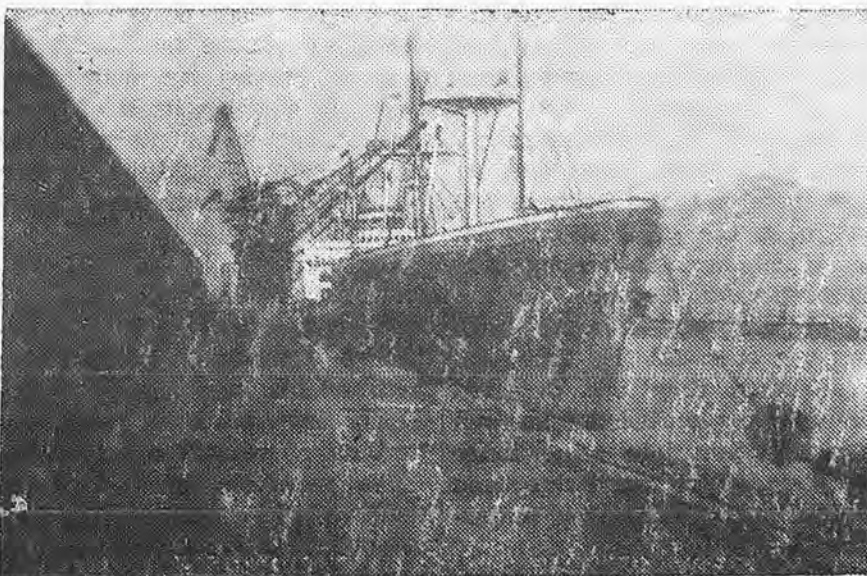


seeing and those you feel it advisable for your Brothers to avoid. Why not let all hands profit by your experiences?

Maybe you're pretty good at turning out a poem—okay then, let's have it. Pen and ink sketches are welcome, too. If you've got some photographs of your ship, or shipmates or any "shots" taken in the various ports o'call, send them along. We'll return them.

Just mail your material to the Editor, Seafarers Log, 51 Beaver Street, New York 4, N. Y. How about doing it NOW!

CARGO OPERATION IN CAPETOWN



The SS Robin Tuxford as she was being unloaded in Capetown, South Africa recently. Seafarer Joseph Torrisi, a crewmember, made the photo.

SIU Wins 40 Hour Week On Lakes Sandboats



By JOE GRIMES

(Continued from Page 1) along with the Seafarers' minimum demands, and stated that he would sign a memorandum agreement to that effect with the SIU.

The other operators refused to go along with Martin, and so the meeting broke up, with scheduled meetings for this week with the Lake Erie operators and later with the Chicago operators.

Today, the entire business was settled when Mr. Florsheim, attorney representing the combined

operators, agreed to go along on the same agreement as the Great Lakes Dredge and Dock Company had already agreed to.

This means that, with the exception of the historic differential between the Chicago area and the Lake Erie area, all sandboat operators will pay the same wage scale, overtime, etc. during 1947.

NEW SANDBOAT SCALE

Under the terms of the new agreement, the sandboat pay scale will be as follows:

Rating	Chicago Scale	Lake Erie Scale	All	
			16 Hours Week-end Overtime	Penalty Overtime
Wheelsman	\$226.00	\$221.00	\$1.00 hr.	\$1.25 hr.
AB	223.00	218.00	1.00 hr.	1.25 hr.
OS	176.00	171.00	1.00 hr.	1.25 hr.
Fireman	223.00	218.00	1.00 hr.	1.25 hr.
Oiler	223.00	218.00	1.00 hr.	1.25 hr.
Watertender	223.00	218.00	1.00 hr.	1.25 hr.
Coalpasser	176.00	171.00	1.00 hr.	1.25 hr.
Wiper	176.00	171.00	1.00 hr.	1.25 hr.
Pumpman	242.00	237.50	1.00 hr.	1.25 hr.
Repairman	242.00	237.50	1.00 hr.	1.25 hr.
Handyman	242.00	237.50	1.00 hr.	1.25 hr.
Steward	281.00	277.50	1.00 hr.	1.25 hr.
Second Cook	215.00	210.00	1.00 hr.	1.25 hr.
Porter	176.00	171.00	1.00 hr.	1.25 hr.

With an approximate week-end overtime payment of \$70 monthly, the actual pay of each rating will be the basic monthly scale plus \$70, plus all penalty overtime worked during the month at \$1.25 per hour.

This means that the monthly pay on the sandboats will range from a maximum monthly take home of \$350 to a minimum of \$240 plus all penalty overtime worked.

SIU FIRST AGAIN

In making his announcement of the latest SIU victory for the Lakes seamen, Brother Farnen stated, "Once again the SIU leads the field in bringing the best wages, hours, conditions and contracts to the Lakes seamen.

"Back in 1942, the SIU won the 40-hour week for all fit-out and layup work, with payment of time-and-one-half for all overtime work.

"Throughout the war, the SIU continued to lead in gaining the best possible wages, working and living conditions.

"In April of 1947, the SIU broke the 56-hour week on the passenger vessels, and now these Seafarers enjoy a 44-hour week.

"Now, in May of 1947, the SIU established the first 40-hour week on the Lakes for the sandboats. The SIU won't rest," continued Farnen, "until we have the 40-hour week for all Lakes vessels—sandboats, bulk freighters, tankers, and passenger ships on the Lakes.

"That's our goal, and nothing can stop us from achieving it, plus the best wages, and contracts that we have always enjoyed."

Attention Agents

All applications for SIU burial benefits must be mailed to:

JOSEPH VOLPIAN
Special Services Dept.
Seafarers Intl. Union
51 Beaver Street
New York 4, N. Y.

operators, agreed to go along on the same agreement as the Great Lakes Dredge and Dock Company had already agreed to. This means that, with the exception of the historic differential between the Chicago area and the Lake Erie area, all sandboat operators will pay the same wage scale, overtime, etc. during 1947.

It has always been the contention of the Seafarers that political activities have little, if any, place in the Union.

"Little," in this sense, means that there is no objection, on either a local or national scale, to a union approving or condemning the position of politicians and political groups on matters pertaining to labor.

This in no sense commits the union to a blind adherence to any candidate or political party, and definitely does not in any way obligate the individual member.

Whether he voted or not, and whom he voted for remains his personal business.

Samuel Gompers, who more than any other individual, guided the AFL through its hardest years and became the guiding spirit of its policy and program, called upon organized labor to

"reward its friends."

The Gompers era was the competitive period of American history, when newsboys became financiers; grocery clerks, chain-store magnates; messboys, steamshipowners (there's an old story about Captain Matson starting his career with a sack full of butter taken off a three mast schooner); when the country was growing, and millionaires were the product of the times rather than the scions of wealth and power.

Political candidates were elected by oratory, torchlight parades and baby kissing. They wooed labor and, to a degree, gave labor representation.

They did it because they had to. Basically the peanut politician at the beginning of this century had no more love for labor than the well-groomed, highly

polished machine politician today.

LESSER EVIL

In its dealings with politics and politicians, labor has always had to accept the lesser evil, in the form of supporting those who would hand out crumbs of representation in return for loaves of support.

There are those, and unfortunately some of them are found in the ranks of the Seafarers, who maintain that the solution of labor's problems lies in the formation of a "labor party," or the adoption of the minor league left parties (i. e.: Socialists, Communists, Trotskyites, etc.).

This is pure hokum, and the adoption of such a policy would serve only to weaken labor. France had its "popular front" and its left wing deputies became right wing imperialists over night.

England has a so-called labor government who celebrated their "labor" victory with a more ruthless suppression of labor than the Churchill "aristocrat" government ever dared.

The Russian communist government simply shoots strikers, jails any who disagree and calls it a day.

Eugene V. Debs was a great labor leader but, albeit, a failure as a politician. Norman Thomas, Earl Browder, William Z. Foster, and the other also-ran left wing Presidential candidates kept running year after year but never got anywhere.

They haven't any merchandise to trade with and, like the false prophets, "can only lead the blind to destruction."

The main political parties (Democrats and Republicans) have the merchandise, but only hand out the second rate stuff to the workers.

It's the old question of being between "the Devil and the deep blue sea" when unions mix in politics.

WHAT IS A PARTY?

Technically a political party is a grouping of persons believing in certain policies, who band together to elect representatives and form a government to their liking.

In the case of the Republican and Democrat parties, the case is that actually the parties are leadership groups who sell an idea, cash in with political jobs and patronage, serving those who have and who put up the dough to operate their political machines.

The Fascist and neo-fascist groups (Gerald L. K. Smith, etc.) exist on racial and religious hatred, and use political campaigns as a means of spreading their hatred and cashing in through donations from moneyed bigots.

The Socialists, Communists, etc., have created religions and demand blind unquestioning acceptance of their creeds, different though they may be.

All of them profess Karl Marx as their Patron Saint but from

Beware Of Misleading Ideologies, Is Brother's Warning To Seafarers

By PAUL PARSONS

Ever since the communist revolution in Russia, we have witnessed the rise of a large number of organizations which are known to be communist-dominated, and which are only interested in fund raising for the Party and not in the welfare of the specific organizations they control.

It is, of course, more beneficial to the Party if the commies infiltrate world worker organizations and not just local ones—but they also disrupt local ones.

They successfully infiltrate all organizations, fraternities, lodges and unions where there is a lax screening of members before they become obligated.

Usually after disrupting and dominating any of these bodies, they immediately switch its policy to the old commie line, and start to attack workers' unions such as ours that stand in their path of world conquest by self imposed united serfdom and dictatorship.

We members of the SIU have fought the commies with every honest weapon available, because they stand for termite tactics of deteriorating the soul and mind of the working man.

We, of course, are one of their main targets, because we have been the greatest bulwark against communism among seafarers the world over.

Therefore, we have to keep our eyes open all the time, because when they are defeated they only try another angle, such as having you join some lodge or fraternity for small dues and large promises that never materialize.

I would like to call on every member to watch for these men everywhere and unhesitatingly denounce them, because they not only take your fees for

communism but they give you nothing in return and later laugh at your stupidity.

Many organizations that were formerly clean of communism are now commie-dominated, and use the old line system of canvassing membership. And whereas the books of oldtime world worker organizations were closed to protect the membership against Stalinists, they are now found to be open to anyone at low prices, leaving the oldtimers out in the cold.

I wish to remind the membership that many of these phony fraternities and organizations are turned around to look as if they are unions that have contracts.

Whenever you meet one of their members ask him what contracts his organization has with any company to earn money, or whether he just wishes to obtain your money for membership to nothing that represents nothing but yells down everything and has nothing to back itself with.

It is my firm belief that any lodge, etc., that is communist-dominated should be blacklisted until it washes its own dirty linen and cleanses itself of Communism, and any of its members on our ships should be thrown off, or turn in their other books or cards.

Any member of the SIU who does not uphold the SIU on contracted ships and tries to replace contracted policies for those of his own should immediately have his book pulled regardless of what the policy is.

The members of this Union have voted democratically for the policy that now carries, and any individual or group disrupting that policy, whether they be Commies, Trotskyites, Socialists, IWWs, Democrats or Republicans should be classed as

unworthy of our Brotherhood.

We have built our Union for the working men of the seven seas, and we have denounced any kind of policies except those that benefit the members.

When and if a majority of the members want disruption with politics by the communists, then the Union will be ruined as is the NMU.

We stand together, I am sure, to denounce any of these and to insure the protection of the members from any set that wants to dictate its own policies to the Union on ship or ashore. When a member is obligated in the SIU he pledges himself to uphold it and its membership above all others.

I am sure when anyone joins any other organization, it is the same. It is an evident fact that one cannot serve two masters and, therefore, if any member of our Union holds any dual organizational card, his book should be pulled from our Union.

Brothers, as long as you sail on our contracted ships, you are under the flag of the SIU, and if anyone on that certain ship belongs to any of these sets mentioned, advise him to either denounce them or turn in his book.

We sail with the Seafarers International Union and not any other, and we will not tolerate or accept any policies of decadent would-be worker's organizations pretending to represent men they actually fleece and cheat.

There is no use of further expense to the members when they have the best with our own dues.

We will continue to stand fast against all attempts at disruption and shall protect our members so that we may progress ever forward together in the future, as we have in the past.

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Headquarters Reports To Membership

(Continued from Page 3)

Board for a hearing in Sun Oil Tankers and this hearing is scheduled in Philadelphia for May 19.

The Organizing Staff has gone down the line with the economy program and has reduced its Organizing staff accordingly. This has been done with the thought in mind that the Isthmian Drive is practically over and that all Branch Officials must cooperate in every manner with the Organizers in order to keep up the efficiency of this Staff in future organizing activities.

It is to be pointed out to all officials that a heavy organizational drive is still underway and to insure the best results, they are instructed to cooperate and to accept as part of their regular duties all organizing activities in their respective ports.

Beefs

The Manrope Knot, an Alcoa ship, was anchored out from the loading berth in the Port of Spain, Trinidad, for 15 days. The crew refused to move this ship until such a time as the company pulled the Skipper off.

It is evident that this old man is a buckaroo Skipper. The entire crew of the ship, including all officers, are in favor of getting him off the ship.

However, the crew should have taken their beef up in the Port of Mobile before the ship

sailed, or the ship should be bought back to a port where there is an SIU Hall with the beefs inasmuch as the membership had previously gone on record not to pull any job actions in foreign ports, especially in the Port of Spain.

Another beef that is coming up regular from all ports is the authorization of overtime.

In a number of instances, members of the unlicensed personnel have bought in overtime which they claim was authorized by the Heads of the Departments and which the Heads of the Departments deny authorizing.

This develops into an argument between the Union and the operators as to who is telling the truth and often when it is in the Stewards Department, there is an argument between two SIU members.

At other times, it may bring about a dispute between one Union and another. Therefore, it is recommended that every member in the unlicensed personnel request a slip authorizing his overtime at the time he makes it, as per the agreement.

Canadian District

The Canadian District of the SIU has offices in Montreal, Canada. All Seafarers are urged to contact Gene Markey at 1440 Bleury Street, and give him any



aid that you can in his efforts to organize the Canadian Seamen on the East coast.

Since he has been there, some of the men from a couple of ships have been gassed up and have been giving him a bad time instead of cooperating with him.

The Hall in Montreal will be very beneficial to the Seafarers as a whole and representation will be given to SIU contracted ships hitting that port.

Economy Program

Most of the ports have been following the economy program laid out at the last Agents' Conference and which was accepted by the membership.

However, the Port of Boston seems to nonconcur with every recommendation in reference to cutting expenses in that particular port. They have gone on record at several meetings there to put on additional help. However, Headquarters has never been directly contacted from that port in regards to putting on additional men.

It is pointed out that the Agents Conference went on record that, when a number of ships are paying off or traffic is heavy in a particular port, temporary men be put on accordingly.

However, in the Port of Boston, they still have more men on the payroll than was recommended by the Agents Conference.

It was also recommended in the Agents' Conference that when situations like this arise that the Secretary-Treasurer bring these actions before the membership. This is now being done.

A recommendation was accepted at the last meeting by the membership in all ports to close the Branch of Port Arthur. This is being done and the elected Agent of that port will be transferred to the Port of New Orleans where he will replace an appointed official.

Jack Parker, Galveston Agent, recommends that the sub-branch of Corpus Christi be closed and that that area be covered by the Galveston Branch.

Charles Haymond, Houston Agent, has recommended that the Port of Houston be closed.

Upon the strength of the recommendations from the respective ports listed above, it is hereby recommended that inasmuch as there is no elected official in the Port of Corpus Christi, that that Port be closed immediately.

It is further recommended that the Houston Branch be closed at least temporarily and that the two elected officials from that

Branch be transferred to the Port of Galveston, where they will work under the supervision of the Galveston Agent, and that the Port of Houston be covered from Galveston.

This leaves one branch in the Texas area. However, it puts four elected officials in the Port of Galveston where all ports can be covered from that port



with the same efficiency and a hell of a lot less expense.

All members making ships in the Texas Ports must be shipped through the Galveston Hall. It is therefore recommended that any man who ships on a ship in any Texas Port who has not shipped through the Union Hall in Galveston be classed as a fink and dealt with as such.



(Continued From Page 14)

him on they follow different paths—for example, the Communists that of Russian Nationalism and the Socialists that of wishful international dreaming.

That there can be no possibility of any combination of these forming a labor party is shown in answer for an application for membership in the Socialist party: a question as to what happens to one who disagrees in the Communists, and a question as to the acceptance of trade union policy to a Trotskyite.

The Socialist replied, I cannot accept your application for membership because you disagree with the Socialist Party.

The Communist said, There can be no disagreement among Communists, party discipline is paramount.

And the Trotskyite stated, If the union were to adopt a position contrary to my tenets I would be forced to give up my union membership.

Thus none of the three representative left wing groups make any pretense of democracy.

To join the Socialist party one must agree beforehand to their philosophy.

To be a Communist you must cease to think when told you are wrong.

In a question as to union policy versus Trotskyism, the political belief comes first regardless of what union membership decides.

ECONOMIC ACTION

Its the old story of being washed in the blood of the lamb, taking the sawdust trail and letting faith do the rest.

Kipling, in his famous soldier poem "Tommy" wrote,

"It's Tommy this and Tommy that,

And chuck his out, the brute, But he's 'Saviour of his country,'

When the guns begin to shoot."

And the same applies to labor. When the wheels stop turning, the fields remain untilled, and production ceases, and hell can't stop labor from getting what it wants.

The left wing politicians call this a political general strike, and a prelude to revolution and the seizure of power.

The right wingers call it anarchy, insurrection and a lot of other things.

The workingman who has been on picketlines calls it damn good common sense, economic action in defense of his inalienable rights.

America and the American system is a hell of a lot better than anything thus far established.

Pie in the sky dreams are all right for the dreamy-eyed spittoon philosophers or the patronizing intellectual, but workingmen's standards are measured in terms of bigger and better pork chops, more comfortable homes, better conditions and the opportunity to live an all around better life.

These things can all be obtained by the judicious use of labor's power through the medium of his democratic trade unions.

Anything from a job action to a general strike can take place within the existing U. S. form of government.

These actions give labor representation and win labor battles. Economic action is educational rather than revolutionary, education for the legislator in Washington as well as the worker on the job.

All Ships Delegates should check the shipping cards of all members shipping on SIU ships and if they do not have a shipping card from the Union Hall, they should not be allowed to ship aboard an SIU vessel.

Along with the economy program, the Headquarters Offices has further reduced its staff since the last meeting.

Inasmuch as the closing of the Texas Ports involves the organizational drive in those Ports, Paul Hall, Director of Organization, has been instructed to meet me in the Port of Galveston where we will attend the regular meeting in that Port and make a survey and work out plans so that the organizational drive will not be hampered in the Texas area.

The Patrolman Says: Tops In The Bridge

NEW YORK—In my day I've payed off and signed on a lot of ships. In the course of this I've ran across all kinds of skippers, and if I had to choose one who I thought was tops I have my selection all ready.

He is Gus Anderson, Master of the SS Robert Stuart, South Atlantic Steamship Company. Captain Anderson is a real oldtimer, having sailed the seas for about 40 years, and during the long time I've known him I've never heard of him giving anyone a hard time. And I've never heard of any of his crews saying a bad word about him.

He is probably one of the best known skippers in maritime, as it seems that every oldtimer in the business has sailed with him at one time or another and they all go to bat for him.

GOOD UNION MAN

Captain Anderson is a good union man himself in the MM&P, and always give 100 per cent cooperation to the Patrolmen at the payoffs doing whatever he can to insure an easy time for all.

I handled a payoff of the Stuart the other day and Captain Anderson was right there helping out wherever he could. He told me the crew on the Stuart was the best he had ever had.

Not one of the crew was absent and all were sober. The delegates had all overtime sheets typed up and everything was ready for the smooth payoff that followed.

I guess he set an example for the crew, as the ship was one of the cleanest and easiest I've ever handled. If the Maritime industry had more Captain Andersons the life of a seaman would be the best.

Jimmy Sheehan

PERSONALS

DOMINIC ZAPPIA

Your mother has recently undergone an operation and your parents are very anxious to hear from you.

✂ ✂ ✂

CHARLES J. BROWN, JR.

Your father has a very important message for you.

✂ ✂ ✂

N. J. WUCHINA

A letter from your wife requests that you get in touch with her immediately to sign some very important papers.

LAKES SEAMEN!

WHICH SHALL IT BE?

LCA



A COMPANY-DOMINATED OUTFIT?

NMU



A UNION CONTROLLED BY A POLITICAL PARTY?



SIU

A free democratic union that has gotten the American seamen the highest wages and best conditions in the history of world maritime.

JOIN the SEAFARERS INT'L. UNION

... and get for yourselves the conditions, job security and representation that every SIU contract quarantees.