

SEAFARERS' LOG



Official Organ of the Seafarers International Union of North America

VOL. IX.

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No. 25

Keep Shipping Isthmian!

Now that the NMU's stalling maneuvers to prevent you from getting the benefits of Union representation and a Union contract have been stopped cold by the National Labor Relations Board's certification of the Seafarers International Union as your collective bargaining agent, contractual demands are being presented to the Isthmian Steamship Company.

Therefore, it is extremely important that all Isthmian men remain aboard and keep sailing Isthmian vessels. The necessity for you to stay on the job until final victory cannot be stressed too vigorously.

Until you can go aboard Isthmian vessels with an SIU contract in your pocket, don't weaken your chances for a first-rate agreement covering wages and working conditions.

Meanwhile, keep on the job. Keep sailing Isthmian!

SIU Reopens Contracts To Negotiate Increases In Base Pay, Overtime

NEW YORK, June 20—The Seafarers International Union is pressing for increases in the present wage scale, rate for overtime pay and other monetary considerations, on the basis of the preamble contained in all its contracts, which provides for the reopening of the wage question at any time. Negotiations between the Union and representatives of all its contracted companies are currently under way.

The Seafarers contracts are the only ones in the marine industry which contain this unique provision, allowing for discussions to be opened on wages at any time. Discussions centering on the Union's demands were entered

Seafarers Again Pledges To Respect All Economic Picketlines Of NMU

NEW YORK—While confusion reigned in the CIO maritime stoppage, which began Sunday night when negotiations between the National Maritime Union and the operators failed to produce agreement, the Seafarers International Union stated clearly its position that there would be no crossing of picketlines established for economic reasons.

The SIU's stand was made known in a telegram sent to the National Maritime Union's New York Port Agent on June 14, the day before the strike began.

"In the event you go out on strike," the message said, "or are locked out, we will support your picketlines around vessels contracted to your organization same as in the struggles of 1946."

The telegram was signed by Morris Weisberger and Paul Hall, SIU Vice-Presidents, and J. P. Shuler, Secretary Treasurer of the Atlantic and Gulf District, and was in answer to a wire received a day earlier from the NMU Agent, which read:

"Shipowners stalling on negotiations hoping that passage of Taft-Hartley bill will cripple power of unions. NMU contract expires June 15 and hopes of getting satisfactory agreement are dim. Can we count on the same support that we received from the AFL unions in our struggles in 1946."

The Seafarers has also stated that it "would not man any struck ships reallocated to our operators," in accordance with Union policy.

Thus far the NMU has not set up any picketlines, but its members are carrying out orders of Joseph Curran, NMU president, to remain aboard their vessels to do ship's work but not to sign on for new voyages.

The CIO union has called the operators failure to agree on a new contract a lockout, since the old agreement expired Sunday night, June 15. The operators have offered a renewal of last year's contract for one year.

Six unions, including the NMU, are more or less involved in the current situation. All are negotiating separately but are represented on the CIO Joint Policy Committee. The unions concerned and their status at

LOG press time were as follows:

Marine Cooks and Stewards—still negotiating on the West Coast; NMU—still negotiating; American Communications Association—no contract on either coast, negotiations open; Marine Engineers Beneficial Association—signed extension of old contract on West Coast, negotiations still open in the East; International Longshoremen's and Warehousemen's Union—signed on West Coast with "escape clause" permitting cancellation if other unions do not get satisfactory agreements, is not involved on East coast; Marine Firemen's Union, an independent union, acting with CIO unions, has signed old contract extension.

into as a result of a letter to all operators by J. P. Shuler, Secretary-Treasurer of the Atlantic and Gulf District, requesting an early meeting to reopen negotiations for the proposed wage increases.

The letter was sent June 1.

The first meeting between Union representatives and the operators took place Monday afternoon and another was held late yesterday.

At the present time the Seafarers' contracts are the best in the industry, and the renegotiated contracts will put the SIU far ahead of the rest of maritime.

Representing the Union are Secretary-Treasurer Shuler, Robert Matthews, Headquarters Engineering Department Representative, and Lindsey Williams, Gulf Area Coordinator. The Union negotiators stated that the discussions have thus far proceeded satisfactorily.

ITF Planning Panamanian London Meet

NEW YORK—A recommendation that the Seamen's Section of the International Transportworkers Federation schedule a conference in London to discuss thoroughly a program for dealing further with the Panamanian situation was adopted by the Coordinating Committee of the ITF, which met here last week.

Complete satisfaction with the work done thus far on the matter of ship transfers to Panamanian registry was voiced by Willy Dorchin, ITF representative in the United States and chairman of the committee.

He pointed out that the threat of ITF concerted action has slowed down, and possibly halted, such sales.

R. Clausen, representative of the Danish Seamen's Union, informed the meeting that members of his union would be expelled if they signed on ships flying the Panamanian flag.

All delegates present agreed that action should be considered for a program to effect the closing of all fink halls.

William McLaughlin of the Canadian District and Al Kerr represented the Seafarers International Union at the meeting.

Also present at the meeting were J. Scott and R. Baker, British Seamen's Union; R. Clausen, Danish Seamen's Union; E. Johansen, Norwegian Seamen's Union; E. Raberg, Swedish Seamen's Union, Manuel Pitharoulis, Greek Seamen's Union, and William Ash, Masters, Mates and Pilots Association.

CG Loses Control Of Hearing Units

The dictatorial power held over merchant seamen by the Coast Guard was dealt a severe blow last week when the CG Hearing units were abolished by Congressional action, and all disciplinary authority transferred to the Civil Service Commission.

The decision to abolish the Hearing Units, a yoke around the necks of free American seamen since the beginning of the war, was a fitting climax to the single-handed fight waged against Coast Guard control over seamen by the Seafarers International Union.

The blow came when Congress relieved the Coast Guard of its power to try seamen and render decisions, thus depriving it of all

disciplinary action against merchant seamen.

At the time the decision was announced, Morris Weisberger, SIU Vice-President, was in Washington where he received the announcement of the change to the Civil Service Commission.

The Commission is to set up a board of examiners to hear cases against seamen, but no money has as yet been appropriated for its work, and there is no sign of such action in the near future.

CAN INVESTIGATE

As long as no funds come forth, seamen will not be brought before any governmental agency, whether it be the Coast Guard or the Civil Service Commission.

The Coast Guard will still be able to investigate charges against seamen and present them at trials if and when the Civil Service Commission sets up its courts, but it no longer will be able to act as judge and jury in these cases.

The Coast Guard isn't resigning itself to this Congressional move, however, for already they are busy at work attempting to get the House Judiciary Committee to report a bill to restore the Hearing Units and their power to the Coast Guard.

From the first days of the Coast Guard's control of seamen, the SIU had gone on record as being opposed to the military

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Atlantic and Gulf District
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International Officers

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

District Officials

J. P. SHULER	- - -	Secy.-Treas. Atlantic & Gulf District
P. O. Box 25, Bowling Green Station, New York, N. Y.		
HARRY LUNDEBERG	- - -	Secy.-Treas. Sailors Union of the Pacific
59 Clay Street, San Francisco, Calif.		
FRED FARREN	- - -	Secy.-Treas. Great Lakes District
1038 Third Street, Detroit, Michigan		
HUGH MURPHY	- - -	Secy.-Treas. Canadian District
144 W. Hastings St., Vancouver, B. C.		

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GEORGE K. NOVICK, Editor

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Onward To New Gains

No amount of publicity and attention which might be spotlighted on the Seafarers' all-important victory in being certified in Isthmian can be called excessive. Our membership's enthusiasm over this development is a natural one.

In the latest test between the SIU and the NMU of their respective attractions for unorganized seamen, we came off tops by an overwhelming majority, and the NMU was emphatically rejected. But the victory was not a simple one. For in addition to clarifying the confusion injected into the campaign by the NMU, there was the terrific job of organizing which had to be done on an unprecedented scale. So if there are hurrahs for the Seafarers, there is good reason.

At the same time, there is reason to understand the NMU's dejection over the major loss they have just suffered. But there is no excuse for its deliberate abuse of the Isthmian seamen, as demonstrated by their prolonged stalling of the inevitable certification of the Seafarers.

Our victory was a clean one. It was simply that the Isthmian seamen preferred to have as their bargaining representative the SIU—whose accomplishments in behalf of its membership stands unparalleled in waterfront history.

Despite the fact that the NLRB has continually set aside its objections and charges, the NMU has just filed application to have the Board reconsider the original NMU motion to set aside certification. It is rare that such motions are granted. But the real motive of the NMU in making the application is to save face with its membership.

And while the NMU drinks from the bitter cup of defeat, the Seafarers is preparing demands which will be presented soon to the Isthmian Steamship Company. The number of days remaining when men who sail that vast fleet must toil under putrid conditions are rapidly thinning out. In fact, the days are diminishing when any American seamen must sail at substandard conditions. The Seafarers organizing drive will now be concentrated on other outfits who have been dragging behind the field. The Isthmian victory is only the beginning.

What lies ahead is a difficult job. But there are within our organization men with the stuff of which good union men are made. What was made possible in Isthmian will be done again. It is the good Union men of the Seafarers who will make future waterfront history, as they have in the past.

REPORT FROM HEADQUARTERS TO MEMBERSHIP



By J. P. SHULER, Secretary-Treasurer

Isthmian Certification

The Seafarers International Union of North America received the final certification in the Isthmian fleet from the National Labor Relations Board Thursday, June 12, 1947. This automatically makes the SIU the Bargaining Agent for Isthmian Steamship Company. Negotiations will be opened in the near future for an agreement with this company. Last week's LOG carried and this week's LOG will carry the details and activities of the organizing and certification.

Negotiations

The Negotiating Committee has been meeting with the Mathison Tankers, Inc. to negotiate an agreement. There has been quite a bit of headway made up until this time and by the next regular meeting, we will be able to present an agreement with this outfit to the membership for action.

The Union is meeting with the Nantasket Lines. This is an outfit with some small excursion boats running in Boston Harbor. They operate during the summer season and only in the daytime. Our proposed agreement to the company now will be a much better agreement than we had with them in the past.

The Union Negotiating Committee has arranged a meeting with Atwacoal Lines June 23, 1947 for the purpose of negotiating a new agreement. They have been out of business during the war, but will resume operations soon.

There was a meeting today with the Negotiating Committee of the operators' so-called Atlantic and Gulf Shipowners' Association, where our proposals for a wage increase were assumed but no definite proposals were given to the company as yet.

Negotiations in all these outfits will continue and all members interested should meet with the Negotiating Committee on the sixth floor tomorrow at 10 a. m. and form a rank and file committee to go along with the official Negotiating Committee on all these contracts.

Union Operations

Further changes were made in the Gulf Area since the last regular meeting. On a recommendation from the Secretary-Treasurer, the membership went on record to place Earl "Bull" Sheppard in charge of the Port of New Orleans and to place J. Steely White in Headquarters Offices as Deck Department Representative.

The Texas Area is straightening out. The Port of Galveston is now operating efficiently and economically with four officials from one hall taking care of all the Union business, where formally, there were four halls and 14 persons on the Union payroll. Bull Sheppard, who was placed in charge of that port until such time as it was operating smoothly, has suggested that Charles Haymond, former Port Agent of Houston, who is now in the Port of Galveston, be put in charge

of the Port of Galveston as Acting Agent.

It is hereby recommended that the membership accept Haymond as the Galveston Agent and that he accept the responsibilities and duties as Agent in that port.

At the last Agents Conference, the membership went on record to charge the responsibility of the Gulf Area Tugboats to the Director of Organization.

The Director of Organization met me in New Orleans last week where a program was worked out to take over the tugboats and try to make them an asset to the Union instead of a liability, which they have been in the past.

The entire dues record system of the tugboats, which has its Headquarters in New Orleans, was in as bad a condition as the dues record department of the Headquarters Offices was at the beginning of 1946.

Dolar Stone, who has been working in the records department in Headquarters Offices, Atlantic and Gulf District, has been sent to the Port of New Orleans to set up the same dues record system for the tugboats as we have in the Headquarters Offices of the Atlantic and Gulf District.

While in the Port of New Orleans, I met with the Insurance Company in regards to the safe robbery in the Port of New Orleans, where the safe was stolen from the Union Hall, containing \$10,985.58 in Union money. The Headquarters Offices shows that money for three financial reports was in the safe at that time. These reports were for the weeks ending May 10, May 17 and May 24.

	General Fund	AOA	SIF	\$10					Total
				ASA	Strike S&O	Bldg.	Hosp.	Total	
May 10	\$ 786.39	\$ 615	\$ 24	\$ 840	\$ 150	\$ 55	\$ 80	\$ 10	\$ 2560.39
May 17	2877.00	555	38	1029	220	70	140	18	4947.00
May 24	2061.19	590	22	471	180	50	100	4	3478.19
Totals: \$5724.58	\$1760	\$84	\$2340	\$550	\$175	\$320	\$32	\$10985.58

The General Fund, as listed above, includes initiation fees, dues, duplicate books, transfer fees, LOG donations, fines, etc. The AOA is a separate fund and sent in as such and goes into the General Fund. The SIF is a separate fund and listed as such and it goes into the General Fund, but is later transferred to the International. All other funds have their separate accounts.

The Insurance Company is making an investigation into this matter and has not made any refund as yet.

I also met with the Safe and Loft Squad of the Police Department in New Orleans. They have made no arrest, but claim they are still investigating the matter.

This matter will have to be straightened out in our records in order that we may clear the Certified Public Accountants on our financial reports. The manner in which it must be handled is that Headquarters Offices must remit from the General Fund \$10,985.58 to the New Orleans Branch to defray the loss due to the robbery. The New Orleans Branch in return must send in \$10,985.58 to Headquarters Offices to clear its weekly accounts of May 10, 17 and 24.

The amounts of monies lost in each fund will be reimbursed by their respective accounts at the end of the quarter.

When the Insurance Company repays us for the loss of monies, it will be credited to the respective accounts.

NMU Strike

The NMU strike was in an undetermined status as of noon, June 16, 1947. The three unions involved are the NMU, MC&S, and ACA.

Apparently the operators have locked these Unions out by refusing to give them an agreement before the expiration date for their former agreement, which was June 15, 1947.

In the event of an all-out strike which could develop and which may involve the SIU, the officials and membership of this Organization will work out a program to control our policy.

At this time, our official policy should be the same as was the 1946 waterfront struggle when the NMU went out; that is, to respect all of their picket lines around ships owned or operated by companies contracted to the unions involved.

CG Hearing Unit

As of June 11, 1947, the Merchant Marine Hearing Unit of the United States Coast Guard ceased functioning. For some time, they have been putting up a hell of a fight to keep the seamen dominated by their bureaucratic control.

From the beginning, the SIU has fought this set-up for what it was—a bureau of parasites who inserted themselves into a priv-

ate industry, such as the Merchant Service, where they were neither needed or wanted by the seamen making their living in a private industry.

Since their inception, they have caused nothing but turmoil and confusion; most of them who have never been outside of harbor limits setting themselves up as authorities on the morals of the Merchant Seamen.

Joseph Volpian, Special Services Representatives of the A&G District, appeared with Capt. William Ash, of the Masters, Mates and Pilots, in Washington, D. C. on April 27 and 28 to protest further dictatorship by this set-up when a fight for renewal of their jurisdiction began.

Morris Weisberger, SIU vice-president, was in Washington on June 10, when final disposition was made.

At this time, the NMU took an arbitrary attitude in this beef. They could not decide just what disposition should be made with this outfit or under whose jurisdiction "delinquent" seamen should be punished.

The SIU took the stand from the beginning that this Merchant Marine Hearing Unit was a

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Careful Planning, Hard Work Won Isthmian Isthmian, Too, Is SIU—Credit Where Credit's Due

J. P. Shuler, Secretary-Treasurer

With the certification of the SIU as collective bargaining agent for the Isthmian seamen securely in our hands, our next step is to negotiate a contract embodying the top wage and working conditions that are essentially a part of every SIU agreement.

The Union will direct its entire facilities toward the attainment of a typical SIU contract for the Isthmian men, a contract consistent with the Union tradition of "the best in the maritime industry."

Meanwhile, Seafarers are urged to remain aboard Isthmian and keep sailing vessels. We cannot afford to relax until complete victory is ours.

* * *

Paul Hall, Director of Organization

Through the efforts of the volunteer organizers, and the coordination of the shoreside personnel, the Seafarers International Union was able to win a sweeping victory in the Isthmian election. Most of the credit goes to the men who stayed on those ships through thick and thin, sacrificing wages and conditions, so that the unlicensed Isthmian seamen could gain the benefits of SIU contracts and protection.

* * *

Earl "Bull" Sheppard, New Orleans Agent, who was in charge of field work on the Isthmian Campaign

It took the wholehearted efforts of the entire membership to put this over. It was a big job, the biggest ever tackled on the waterfront, but SIU men gave it their best, and now it's in the bag. Our victory in the election proves once more the superiority of the Seafarers over the NMU. Their political flip-flops have made them many enemies among the men who sail the ships.

* * *

Cal Tanner, Mobile Agent

To the membership goes all the credit. They knew what they had to do, and they did a bang-up job. There was never any doubt about the outcome from the first minute that SIU members came into the Halls and volunteered to ship out on Isthmian scows. They stayed with those ships, and they are going to stay with them until we have a contract with Isthmian, signed, sealed, and delivered.

* * *

Lindsey Williams, Gulf Area Organizer

Our men stayed in there pitching, and that's what really won the election for us. On some ships there would be one SIU volunteer, and a couple of men from the NMU. But when the ships returned from long trips, the crews were almost always pro-SIU. Isthmian's largest vessels, and the smaller ones, went for our Union, and it is the volunteers who deserve the credit.

* * *

Johnny Arabasz, Organizer

The Isthmian Steamship Company was brought under the banner of the Seafarers through the efforts of the rank and file SIU members, who sailed these ships under terrible conditions. Since the NMU also had men aboard these vessels, we should be doubly proud that our men did a better organizing job.

To do a better job they had to know the score, which means they are better educated in unionism, and are proud of being Union men—good Union men. Here's to more men of this caliber in the SIU.

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J. P. SHULER



EARL SHEPPARD



LINDSEY WILLIAMS



AL KERR



E. S. HIGDON



WILLIAM RENTZ



PAUL HALL



CAL TANNER



JOHN ARABASZ



CHARLES STARLING

The certification of the Seafarers International Union as collective bargaining agent for the unlicensed men of the Isthmian Steamship Company — after a long, hard-fought struggle, complicated by the die-hard delaying tactics of the NMU — stands as a tribute to the skillful planning of the SIU organizing department.

In winning the election by an overwhelming majority, the SIU thoroughly trounced the NMU, and thus established the fact that the CIO union holds no attraction for the unorganized.

Even worse, was the terrific defeat administered to forces of company unionism, with the number of voters designating "no union" being practically nil. But the SIU's victory in Isthmian was no accident.

This victory is the end result of a carefully conceived, deliberately planned strategy supplemented by the sacrificing efforts and unstinting energies of the membership, who are firmly convinced that the SIU is the one waterfront organization which does the most for seamen.

Plans for the drive to bring the best conditions in maritime to the Isthmian seamen were an outgrowth of a decision made at the Agents Conference in 1945, and approved by the membership, to undertake organizational expansion of the Union.

DIRECTOR NAMED

From this conference, concrete plans emerged for a central organizational office to be set up in New York, with Paul Hall designated as Director of Organization.

The vast fleet of Isthmian ships was ringed as the number one organizing objective. Earl (Bull) Sheppard was named Field Director for the widely-spread operation.

Coordination and deployment of forces was a tremendous task involving obstacles that at times seemed insurmountable. Despite the magnitude of the job, however, a smoothly functioning tactical plan was evolved.

Headquarters became the central operational point. Strategy, originally planned to permit a maximum of flexibility, was adjusted continually to meet new, unforeseen situations as quickly as they arose.

It became a beehive of industry. Here an elaborate filing system was thrown into play, with complete information pertaining to every single, solitary detail involved in the massive job.

Complete reports on all Isthmian ships were studied with care, as were the reactions of crewmembers to the various approaches of SIU literature and the effort registered in the drive by the NMU.

Huge charts showed at a glance a graphic picture of the situation so that transfer of organizers could be effected accordingly at a moment's notice.

DRIVE BEGINS

In addition to the paid and volunteer organizers, the elected officials in the various ports assumed active roles and devoted considerable time to the drive.

Two months after the Agents Conference — on June 7, 1945 —

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Careful Planning, Fully Supported, Won Isthmian Line For Seafarers

(Continued from Page 3) the wheels of the organizational machinery were set in motion.

Organizers began distributing the reams of literature apprising the unorganized men of the distinct advantages of sailing under the SIU banner.

Leaflets, folders and circulars setting forth the aims and accomplishments of the Seafarers, and its intention to win for all unorganized seamen the same unparalleled wages and working conditions enjoyed by the SIU membership were distributed regularly wherever Isthmian seamen were present.

General organizational literature to acquaint the men with the structure and functioning of the Union went out to the Isthmian unorganized in vast quantities.

Supplementing these was the SEAFARERS LOG, which gave complete coverage of the Isthmian campaign and devoted considerable space to pictures of Isthmian crews and vessels.

Crews of SIU ships passed the LOG to Isthmian men in ports throughout the world, enabling them to keep abreast of the situation and compare the maritime roles of the SIU, with its record-making victories in behalf of its membership, and the NMU which was attempting to travel in two directions at once but was getting nowhere.

COMPLETE COVERAGE

Every Isthmian ship in port was reached. Organizers contacted the Isthmian men as they came off their vessels, brought the SIU message to them, began getting pledges and signing up members.

The next month bulged with hard work. There was no time for let up. All hands involved worked around the clock.

Then, on Oct. 20, 1945, Director of Organization Paul Hall wrote to the Marine Superintendent of the Isthmian Line, informing him that the Seafarers International Union had a sufficient number of unlicensed personnel employed by the company to qualify the Union as their collective bargaining agent.

A similar communication went to the company president 10 days later. On Nov. 2, the com-

pany replied that the matter would have to be settled through the machinery of the National Labor Relations Board.

SIU PETITIONS

Immediately the Seafarers petitioned the board for an election, and on March 19, 1946 the NLRB ordered an election to be held. Meanwhile, the SIU organizational staff continued its work with unabating energy.

Field Director Bull Sheppard notified on March 28 all ports to contact the NLRB as soon as Isthmian ships came in so as to arrange for posting notice of the election and to start balloting on the ships.

In the meantime, the volunteer organizers who were the backbone of the drive, received recognition from the membership for their immensely important work.

At the Feb. 3, 1946 membership meeting, a motion was passed to remit the dues of these volunteers for the months they served aboard unorganized ships by putting a stamp in their books for each month spent on these vessels.

The membership paid tribute to these men who were sailing unorganized, at less than Union wages and conditions.

And on March 30, the organizational department spurred the drive for membership among the Isthmian men by adjusting dues for them to the original charter members' fee of \$17.00 with full rights and privileges.

EFFORTS REDOUBLED

As the ships came in and voted and the SIU observers reported, the drive was consolidated and efforts were concentrated on the ships remaining to vote.

From the very start of the balloting, indications revealed strong preference for the Seafarers.

Where errors in strategy showed up, steps were taken immediately to correct the situation and tighten the lines.

Gradually the number of unvoted Isthmian ships thinned out and the NLRB announced that the ballots would be counted on Oct. 18, 1946.

Decision Proves Seafarers Is Vital Factor In Labor

By BEN STERLING

It is with a great deal of satisfaction that I have received word from the National Labor Relations Board that the Union was successful in overcoming the objections of the NMU, not only because we won, but also because it proves that the SIU is a vital factor in the labor movement of today.

All the legal work would have meant nothing but for the great teamwork of the paid and volunteer organizers, the witnesses who appeared at the hearing and the rank and file of the union.

I look forward with a great deal of confidence that the SIU, under its able and inspired leadership, will become one of the leading unions in the country.



BEN STERLING

Isthmian, Too, Is SIU!

(Continued from Page 3)

Harry Lundeberg, President, SIU

The AFL seamen can well be proud of the first-class job done in the Isthmian Line, and it showed conclusively that the American seamen are looking to the Seafarers International Union for their leadership and realize that, under the CIO and its maritime outfit, they lose ground every day, and are only fed large doses of propaganda and hot air, but no action.

* * *

Morris Weisberger, SUP New York Port Agent

If Seafarers hadn't gone out in a voluntary capacity and sailed Isthmian ships under the prevailing adverse conditions, the SIU most certainly never could have polled the votes it did, and, consequently, we wouldn't have been certified as collective bargaining agent.

In the long, drawn-out battle to win the Isthmian fleet, the entire apparatus of the Union was thrown into play. All hands cooperated to the fullest degree in successfully coordinating the drive. The victory is evidence of the swell job done by the membership and the organizers.

* * *

Al Kerr, Organizer

It is only through the action of the membership in being willing to give up the good wages and conditions that they have on contracted ships that we were able to win the Isthmian Fleet.

Through action of this type we should be able to go on to more and greater victories. Membership action and participation is the theme of the SIU.

* * *

Curly Rentz, Baltimore Agent

Our organizers, paid and voluntary, had tremendous tasks. Among these was the NMU's flood of lying propaganda aimed at confusing the issue. As usual the NMU believed that if the Isthmian could be dosed with enough lies, they would begin to believe them. Fortunately, our rank and file voluntary organizers who were on the scene aboard the ships, were able to nail these lies flat. That they did so effectively can be seen by the final results.

My hat is off to the volunteer organizer who put in many rugged months with no contract to protect him, who sacrificed time and money to bring the best representation to the Isthmian seamen.

Led Isthmian Drive On The West Coast



HARRY LUNDEBERG



ED TURNER



MORRIS WEISBERGER

On The Coast

Not all the work of organizing Isthmian was done on the Atlantic and Gulf Coasts. The Brothers out on the West Coast did a job of organizing that speaks for itself as a glance at the tallies of the ships that voted out there will show. A word of apology for not being able to run the pictures of all the West Coast men who aided materially in pulling down Isthmian.



HAL BANKS



RED SIMMONS

SEAFARERS HONOR ROLL



WARREN WYMAN

These Are Some Of The Seafarers Who Unselfishly Offered To Work Under Poor, Non-Union Conditions To Bring Isthmian Into The SIU

AN ORGANIZATION is as good as the individual members of which it is composed, the saying goes. The validity of that saying is no more amply demonstrated anywhere than it is in the Seafarers. And therein lies the key to the decisive victory scored by the SIU in the long, difficult Isthmian campaign. The members who showed the necessary devotion, loyalty, and understanding of the purpose and goal of the SIU, were largely responsible for the fact that the Seafarers occupies the dominant position on the waterfront. It was men like these who worked untiringly, unselfishly to advance the cause of the Isthmian seamen and of the Union.

They were the instrument by which Isthmian seamen gauged the worth of the Seafarers and, accordingly, chose it to represent them.

Those who were voluntary organizers are especially praiseworthy. Getting jobs on their own with an unorganized company to sail on vessels with conditions far below the standards in force on SIU-contracted ships was a sacrifice.

Working for wages considerably beneath our record-making wage scale, was an additional sacrifice. Yet they made them unhesitatingly.

They can be compensated by the fact that their efforts were not in vain. For out of their many months of sweat and toil, the vast Isthmian fleet has emerged under the banner of the Seafarers—a tremendous accomplishment, one of the biggest organizational victories in waterfront history.

On these pages appear some of the pictures and all of the names of those Seafarers who actively participated in the organizational drive.

Unfortunately, pictures of all who took part were not available—but the thanks of the entire membership goes to all who made the Isthmian drive the major success it was.



WHITEY TANNEHILL



JOE UDILJAK



PER LYKKE



ED BENDER



GENE DAUBER



WARREN CALLAHAN



MIKE HOOK



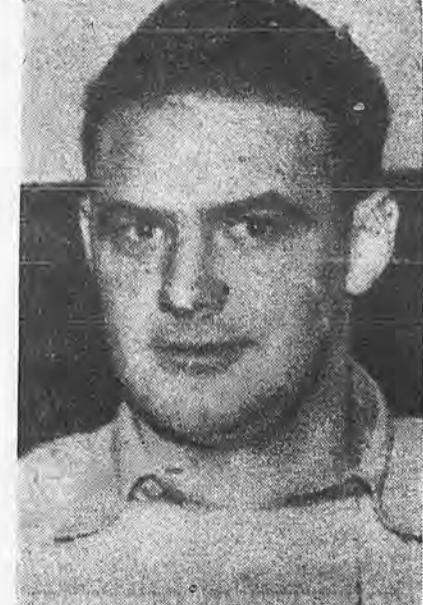
BOB BUNCE



RED GIBBS



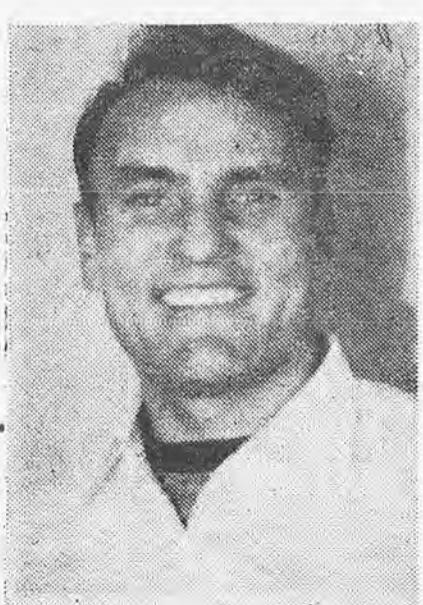
BILL BROWN



LES AMES



JACK PARKER



BILL HIGGS



ROCKY BENSON

Long Trips, Bum Chow, Bad Conditions



J. WUNDERLICH



LEONARD POLLACK



H. C. McCURDY



PHIL ADELMAN



ED HALLINAN



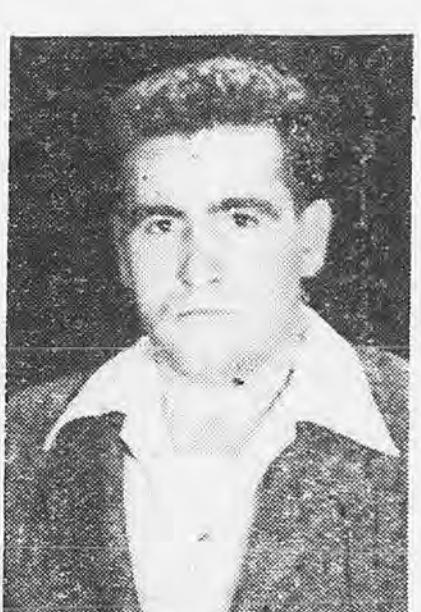
ED LARKIN



BOB HUYKMAN



PAUL GREIS



H. J. HOLLAND



PAUL SCHAD, Jr.

Did Not Faze These Seafarers At All



JAMES ALLEN



MANUEL RODRIGUEZ



WILLIAM JACOBS



R. J. CALLAHAN



PAT ROBERTSON



BYRON McCANDLESS



EARL LAWS



F. L. VANDERAVERT



G. CARPENTER



GEORGE MEANEY

Volunteer Organizers Proved Again



IRWIN SUALL



JAMES FISHER



BEN TAFLEWITZ



CULVER STEVENS



CHARLES BENWAY



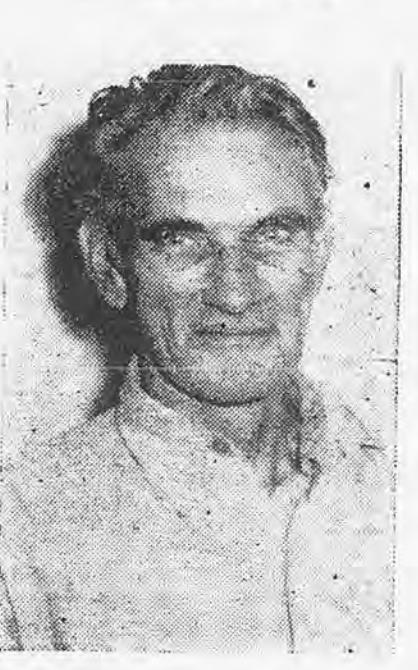
ROBERT LARSEN



FIDEL LUKBAN



E. HANSEN



G. CHAMPLIN

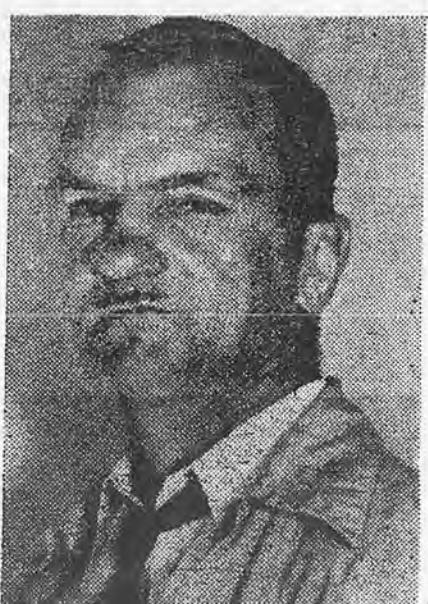


W. J. MEAGHER

SIU Strength Lies In Rank And File



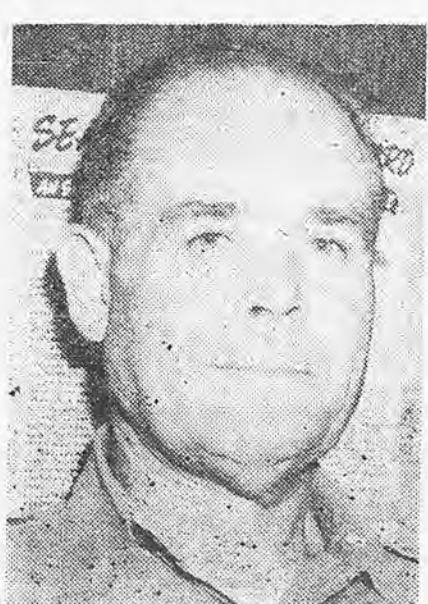
J. BLANCHARD



PERCY BOYER



ED BOLEHALA



ROLAND STROM



BILL STORY



RICHARD COMSTOCK



GEORGE KOSCH



JACK BLAIR



JOHANNES PAPAHILL



JACK GILLER

Representative Isthmian Crewmembers



WILLIAM D. HOARD—SIU: 24—NMU: 3



KENYON VICTORY—SIU: 19—NMU: 15



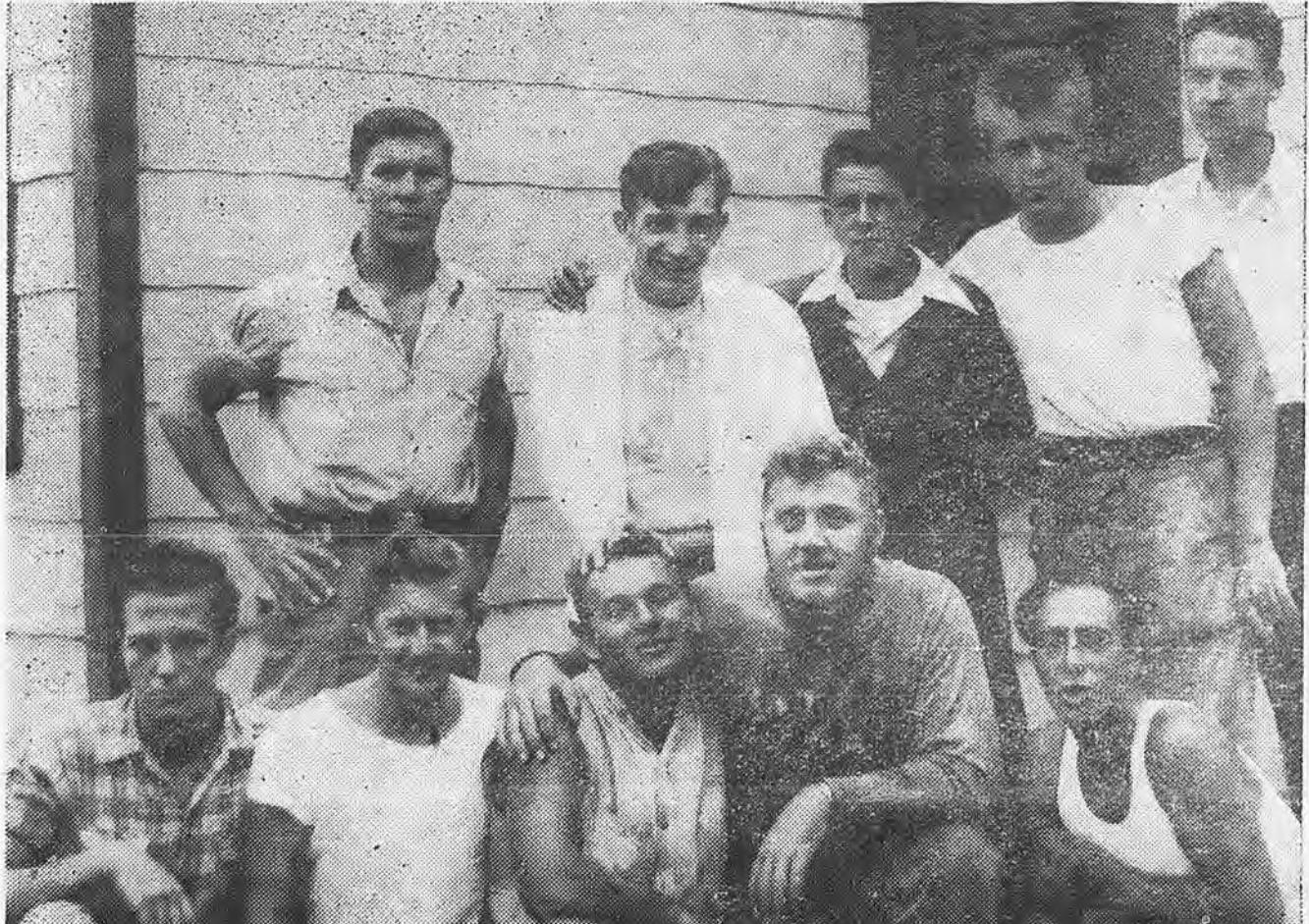
JOHN CONSTANTINE—SIU: 26—NMU: 1



EDMUND FANNING—SIU: 13—NMU: 4

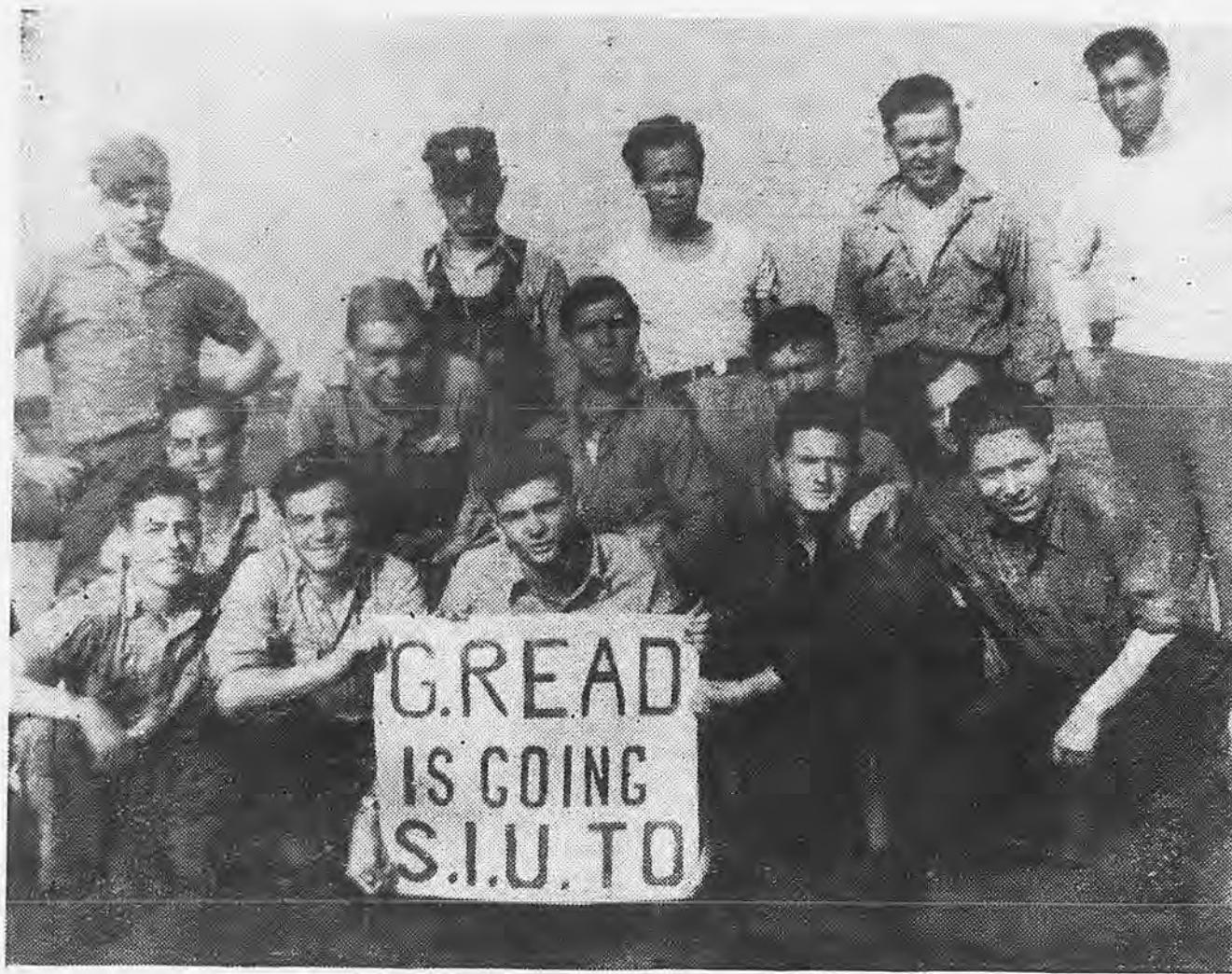


STEEL INVENTOR—SIU: 20—NMU: 7



ANNISTON CITY—SIU: 19—NMU: 8

Majority Of Whom Voted For Seafarers



GEORGE READ—SIU: 15—NMU: 12



WILLIAM EATON—SIU: 17—NMU: 4



MONTGOMERY CITY—SIU: 4—NMU: 2



RED ROVER—SIU: 21—NMU: 9



MARY A. LIVERMORE—SIU: 9—NMU: 6



GABRIEL FRANCHERE—SIU: 17—NMU: 6



EASTPOINT VICTORY—SIU: 19—NMU: 8

No Union Vote [89 Of 2309] Proved



KELSO VICTORY—SIU: 28—NMU: 5



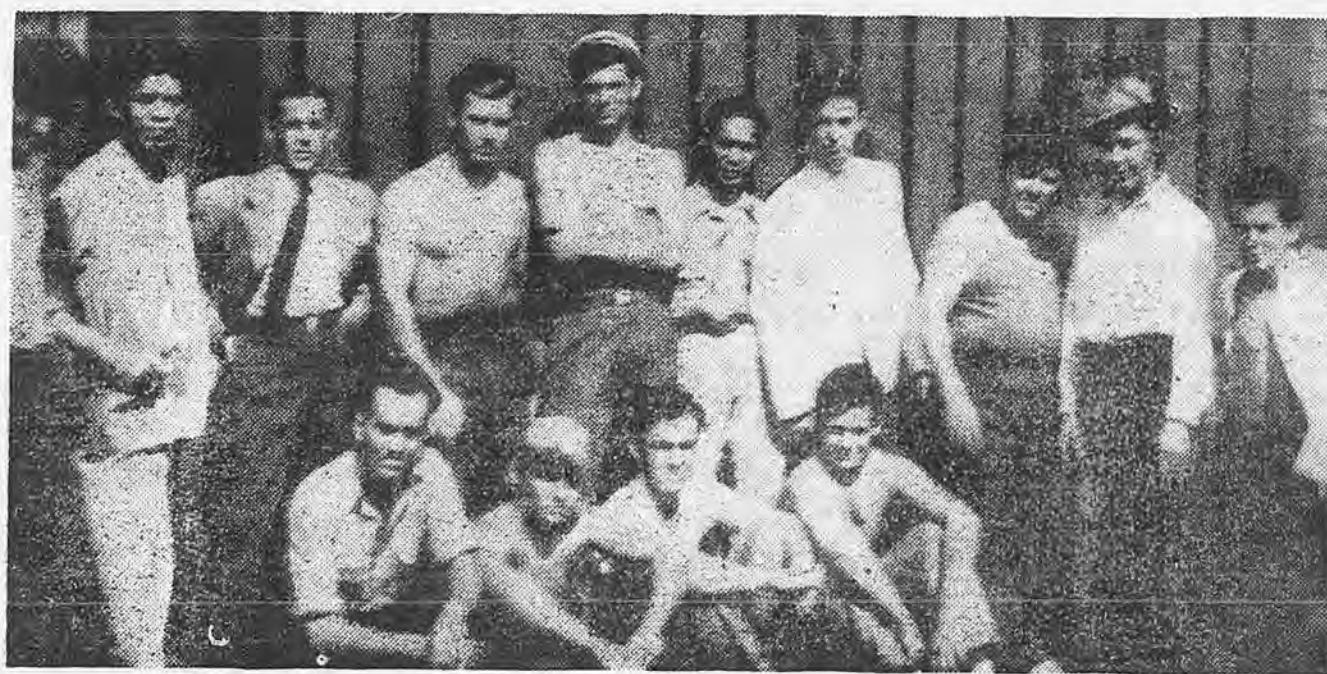
SEA HAWK—SIU: 22—NMU: 7



JOHN WANAMAKER—SIU: 5—NMU: 4



MOBILE CITY—SIU: 19—NMU: 6



GEORGE M. BIBB—SIU: 13—NMU: 5



WINTHROP MARVIN—SIU: 19—NMU: 1



PETER V. DANIELS—SIU: 24—NMU: 1

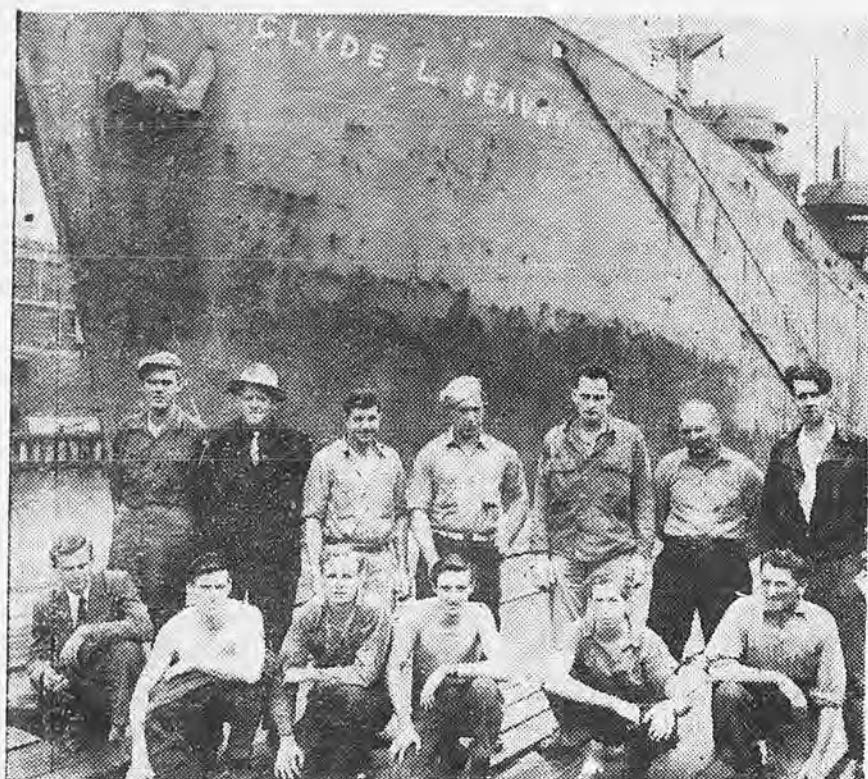
Isthmian Seamen Learned Unionism



CAPE JUNCTION—SIU: 26—NMU: 5

SEA TRITON
SIU: 21—NMU: 9

SEA STALLION—SIU: 21—NMU: 17



CLYDE L. SEAVER—SIU: 11—NMU: 7



NICARAGUA VICTORY—SIU: 17—NMU: 7



HAWKINS FUDSKE—SIU: 24—NMU: 3

Isthmian Men Knew What They Wanted

On these and two following pages are pictures of some of the Isthmian crews that voted for the Union of their choice—The Seafarers. These crews, like the crews of the 86 ships that voted, put up with everything the company could throw at them. They took the abuse of company stiffs and suffered non-union conditions 24 hours a day.

They learned the score on the SIU while taking the ships through the sea-lanes of the world and while tied up at Far-Eastern ports. They took it and came in to cast their votes. Their smiles here will soon be repeated when they take the ships out again under an SIU contract.

SEA FLASHER
SIU: 21—NMU: 13

Isthmian Smiles Of Victory To Come



STEPHEN GIRARD—SIU: 27—NMU: 1



GRANGE VICTORY—SIU: 23—NMU: 7



SEA PHOENIX—SIU: 28—NMU: 4



CAPE ORANGE—SIU: 12—NMU: 5



MARINE FOX—SIU: 43—NMU: 13

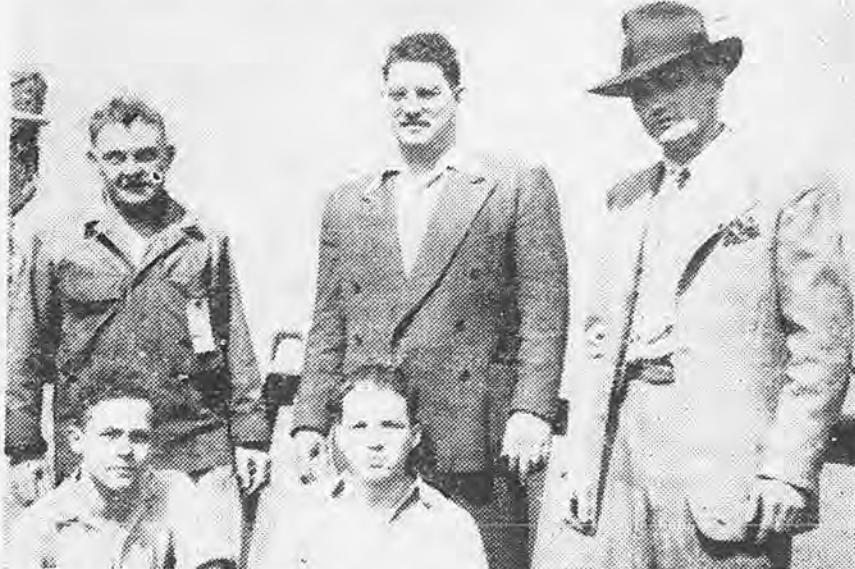
Sign Of Job Seafarers Did: No NMU Votes On 14 Ships



WILLIAM WHIPPLE—SIU: 27—NMU: 0



THOMAS CRESAP—SIU: 3—NMU: 0



J. STERLING MORTON—SIU: 2—NMU: 0



AM BYERS—SIU: 25—NMU: 0



HORACE WELLS—SIU: 25—NMU: 0



JOHN IOSBY—SIU: 28—NMU: 0

JOAQUIN MILLER
SIU: 1—NMU: 0

WILLIAM B. OGDEN—SIU: 7—NMU: 0

Seafarers' Volunteer Isthmian Organizers

Richard R. Adamson
 C. Albury
 Joseph A. Alves
 Alex A. Andreshak
 J. W. Alstatt
 E. W. Anderson
 Vincent Auvenite
 Corneel Amelinckx
 Donald Adamson
 A. A. Abrams
 G. A. Allen
 A. Amenta
 G. R. Bauer
 A. Back
 Harold B. Baldauf
 C. Barcelo
 Louis Baxter
 John A. Bersen
 J. H. Berkshire
 E. A. Bishop
 J. Bissommet
 Julian Blomgreen
 John Bollella
 W. W. Boatright
 M. V. Bodden
 J. H. Boyles
 D. F. Boyne
 Anthony M. Branceni
 M. A. Braina
 Bert G. Brehm, Jr.
 Denver Brenole
 H. H. Brown
 C. Bryant
 H. J. Borchers
 Henry D. Buckalew
 William Burke
 Charles H. Bush
 C. Baumgardner
 O. C. Bailey
 M. C. Baulding
 G. Bane
 Edward Bolehala
 Harry C. Bennett
 A. C. Burgos
 Hans Peter Bluhm
 Edward Broaders
 Gloris U. Brekke
 A. E. Beiser
 C. J. Bolton
 W. A. Barwacz
 Percy Boyer
 J. D. Baugher
 R. Boswell
 S. Becar
 James Bryan
 A. Burris
 G. W. Champlin
 T. Cardorette
 Warren J. Callahan
 Nicholas Calzia
 F. Camacho
 Agnes G. Campbell
 Raymond R. Carroll
 Val. E. Carey
 V. Chubon
 Joe Chabra
 Vincente Chavez
 Henry Clemens
 L. Coloske
 G. Condos
 Henry D. Cooper
 J. Cooper
 W. B. Cooper
 Enrique Cortes
 J. B. Crokaret
 John F. Cuthbert
 Aleksander Czerwinski
 Gerald Cameron
 C. Cummings
 Paul Curzi
 John J. Cannon
 C. Calevich
 E. J. Costello
 Richard Comstock
 Thadeus Chilinski
 R. D. Coony
 C. J. Clarke
 J. Collins
 P. J. Capariti
 M. Carter, Jr.
 W. Copley
 Charles Doroba
 Harry A. Druwuer
 J. H. Dinkins

F. Dam
 Hubert Daniel
 William Davis
 C. Defranch
 F. De Oliveira
 Lionel G. DeHaven
 Domenic Dusei
 Edward V. Ditmars
 Charles Dixon
 Fred Doddy
 John Drewry
 E. Domokosky
 W. E. Duggan, Jr.
 Charles E. Dumbaugh
 G. E. Doty
 H. Engelder
 L. S. Ebberts
 Edgar H. Emery
 M. W. Eavers
 Milford W. Elliott, Jr.
 J. Ende
 A. Feinstein
 G. Fellman
 J. Forsberg
 H. Fossett
 G. Fredriksson
 A. Frissora
 David F. Frase
 James L. Fulton
 F. Folbrook
 J. J. Flynn
 James M. Fisher
 Adrian Fase
 Ray A. Fauber
 R. Frederick
 Keith Forster
 Julian E. Fant
 John L. Fox
 P. Frasca
 Glenn W. Gallatin
 Bernard Ganz
 Jack Geller
 Earl R. Gelnaw
 James E. George
 Charles R. Godar
 Raymond Gorju
 Paul Grecis
 G. T. Greene
 P. Greis
 Lawrence Grispart
 Charles Godar
 H. Gock
 E. Gunneson
 Eugene Gardner
 V. Gardecke
 Roy M. Green
 Otto P. Geyer
 E. Gretaby
 W. C. Howell
 Casimir J. Hrynny
 Mason Hall
 Daniel A. Hutto
 Edward Hallinan
 Roland Hallis
 Holger Hansen
 G. B. Hatcher
 Albert Hatt
 Adam Hauke
 D. Hawkins
 A. Hayston
 J. Hernandez
 G. Hilty
 J. Hilliard
 Kyle Hilton
 J. F. Higgin
 A. J. Hoag
 Marvin Holmes
 Halver Holt
 J. A. Holsworth
 Otis S. Howell
 R. Huntington
 A. Hull
 Edward Hibbard
 W. H. Holliday
 Hutchinson
 Philip L. Huss
 Eugene R. Hall
 R. Heins
 Mike Hook
 Robert High
 C. Hughart
 C. E. Hammond
 J. R. Haupt
 F. P. Hipp
 C. Harulson
 William Howell
 William H. Humke
 William E. Jacobs
 J. Janton
 Rudolf Japel
 R. W. Jones
 R. Jones
 A. Jones
 E. R. Jordan
 C. Jacks
 C. T. Jones
 A. Janes
 John Johnson
 J. Karlsson
 Lester Kimball
 P. Kita
 Peter Kordakis
 J. A. Kuttle
 G. Kosmas
 K. H. Kristensen
 N. A. Kuff
 F. Kabavac
 Terry Kenny
 S. Kikvich
 O. F. Klein
 C. E. Katrich
 Hugo Knutson
 Tono J. Kurki
 Edward C. Kelso
 A. Lammanna
 Orville Lantis
 Robert A. Larsen
 Edmund Larkin
 E. Laws
 A. Leiner
 G. V. Lemieux
 Kenneth Leonard
 Edward Levy
 L. Leskowsky
 W. Leuschner
 John W. Lincoln
 R. F. Linkowski
 A. Logindis
 Pedro Lopez
 John Lacaparra
 James La Gosh
 D. Leister
 H. L. Lanier
 Thomas G. Lyons

J. C. Lewallen
 D. T. McKinnie
 W. McDonald
 C. McCormick
 John McAtee
 E. McDonald
 D. D. McKinna
 Byron McCandless
 F. Muchelot
 George A. Metzler
 E. K. Minyard
 W. Meagher
 S. Maggin
 A. M. Maldonado
 J. Martin
 Salvador Martenez
 J. Martinsen
 G. Martinski
 George Maslarov
 James Matheson, Jr.
 James M. Marshall
 Carl E. Mayo, Jr.
 George W. Miller
 William Miller
 William E. Mitchell
 A. Monceau
 George Morris
 C. M. Morris
 N. Mammat
 Edgar Marguard
 H. Monahan
 G. W. Meaney
 H. Murrenka
 J. A. Menville
 P. P. Miranda
 Horace J. Main
 S. S. Mancino
 V. J. Morgan
 Paul L. Melcott
 W. E. Morreale
 Miguel Medina
 W. T. Munell
 H. Mauldin
 A. A. Morrison
 H. O. Mesford
 J. Miller
 J. Mentzer
 L. Nasuklewicz
 William L. Nehem
 Robert H. Neisler
 Ralph L. Nixon
 Harry A. Nolen
 W. H. Nelson
 Martin O'Connor
 Thomas A. O'Hanlon
 William O'Dea
 Leo O'Connor
 John A. Orman
 Joseph Olinsky
 F. Oliwa
 R. F. Pepin
 Paul Paljasma
 C. H. Partello
 Roland E. Parady
 John A. Parker
 Otto Pederson
 R. J. Pendergast
 Walter Petrowski
 G. Peteusky
 Vernon G. Pickelmann
 U. Pipinen
 L. Pollock

Pasquale Priolo
 Harry E. Pyle
 Edward Podgurski
 Vernan C. Porter
 R. A. Peak
 Percy Podolsky
 Clarence Paskowski
 Glynn Perrigo
 W. W. Potts
 P. Paulsen
 Carl Otto Polca
 J. L. Painter
 Hugo Reinson
 Stanley Rembetski
 P. Robertson
 Fred Robinson
 H. Robinson
 Manuel Rodriguez
 C. Rodriguez
 Edward J. Rogg
 W. Roma
 V. Roll
 Lawrence Ronning
 Robert A. Rosenkrans
 C. Rusin
 Merrill L. Russell
 Samuel Rosenthal
 S. Rowe
 Norbert Rogan
 Clarence H. Roberts
 William J. Roach
 Marvin Rish
 R. Robker
 D. L. Rogess
 M. Radelich
 L. Rancic
 Hugo Reinson
 G. Steinberg
 David Sacher
 Manuel Sanchez
 R. Satterfield
 W. Saylors
 Gerald Scarpata
 M. Schechter
 E. Schirmacher
 Norbert L. Schultz
 J. Schweinfus
 Carl Senarighi
 Lee L. Sirkowski
 R. Singletary
 Robert A. Skiles
 S. Smialowski
 George J. Smith
 Walter G. Smith
 F. F. Smith
 W. Smolinski
 Norman Smykowski
 Bera Smyley
 E. Sommer
 F. J. Soss
 H. E. Sohl
 William L. Spicer
 A. Sprung
 John Stevenson
 Robert D. Steele
 William F. Stewart
 Roland Strom
 T. W. Styron
 Howard Strohm
 William Storvis
 Dennis C. Stubbs
 Irwin J. Suall
 R. Sullivan
 T. H. Suttler

Betilo Svensbald
 Henry Sikowski
 Paul A. Schad
 Mike Sikorsky
 J. T. Shaw
 C. E. Stevens
 W. Spencer
 E. Silversirin
 George H. Seaman
 W. G. Schoenborn
 W. Sommerville
 E. M. Sedlack
 Joseph L. Sonnek
 M. B. Selsuik
 J. E. Silkowski
 J. V. Subenick
 C. Stephens
 W. Saxon
 A. Smith
 J. Schumsky
 James Strickler
 Claude S. Scott
 C. Segarra
 H. R. Thompson
 C. Tannehill
 Evon Taylor
 C. B. Teiterton
 J. P. Thrasher
 S. Turner
 Henry J. Twyman
 Benjamin Tafleowitz
 Ralph W. Tindall
 Wilbur Taylor
 Clarence Tobias
 Paul E. Tassin
 Julian Torres
 Eric I. Upchurch
 G. S. Velie Jr.
 D. Vinge
 Joseph Vonick
 E. Vito
 F. L. Vanderavert
 Paul Van Verth
 H. Viik
 Stephen Vasilchik
 J. Vincent
 Hans Vincen
 J. Wunderlich Jr.
 W. Waltermann
 Eugene J. Walters
 J. Walchel
 Tor J. Wersoe
 Gerger Wilhelmsen
 D. Winkler
 H. E. Woods
 William Wyatt
 Ed Wilisch
 J. P. Wade
 W. Wyman
 Arthur Wert
 Edward Wilisch
 Thomas White
 A. C. Withers
 Dexter Worrell
 D. L. White
 Paul Winterly
 E. Waterman
 Joseph T. Yeager
 H. G. Zvorak
 M. Zeglen
 A. J. Zalewski

Headquarters Reports To The Membership

(Continued from Page 2)

phony shipowners' set-up and should be abolished outright with the Merchant Seamen going under the jurisdiction of the Department of Commerce, Bureau of Navigation, where it rightfully belongs, as a private industry.

At this time, the jurisdiction of disciplining the seamen is under the jurisdiction of the Civil Service Commission. No budget has been set aside so that they can operate.

Therefore, the seamen, at the present time, will be treated as human beings, working in a priv-

ate industry the same as other men.

The Merchant Marine Hearing Unit, in an attempt to hang on to pie, is now applying for jurisdiction where it decides the competency of the seamen.

This will never work out as you can well imagine some Coast Guard punk who thinks a Bailey Board is another Government Bureau, deciding whether an engineer, electrician or oiler is competent.

Economy

Most ports are now operating

within the economy program laid down by the Agents' Conference. However, one or two ports have to be reorganized in order to operate economically and efficiently.

A couple of the ports are delinquent in sending in their financial reports and these ports have been notified by Headquarters that unless their reports are in on time, in the future the Headquarters Offices shall bring them before the membership for action.

I have been requested in the minutes of the meetings of several branches, including the Port

of Boston, to survey that port.

The last two regular meetings were attended by me in the Gulf Area, where a number of changes were made which are proving effective in straightening out that area.

Due to negotiations in this Port, and to the possibility of action on the waterfront resulting from the NMU and other Unions' beefs with their operators, it is necessary that I remain in the Port of New York this week.

If no further complications develop, I shall be able to attend the next regular meeting in Boston and survey that area.

Text Of NLRB Statement Of Certification

On March 19, 1946, the National Labor Relations Board, herein called the Board, issued an Order Directing Election in the above-entitled proceeding. Pursuant to the Order, as thereafter amended, an election by secret ballot was conducted during the period between March 20 and November 18, 1946, under the direction and supervision of the Regional Director for the Second Region (New York City). Upon the conclusion of the election, a Tally of Ballots was furnished the parties in conformity with the procedures prescribed in the Rules and Regulations of the Board. The Tally, as revised, showed the following results:

Approximate number of eligible voters.....	2646
Void ballots	25
Votes cast for Seafarers' International Union	1256
Votes cast for National Maritime Union	813
Votes cast for neither ..	89
Valid votes counted	2138
Challenged ballots	171
Valid votes counted plus challenged ballots	2309

COMPANY OUT

On January 14, 1947, the National Maritime Union, herein called the NMU, and the Isthmian Steamship Company, herein called the Company, each filed objections to conduct affecting the results of the election. On February 10, 1947, the Regional Director issued and duly served upon the parties his Report on Objections, recommending that the Company's Objections be dismissed and that a hearing be held on the Objections filed by the NMU. The Company failed to file Exceptions to the Regional Director's report within the time provided by the Board's Rules and Regulations. Accordingly, its Objections are hereby dismissed. On February 24, 1947, the Board ordered that a hearing be held only on the NMU Objections.

HEARING HELD

Pursuant to notice a hearing was held on the NMU Objections between March 19, 1947, and April 7, 1947, before Arthur Leff, hearing officer. All parties were afforded full opportunity to be heard, to examine and cross-examine witnesses, and to introduce evidence bearing on the issues raised by said Objections. The NMU and the Seafarers' International Union, herein called the SIU, appeared generally and participated in the hearing. The Company appeared specially for the purpose of making a motion for leave to present proof in support of its Objections, and, when its said motion was denied, announced that it had no interest in the Objections filed by the NMU, and thereafter refrained from appearing generally or participating in the hearing. The rulings of the hearing officer made at the hearing are free from prejudicial error and are hereby affirmed. Since the record and briefs, in our opinion, adequately present the issues and positions of the parties, the NMU's request for oral argument before the Board is here denied.

Upon the entire record in this case, including the record previously made, the Board makes the following:

Findings of Fact

In all, 86 vessels were balloted in the election which was conducted over a period of 8 months at 19 different ports located on the Atlantic seaboard, the Gulf area, the Pacific Coast and Honolulu. The NMU Objections allege in substance that before and after the commencement of the election, the Company

(a) Entered into an agreement with the SIU under which the SIU would be permitted to furnish crew members for company vessels and NMU members would be denied employment;

(b) Discriminated against NMU members while giving preferential treatment to SIU members with respect to employment on company vessels, and generally established and made known a preferential employment policy in favor of the SIU;

(c) Discharged NMU members with a view toward influencing the employees' choice of a bargaining agent; and

(d) Otherwise assisted the SIU.

The NMU made no effort to establish, nor does the record otherwise show, the existence of an express agreement between the Company and the SIU for preferential hiring of SIU members. Instead, the NMU sought to establish inferentially, by reference to specific incidents of alleged discriminatory hiring, that the Company pursued a company-wide policy designed to influence the outcome of the election by favoring the SIU and discriminating against the NMU in its employment practices.

NO NMU PROOF

A considerable portion of the proof relied upon by the NMU in that connection relates to incidents alleged to have occurred after March 18, 1946, the voting eligibility date fixed in the Order Directing Election. Such proof we regard, in the particular circumstances of this case, as having negligible probative value. Obviously, any preferential hiring of SIU seamen occurring after the eligibility date could not directly have affected the results of the election by adding to the score of SIU votes. Nor could it indirectly have influenced the votes of others on the particular vessel for which they were hired. The election procedure generally followed was to vote each ship on the first available post-eligibility date after it reached a domestic port and before it set out upon another voyage. Thus, employees hired after the eligibility date could have shipped out only on vessels already voted. The possibility that post-eligibility preferential hiring might have had an interfering impact upon seamen on other vessels not yet voted (because they were still on a voyage and had not yet reached a domestic port) is not only indirect but it, in our opinion, so exceedingly remote as to be discounted. It is true, as the NMU contends, that the question concerning representation remained unresolved after the eligibility date. But the primary issue in this case is not whether the Company engaged in unfair labor practices generally, but whether by its conduct in claimed respects it improperly influenced the results of a particular election.

To support its claim that the Company engaged in discriminatory hiring practices, the NMU offered evidence relating to the following ports:—New York City, Baltimore, Norfolk, Savannah, Mobile, Los Angeles, San Francisco, New Orleans, and Galveston.

At New York City, the Company's home and principal port, no proof was submitted to show any preferential hiring prior to the eligibility date, and even such evidence as the NMU did offer relating to the post-eligibility period failed to substantiate the allegations of its objections. Credible evidence, largely documented, was adduced by the SIU establishing that the only means employed by it in placing men on company vessels at this port was to flood the company office with SIU seamen who were instructed to conceal their union affiliation, and that only a small percentage of such seamen were actually hired. The New York evidence, viewed as a whole, not only fails to support, it persuasively refutes, the NMU contention that the Company followed a preferential employment policy in favor of the SIU on a national scale.

WEAK TESTIMONIES

At Baltimore, the NMU relied upon the testimony of two witnesses, William Shikes and James Watkins, to support its claim of preferential hiring during the preeligibility period.¹ Shikes testified that in January 1946 he overheard Isthmian Representative Flynn make a telephone call to one whose name he could not identify but who he then knew to be an SIU organizer and order a number of seamen for a vessel. Shikes' testimony, however, is not viewed as reliable. His cross-examination reflects that he did not really know to whom Flynn spoke and that his identification of the person as an SIU organizer was based on hypothesis. His testimony, moreover, fails to rule out the possibility that Flynn was requesting men for one of the non-Isthmian ships which, the record shows, the Company serviced at Baltimore. Watkins testified that in December 1945, while waiting at the Isthmian office for an assignment slip, he overheard the boatswain of an Isthmian vessel then in port tell Flynn that he was going to the SIU hall and asked Flynn what replacements were required, information which Flynn supplied. There is no evidence, however, that Flynn during that period refused to supply similar information upon request to a member of the NMU; nor is there any evidence that the Company at Baltimore ever denied a qualified NMU seaman a job when one was available. We find that the evidence relied upon by the NMU does not supply a sufficient basis upon which to predicate a finding that the Company at Baltimore engaged in discriminatory hiring practices during the period here viewed as critical.

1—A third witness, Robert Clarke, testified that he obtained a job on a company vessel in October 1945, after presenting a note from the SIU office. That, however, was prior to the date the representation petition was filed, when no question concerning representation existed.

At Norfolk, there is likewise reliable, substantial, and probative evidence to support the NMU Objections. One witness, Morris Kamelhaar, testified that on December 8, 1945, at the office at Norton Lilly & Co., Isthmian agents at Norfolk, to which he had been sent by the New York Isthmian office for placement on the Isthmian vessel, *Baton Rouge*, he observed a person whom he identified as Bill Higgs, an SIU organizer, cross-check with an Isthmian representative a list containing the names of 20 seamen who later boarded the *Baton Rouge* with him.² Higgs, called as a witness by the SIU, was positive in his denial that he was in Norfolk at the time. Kamelhaar's identification of Higgs was indefinite, and his testimony is not credited.

CONTRADICTIONS

At Savannah and at Mobile, the only evidence offered by the NMU related to the period after the eligibility date.

At Los Angeles, the NMU relied upon a single witness, Morton Halpern, who testified that in February 1946, after calling with a friend, who wore an NMU button, at the Isthmian office where he was told there were no jobs, he had boarded the Isthmian *Sea Fiddler*, then in port, and had there been hired by the First Engineer to whom he had been introduced by the SIU ship organizer. Halpern's testimony, although undenied, is not viewed as sufficient to support an inference that the Company followed a policy of preferential hiring in the Los Angeles area. It shows at most that an individual officer on the *Sea Fiddler*, sympathetic to the SIU, cooperated with an SIU organizer in placing a single seaman whom he supposed to be an SIU seaman on that vessel. The record contains no evidence indicating similar conduct on the part of other Isthmian ship officers. Indeed, Halpern's own testimony shows that, although the First Engineer as "violently anti-NMU," there were other officers on the vessel who were sympathetic to the NMU. The record reflects that a majority of the crew on the *Sea Fiddler* was hired at the time Halpern secured his job, and that, when the vessel was voted at the end of its voyage, the NMU received 44 votes as against 14 for the SIU.

NOTHING IN FRISCO

At San Francisco, also, there is no reliable, probative, and substantial evidence to support a finding that the Company engaged in discriminatory hiring practices during the period which we view as critical. The testimony of three NMU witnesses related directly to that period. That of one, Irwin Trenhath, is not credited.³ That of another, Thomas Flook, serves, if anything, to refute the NMU contention. Flook testified merely that, after visiting the Isthmian office daily for a period of about 2 weeks in February 1946, he was placed on the Isthmian *David W. Fields*⁴ by Burns who did not question him concerning his union membership. That of the third, Morris Klopot, is inconclusive, self-contradictory, and unreliable. Klopot, a seaman employed aboard the Isthmian *Alamo Victory*, testified that on

2—The vote on the *Baton Rouge* was NMU—21, SIU—14.

March 1, 1946, when that vessel was docked at Alameda, he observed SIU Organizer Turner board the vessel; that shortly thereafter the First Mate came out and made a telephone call; and that, after making the call, the First Mate advised the watchman that he expected replacements from the SIU hall who were to be sent to the deck as soon as they arrived. But it appears from Klopot's further testimony that of the 10 replacements taken on at Alameda, some were NMU, some were non-union, and some were SIU.⁵ Principal reliance at San Francisco was placed by the NMU upon the testimony of Enid Connor, the wife of an NMU member and former organizer, and herself a former NMU employee at Seattle, who, from August to November 1946, occupied the position of secretary to Burns, Isthmian personnel manager at that port. Connor testified at some length concerning the Company's hiring practices at that office during the period of her employment. We find it unnecessary to dwell upon her testimony or to pass upon its credibility; for her testimony relates wholly to a period long after the commencement of the election, when, as already indicated, discriminatory hiring practices could have had no substantial effect upon the outcome of the election. Standing alone and unsupported by substantial proof showing that like practices were followed during an earlier period when it might have had such effect, her testimony, even though credited, can be accorded no probative weight. We conclude that the NMU has failed to support its objections in the San Francisco area.

GULF ACTIVITY

Only at New Orleans and at Galveston is there evidence tending to support the NMU objection regarding preferential hiring. Uncontradicted evidence establishes, and we find, that beginning about January 9, 1946,⁶ the Isthmian office at New Orleans, at times at least, placed calls for seamen directly with

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3—Trenhath testified that in January 1945, after being advised at the Isthmian office that there were no openings, he was taken by an SIU friend to the SIU office where Organizer Banks gave his friend a note to Isthmian Personnel Manager Burns, who, upon receipt of the note, immediately gave him a job on an Isthmian vessel, although many others, some of them NMU members, were in the Isthmian office at that time seeking employment. Banks denied that, except on one occasion long later, he had ever given any seaman a note to Burns. Trenhath on cross-examination was unable to state the name of his SIU friend who had taken him to see Banks, and his testimony was vague, indefinite, and evasive concerning other relevant details. We consider his testimony to be unreliable.

4—The Fields voted NMU—13; SIU—3.

5—The *Alamo Victory* which was balloted the following month voted 24 for the NMU and 14 for the SIU.

Bridges And Winocur Are Caught Meeting With Top Commies

NEW YORK—Definite indications that the communist party in the United States is attempting to exploit the current CIO maritime strike to further its own ends were revealed here in a sensational story exposing a highly secret meeting between Harry Bridges, West Coast CIO longshore leader; Murry Winocur, vice-president of the American Communications Association and secretary of the CIO Joint Maritime Policy Committee; and top officials of the Communist Party.

The veil of secrecy surrounding the conference—held Monday afternoon in Winocur's midtown apartment — was swept aside as a result of the story reported in the New York World-Telegram by staff writer Frederick Woltman.

At the meeting with Bridges and Winocur were William Z. Foster, national chairman of the communist party; John Williamson, its national labor secretary, and Al Lannon, the CP's "national coordinator for the marine industry."

According to the story, communist big-wigs Foster, Williamson and Thompson left Winocur's place at 3:25 p. m.

A half-hour later, Bridges, who has repeatedly denied affiliation with the communist party, but who conferred last September with Foster and Eugene Dennis, CP general secretary, came scurrying out of the building on the double and ducked into a taxicab across the street.

The newspaper's exposé goes on:

"Before the door (of the cab) closed, a World-Telegram reporter approached and said, 'Mr. Bridges, did you have a good conference with Mr. Foster?'"

Caught with his pants down, the CIO longshore chief showed obvious signs of being nettled by the unexpected discovery.

"Mr. Bridges looked flabbergasted," the story continues. Then he said warily: "What conference? I don't know what you're talking about. I just ran down the street after this car. I didn't come out of any building."

He was shown three other persons who had seen him dash out of the Winocur apartment house. Feigning surprise, he was reported as saying: "Winocur, does he live on this street? You mean Winocur of the ACA?"

He ordered his driver to get going after telling the newspaper man: "You're crazy. I don't know what you're talking about."

Al Lannon was seen leaving the building about a half-hour after Bridges' departure.

Joe Curran, NMU president, who has been the target of the commies' wrath ever since he resigned the chairmanship — shared by Bridges — of the Committee for Maritime Unity, and precipitated its collapse, continued to play the roles of all three little monkeys, who hear no evil, see no evil, speak no evil.

When told of the Bridges-Foster meeting, Curran naively stated:

"This has no relation to the

stoppage, so far as I know, and it will have none. We will not tolerate any interference by any outside groups in our attempts to secure economic improvements in our contracts."

Curran evidently believes the commies met to discuss the current big league baseball situation.

Hearing Units Transferred

(Continued from Page 1)

control of seamen working in a civilian industry.

Since that time, the SIU has waged a relentless fight both on the ships and in testimonies before Congress against the Coast Guard's stranglehold on the merchant marine.

In 1945, before the war in Europe came to a close, the SIU testified before Congress as being opposed to the plan of transferring control of merchant seamen to the Coast Guard as a permanent set-up.

At the time the SIU was the only organization to fight for the rights of seamen as civilians, and made clear its position that CG supervision of seamen in peacetime meant a continuation of tactics that might lead to the incorporation of the merchant marine into the armed forces.

The Coast Guard's Hearing Units, however, were praised by the NMU and the ACA, both faithfully following the shipowner's line of complete cooperation.

SIU TESTIMONY

When the war ended, President Truman's reorganization plan called for the permanent incorporation of the Hearing Units under the Coast Guard.

When hearings were held before a Congressional Committee on the plan, then Secretary-Treasurer John Hawk testified, stating that the plan would "jeopardize the liberties of seamen and put them at the mercy of a military body during peacetime."

The charge was soon proven true for, when in July of 1946, eight deck members of the SS Helen, A. H. Bull Lines, refused to sail the ship on the grounds that the ship was unseaworthy, the Coast Guard immediately brought the men up on trial and suspended their papers for six months.

Immediately the SIU went to bat for the Helen men and by a solid front of opposition presented to the company and the Coast Guard the men won redress from the company. Since the Helen case the use of the Coast Guard by the companies has been rare.

With the end of the infamous Hearing Units, an end has been put to the seat-warming bureaucrats who can only look back on a record of abuse, intimidation and chaos for the men who make their livings by sailing the ships. No longer will they be able to act as sole authority over seamen to decide whether a man can continue to make a living or not.

NLRB Report Certifies Seafarers

(Continued From Page 15)

the SIU hall, although qualified seamen could have been hired at such times from among applicants at the Isthmian hall or through the neutral recruitment facilities of the War Shipping Administration; that as a result qualified NMU applicants for employment who had satisfactorily served on Isthmian ships before, such as Ignacio Reyes and James Watkins, were denied employment; and that it was intimated to two applicants for employment (Jameson and Kapilowitz) by Isthmian hiring representatives (Bayerlin and Johnny Babbeck) that the Company was obtaining its seamen at New Orleans directly from the SIU. The evidence at Galveston is in part related to that at New Orleans but involves a single vessel, the **Norman Mack**. The credible evidence reflects, and we

6—On January 9, 1946, the **William D. Hoard** paid off at New Orleans, and the NMU pressed through a Government agency certain overtime and loggings grievances for seamen on that vessel. William Chondor, NMU organizer at New Orleans, testified that the NMU prior to the time the Hoard paid off, experienced no unusual difficulty and had reasonable success in placing NMU seamen on Isthmian ships through the usual channels—direct application at the Isthmian hall and registration with the War Shipping Administration. This situation changed after the **Hoard** paid off, according to Chondor, and thereafter the NMU, although it continued to follow the same placement procedures, found it next to impossible to place any of its men on Isthmian vessels at New Orleans.

7—This finding is based upon uncontradicted testimony concerning specific incidents by NMU witnesses Louis Jameson, Mardy Errara, Benjamin Kapilowitz, James Watkins, and William Chondor, and the partially denied but credited testimony of Ignacio Reyes. A number of SIU witnesses denied generally that there was any collusive hiring arrangement between the SIU and the Company at New Orleans. But the SIU made no attempt to meet and refute the specific evidence of particular incidents adduced by NMU witnesses — evidence which, although susceptible of direct contradiction, was allowed to stand undenied and unexplained. True, with the exception of Paul Warren (an SIU official who did not testify although directly implicated), those who might have contradicted the testimony of the NMU witnesses were company employees not within the control of the SIU. But none of them was shown to be unavailable, and there is nothing in the record to establish that they would not have responded to subpoena. The cumulative weight of the undenied specific testimony, in our opinion, is more than sufficient to overcome and successfully refute the general evidence adduced by the SIU.

find, that the **Norman Mack**, ports mentioned and did not exist while in drydock at Galveston in tend to others. When the preference hiring shown is considered in conjunction with other relevant factors—the restricted area of its application, the geographical separation of the ports, the nature of the maritime industry, and the organizing techniques employed by the unions therein, among others—, we do not believe it would be realistic in this case for us to assume that such conduct had, except on those vessels for which seamen were hired at New Orleans and Galveston, any impact upon the election results or the employees' freedom of choice. Nor do we believe that the deleterious effects of Reyes' discharge, isolated as it was, may reasonably be interpreted in the special circumstances of this case, to have extended beyond the confines of the vessel on which Reyes was employed. We are satisfied that the record considered as a whole does not establish such interference as to warrant our setting aside the election.

Accordingly, we overrule the NMU Objections. Inasmuch as the SIU has secured a majority of the valid votes cast plus challenged ballots, we shall certify it as the collective bargaining representative of the employees in the unit heretofore found appropriate for the purposes of collective bargaining.

Certification of Representatives

IT IS HEREBY CERTIFIED that Seafarers' International Union, affiliated with the American Federation of Labor, has been designated by a majority of all unlicensed personnel in the deck, engineering, and steward's departments, including chief stewards, on the vessels owned and/or operated by the Isthmian Steamship Company, whether as general agent for the War Shipping Administration or as owners, but excluding all radio operators, cattlemen, veterinarians, hygienists, super-cargo, pharmacist's mates, clerk-typists and all other employees of the Staff Department as defined in the Staff Officers' Act of 1939, as amended,

FAILS TO HOLD

In sum, then, the record fails to substantiate the allegations of the NMU Objections, save for the proof of preferential hiring at New Orleans and Galveston, and the discharge of Ignacio Reyes from the **Norman Mack** at Galveston. But, so far as the record establishes, or as may reasonably be inferred therefrom, the Company's preferential hiring, during the period we regard as critical, was confined to the two

8—According to NMU Organizer Chondor's testimony, about 3 Isthmian ships called at New Orleans during January, February and early March 1946, some of them taking on substantially full crews, and others only replacements. Chondor and other NMU witnesses, however, were able to identify only 6 of them by name. The vote on the identified vessels was SIU—136, NMU—28. So far as the record discloses, the only vessel which crewed up at Galveston during the preeligibility period was the **Norman Mack** on which the vote was SIU—12, NMU—0. Only one other vessel was voted at Galveston, the Steel Engineer on May 9, 1946, and that the vote was NMU—17, SIU—8.

9—The NMU in its bill of particulars specifically named 11 persons as having been discriminated against. Of these, 6, in addition to Reyes, testified—James Almada, Thomas Flook, Morton Halpern, Irwin Trenhath, and William Chondor—but even their own testimony does not remotely suggest a basis for any such finding.

Time Reduced

The period of substantially continuous service in the Merchant Marine required for the issuance of Certificates of Service which entitle merchant seamen to reemployment rights, pursuant to Public Law 87 and to other benefits, has been reduced from 18 months to 12 months, it was announced by the United States Maritime Commission.

See next week's LOG for further details.

Chairman
John M. Houston,
(Seal) Member
James J. Reynolds, Jr.
Member
NATIONAL LABOR RELATIONS BOARD