

SEAFARERS LOG

Official Organ of the Atlantic and Gulf District,
Seafarers' International Union of North America

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No. 16

AN EARLY BOOSTER FOR THE STRIKE FUND



Brother Mickey Moran, SIU Electrician, was so enthused over the idea of building a big post war strike fund that he showed up with his sawbuck even before the voting on the proposition opened. Here he is trying to press his money on Patrolman Jimmy Hanners who explained that the union couldn't accept any money until the membership had voted the assessment on a coast wise referendum. "Ten bucks is mighty cheap job insurance, is the way I look at it," said Moran.

DEMAND WAGE FREEZE END

WASHINGTON (LPA)—With the European phase of the war about at its end, a new tug-of-war has started between organized labor and the Administration over general wage increases which are necessary, labor contends, to give workers adequate buying power in the postwar period.

Administration officials have indicated they will keep the lid on as long as possible. James F. Byrnes, before retiring as director of war mobilization and reconversion, put out a report in which he opposed raises in pay rates until "after" full production had been reached and "after" it had been determined how much of the wartime increase in workers' productivity would carry over into peacetime.

A similar stand was taken by four heads of war agencies in a review of their work for the past year, released last week. The report was signed by William H. Davis, director of economic stabilization; OPA administrator Chester Bowles, WLB chairman George W. Taylor and war food administrator Marvin Jones. They contended that prices have been held during the past year and warned against lifting of wage controls lest "runaway inflation" occur. Taylor in a speech reiterated that stand and declared increases, if allowed,

should be confined to specific industries.

Leaders of the AFL argue, however, that unless the "Little Steel" formula is modified now and wage increases allowed, workers will enter the reconversion with too little buying power, thus leading to an economic collapse.

The AFL set forth its views in the latest issue of its research publication "Labor's Monthly Survey."

"It's time to end the mistaken idea that wage increases lead to price increases," the AFL declared. "Wage increases can be paid out of savings of industry from the workers' enormous rise in production per man-hour during the war."

The Federation warned that after V-E Day, when long overtime hours end, earnings of workers will take a catastrophic drop unless hourly rates are boosted. Current rates, it said, are insufficient to provide the purchasing power necessary to bring about

Shipping Increase

Shipping at the port of Baltimore is expected to increase with the end of the war in Europe, according to a survey by government agencies. It is expected that the character of the trade will change, as it already has to a small extent, and increase to a new high.

When the war ends, food and materials of all kinds for the rehabilitation of devastated areas will probably make up the bulk of the export tonnage, with imports swinging back gradually to those needed by American manufacturers.

full production and full employment.

"A return to free collective bargaining," the AFL maintained, "should make possible wage increases to restore workers' buying power without increasing prices. Free enterprise cannot exist without a high national income, and high workers' buying power to create a market for the products of industry."

The AFL reiterated previous demands that wage rates should be hiked up about 15 cents an hour to furnish the purchasing power needed to yield production.

STRIKE FUND VOTING IS NOW PROGRESSING

Displaying the same enthusiasm for the Strike Fund Resolution that had been indicated at the port membership meetings, rank and file members pushed into the third floor of the New York Hall to vote this week as the Resolution and seven proposed constitutional changes were submitted to a coast-wise referendum ballot.

The men made no bones about their approval of the \$10 strike assessment as they showed their books to the watchers, and one eager beaver wanted to pay his \$10 at once. He was persuaded to hold off until the entire membership has had a chance to vote and make it official.

The voting which opened Wednesday will continue through May 23rd, to allow the fullest participation of the membership.

The seven proposed amendments to the constitution were drawn up at the Agents' meeting in New York in March, and passed by the membership on a coast-wise basis to be referred to a referendum vote.

The ballot is reproduced on page 7 of this issue for the convenience of the membership. It is expected that everyone will read it carefully and acquaint himself with the provisions of the amendments. These changes, if passed, will be the governing rules of the SIU, and as such affect every member of the union.

If there is any doubt in anyone's mind as to the meaning or
(Continued on Page 7)

Four Dead In Tanker Crash

Four seamen were killed and twenty-seven others missing when two tankers collided in convoy 700 miles at sea off Sandy Hook. The SS St. Mihiel, War Emergency Tankers, Inc., carrying 180,000 barrels of 80 octane gas, burst into flames when she struck the 11,516 ton SS Nashbulk, operated by the National Bulk Carriers, inc.

The fire was not brought under control until after the abandon ship order had been given. All but one of the victims were members of the St. Mihiel crew. The skipper, whose name has not been disclosed, is believed to have gone down with the ship.

Some of the crew were trapped in the ship, others were lost when they jumped into the flaming sea. Ten survivors have been taken to the Marine hospital on Staten Island.

It is reported that a Coast Guard cutter has recovered the bodies of four missing crew members at Federal Anchorage 22, about 40 miles offshore.

NEW YORK DOORMAN HAS A BEEF

I have a beef that I want to submit to the membership through the LOG.

This doorman's job has developed into the most trying job in the Union, what with tossing out drunks, answering foolish questions, and having to listen to all the old gags about why a guy hasn't got his book with him.

If the membership would cooperate it would make things easier for everybody. If you're gassed up, don't come around; come back when you're human again. A good union man always carries his book with him, and the rules say you must show it before you can get into the building.

If these over-exuberant guys don't stop pestering me, I'll have to take their books away, which I very definitely do not want to do. Please take this in the way it's offered: the Union will operate much more efficiently if everybody does his part. Tell your shipmates to help.

L. GRANTHAM

Keep In Touch With
Your Draft Board.

Gallant Vessel Award Is Made To SUP Ship

NEW YORK, April 10—The first gallant ship award ever made to an American merchant vessel was presented to the SUP ship, Samuel Parker, at Bush Terminal, Brooklyn, yesterday.

Called the "most hit" vessel still in service, the plaque was presented while admiring workers swarming over the ship's sides, and longshoremen bringing supplies aboard heard why the ship was being honored.

The Samuel Parker was in heavy action during the six months of 1943 in the Mediterranean and survived repeated bombing attacks during the invasion of Sicily.

"The stark courage of her gallant crew—in battle and heroic rescues—caused her name to be perpetuated as a gallant ship," said Admiral Land, in making the award. Ribbons will be awarded to the members of her crew who were on her in the Mediterranean.

TOP MAN



Fred Vinson, President Roosevelt's last major appointment, will have the final word on industrial reconversion and post-war planning. Vinson succeeded James Byrnes as Director of War Mobilization and Reconversion.

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267

Trade Union Emissary

The attitude of the American servicemen toward the trade union movement will greatly influence labor conditions in this country after the war. The influx of more than twelve million veterans into the ranks of organized labor would make it a powerful agency for the common good. Veterans hostile to unionism could deal labor heavy blows.

Unlike the merchant seaman, who generally is a member of, or influenced by unions, the average GI abroad not only has no direct contact with the labor movement but is constantly being fed anti-union propaganda.

Elsewhere in this issue we print a letter from a former AFL organizer now with the infantry in Europe. It is his feeling that the GI will be a staunch unionist because he has seen the value of organization in the Army, and knows that the best organized outfit wins.

This may be so, and we hope it is so. But at the best it is a negative approach. It leaves too much to chance and too clear a path for the reactionary elements who are also interested in organizing the veteran—into an anti-labor outfit. We need only to remember the union busting days that followed the last war.

Many unions are doing their best to keep in touch with their membership by means of special bulletins, their union papers and letters, attempting to counteract the deliberately malicious lies of the employer-kept press. But there are millions of men who are outside of their reach. And here, we think, is where the merchant seaman enters the picture.

Just as the SIU has asked you to ship on unorganized ships and become unofficial organizers for the Union, so too you can become unofficial foreign ambassadors for the trade union movement as a whole.

When you hit a port and meet up with the GI's, tell them what the unions have been doing on the home front to protect their interests. Tell them how many shoreside unions have included in their contracts with the employers provisions that will provide them jobs under compensated seniority rights. Tell them how we are fighting reaction at home.

Point out to them that at the end of the war they will be civilians again, and will face the very same problems that the trade unions are meeting with now: the widening gap between wages and prices; the mounting tax burden on



the low income groups; the use of the no-strike pledge by the bosses to undermine the labor movement. Point out that with the disappearance of blood-soaked war profits, the employers will try to retrench where they always have before, at the expense of the worker, by reducing wages.

Explain to them that when they get their mustering-out pay, and take off their OD's, they are even as you and I—civilians looking for a job, and that the consideration and adulation that they get so deservedly now, will go with their uniform.

When they are back, two choices face them—to join with the rest of the American labor movement in fighting for fair wages and fair conditions—or to be herded by the bosses into a scab pool to be used to break the back of the only force that can keep them from economic slavery, the trade unions of America.

This is a job we seamen must do, and not out of idealism, either. It is a question of being practical. The SIU, and your own labor conditions, depend on the strength of the rest of organized labor. A weak labor movement means a scab pool that will threaten the security of the SIU. Strong unions mean security for all.

Become an emissary for labor, and protect yourself!

They're Hard of Hearing

The State Department has issued invitations to 31 organizations, among them Organized Labor, to be available for consultation to the American delegation at the San Francisco Conference. The State Department made it clear that organized labor would have no official voice and would not attend even in an "advisory" capacity.

A "consultant" is someone you pay no attention to.

Build The Strike Fund

The Strike Fund Resolution, along with several proposed constitutional changes, was submitted to the membership this week. Voting on it will continue until May 23rd, to insure the fullest participation by men now at sea.

It is of the greatest importance to the welfare of the SIU that the strike fund resolution be passed. There is no doubt but what the operators are preparing for that post-war day when they can bring their union-smashing into the open.

Peace in Europe and Asia will probably mark the beginning of warfare in America—industrial warfare. Any union which is not prepared financially and organizationally to fight for its existence, will be a dead duck.

It is not that we want to strike. It is that we must be prepared to meet any onslaught on the part of the operators. Vote for the Strike Fund Resolution! It's your postwar job insurance!

From The Assistant Sec'y-Treas.

Having missed the March 28th meeting due to the fact that Brother Hawk and I had to attend a meeting with Calmar officials in regard to negotiating an agreement, I was not able to make a report at that time. However, since there was not very much to report, I do not think it was missed. Slowly, but surely, we are arriving at an understanding with this outfit, and we hope to have the pleasure, in the near future, of informing the membership that these negotiations have been completed.

Am still working on a number of outport beefs. Unfortunately, the majority of these disputes are uncollectable and not in accordance with our agreements. I hope the boys will not be disappointed when a bad beef does not pay off. Also, since most of the companies have the old story of papers and log books not yet having arrived, I have to sit in on them to force them to give me some action.

Quite a number of members have been in to see me on outport beefs, which have not been sent in to me as yet. Until the beefs are sent in I have no way of settling, since the shipowner will not listen to verbal beefs unless I have something in writing or until the ship gets back where they can contact the skipper or the heads of the various departments to verify if such work was done.

Having attended meetings of maritime unions for a number of years, I can state frankly that for real Democratic meetings, ours are tops. I believe that there is not a union in the field which has such frank and open discussion by all hands as are held in the SIU and SUP meetings. Everyone speaks his mind on various subjects and it is as it should be, proving again that our Union education is traveling in the right direction.

Regarding the \$10 strike assessment, of which I am heartily in favor: For the benefit of the young members who are not familiar with past history of the seamen's labor movements—the old timer can acquaint you with what happened in the 1921 strike. It was lost by the seamen.

The shipowner was in the driver's seat at that time, due to ship lay-ups, lack of enough funds of the union to carry on a successful strike, and by certain officials who had lost all interest in the strike and the union.

This must not happen again. We must keep our conditions and wages. To wage a successful strike we must have enough money to battle, not only the shipowner, but the WSA and the NMU, who will surely work against us. So mark "yes" for the strike assessment, which is your bread and butter in the future years to come.

Keep In Touch With
Your Draft Board.

GI Joe Not Anti-Union

WASHINGTON, D. C.—One of the great war mysteries is what American soldiers and sailors overseas think about organized labor and what they propose to do about it when they get home after the war ends. A great deal has been written about the subject, mostly from anti-union sources. Labor has heard dire threats. Occasionally it has received a pat on the back. The following letter received by AFL Organization Director Frank Fenton helps to clear up some of the mystery and should be heard carefully by every trade unionist:

"Dear Brother Fenton:

"From somewhere in France, PFC Walter L. Mitchell, a combat infantryman and former AFL organizer now on leave of absence from the Federation, wishes to report. After months of combat, in which I have experienced many of the horrors and terrors of modern warfare, comes a brief but welcome respite from foxholes in a 24-hour rest camp, where again I thank God for watching over me and write my first overseas letter to you.

"It has been my privilege to discuss the war, postwar, peace and home-front situations with GIs from all walks of life. GIs from union families, from non-union families, from union industries, from non-union and anti-union industries and GIs from the farm—all live and pray and fight for the day when they can return home and go back to work and live normally again.

"These boys have all learned, the hard way, what organization means. They all know that only through united effort, unity of purpose and personal sacrifice can any objective be taken and held.

"It is my belief, contrary to the anti-union propaganda at home, that our unions are safe from the threat of GI destruction. Instead of the 'predicted' death for unions, there will be an influx of new, rugged and, at times, reckless blood which may prove hard to satisfy or control. Never will any serviceman forget that the best organized outfit wins!

"We of the American Federation of Labor must be on the alert that discharged servicemen are not misled in choosing their organization. The organization that has led the battle for economic advancement for working people throughout pre-war and war years should and will be the chosen organization for well-informed veterans on their return to employment."

SUP Ship Rescues Two Army Airmen

Racing almost a hundred miles through high seas in the black of the night, the SUP ship, John Howard Payne, effected the rescue of two injured Army airmen whose plane had crashed in the Pacific.

The vessel was 75 miles from the scene when the ship's radio picked up the message. Maximum speed was put on and the Navy gunners joined merchant seamen as extra lookouts as the ship plowed through the heavy seas.

For many hours the search continued until investigation of several flares disclosed a man waving a luminous paddle from a yellow rubber raft. Skipper Orion A. Larson maneuvered his vessel to make a lee for lowering a lifeboat. The raft was drifting rapidly but in spite of the difficult conditions, both of the painfully injured men were transferred from the raft.

SUP men manning the lifeboat were Kenneth W. Leonard, Boat-swain; Leroy V. Accord, AB; Kenneth G. Neilson, AB; George R. Bones, Jr., Ordinary Seaman.

Medical assistance was requested of the SS Whirlwind which had joined the search and two Navy medical corpsmen were taken aboard to attend the two fliers. Two other possible survivors who were thought to be adrift in lifebelts could not be found.

RESOURCEFUL

A doctor had an urgent phone call from a gentleman saying his small son had swallowed his fountain pen.

"All right, I'll come at once," the doctor assured him. "What are you doing in the meantime?"

And the gentleman replied, "Using a pencil."

British Seamen Get Increased Payment For Dependents

(ITF)—The families of British merchant seamen who are prisoners of war, are to receive larger financial remittments, it was announced recently.

The first step in this direction was made during the summer of 1941, when scales of payments to these families were laid down and which varied according to the rank and family circumstances. After investigation, however, it was discovered that these arrangements did not meet the needs of large families.

The new arrangement now provides that the minimum payment to the seaman's family will be at the increased rates payable to dependents of deceased or missing seamen, with additional provision for pocket money in internment camp; pension fund contributions; and the accumulation of a small balance for payment to the seamen POWs on their return.

DISSOLVED

Two soldiers home on leave were having a chat.

"But weren't you engaged the last time we met?" asked one. "What happened? Did you break it off?"

"No, not exactly."

"Then she did?"

"No, she didn't."

"Well, then—"

"You see, she told me what her clothes cost, and I told her what my pay was. Then our engagement sagged in the middle and gently dissolved."

**Keep In Touch With
Your Draft Board.**

New Booklet Is Published By SIU Educational Department

"Here's How, Brother!" is the latest of the booklets put out by our educational department. Packaged in an attractive green cover, and illustrated by the prominent labor cartoonist, Bernard Seaman, the booklet is simply and entertainingly written in seamen's language. The booklet points out that one of the jobs of the oldtimer is to acquaint the new member and the trip card man with the ins and outs of his shipboard

duties as well as educating him in the principles of unionism.

It tells you how to protect yourself and the union, and explains the principles of shipboard cooperation, from the time you are dispatched to the time you hit the beach.

"Here's How, Brother!" is invaluable in that it tells you how to go about keeping a record of your overtime, and how to go about presenting it in the proper shape so that at the payoff everything will go smoothly. While the Patrolman is there to protect your interests and handle your beefs, it is to your advantage not to have your overtime claim develop into a beef.

Nor is the booklet for newcomers only. The oldtimer will find plenty here, too; the little things that every man gets to know after awhile, but which sometimes sink into the backside of his mind and need a little shaking up to be brought topside.

You SIU men will like "Here's How, Brother!", so drop into the nearest hall and get yourself a copy.

GERMAN SEAMEN STRUGGLE AGAINST THE NAZI REGIME

(ITF) From Frankfurt-on-Main now cleared of the Wehrmacht and occupied by the American forces, comes word of an amazing strike of the Bargemen there against Nazi oppression. The ITF's source declared:

"Shortly before my departure from Frankfurt-on-Main, I experienced something which until recently would have been unimaginable in Nazi Germany—a strike and a real demonstration. It began when the Gestapo boarded a ship to arrest a sailor and his wife, who was the cook on board. The crew of 16 refused to unload the boat before their comrade had been set free. When the police tried to intervene, the stevedores and crews of other ships adopted a threatening attitude; hundreds of men downed tools and left for the town in groups. The police tried to disperse the crowd in Zeil, the main street in the town. At the same time further demonstrations broke out in the market place.

"Both demonstrations merged and women with empty baskets began to curse the war. Without anybody knowing who gave the word, some 2,000 people began to run through the street urging soldiers on leave to join them. The chaos reached its peak when 10 minutes later, the masses outside the prison in Eschenheimer Landstrasse demanded that the political prisoners should be set free. Stones were thrown at the windows of the administrative offices of the prison. Three lorries, with SS men armed with machine-guns, drove up in front of the prison and opened fire. Some of the demonstrators were killed and many seriously wounded; there were no arrests... The strike in the port lasted until two days later, when the sailor and his wife were released."



Above is how the cover of the new booklet looks. It is printed in bright green. Below is one of the several illustrations drawn by Bernard Seaman. This one illustrates how not to act aboard ship—don't turn to if you are gassed up.



The cartoon below shows how one crew should turn the ship over to another crew—everything bright and clean and shipshape.



Coast Guard Examination For Reefer Engineers Is A Farce

You can't beat the Coast Guard because they know all the answers. In fact they have them all written down strictly according to Hoyle and Audell—just listen to what happened only last week.

Brother J. R. Wallace, Pacific 106, had served four years in the Navy prior to becoming a merchant seaman. Of these four years he was in full charge of a three-quarter ton CO2 and a one quarter ton ammonia refrigeration plant. Since getting out of the Navy he has been sailing regularly below. Hearing that there was a great shortage of Reefer Engineers he immediately went over to the examiners and applied for an indorsement.



The first step was waiting in line for about an hour until his name was called. Going into the examining room he was confronted by a shoreside Coast Guard Chief Petty Officer who started throwing questions at him. Of the twenty four questions which required written answers, three quarters were relative to ammonia plants which are now practically obsolete.

The main point however is that the questions were purely academic and had little or nothing to do with operation. There were practically no questions concerning the most modern and most generally used marine refrigerant, "Freon." No matter how well the questions were answered they had to be word for word like the written answers held by the examiner or it was no dice for the indorsement.

When Wallace protested that his answers were in essence the same as the government answers, the examiner scornfully replied that he went by the book. When pressed, however, the high pressure CPO admitted that he didn't know anything about refrigeration and couldn't answer the questions himself.

Wallace must have stepped on the toes and hurt the pride of the landlubber examiner because although he answered seventeen of the twenty-four questions according to the answer sheet, and demonstrated his knowledge of the other questions, he was still turned down. In any kind of examination a seventy-five per cent score is passing but evidently this two-bit examiner has his own code.

A Spanish member of the SIU with seven years sea time took an oral examination for an Oiler's endorsement and because of his poor English was unable to answer the questions in the exact manner. When he too was

turned down he protested that he had a large family and needed promotion. He further offered to go aboard any type of ship and prove that he could do the job. All he got for his trouble was the arrogant answer from the examiner, "Study birth control and learn the answers before you come around again."

This isn't the first complaint we have received about these phony shoreside examiners. The truth is that they are shilling for the Maritime Commission training and upgrading schools and have no use for the guy who learns his the hard way.

It is time now to insist that no examiner be appointed by the government who is not a thorough master of his profession. A shoe maker knows his last but he doesn't try to tell an iron worker how to drive a rivet. Neither can these Coast Guard CPO's and war baby strippers tell real seamen how to do their work, much less examine them for raise in grade. Let them go to sea and put qualified seamen in their jobs.

Camel Walk A Mile Because They Can't Afford A Taxi

The R. J. Reynolds Tobacco Co., makers of Camel cigarettes, has got a beef. Everybody and his Uncle Joe is making money, but old R. J. Reynolds, they're losing money. And they want the OPA to give them a price increase.

Here are some of the figures they cited:

Liggett & Meyers Tobacco Co. (Chesterfield) had a net profit of \$25,750.00 for the base period of 1936-39, before taxes. In 1944 it rose to \$31,240,000.

American Tobacco Co. (Lucky Strike) had a base profit of \$28,937,500 and in 1944 it hit \$42,722,000.

Philip Morris & Co., went from \$5,587,750 to \$12,581,000

P. Lorillard (Old Gold) raised the jackpot from \$4,006,500 to \$9,929,000 in 1944.

But—poor old Camels dropped from \$33,940,750 to the absolutely intolerable figure of \$31,620,000.

How do they expect R. J. Reynolds & Co., to live on THAT kind of money?

THE BUSHY EYEBROWS WIN



Whether Charles O'Neil, bushy-eyebrowed president of the Appalachian Coal Operators, or John L. Lewis, bushy-eyebrowed president of the United Mine Workers, won out in the miners' contract fight depends on which set of bushy eyebrows you consult. One fact they agree on: UMW won a pay increase of \$1.07 a day. Bushy-eyebrowed O'Neil's side contends that the UMW gained as much as \$1.50 a day. (LPA).

N. Y. Times Demands Fair Treatment For Us

Pointing out that merchant seamen have performed "some of the most dangerous war services," the influential *New York Times* has joined the ranks of these calling for a Merchant Seamen's Bill of Rights. The article, under a Washington date line, appeared in the March 24th issue, and is reprinted below:

Labor—Spotlight

Labor pressure scored two victories in Vermont recently.

A bill requiring unions to register and pay taxes was withdrawn from the State Legislature.

The State Senate defeated a bill, passed by the House, which would have imposed punishment ranging up to \$5,000 fine and from one to five years in jail for anyone using "coercion to force a person to join any organization."

In boss talk, "coercion" means handing a guy an application card.

Action by Local 3 of the International Brotherhood of Electrical Workers, AFL, forced the Habbishaw Corp. to cough up with a half million bucks to the employees of four of their plants.

The money was due on the night shift bonus of five cents an hour on the 4 to 12 shift, and ten cents for the 12 to 8 shift.

The Gallup Poll, these people who go around asking all kinds of questions, and who very often come up with the wrong answers, picked a winner last week.

Persons were asked if they had enough money saved to tide them along if they lost their job at the end of the war, and Gallup discovered that 40 per cent questioned didn't have a dime to their names, and were worried about their postwar prospects.

Now that even Gallup knows it, do you think maybe Congress will make the same startling discovery? It's not likely.

Local and long distant telephone operators in New York City voted 13,813 to 658 to go out on strike unless their wages are hiked. This is a continuation of the similar action of several months ago. At that time, asking for \$5 a week increase, they were offered \$4 by the telephone company. The WLB stepped in and awarded \$3. The beef now is that the company did not push their \$4 offer before the WLB in good faith.

The telephone operators, organized in two independent unions, want the lines to be taken over by the government.

According to Victor Riesel, labor columnist for the *New York Post*, the influence of the CIO, with President Truman will be much less than it was with Roosevelt. He expects the AFL to become dominant in Washington politics.

Riesel points out that the CIO went down the line with Wallace, actively fighting the Democratic machine, while the AFL backed Truman from the very beginning.

"A long-neglected subject that eventually may affect a quarter of a million or more veterans of some of the most dangerous war services is the status of the commissioned and enlisted members of the Merchant Marine.

"It is said that 80 per cent of those serving since the start of the war have been sunk at least once.

"In all veterans' job preferences the merchant mariner takes his place in line below the least of the veterans of the armed services, regardless of the comparable risks encountered or injuries sustained.

"There is no provision for continued periodic treatment for these men, even though the GI Bill of Rights holds out the promise that every veteran of the armed services may have free necessary hospitalization for the rest of his life, if he is unable to pay for it. Also, there is no permanent pension program for the disabled merchant mariner. The rehabilitation program promises well on paper, but there are substantial reports that the service is suffering from poor administration in many States and from ignorance of the operation of it rather generally.

"The result is that disabled Merchant Marine personnel who need rehabilitation have been discharged in large numbers from the hospitals and have disappeared, to become probable charges on the community as indigents. There has been no indication of agitation for discharge bonuses for the Merchant Marine veterans and there may be good reasons why they would be separated from the veterans of the armed services. But the veterans' program cannot be considered closed until Congress makes a substantial effort to determine the status of these men.

"At the least there should be an effort to recognize the dignity of the service and give to the thousands of disabled Merchant Marine veterans some distinction from members of the civilian population who have taken no risk and suffered no injury connected with war."

He also expects Lewis and his Miners Union to come back into the AFL. It was the White House, he points out, acting through Dan Tobin of the Teamsters, which kept the "tough, strike-calling miners' boss out of the federation."

Almost twenty thousand American Federation of Labor members have already made the supreme sacrifice in this war. In other words, one in every ten American fighters killed in combat to date has been an AFL man. As of the end of March, there were 52,000 AFL wounded, 9,900 AFL missing and 7,000 AFL prisoners.

Admiral Takes Over The SS Amelia Galley

You think you've heard of brass-batty seamen? Brother, you ain't heard nothin' until you listen to the story of Chief Steward Dave Archer. This guy was so nutty about uniforms that he had shoulder boards on his pajamas.

The character was hired from the WSA by the Bull Line and sent aboard the SS Amelia. When he came aboard he saw the gunnery officer up forward looking over the 5 inch gun. He walked up to the Navy man, looked pointedly at his single stripe, and then said, "I am a Lieutenant, Junior Grade, in the Naval Reserve. I outrank you and I'll expect you to salute me when I come aboard."

The stew-pot admiral then called his department together and announced that they should salute him when ever they met him on deck, and that unless they called him MISTER Archer he would not reply.

The admiral figured that now everything would be lovely, if he could only get the carrots and



broccoli to come to the attention whenever he entered the galley.

Well, as you no doubt suspect, MISTER Archer didn't get the respect to which he thought he was entitled. As a matter of fact, the SIU tossed him off the ship when the Amelia hit the first U.S. port.

COZY MINISTER

A very deaf old lady from Balaam's Crossing, Arkansas, went to visit her daughter in St. Louis. After being there a few days she was taken quite ill and her grand-daughter, fearing that it might be appendicitis, sent for the doctor. She asked the doctor to make an examination but to be very casual about it, so as not to frighten her grandmother.

After spending half an hour with the old lady, the doctor came out and reported that all she needed was a complete rest. Very much relieved that it was nothing serious, the girl took her sewing and went to her grandmother's room for a chat.

"How did you like my doctor?" she asked.

"Your doctor!" The old lady began to giggle. "Child, I thought you said he was your preacher!—and I was just laying here thinking how fresh city preachers were."

FOE OF SLAVE LABOR



Sen. Joseph C. O'Mahoney (D. Wyo.), more than anyone else in Congress is responsible for the successful fight in the Senate against the slave-labor bill. O'Mahoney, who comes from Wyoming which isn't highly industrialized or unionized, carried the ball for labor for the last two months. O'Mahoney's battle was endorsed by all of organized labor. (LPA.)

Bond Salesmen Are Invited To Visit

Representatives of the Treasury Department will be invited to attend SIU membership meetings to promote the sale of War Bonds, on a motion made by Secretary-Treasurer Hawk at the Chicago Agents' Conference.

The motion instructed President Lundberg to write a letter to the Secretary of the Treasury explaining that the apparent poor sale of bonds by seamen is due to the impossible job of getting the individual seaman to report the exact amount of bonds he has bought.

NORWEGIAN SABOTEURS

Increased sea communications between Norway and Germany are of highest military importance to the Germans at this crucial stage of the war. Because of this, the Norwegian sabotage forces have stepped up their activities and are successfully isolating the German garrisons in Norway by cutting these communications.

Frequent attacks on German ships are reported and an especially important operation of this kind took place during February in the port of Frederikstad in the Oslo fjord. Thirteen tugboats, lying ready to tow three big German ships out of the harbor, were boarded in broad daylight by Norwegian saboteurs. The Norwegians sailed them out to sea, passing German warships lying at anchor and brought them safely to the Swedish harbor of Stromstad. (Two of the tugboats were scuttled at sea because of insufficient supply of fuel.)

Bailey Bill Banning Royalties Would Hit Union Health Funds

Marine Hospital In Los Angeles Area

Unending agitation by the SIU-SUP culminated in victory this week when a merchant marine hospital with 300 beds in the Long Beach-Los Angeles area was authorized by the U.S. Public Health Service. Ultimately the institution will be expanded to provide 800 beds.

Maritime unions have been trying for twenty-five years to have a marine hospital constructed in this area. The nearest hospital is in San Francisco, and cases here that could not be sent north have been contracted to other hospitals in this region.

Budget Bureau permission has already been granted, and approval of the Federal Hospital Board is expected.

BRITISH TRANSPORT WORKERS

(ITF) Following the demands made by the workers' representatives on the British Road Haulage Central Wages Board, it was agreed to request the Minister of Labor to amend the existing wage ceilings.

The Minister of Labor will be asked to increase by 4s. a week, the statutory pay of all adult workers, and for certain classes of junior workers (under 18) an increase of 2s. 6d.

OPEN SEASON

A young lawyer from the North sought to locate in the South. He wrote to a friend in Alabama, asking him what the prospects seemed to be in his city for "an honest young lawyer and a Republican."

In reply, the friend wrote: "If you are an honest lawyer, you will have little competition. If you are a Republican, the game laws will protect you."

WASHINGTON, D. C.—Senator Josiah W. Bailey, who hails from North Carolina and believes that all American workers should be drafted and regimented by the Government, introduced a new kind of anti-labor bill which would outlaw employer payments to a union for any purpose other than a straight check-off of dues.

Union Men Needed On Great Lakes

DETROIT—The Great Lakes season has just opened. There is a shortage of men here on the Lakes, so why don't some of you former Great Lakes seamen now on the coast come back here and help us teach these people the advantages of being SIU? All of you know that the LCA must be broken if we are to get decent conditions here.

We are greatly in need of some good Union men who will go to bat up here as they did and still are doing on the coast. We have a tough combination up here composed of the fink LCA and the commie NMU.

The NMU is pulling the same phony "cooperation" stunt up here in conjunction with the LCA. Their program can only result in the enslavement of all seamen, and create a monthly income for the Commie Party. We cannot permit this to go on.

Any of you who are interested can get full details regarding your draft status and releases, and the organizational drive information at the New York Hall.

Upon arrival here report to the nearest SIU hall for assignment and instructions.

Come on home, fellows, and let's make these lakes fit for a seaman to work on. You know we have done it elsewhere. Let's do it here, now.

I. E. BISHOP GL 390

Sen. Bailey admitted his bill was aimed at President John L. Lewis of the United Mine Workers Union and President James C. Petrillo of the American Federation of Musicians.

Lewis was seeking a 10-cent-a-ton royalty from the operators for a health insurance fund to protect sick and injured mine workers in his recent negotiations. Petrillo has already won a royalty of a fraction of a cent per record from recording companies for a fund to provide free public concerts and employ idle musicians.

Actually, however, Bailey's bill would go far beyond banning such royalties, union chiefs said. If enacted, it would hit health insurance funds already established in many industries through collective bargaining between unions and employers.

Several unions—notably the Hatters and the Ladies' Garment Workers—have negotiated agreements under which employers pay 2 to 3 per cent of their payrolls into health funds, administered either by the unions or jointly by the unions and employers.

These are used to pay sickness and accident benefits, medical costs, hospital expenses and death benefits for employees covered by the agreements.

Similar pacts have been secured by the Upholsterers and the Furniture Workers' unions and the idea is spreading.

These and other similar gains by unions would be wiped out under the Bailey bill, labor spokesmen said.

However, Joseph A. Padway, AFL counsel, challenged constitutionality of the North Carolina Senator's measure.

UNION REPRESENTATION BEFORE COAST GUARD



Whenever an SIU or SUP man gets tangled with the Coast Guard, a union official is right on tap to represent him and see that his rights are safeguarded. The Special Services Department in New York has rung up a remarkable record of acquittals before the CG Hearing Units. The SUP is also on the ball in the Pacific. Here is a picture of the union in action. On the extreme left is SUP agent Carl Christianson of Honolulu testifying before a Hearing Unit regarding a collision between two ships in a Pacific convoy.

MOBILE

Well, here I am again, the same old story; no AB's or Stewards.

Paid off the SS Alcoa Pilot in Gulfport; had a few minor beefs, but got them all squared away OK.

Also, had the old Eastern tub, Falsmouth. She is run by Alcoa. Had to take the Steward's Department off. Seems the Steward wanted to be the whole cheese, and not feed the boys. He had been on that old tub so long that he thought that he could do just as he wanted to do. Also, had a few minor beefs on deck, but got them all squared away OK. The company officials put the deck department on the spot because they were not there to shift the ship after they were unloaded. Only one man got his papers pulled, because he had a previous log against him.

What the hell is the matter with all the old Gulf sailors? The Gulf was good enough for you in hard times, and it should be good enough now. So, why not come down and see us soon? Shipping is good.

Had the Waterman Ship Pan Orleans in Sunday, April 7, 1945, with a load of bananas. Had to get the crew from the RMO to man the ship. Seems the boys don't want to take her because she only makes eleven-day round trips.

Have the Cape Texas in now; will write about it in the next LOG. She belongs to the Bull Line.

NOTICE!!!

Due to the fact that there is an excessive amount of luggage here in our branch which has been left during a period of several years, it will be necessary for us to dispose of it so as to enable us to check baggage coming in. Therefore, we hope all the boys will see this notice and claim their gear within the next thirty days.

GEORGE BALES, Agent

NORFOLK

Shipping here is still booming, the boys are picking their jobs now and we are having quite a time crewing the old tubs. But as yet we have managed to stay clear of War Shipping recruits.

Well, it seems as if we have found a pardner for the lad of Waterman SS Company, namely Morgan Hiles. Only this bucko would-be Simon Legree is skipper on the SS Robert M. T. Hunter of the South Atlantic SS Company. He broke the agreement about every way he could during the trip. He would pull sneak fire drills, one in the morning and then one in the afternoon. He also had the AB's to bring his meals to his room and dispute their overtime. This bum really had everything messed up in general but failed to hank any of the crew with the Coast Guard.

At the pay off we had him singing a different tune, our tune. He had to pay all the overtime, as well as being raked over the coals by the Patrolmen and Coast Guard. His name is Chance, so be careful when you ship with this bum. He really tries to throw the book at you.

Eastern also tried to pull a fast one with one of their old Company Stewards. They sent him

down from Boston without a clearance from the hall, but after kicking the gong around for two hours we had them send him back and ship a steward off the board.

This coming week still looks good as there are plenty of ships in and due in. We can stand plenty of men from the outports, so come on down and ship.

Shipping is still good. We have called several of the outports for men but were unable to get as many as we needed. So it was necessary to call the fink hall for men again.

Well, we finally managed to get in the army docks for a payoff. The SS B. Bourn of the Mississippi SS Company came in from a four months trip and had quite a few beefs as well as a large number of trip card men. There was quite a militant crew aboard and they insisted that an Agent be present at the payoff, or the payoff would have to be held at the company office. Captain Rogers was down for the company from New York to handle the payoff. With his help we were able to get a Patrolman aboard and square everything away. This was made possible by the action taken by the crew. So when you pull into army docks to pay off, demand union representation or payoff in the Company office.

Brother Hawk, the Secretary-Treasurer, and I attended a meeting with the Labor Board for the purpose of voting the Chesapeake Ferry Company. We hope to hold an election in the near future. I feel confident that we will win it hands down and bring them under the banner of the SIU. This will bring up the income for the port as well as be a big advancement for the men who work on the ferries.

Shipping prospects still look good, so you book men come on down and ship so we can discontinue having to use the fink hall.

RAY WHITE, Agent

SAVANNAH

Shipping in the Port of Savannah has dropped considerably. Only three men have shipped out since my last report and quite a few of the boys are coming down this way to register. We like to have them down here, of course, but if shipping doesn't pick up we'll have a tough time getting them out. One ship was due in last week and we're all waiting still. It should be in tomorrow though, and two new diesel jobs for Waterman are coming out of the yards in a matter of weeks.

Once in a while I have one or two replacements and then I have a tough time getting men. We had a West Coast ship in last week and the WSA put two replacements on board and they were immediately removed and replaced by SIU men.

We were lucky enough to find two oldtimers who shipped out even though they could have stayed ashore a while longer. They realized what a hell of a

position I would have been in if I had to call the WSA for men after taking two of their men off. We were not so lucky on another ship that needed a Wiper in a hurry. We scouted all over town looking for a man and had to call the WSA as a last resort. This is a bad thing and the sooner our members realize it the better it will be for us. We can't afford to overload our union with green men. If there is a job on the board it should be taken by a Union man even if he does have more time to wait and even if he wants to wait for a ship where he can ship out with some of his buddies. The trips are not very long nowadays and you can always meet again next trip.

I visited the hospital last week and found some of our old members there. R. C. Shedd who was unlucky enough to have a boom dropped on his foot, and T. M. Griffith who had to get off his ship in Cuba to be flown to the U.S. for hospitalization and Clayton A. Ingram, a survivor from the SS Henry Bacon.

Ingram is out now and home for a visit. Griffith is probably in Philly by now although when he left here I wasn't quite sure he'd make the train. Shedd's foot is improving and since no bones were broken he should be O.K. in a few more days.

I had a case with the Coast Guard last week and it turned out better than I thought it would. The man was already on probation for an offense committed a week previously. I was afraid his papers would be lifted for at least six months but they gave him the minimum, thirty days' suspension.

That's about all that has happened during the past week here in Savannah, except that our hall is beginning to look a little better every day. We're trying to get the little incidentals that the boys have asked for. While there is a severe scarcity of these things down here we manage to get them after a little searching, and we hope to have a place down here soon worthy of the men who sail SIU ships.

ARTHUR THOMPSON, Agent.

GALVESTON

Shipping has been slow this past week in this port but we are expecting things to pick up again shortly.

Since this port has its car, we are able to make those ships laying in the out of way ports. Had to replace several men on the Brandywine the first week that we had the car, and while I was making the ship took the NMU Steward that had been riding this ship off. The Captain didn't like the idea of losing his fair haired boy who had been with him for five months. After talking to him I convinced him that for the best interests of those concerned, the Steward should be paid off.

The new hall is now open here in Galveston and is located at 305 1/2 22nd Street. All you mem-

bers that have been shipping out of Galveston the past few years are in for a pleasant surprise. I have rigged this hall up in first class shape.

Paid off the SS John A. Dix of the Shepard Steamship Company. This ship paid off clean and the ship was comparatively clean.

This week we have the SS Alvion Victory of the Bull Line, in transit. A good many of the members of this crew are former shipmates and personal friends of mine. Several of them came to the meeting Wednesday and took an active part. Nice going fellows. Perhaps if more members when they are on ships would make the meetings, all of the out ports would be able to have a meeting every meeting night.

To those members that ship out of Galveston regularly: When you are ready to ship bring your gear to the hall as this hall has a fire-proof vault. Your gear will be safer here than in the USS club. Which reminds me to say that since this hall has been open more of the members are using it to sit around and play cards, checkers, etc., instead of using the USS.

D. STONE, Agent

NEW ORLEANS

Well here we are again, doing business at the old stand. Things are really humming here in this port. We are shipping anything that looks like a seaman and so far no ships have been held up for lack of men, although much to our disgust we have been forced to call the RMO for a few men but that is only as a last resort.

Our Agent, Brother Michelet, is leaving this week to take over another job for the Union and is being relieved by Brother Eddie Higdon, an old timer. The port will be in good hands as Brother Higdon has been working in New York and Philadelphia and he is not a green man.

Brother Shuler, please note that you will soon have Brother Michelet back and he says that he will try to teach you to cook, but doubts if it can be done.

From all the dope we can get here, this port will be one of the largest in the country within a few weeks. So all you boys who would like to ship out come on down and grab yourselves any kind of a run that you like.

We had a few cases at the Coast Guard but so far the score is still in our favor. No papers lost.

Had a Mississippi Shipping Company wagon in here last week with a mate who insists on working on deck. The boy claimed this pay but it will have to go to a port committee. The Brothers waited until payoff to claim this pay which makes it hard for your officials to collect, so for Pete's sake, Brothers, when you make or claim overtime put it down the day it is claimed. Don't wait until the end of the trip to do this. It will aid in collecting overtime.

Paid off a South Atlantic Company mule ship during the past

week with plenty of overtime on deck security watches which the company tried to pay off at \$6.00 per night; but I held out and got 15 hours per man.

Brother Bull Shepard arrived in our midst April 12 on a Alcoa wagon. Believe he intends to spend a few days greeting old friends before leaving again. With him are several other old timers so the wagon they brought in is in fine shape, for which, Brothers, we thank you. It is a pleasure to pay off a wagon like that.

LEROY CLARKE, Patrolman

NEW YORK

The port of New York has seen another fair week with the number of payoffs increasing.

Thirty four ships were paid off this week, most of the beefs being settled before payoff.

The SS Edleston of Smith and Johnson gave us quite a bit of trouble in the Steward's department. It seems as if everyone on her had Coast Guard charges against the other. She was checked and there were only three book members in the Steward's Department. The Coast Guard charges against one of these was dropped, one was exonerated and the other got probation. All and all we batted 100% with the Coast Guard having had a big week defending 17 men. None of them lost their papers.

Balloting for the new constitutional amendments and the \$10.00 additional strike assessment will start here on April 18. Apparently there will be a big turnout on this. It is the consensus of opinion of the membership that this assessment will be one of the best things that the organization has ever advocated and will be our biggest weapon in our fight to hold conditions and wages at the union standard after the war.

J. P. SHULER, Patrolman

Shipping has slowed down over the week end, but has picked up from the outports, such as Boston, Philadelphia and Norfolk. We have shipped 30 men to those ports and expect other ports to call in for more men in the near future.

Would like to bring this particular item up to the attention of Chief Stewards, especially. Quite a few of you Stewards know the shipping rules, some don't, others just disregard them.

Stewards of late are getting in the habit of promoting messmen to the position of 2nd Cooks, Bakers, and Chief Cooks. That is violating shipping rule No. 30, which says that no Messmen, OS, or Wipers can be promoted to a higher rating, even if he has the endorsements and had just completed a voyage. First, he must come off the ship. Then he must register at the hall for the higher rating, and then ship out according to the shipping rules.

The only time OS, Wipers and Messmen may be promoted is in an emergency while at sea. If

(Continued on Page 8)



Strike Fund Vote Is Now Proceeding

(Continued from Page 1)

wording of any of the amendments, he should ask to have it explained before he votes.

The voting rules are simple: anyone who is a full book member in good standing is entitled to cast a vote in this referendum.

Do not use a lead pencil, use either pen and ink or an indelible pencil. Do not put any other markings on the ballot, or it may be invalidated.

The rules are simple enough. If followed carefully there should be no confusion or mistakes made.

The Strike Fund Resolution was introduced before the New York membership on March 26th, and passed unanimously. It was concurred in by the other ports on April 11th, and directed for a referendum vote.

The Resolution provides for a single \$10 strike assessment on each member to be used for a war

chest to meet the expected post-war union-busting drive of the operators. The money raised will be kept in a special fund to be used only in case of a general strike of all ships, and then only if called by a referendum vote of the membership.

It was pointed out in the resolution that the seamen after the last war were practically reduced to slavery by the vicious assault of the operators. It is expected that the same attempt will be made after this war is ended. The strike fund will permit the SIU to protect the conditions it has gotten for its members—conditions that are far above any ever enjoyed by a maritime union.

If the expressed opinions of the rank and file are any indication, the resolution is as good as passed, and the SIU can actively plan its fight to remain strong and powerful after the war.

ONE BAT FOR ALL THREE!



SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA ATLANTIC and GULF DISTRICT

CONSTITUTION AMENDMENTS AND RESOLUTION BALLOT

INSTRUCTIONS TO VOTERS: Vote either YES or NO — Mark a cross (X) in the square. Do not use a lead pencil in marking the ballot — ballots marked with lead pencil will not be counted.

MARK YOUR BALLOT with PEN and INK or INDELIBLE PENCIL. DO NOT PUT ANY OTHER MARKINGS ON THIS BALLOT.

FOREWORD

THE ATLANTIC AND GULF AGENTS ASSEMBLED AT THE RECENT ATLANTIC AND GULF DISTRICT AGENTS CONFERENCE HELD IN NEW YORK, N. Y. FROM MARCH 12, 1945 TO MARCH 17, 1945, DREW UP AND RECOMMENDED THE ADOPTION OF THE FOLLOWING AMENDMENTS TO THE CONSTITUTION AND THE FOLLOWING RESOLUTION WAS ADOPTED AND CONCURRED IN BY THE MEMBERSHIP ON A COASTWISE BASIS TO BE REFERRED TO A REFERENDUM VOTE.

VOTING PERIOD FROM APRIL 18th THROUGH May 23, 1945

BALLOT

CONSTITUTION AND \$10.00 STRIKE ASSESSMENT RESOLUTION

ARTICLE VII, SECTION I — Shall be amended to read:

REINSTATEMENT

Members more than six months in arrears may be reinstated through the concurrence of the membership at a regular business meeting or at a special meeting upon payment of all back dues, fines and assessments. Members so reinstated shall be regarded as Probationary Members for a period of one year.

YES ☐

NO ☐

ARTICLE XIII, SECTION IV — Shall be amended to read:

Balloting for Officials shall be secret and shall take place each day during the months of November and December — Sixty (60) day referendum provided that there are not less than three (3) nor more than six (6) full book members in good standing elected to look at their books and guard the ballot box and no ballot shall be accepted except those cast in the regular manner.

YES ☐

NO ☐

ARTICLE XIII, SECTION V — Shall be amended to read:

Members shall be entitled to vote upon presenting their membership certificates showing that they are in good standing, and have not previously voted at the same election. Each member shall sign for their ballot on the official tally sheet provided for that purpose. Members shall mark their ballot with pen and ink, or indelible pencil and shall signify their choice of candidates by marking a cross (X) in voting square, opposite names or by writing in the blank line the name of their choice if such name be not printed upon the ballot. Lead pencils shall not be used in marking ballots. When a member has marked his ballot; he shall deliver it folded to the judge, who after ascertaining that the member is entitled to vote, shall tear off the numbered stub and deposit the ballot. The Committee shall then stamp the members' certificate of membership in the proper column for the year and month of election, such stamp shall bear the word "voted" the initials of the voting place and the date of the voting. If the member is not entitled to vote, the judge shall void his ballot, the tellers shall count the ballots as they are deposited and the clerks shall keep record of the count.

YES ☐

NO ☐

ARTICLE XIII, SECTION VII — Shall be amended to read:

In the regular meeting held in Branches during the second meeting in January, the Committee on Election shall open the Ballot Box, count the number of ballots therein contained and count the number of votes for each candidate. The result shall be noted in the Minutes. The Committee shall then forward to Headquarters all used ballots (i.e., All ballots taken from the Ballot Box, including blank and disqualified ballots), together with a copy of the tally sheets, under sealed cover, marked "Ballots For Officers". That in the event an election committee is not available then the ballots from that particular port in their entirety used or unused shall be forwarded to Headquarters by the Branch Agent.

YES ☐

NO ☐

ARTICLE XIII, SECTION X — Shall be amended to read:

All Committees mentioned in Article #13 shall be full book members in good standing but shall not be employees of the Seafarers' International Union of North America.

YES ☐

NO ☐

ARTICLE XV, SECTION V, Paragraph III — Shall be amended to read:

He shall prepare weekly financial reports showing in detail the income and expense and forward copies thereof to Headquarters, together with duplicates of receipts for income and original vouchers for expenditures. He shall at the end of each week remit to the Secretary-Treasurer any money on hand in excess of Two Hundred Dollars, with the exception of the New York and New Orleans Branches which shall be allowed to keep on hand \$500.00, respectively.

YES ☐

NO ☐

ARTICLE XXI, SECTION II — Shall be amended to read:

The initiation fee shall be Twenty-five (\$25.00) Dollars, and shall accompany the application for membership, and the dues shall be Two Dollars (\$2.00) per month, payable in advance.

YES ☐

NO ☐

RESOLUTION

WHEREAS, the European War is drawing to its final stages, and we all know that after this War is ended the shipowners will begin an assault on our conditions and wages with a viciousness never before known, and

WHEREAS, to fight all shipowners and labor haters who would like to see us broken after this War, and the seamen reduced to slavery as they were after the last War, we must have finances to fight them successfully, and

WHEREAS, shelling out a few bucks now to prepare for the fight will protect our living standards after the War, and

WHEREAS, our wages and conditions today are far above any Maritime Union in history and are indeed worthy of protecting and extending, so

THEREFORE, BE IT RESOLVED, that we go on record to assess ourselves in addition to the ASA a single \$10.00 Strike Assessment so as to guarantee a real Strike Fund that can carry us through any crisis, and

BE IF FURTHER RESOLVED, if this is carried, then the additional money be added to the ASA Fund which cannot be used unless in a General Strike of all ships, and then only after a referendum ballot to do so, and

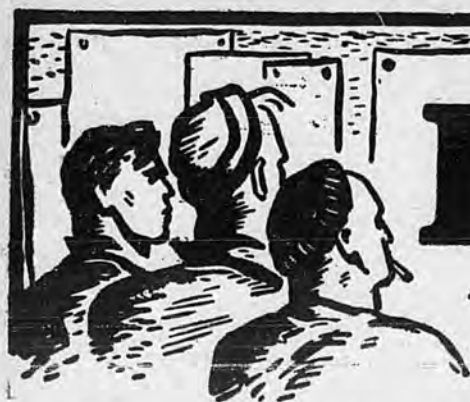
BE IT FINALLY RESOLVED, that if this resolution is carried that it be placed on a ballot, as per constitution, as soon as possible so that the membership will have the opportunity to express themselves by secret ballot.

ARE YOU IN FAVOR OF ADOPTING THE ABOVE RESOLUTION

YES ☐

NO ☐

Be Sure To Cast Your Ballot Before May 23rd



BULLETIN BOARD

Unclaimed Wages—Seas Shipping Company

ORIENTAL—VOYAGE 1A

Dick Kardel 2.85
John Melopaulos 2.74
G. Brennan 1.42

ORIENTAL—VOYAGE 2

James F. de Paw 20.12
Thomas F. Niebauer 21.15
Victor B. Cooper 6.89

ORIENTAL—VOYAGE 3

L. K. Welch 8.92
C. A. Ray 11.88
H. J. Butts 16.11

PETER WHITE—VOYAGE 3

Joe R. Graves 602.13

REINHOLD RICHTER VOYAGE 1

W. N. Beatty 2.64
D. Morgan 2.64
D. Kerr 2.64

REINHOLD RICHTER VOYAGE 2

Robert Lee Bladsacker 30.71
Charles J. DeCromer 30.71
Harold R. Storer 30.71
L. C. Sawyer 30.71

RICHARD RUSH—VOYAGE 2

Robert Hall 4.27
John F. Martins 4.27
Nelson H. Ostman 4.27
Frank Revill 4.27
Bernaldo Villaneuva 4.98
Clarence C. Short 4.27
Paul J. Combs 4.98
William D. Baisley 4.98

RICHARD RUSH—VOYAGE 3

Johannes T. Norgaard 7.82
Gunnar K. Svalland 4.98
David F. M. Sykes 7.11
Gerard F. Hanraham 4.98
James W. McFarlin 2.13

RICHARD RUSH—VOYAGE 4

W. Dickson 2.17
Harry Justice 12.61
William Maximo 6.75
Carlton S. Johnson 26.84
Thomas R. Stoneking 7.42
Albert Weber 9.60

ROBIN ADAIR—VOYAGE 69

Leon Gray 6.48
Angelo Stranery 2.13

ROBIN ADAIR—VOYAGE 71

John Hatgimisios 3.77
John Aba 5.34

ROBIN DONCASTER VOYAGE 2

Lawrence Holmes 40.00

ROBIN DONCASTER VOYAGE 4

Eugene O'Brien 2.84

ROBIN DONCASTER VOYAGE 6

Theodore M. Ross 7.38
Julius A. Batille 3.69
Kenneth D. Bailey 41.65

ROBIN DONCASTER VOYAGE 7

Gregory J. Colburn 6.44
Jabe H. Steadham 6.44
Franklin K. Buchanan 1.45
Clint D. Reavis 6.44
Robert W. Ross 6.44
Albert C. Bogel 6.44
Douglas E. Smith 1.45
Franklin C. Loschi 1.45
Jule F. Zaleski 6.44

Willie J. Carpenter 6.44
John W. Royal71
Robert A. Jackson 2.13
James I. Fossati 8.53
William R. Barnes 14.93
Daryl D. Walizer 17.06
Wilson C. Jones, Jr. 7.11
Joseph A. Poehnelt 3.55
Robert L. Chuites 3.55

ROBIN GRAY—VOYAGE 70

John E. Goff 52.67

ROBIN LOCKSLEY VOYAGE 11

Joseph Gamblick 3.37
James Winters 2.63
J. Chadwick Hagbey 2.63

ROBIN LOCKSLEY VOYAGE 12

Sjur Borlang 2.95
Fidal Lukban 11.38

ROBIN LOCKSLEY VOYAGE 13

Francisco Morciglio 7.28
Henry R. Singleton 7.11

ROBIN LOCKSLEY VOYAGE 14

John W. Przelecki 16.42
Vito Karchmajeski 8.88
Charles Mundis 2.64
R. V. Kern 2.84
Harold L. Updegraff 2.84

ROBIN LOCKSLEY VOYAGE 15

Vito Karchmajeski 6.15

ROBIN SHERWOOD VOYAGE 12

Paul Marifke 5.36
Robert E. Hardin 5.93

ROBIN SHERWOOD VOYAGE 13

P. Gonzales71

ROBIN TUXFORD VOYAGE 11

Edward Hosinski52

ROBIN TUXFORD VOYAGE 15

Manfred Keillitz 22.13
Andrew Jones 10.66

ROBIN WENTLEY VOYAGE 6

C. Hill 1.84
P. Fitzgerald 3.17
C. Gundersen 3.32
Arthur H. Duncan 1.35
Eugene H. Haas 5.65
Joseph Kniffin 5.65
J. L. Sterne71
A. L. Ottinger 2.84
J. E. Stilman 4.58
B. K. Monroe 4.58
D. F. Kelly 5.29
F. R. Steigler 3.16
J. M. Boyt 3.87
R. Hite 5.80
A. B. Ottinger 5.47
Henry B. Perrin 5.64

ROBIN WENTLEY VOYAGE 7

I. J. Sullivan 10.66
Jack Anderton 3.55
Karl L. Sneath64

ROBIN WENTLEY VOYAGE 8

Howard G. Rogers 12.30
Glifford M. Spratharn 2.97
Thomas Brooke70

ROBIN WENTLEY VOYAGE 9

Oscar F. Nelson 98.75
Paul T. Amos 98.75
Richard L. Amos 98.75
Ray Bough 98.75
Frank Aghazarmian 98.75
John A. Lambert 5.28
Ray Bough 5.36
Wilbur J. Bohn 1.22

ROBIN WENTLEY VOYAGE 10

W. H. Kuehn 8.53
George R. Golden 20.60

SAMUEL GRIFFIN VOYAGE 2

Roman Gonzales 98.75
Allister Murner 80.44

SAMUEL GRIFFIN VOYAGE 3

William Carlson 2.66

SAMUEL GRIFFIN VOYAGE 4

John Snivernarz 2.61
Theodore Wigrarz 2.61
F. A. Lenk 2.95
Theodore Wigrarz 3.20

SAMUEL GRIFFIN VOYAGE 5

Harry Weisberg 1.32
Theodore Paul, Jr. 11.38
John Slaman 5.69
Louis E. Williams 3.55
Helon Ballantine 2.84

SAMUEL GRIFFIN VOYAGE 6

Edward B. Chachulski 3.07

SIDNEY LANIER VOYAGE 1

Donald D. Knox 6.46
James L. March 5.15
John Camara 5.15
Bobby Lancaster 5.95
Abry C. Mullen 5.14
Halbert S. Ray 5.15
Thomas J. Whitford 5.81
J. E. Mathews 12.56
W. F. Morris89
J. A. Hugdens23
G. L. Prescott 5.19
Lonnie Sims 5.89

SIDNEY LANIER VOYAGE 2

Leo E. Narodzonek 14.22
Ellis D. Weller 14.22
Donald M. Grove 14.22
Joseph J. Radziewicz 14.22
Howard E. King 14.22
Lester E. Leach 14.22
James B. Thompson 14.22
Ralph A. Barber 14.22
Walter R. Compean 14.22
Frank Gecan 14.22
Alan Whitmer 14.22

SIDNEY LANIER VOYAGE 3

Frank Lis 2.95

SIDNEY LANIER VOYAGE 5

George Bartin 14.53

THOMAS MASARYK VOYAGE 1

Walter A. Ogden 4.60

THOMAS MASARYK VOYAGE 2

Elmer S. Schrouder 8.61
C. Siegler 478.98

James D. Matheson 14.52
Emilio DeSanto 7.94

WALTER COLTON VOYAGE 1

John L. Buck 12.80
Homer O. Wooley 19.75

WALTER COLTON VOYAGE 2

Paul L. Garrett 36.50

WALTER COLTON VOYAGE 3

Roy Simpkins 1.07
Douglas H. Hudson 1.07
Paul L. Garrett 10.82
Winston L. Castleman 19.17
Jose M. Delora 11.31

WILLIAM MOULTRIE VOYAGE 1

A. Michelet 11.42
Samuel L. Ash 2.75
Oscar Anderson 21.69

WILLIAM MOULTRIE VOYAGE 2

Philip Syrex 28.74
Clifton E. Mainers 5.00
David Hall 5.20
Regis F. Hartnett 5.20
Bryan G. Downes 5.19
Newton A. Paine 5.15
Robert M. Snell 28.74
Leo N. Cullman 5.15
Edmund Zalusky 5.15
Angel Uriarte, Jr. 5.06
Thomas Morgan 5.15
Walter I. Little 5.18
William Szyts 5.15
John Rielly 27.77
Harold Greenlee 5.19
Karl F. Karlson, Jr. 27.82
Mike Agic 5.18
Aubrey Silverthorne 5.17
Arthur H. Foersch 5.20
Earl R. Pennock 5.17

WILLIAM MOULTRIE VOYAGE 3

Michael F. Larkin 49.08
Howard V. Wilson 5.08

WILLIAM MOULTRIE VOYAGE 5

Richard F. Eastman 2.63
A. Madigan 22.75

Money Due

SS JOHN H. B. LATROBE

James Houghton, 1 hr; Richard Floyd, 4 hrs; H. Boucher, 4 hrs; R. Eubanks, 4 hrs; A. R. Swiscowski, 1 hr; E. Rihn, 4 hrs; W. Apple, 5 hrs; S. Birkland, 2 hrs; C. Bandu, 2 hrs; M. Silva, 90 hrs; A. Gniewkowski, 4 hrs; L. Minks, 4 hrs; C. Eister, 4 hrs; J. Bubler, 4 hrs; R. Peak, 5 hrs; J. Kivler, 4 hrs; G. Berkimer, 4 hrs.
Collect at Calmar, 44 Whitehall Street, New York, N.Y.

\$\$\$

SS JOHN BLAIR

W. White, 19 days, Second Cooks Wages. Collect at Calmar office, New York, N.Y.

\$\$\$

SS BANVARD

J. Knapp, Oiler: you have money coming to you and can collect at the SIU Hall, New York.

\$\$\$

SS BETHORE

Thomas Donoghy, Oiler, 24 hrs; Thomas Estelle, Wiper, 2 hrs; B. Seliste, Dk. Eng., 12 hrs. Collect at Calmar SS Company office.

\$\$\$

SS PEPPERELL

The following men have \$36.00 each coming to them for security watches in New York: A. R. Thebochearu, J. R. Pawlaczky, J. E. Peters. Collect at Calmar SS Company office.

\$\$\$

SS BAYOU CHICO

Rogers, AB, 7 hrs; Japel, AB, 4 hrs; Wallander, OS, 7 hrs; Johnson, AB, 6 hrs; Brinck, AB, 6 hrs; Davis, OS, 10 hrs; Frye, AB, 3½ hrs; Messer, AB, 3 hrs; Reyes, OS, 7½ hrs. Collect at Waterman SS Company office.

R. Denzek 39.82
H. Fenton 22.75
H. Knutson 3.00

WILLIAM MOULTRIE VOYAGE 6

Richard W. Townsend 18.72

Around The Ports

(Continued from Page 6)

you are in port, it can't possibly be an emergency, for the Hall is open from 8 AM to 9 PM on week days and from 10 AM to 6 PM on Sundays and holidays. Therefore it is easy enough to call your Union Hall for replacements. These shipping rules apply to all the Departments.

Some Stewards are under the impression that they stand alone and their word is law. Personally, I know they are wrong and for the benefit of those that don't you belong to an industrial Union. The Engine Department at any time or the Deck or Steward Department can hold a meeting when one or the other of the Departments is violating any of the SIU Rules or it's Constitution. With cooperative methods among the three Departments

aboard the ships, difficulties can be ironed out practically 80% except that which must be ironed out on arrival in Port. The SIU is a solid union, and all Departments are combined for but a purpose, the betterment of conditions and wages. The SIU is progressing and without your co-operation and interest, we as an organization, wouldn't have progressed this far. We, as members of the SIU, are fully aware that there is only a small dent into the maritime field and that we must all cooperate to expand our union. For without expending, we will be static and will become stale and lose interest.

So let's study more of our contracts, the shipping rules and our constitution for a bigger and better Union in the SIU of NA.

W. PAUL GONSORCHIK,
Dispatcher