

# SEAFARERS LOG



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

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No. 23

## File Brief On 12 Wage Disputes

### Ask Prompt WLB Action On The Contested Cases

SHE MAY COME BACK AGAIN



Final briefs were filed this week by the SIU on 12 wage dispute cases pending before the War Shipping Panel of the War Labor Board. Prompt consideration of the disputes were demanded by Secretary-Treasurer John Hawk, who pointed out in the briefs that living costs have far outstripped basic wages now being paid the seamen.

Sent to W. E. Chalmers, Chairman of the War Shipping Panel, and to A. V. Cherbonnier, negotiator for the shipowners, the brief listed the maladjustments and inequalities which exist in the maritime wage standards. The Panel is scheduled to go into executive session this coming week. Following is the text of the brief:

At the time this Union opened its contracts with the above named companies, the Meany-Thomas report showed that the cost of living had increased to approximately 43% above January 1, 1941. The Union at that time was firmly convinced that the National War Labor Board would revise the Little Steel Formula in accordance therewith. Since then it has become apparent through the Board's policy that the Little Steel Formula is not to be materially changed but is to be supplemented and made workable by making corrections of differences peculiar to certain industries due to the length of the work week and for apparent maladjustment and inequities.

Therefore the Union urges the Panel to give consideration to wage increases for the following reasons:

#### I.

In the transportation field the President of the United States granted the railroad workers a 5 cents an hour increase in lieu of granting their demand for time and a half after 40 hour week.

Economic Stabilizer James Byrnes granted permission to the Trucking Commission to grant fringe increases in excess of the 15% line established by the Board under Executive Order No. 9328 and under this permission

the Trucking Commission is universally ordering the 5 cent an hour increase in lieu of the forty hour week.

The National War Labor Board has also adopted a policy in several industries of granting fringe increases in lieu of the 48 hour week.

The Maritime Transportation Industry is still bearing the brunt of the war burden. No longer are these men helped to the same extent by the war bonuses which have been and are now being considerably reduced from those temporarily paid in the past. The fringe increases now become very important to them if they are not to go all out to break the Little Steel Formula.

The Board has the power and is requested to increase the seamen's wage where it should do so in lieu of establishing a 48 hour week.

#### II.

The maladjustment correction principle should be applied to all ratings which are now receiving less than 55 cents per hour and other ratings be proportionately increased in accordance with the Board's policy.

Board and Room should not be considered in the computation of the maladjustment formula because it is an industry where Room and Board are supplied by the Employer for its own convenience and because of the nature of the work over which the seamen have no more control than government officials have who receive a per diem traveling allowance over and above and in addition to their specified compensation.

#### III.

Inter company inequities and inequalities should be corrected for all ratings and should be brought up to at least the minimum wage rates prevailing in the maritime industry (for example, the prevailing wage rate for Boatswain Mate is \$110 or more a month—though two companies involved in the dispute pay \$105. a month.)

#### CONCLUSION

In view of the prevalent unrest in the Maritime industry these demands warrant your most serious consideration.

Very truly yours,

JOHN HAWK

## SIU MAN JOINS CHINESE MANILA GUERRILLA BAND

An SIU seaman stranded in Manila after the American recapture of the Philippine capital told his gaping neighbors how he fought for three days with a Chinese guerrilla band and helped wipe out a Japanese nest in a Manila church.

He is Thomas S. Marett, Jr., 19, of Tampa, Florida, who has been sailing for two years.

"I couldn't get back aboard ship one night because the army boats had quit running for the night, so I went back toward town and met up with a Chinese guerrilla named Nuberto Koo and a Chinese girl, Mary Tee, who was only 16," Marett said.

"They invited me to stay with them for the night, and when they told me the next morning they were going to destroy Japs holed up in a cathedral, I decided to go with them. There were 16 Chinese girls and 10 men in the band.

"After walking along trails for 11 miles, we got within sight of the cathedral, and had to flop when the 14 Japs inside started machine gun fire. We started throwing hand grenades.

"Pretty soon the Jap commander ran out the front door with his rifle, yelling, 'Kill all Americans,' and he nicked me in the side. I was stunned for a minute, but got

the Jap with a carbine the Chinese loaned me, and then Nuberto dragged me to safety.

"After I felt better, I crawled back. The Chinese had practically destroyed the cathedral with hand grenades. When we counted the 14 Japs, all dead, we found five had been killed with bullets from my carbine. The Jap commander was loaded with money so I took it, (180,000 pesos worth about \$90,000) along with his sword."

In the three days Marett was with them, the guerrillas called him "Big Yank," and they became good friends. Now that he's back home, he still corresponds with some of them.

He served on an army transport before going on overseas runs, and has made three trips to England and one to the Pacific.

## Merchant Seamen Continue Frozen To The Ships - WSA

Easing the draft regulations for men over 30 years of age will not effect merchant seamen, according to an announcement issued this week by the War Shipping Administration and the War Manpower Commission. Seamen will continue to be frozen to the industry, and must obtain a WMC release before taking any

other job. Failure to obtain such a release when leaving active sea service would make a man eligible for immediate induction into the army.

The statement, issued jointly by Craig Vincent for the WSA, and Joseph O'Connor for the WMC, emphasized that it was still necessary to deploy troops

and materials from Europe to the Pacific, and that the present force of 230,000 seamen in the industry was hardly adequate to do the job.

Vincent said the WSA would continue its policy of not issuing certificates of availability to merchant seamen wishing to leave the industry, "unless they could

give a good reason."

It was admitted by Vincent, however, that his word was not final. It is still possible for the individual to appeal to the WMC for a release based upon "extreme hardship, physical disability, or evidence of a higher skill in some other industry."

## SIU Petition For Ferryboat Election Is Granted By NLRB

Within 30 days from June 4 an NLRB election to determine the collective bargaining agency will be held for the personnel aboard the Chesapeake Ferry Company boats in Norfolk, Virginia.

In January 1945 the Seafarers petitioned the NLRB for an election, and produced pledge cards to prove representation. The election was ordered this week.

No other union will be on the ballot, and the ferry men will vote either SIU or no union.



# SEAFARERS LOG

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## "The Bridge"



### Raise The Basic Wage

This week a dozen cases of the Seafarers International Union, petitioning for a general increase in wages and overtime and for adjustment of wages inequities and inequalities will come up for consideration before the War Shipping Panel of the War Labor Board.

No one can question the fact that the seamen are underpaid. Only the blind stubbornness of the administration in adhering to the long inadequate Little Steel formula has prevented a wage rise in the past.

Even official government agencies, not to mention studies made by labor which indicate a larger increase, admit that rising prices have far outstripped the wage ceilings as set by the Little Steel formula—yet political considerations have put the lid on further increases for wage workers while permitting profits to soar to stratospheric heights.

The situation has become worsened by the efforts of certain interests to slash, or remove altogether, the war risk bonus which alone has kept the seamen from sinking to the level of peonage.

The justice of the seamen's cause is so obvious that the WLB, if relieved from the political pressure that has hamstrung it, cannot do other than grant the cost of living increase. The orderly, due process of law, if it is to be respected and adhered to, must be just.

### The Line Has Changed - Again

Well, the communist line has changed again.

Prodded by Jaques Duclos, a French communist, the CP has beat its breast and admitted that it had fallen into the pitfalls of "class collaboration." Now they're going back to the "class struggle."

Of course, they called us "disrupters" when we said they were playing the bosses' game. But we aren't a French communist who speaks for Stalin.

So look for the NMU, acting "independently," to become more militant—unless Russia enters the war against Japan.

Look for more militant waterfront action on the part of the NMU—but action, not to get concessions for the seamen, but to embarrass and harry the government. Look for a flurry of wildcat political strikes, which will gain the workers nothing, designed to advance the cause of the communist party.

Collaborating or "militant"—it's the same old communist line in which the interests and conditions of the workers don't mean a thing. We don't think the seamen will be fooled.

### From The Assistant Sec'y-Treas.

By LOUIS GOFFIN

Like the refrain of a well-known popular song, "My dreams are getting better all the time," your beefs are getting settled all the time. A couple of disputes resulted in fresh money for most of the Stewards Department who paid off the SS Eleazer Wheelock in Norfolk, and for the entire crew of the SS Thomas Reed who made the last Coastwise trip. In case the money due list is accidentally passed up, the men involved are listed below from the SS Wheelock:

- M. Morton, Chief Steward, 44 hrs;
  - R. A. Lewis, Chief Cook, 66 hrs;
  - R. Plumer, 2nd Cook, 66 hrs;
  - W. Whittle, Galley Utility, 66 hrs;
  - J. Tutwiler, Saloon Messman, 66 hrs;
  - J. Daniels, Pantryman, 66 hrs.
- The crew of the Reed have three nights' lodging money due.

Assisted in the settling of security watch beefs and sougieing work by oilers on sea watches, on the SS Grace Abbott. This money is now set up, and can be collected at Calmar in New York.

The Boson's beefs off the last voyage of the SS John Davenport, with the able assistance of J. Sweeney was settled through Boston, and is payable at Eastern in New York.

Beefs in the process of being settled, are from the SS Nathaniel Macon, MV Tybee and the MV Sankety Head. These beefs should be settled soon, and names and amounts due will be in a future edition of the Log.

Again I wish to remind the membership, when paying off in outports to keep a copy of their disputed overtime, and if possible, have the head of your department sign it. Written evidence makes it much easier to settle your beefs.

### New York Settles Variety Of Beefs

By J. P. SHULER

NEW YORK — There were a variety of beefs on the 21 ships that paid off in the port of New York last week, and practically all of them were settled at pay-off time.

Eastern SS had the Lincoln Victory with a beef about working short-handed in the Stewards Department, which was settled to the satisfaction of the crew. She will probably come into drydock to convert to a troop transport.

The American Liberty Lines had only one ship, the Walter Christiansen. She paid off all clear.

The Mississippi SS Company paid off the SS T. B. Robertson and the SS Aycock.

There were no beefs left on the Tulsa, Alexander Bell, Milledge and the Shickshinny, all South Atlantic Ships.

Waterman SS Company had the SS Mayo Brothers, James McDonald, City of Savannah and the Warrior all squared away at pay-off time.

The SS James McCauley had the usual Alcoa mixup and was squared away at the payoff.

Two exceptionally clean payoffs were the SS Robin Locksley and the SS Nicholas Biddle of the Robin SS Company.

The SS Richard Alvey and the Golden Fleece of the Bull Line were well represented by Department Delegates aboard her and were not hard to square away.

The Smith and Johnson SS Company had the SS Fitzhugh Lee and the SS James Giles with no beefs left pending.

The SS Grace Abbott of Calmar came in with a skipper a little on the psycho side with a number of his men logged and charg-

ed by the Coast Guard. He will be taken care of in a way that may surprise him.

We had 21 ships signing on which made it 50-50, signing on and paying off.

The Seafarers have had a number of Coast Guard cases in the past week, batting 1000% with no one losing his papers. The men have been charged with everything from drinking salt water to spitting in the ocean.

One of our local piccards, Claude (Sonny) Simmons, has been in drydock in the Marine Hospital. We are all glad to see him back because of his ability to handle most any beef, but I am especially glad to see him back because he keeps me from being the ugliest piccard in New York.

The Black Rock of the Moran Towing Company is due in for payoff with twelve and one half months behind her.

Bill Fowler who was aboard in every capacity in the Engine Department has been batting our ears off with some tall tales.

It remains to be seen whether the Curraniskites follow the majority party line's "yes," or if they stick to Browder with his single no vote.

Here's looking forward to post-war shipping handled by the shipowners and the Unions where economic action, our one efficient weapon, can be used to our advantage.

### Final Departure

James Nelson, Book number 20437, died in Galveston, May 25th and was buried on May 30th.

### HEALTH INSURANCE

PART OF U.S. POPULATION PROTECTED AGAINST MEDICAL AND HOSPITAL COSTS



89%



NO SYSTEMATIC HEALTH PROTECTION



# CLEARING THE DECK

By PAUL HALL

## NEW EDUCATIONAL BOOKLET

The latest book in the Educational Program was just received this week and the title of it is "ORDER." It is a book giving all the parliamentary procedure regarding holding of meetings. This book should be beneficial both to the fellows on the beach as well as the fellows on the ships. It furnishes a guide for meetings both on ship and ashore as well as giving pointers on how to speak on various topics. The book has been well received by the membership and will make a valuable addition to our other educational publications.

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## PEDDLERS OF GLORY

Many of our members squawk about the high prices charged by slop chests. Many a meeting we have blasted ships chandlers for the gear they have put on board some of the scows we have contracts for. Now there is another beef we have with these people which the Seafarers is going to push and it is this—Quite a few of these ship chandlers board all of these ships before pay-offs and immediately catch one of these young guys who doesn't know the difference and high pressures him into buying a uniform. They give some of these young kids 101 excuses why they should have a uniform; preferably with plenty of gold on it. They feed them full of this stuff and give him a lift uptown to their joint and proceed to clip them good and proper; sometimes charging as high as 100 bucks for an outfit of this sort. We are opposing this, not just because it is a clip racket, but it is the phoniest thing in the world to get one of these guys to wear one of these scab outfits on the pretense that it makes them look like a hero. The Seafarers have always been opposed to the wearing of uniforms and has made no secret of its opposition. So, we intend to see to it that these "peddlers of glory" have their little racket busted up.

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## MILITARY COURTESY AND FINANCE

Now that it has been announced that they have lifted the censorship on the European theatre, it will be interesting if we could get an investigation in regards to the prosecutions, or should we say persecutions, of merchant seamen in some of the war areas by military personnel. Many is the time our members have been hooked for minor infractions of petty rules.

For instance, walking up the wrong side of the street cost one fellow 100 bucks. Pretty expensive walk, anyway you figure it. What aroused most of the seamen was not so much the money involved (although it meant a real loss) but the manner in which some of the "military" shoved them around, telling them "there's nothing we would like to do any better than to give you merchant seamen a good going over."

When these things are properly brought to light, it will make a hell of a story. One of the points of it that we would like to know is just exactly where the money of these guy's fines went. What was it used for? Whose pocket did it go into?—Some places they call it shakedown.

~ ~ ~ ~

## COMMIES PROMISE TO SCAB

The changing of the Commie line reminds me of an incident that happened a short time ago in the hearing offices of the NLRB Regional Director. The Seafarers representatives and NMU representatives were there to set up ways and means of conducting balloting in an unorganized company. In the midst of this conversation dealing with this subject, a commie shyster from the NMU, a double-talking sort of a bum, (as you would expect from some commie lawyer) brings up in the midst of the conversation the "No-Strike Peacetime Pledge" of the NMU. He made the statement to the Seafarers representatives that "If you walk off of them any time, we will walk on them and sail them."

This sudden opening of discussion on the strike question did not come as a surprise. It was no surprise that this character, without a callous on his hand, and who never worked a day in his life for an honest day's wages, and who calls himself as representing seamen and a seamen's union, should come out with talk of this sort. We shall see to it that the NMU rank and file membership knows of this position that some of their officials take. These people, as long as their line was collaboration, would have loved very much to agitate the Seafarers into an unwise move, such as wild cat strikes, etc. This would have given them the phony excuse for scabbing as they threatened to do, and of taking our ships on the least and smallest pretense. Now, let us see what they will do.

## THEY GUARD THE UNION'S FINANCES



Rank and file democracy at work: The quarterly finance and investigating committee going over the books of the union, preparatory to reporting to the membership meeting on the income and expenditures of the union. Seated left to right are James A. Dick, Chief Steward; Theodore Thomson, Chief Bookkeeper at headquarters; John L. Roberts, Deck Engineer; and Joseph DiGeorgio, Deck Engineer.

## Chief Stewards Distribute Logs

### OLD TIMERS HIT PORT OF SAVANNAH

By ARTHUR THOMPSON

SAVANNAH—Business in Savannah was not too bad last week. We had a ship pay off, the SS A. Burke of the Mississippi Line, and there were no beefs. Quite a few oldtimers were on her, and they had everything squared away when I went aboard. Fred L. Pittman, an oldtimer probably known to most of you, was bosun and had intended making another trip. However, he was taken off, and sent to the Marine Hospital. He has TB. The deck engineer was L. A. Marsh, another oldtimer, and he was a great help at the payoff.

I sent some of the boys to New York to ship out. My list was getting top heavy. Right after that I shipped 21 men to the SS Burke. That brings my list down to 39 men. I hope I can ship them out soon.

We had a little excitement down here. A truck or some such motor vehicle ran wild, and crashed through a bridge in front of the hall. The driver got away without apparent injury. No one seems to know who it was, and the vehicle was stolen from the repair shop. The newspaper account called it a bus in one place, a 20 passenger truck and also a passenger vehicle. I still don't know what it was. Maybe the reporter who covered the story had a bad Saturday night.

One of our boys ran into some bad luck recently. When he returned from his last trip some one either stole, or took by mistake, the baggage containing all his papers. He came to Savannah, and last Saturday there was a fire in the place where he was staying, and some more of his gear was destroyed. He's leaving in disgust for New Orleans. Let's

When you walk into a club or a bar in a hard to find, hard to pronounce port, just a little tired of the sea, wishing you were home, and you look down and find a copy of the *Seafarers Log*—boy, ain't it a grand and glorious feeling! But, brother, those *Logs* didn't get there by themselves.

### Nazis End War II With 500 Submarines

U. S. naval officials now have definite information that Germany ended the war with about 450 to 500 submarines of all types, including some 150 to 170 that were in "operational status," a Navy spokesman said today. This official information bore out earlier unofficial disclosures that Germany was believed to have at the most somewhat less than 200 U-boats in active service. Of this number, between fifty and seventy were believed to have been actually at sea when the surrender came. The spokesman also revealed that Germany was knocked out apparently just in time to head off another U-boat "blitz." Nearly all of the operational submarines, plus others which were being completed and made ready for service were "brand new," and "obviously being fitted and readied for a very intensive campaign." According to the U. S. Navy reports, only thirty-seven of the fifty to sixty U-boats at sea have surrendered to date.

They weren't tossed into the sea at New York in a corked bottle. They have made their way all over the world only through the cooperation of the Chief Stewards on every SIU ship.

Knowing what news from home means to a man who has been away for months, the Chief Stewards have agreed to take it upon themselves to distribute your paper to the clubs, hotels and bars of whatever port they hit.

The following Stewards have reported to the *Log* office as to the places they have personally distributed the SIU paper:

M. G. Whale, of the SS C. Hudson, made it a point while in Antwerp to visit the Clifford E. Ashby and give the crew there the latest news of home and their union brothers.

Conrad Ica, of the SS Charles A. Keffer, left a batch of *Logs* at the Victoria Hotel in London.

A. G. Herron, of the SS Walter Kidde made two stops in London, leaving papers at the Golden Square Club, and at the Victory Docks.

The Chief Steward aboard the SS R. Ingersoll made the Continental Hotel, in Marseilles his port of call.

The entire union owes a vote of thanks to the Chief Stewards for the job they are doing.



hope he has better luck there.

That's about all that happened in Savannah except that I went fishing Sunday and got a bad case of sunburn. My face is the color of a boiled lobster. We caught quite a few fish though. How big were they? Well, not so very big, but you should have seen the one that got away.



# NMU Leaders Tailor The History Facts To Fit Needs Of A Finky Line

By JOE BUCKLEY,  
No. 312 G

The educational committee of the NMU has printed a pamphlet called "Do You Know That?" in which it makes some very, very interesting statements about the militant record of the NMU.

When the newly created millionaires of the last war discovered that their own poor, hard working ancestors were a barrier to high society, they dug into their pockets and bought them some ancestors with a more genteel background.

When the National Maritime Union discovered that their own history on the waterfront was nothing really to set their members shouting, they hired themselves a high pressure writer and had them a brand new history made up. Not only did it read better than their true record, but it totally eliminated any mention whatever of their sell-outs and double-dealings.

## THE FACTS

Let's take a look at the record—the real record, not the one that Curran wishes it were—and see what the NMU really was and is today.

The NMU claims it was the first union in the maritime industry, which is the first lie. The NMU was created after the strike of 1936-37. On October 26th of 1936, Curran flew to the West Coast to meet with the leaders there—Harry Lundeborg, Harry Bridges, Earl King, Mervin Rathbone, Charlie May, and others, to discuss starting a rank and file movement on the East Coast. The West Coast seamen were even then preparing to strike the West Coast, and Curran's job was to get the East Coast seamen into the fight.

Curran flew back to New York and reported to the strike strategy committee, on which were Jerry King, Blackie Meyers, Larry Hennessey, and Walter Waite. A few hours before Curran was to speak before the rank and file meeting, he proposed to Waite and Hennessey that they go to the Shipowners Association and the steamship companies and try to make a deal on the basis

of the West Coast Sailors' agreement. If a deal were possible, Curran would call the strike off. And just a few days earlier, Curran had agreed to fight side by side with the other unions!

## OCTOBER STRIKE

The strike on the West Coast was called on October 29, 1936, and all members of the West Coast unions who were here, were ordered to remain to give the rank and file a hand in fighting the old, now dead, International Seamen's Union. The strike on the East Coast was not so much directed against conditions, for ISU ABs were getting only five dollars less than West Coast seamen, but against the reactionary leaders of the ISU. Curran came into power because he promised the men he would do a better job. Let's look at his militant record.

When the strike ended on February 6, 1937, the longshoremen of New Orleans continued their strike against Luckenbach SS Co. and Swayne and Hoyt, and manned their picket lines. All West Coast union men refused to sail the ships.

## NMU SCABS

However, members of what is now the NMU walked through the picket lines and sailed the ships. The ships were unloaded at San Pedro, California, by order of Harry Bridges, the "militant" leader of the West Coast longshoremen.

Soon afterward the ISU called a strike against Lykes Brothers SS Co., and placed a picket line in front of the docks. Under the militant leadership of Joe Curran, the NMU broke the picket line and scabbed on the ISU workers.

In 1938 the Pacific Coast Marine Firemen, the West Coast Sailors, The Marine Cooks and Stewards and the Marine Transport Workers I.U. 510, picketed in front of 45 Broadway, in New York, fighting the government training schools. Who violated the lines, sneaking through and signing up for the school? The Young Communist League and the National Maritime Union.

## COPELAND BEEF

When the West Coast unions

were all opposed to the Copeland Fink Book Act, as a move that could be used to blacklist militant seamen, who accepted these handcuffs in the name of "militant" unionism? Joe Curran!

On April 17, 1939, Curran called a strike against the Standard Oil of New Jersey, against the wishes of the membership, who wanted all ships to be struck, not just one company. Curran forced his membership to sail ships carrying "hot oil," under the threat of expulsion from the NMU. The NMU lost the strike.

The NMU record through the war years has a particularly offensive odor. When Lend-Lease was passed, the NMU called Roosevelt a "War Lord," and the "protector of British Capitalism." They charged that Roosevelt was trying to have millions of American youth shed their life blood on the battlefields of Europe, to save the money of the rich. Along with the other communist-controlled outfits, they shouted that the "Yanks are not coming."

Curran and the NMU were strictly isolationist and condemned the SIU and the other maritime unions for asking that ships carrying lend-lease cargo to Britain be armed.

## FAMOUS DOUBLE-X

June, 1941, rolled around. Adolph double-crossed Uncle Joe and invaded Russia. Remember the Cleveland convention of the NMU? Curran and company took a complete turn, under commie party orders. The slogans changed completely: "Roosevelt is the greatest leader in the country." "This is a people's war." "We must, positively, send arms to Russia." "This is our fight. We must get into it." They called insistently for a second front at the time when we were having great difficulties in Africa.

Their beautiful hand-tailored history does not mention how they tried to defeat every militant move of seamen for a bonus for sailing ships into sub-infested waters. Their only concern, as always, was the preservation of Russia, and everything else went by the boards.

The bonus was only a secondary issue, in the words of Joe Curran. That the bonus did come through was due to the fight put up by the SIU-SUP, and that is why the seaman's family is protected at home, and his life protected on all ships by armed guards. Insurance for the seamen was gotten them because of the militant fight by Harry Lundeborg, SIU President.

## THE REAL REASON

The NMU, which never won a strike before the war, is for the extension of the no-strike pledge after the war, primarily because a strike would interfere with the shipping of machinery and supplies to Russia after the war. They bring up the phoney proposal of "cooperation" with the shipowners for the same reason, even though they know it means selling out the seamen to the ship operators.

Nowhere in the "history" of the NMU do they mention the fact that the contracts of the SIU give greater protection, better condi-



## Proposes SIU Snug Harbor

We are being constantly treated to a deluge of propaganda by the Stalinist NMU leaders, who look to Washington as a Mohammedan looks toward Mecca, to do "something for the seamen." The "something" generally is aimed at greater control of the seamen by government bureaus and shipowner regimentation. Nothing constructive is ever proposed in the line of greater freedom and democracy.

Let us do something for ourselves in line with the concepts of what we are fighting and dying for. We have demanded the liquidation of the Commie infested USS at the termination of hostilities. WHAT is the matter with the idea of the creation of an SIU SUP permanent home and snug harbor for our members, owned and operated by the Union.

Here our old seamen could retire and our sick find convalescence, without recourse to government handouts and without the taint of "Charity." This would be a port in a storm for all of us.

This idea isn't new: the Railroad Brotherhoods already have such a home, and the Actors Equity a similar project. Such a project would have the support of all the membership. We would all be happy to contribute toward getting it started on its way. Here we could get the best of Medical attention as a part of a regular union service.

Another field of endeavor that has been neglected by our unions in the maritime industry is the education of our sons and daughters. We intend to remain in the industry as the bargaining agent of our seamen; and we shall be a progressive force as long as we keep our high standard of membership and maintain our role as protector of the working "stiff" as opposed to the misleadership role played by the Commie stooges in the NMU.

One sure way to maintain our high quality of membership is by education. Why not create a scholarship fund which we could use to open the doors of higher education to these deserving youngsters. Ten or twelve could be assisted through college, or through technical schools.

These kids would benefit, the working class as a whole would benefit, as they would become "bright stars" in a workers crown. Later these kids would be able to help us. In the industry this would be concrete leadership unparalleled by the "slog-

and better rates than do the NMU contracts. A study of the various contracts will easily prove it.

Nor do they mention the all important subject of the communist control of the NMU, which dictates the every policy, great or small, of the NMU.

It's a great little book. It leaves out more than it tells, and repaints and reshapes everything it does tell.

aneers" on the Commie-NMU propaganda machine.

Two such programs are sure to capture the imagination and win the sympathy of all the seamen, in and out of our union. It would establish us as the progressively minded Union of the maritime industry. As we are firm in our determination to remain the top-notch bargaining agent of the waterfront, nothing else could be more convincing of our intentions than such a long range policy. This would clearly demonstrate that we are here to stay.

Brother members, this is only my proposition in the rough. How about some discussion; some action with positive and constructive proposals, not negative slogans as in the NMU which, when boiled down and digested, mean exactly nothing at all.

JOSEPH M. (Windy) WALSH  
Book No. 2693

## Asks For Mail

I should like to call the attention of the membership to conditions of some of our shipmates at Fort Stanton Marine Hospital. The majority of them are flat broke, and cannot do anything about it as they are bed patients.

The only income they have is the union hospital benefit, which they are only entitled to get for 52 weeks. Many of them have been in the hospital for longer than that, and these men have no income at all.

So how about you guys getting together on your payoff, and sending a few bucks to those guys. You won't miss it, and it will mean a hell of a lot to them.

Also try to drop them a few lines, as they get very little mail, which makes them feel they are forgotten men.

The crew of the SS Cranston Victory, when we were there very recently, donated \$103 to the SIU and SUP boys at Fort Stanton, and they sure appreciated it.

ARTHUR L. GRESHAM,  
Book No. 5978

## Make A Retreat

Your article on the NMU leadership's concern over the trend of their rank and file toward the Seafarers was a good and true one, and this puts the finger on the sore spot of that alleged union.

Continue the fight, and you'll win out eventually.

Labor and management between them can handle their own affairs, in the traditional way of collective bargaining. And we can do this without the interference of meddling politicians. That is, as long as we are a free people, and the totalitarians do not take over, which could happen.

In the long run the truth, fair play, decency and work well done will win.

JOHN CAMPAIGN







**QUESTION:** What is the best ship you were ever on?

William Batchelor, AB — The best ship I was ever on was the John Gallup, belonging to Smith and Johnson. It's the one ship I'll never forget. Why? Well, it was a seaman's dream. The crew was great, the officers were okay, the chow was good, there was plenty of overtime, and the quarters were clean and comfortable. What else can you ask for?



Francisco Ramos, Chief Steward—I remember most the Witchita of the Robin Line. I sailed her in 1942 as cook and baker, until she was torpedoed in September 24 of that year. She was a good scow. All the crew were oldtimers and 100 per cent union, and it was a pleasure to sail with them. And, of course, even if I have to admit it myself, the feeds were the best. I was really sorry to see her go.

Harold Nelson, Jr. Engineer—For me the best ship was the SS De Soto of the Waterman Line. I liked riding that boat so much I made four trips with her and she was perfect every trip. There were all oldtimers on her, and the engine gang were good SIU members. We had a crackerjack Stewards Department each trip and I never had better food. We had a good run each trip—no trouble at all.



Carl C. Lawson, Bos'n—I don't have to think twice—it was the John P. Mitchell of the Robin Line. The mate was an old Patrolman of the SIU, named O'Leary, and he was tops. The ship was good for overtime, there were no disputes and no beefs. It was a real clean ship, and the food was 100 per cent. There were all oldtimers on the bridge and they knew their business.

## The Coast Guard Pulls A Fast One

(Editor's Note: The following incident occurred several months ago, but we tell it now because of what it reveals concerning the Coast Guard method of handling seamen. It is this sort of procedure which the Coast Guard hopes to continue into peace time.)

Ever hear of a man being guilty and innocent at the same time? It happened to three SIU trip carders recently when they were hailed before a Coast Guard judge. The actions of the men had been praised by the Coast Guard as being in the best interest of the maritime industry, and all three charges brought against them were so out of line that they were dismissed—and yet the judge insisted upon cooking up a new charge and making it stick. Some "principle" was involved about the Coast Guard not being able to make a mistake and the "good of the service."

It all started when C. M. Chaney, J. D. Riffle and R. R. Ullan were dispatched to one of the more notorious rust buckets as Quartermaster and AB's respectively. When they boarded the ship they found the fresh

water had a rather gamey flavor. Upon investigation it was found that a dead rat was floating on the top of the fresh water tank.

The three SIU-dispatched men immediately went to the third mate and asked for a pass to go ashore in order to protest the conditions of the ship. They received the pass without argument, went ashore and began telephoning.

The first call was to the War Shipping Administration. The WSA announced, in effect, that it didn't give a damn how many dead rats were in the fresh water. The next call went to the Coast Guard (the union hall was closed as it was late at night). The Coast Guard said that if conditions were as bad as was described, the men had a good beef and could not be blamed for piling off and complaining. The Coast Guard agreed to come down and

inspect the ship the first thing in the morning.

The Quartermaster and the two AB's arrived at the wharf first thing in the morning, the ship was in midstream and no Coast Guard official was in sight. Nor was there any sign of the Public Health Service which had been invited to look things over.

The next thing the men knew they were before a Coast Guard hearing officer, and charged with: 1. Desertion, 2. AWOL and 3. Failure to join.

By now the SIU was on the job and sent a patrolman to represent the men before the Coast Guard. The SIU got into the record the testimony of the Coast Guard boarding officer — all of which substantiated the picture of lousy conditions given by the men. The Coast Guard boarding officer said frankly that he didn't blame the men for not staying aboard the ship. The SIU then knocked out the charges one by one. It was obvious that the men did not desert because the moment they left the ship they contacted both the WSA and Coast Guard and told them of their movements. The men were not AWOL because they had a pass from the third mate. The men had not failed to join the ship, because they had joined it, leaving only after they got the mate's permission.

All of which should end the story. But it doesn't — for the men were found guilty. Guilty of what? Being "Absent After Leave." The judge decided that the "good of the service" demand some sort of punishment, and so he cooked up a fourth charge after the SIU had succeeded in knocking out the first three.

The judge then sentenced the men to one month's suspension. After a moment's thought, however, he suspended the suspension, and placed the men upon probation for six months. The "good of the service" had been safeguarded.

## Tanker Men Hear Score On Bonus,

Seven NMU men, aided by the pie-in-the-sky promises of Yalta, Teheran, the no-strike pledge, and the doubtful prestige of Joe Curran, could not prevail against the simple truth as expounded by an SIU rank and filer.

It happened aboard the SS F. Q. Barstow, WET, when one, lone Seafarer found himself competing with the seven NMU members for the rest of the unorganized crew.

When the NMUers went into their Yalta theme song, our rank and file volunteer organizer didn't have to do much, because the rest of the crew just laughed it off. Hot-air porkchops can't be fried.

But when one of the Curran boys started bragging about how Joe had gotten the seamen the bonus, our hero blew his top. Phony propaganda is one thing,

but a downright lie—

"That ain't the way I heard it," he said. "I heard it different. Not only did I hear it different, but I saw it different—I was there. The SIU went on strike in 1941 for an increase in the bonus, and they won the strike.

"Not only did Curran refuse to join the strike, but he called it 'phony' and a 'bum beef.' The NMU got it for their men because Curran went crying down to Washington, and asked for the same conditions that the SIU had. If it wasn't for the Seafarers, you guys would still be working for peanuts."

When the fact was backed up by some of the non-union men, the NMUers had to give way. Twenty-five of the crew were so impressed that they signed SIU pledge cards—and included were 4 of the NMU men.

## \$100 FOR SOME FLORIDA ORANGES



They throw them away in Florida, but Brother Karl V. Petterson, Book number 100, who has been shipping since 1907, paid \$100 for two small bags of oranges. Brother Petterson was passing a bond rally, and bought \$100 worth of War Bonds, and was given the oranges as a bonus. With him are some old friends just off the SS R. K. Jones, Calmar scow. Left to right, they are: Alphonse Bailey, FWT; Petterson; Bill Frederick, FWT; and Danny Byrne, AB.



# AROUND THE PORTS

## Organizing Progresses In The Gulf

By E. S. HIGDON

We expect a couple of long trip ships here in the Gulf this coming week. The membership here is getting interested in the organizing drive, and has shown its willingness to help in every way possible.

The branch itself is now getting straightened out. With the young element here to help us, we believe that within a very short time this port will again be one of the most progressive, as it used to be in the old days. This will enable us to go all out in the organizing drive. As some of these ships will be heading toward Texas and Mobile, the cooperation of these ports will be necessary to make the organizing drive successful.

It is very important that these ports closely follow the movements of the Isthmian ships and report them to the other port immediately. Remember, it is up to the officials and the membership in every port to do their utmost to bring the Isthmian ships under the SIU banner.

Shipping from this port has been very slow this last week. We

had only one ship to pay off. We crewed up the Richard Dixie which was originally intended for the French. She was remodeled here, and has now been turned over to the Waterman SS Company.

We had the SS William Bevins in from Baltimore. Quite a few of the crew members paid off by mutual consent and were replaced here. The Chief Cook, Francis Higgins, who was discovered to be in the social register, was replaced with another man despite his protest. He demanded transportation back to Baltimore before he would pay off, but we finally convinced him that it would be healthier for him to pay off under mutual consent.

We intend to have a meeting with the Waterman Line as soon as possible, to settle once and for all the dispute over messboys making up pursers' bunks, as this will be a grief that will turn up regularly in the future.

## Organizing Key To Union Future

By PAUL GONSORCHIK

NEW YORK—Shipping's sort of slacked down slightly in the first week of June. But we had quite a few outport jobs in from Baltimore and Philadelphia and shipped about 80 men to those two ports.

Speaking of shipping, our well known organizers, Blackie and Gene are doing a fine job here in New York. They would be able to do a lot better job if the membership in all ports would cooperate and work together with them in organizing the unorganized. All members are potential organizers, so call on Blackie and Gene—you'll find them on the 5th floor—and give them a hand.

We dispatchers here in New York have been receiving good cooperation from the membership in manning these ships. It sure makes things run smoothly. If we continue this cooperation, there will be no occasion to call the outports for men, as we do now and then.

This in turn makes it difficult for them to man their ships in their own area. So don't let your contracted ships be delayed because it is one or two crew men short. It is good unionism and seamanship to see to it that those ships are sailed out on time. On the other hand, it is a very bad reflection on the union with the number of men hanging around the union halls up and down the coast when there are only a few takers for a job.

We must organize the unorganized seamen, for in them will be our real opposition in the future,

unless the membership—you, and you, and all of us—gets to them and helps to turn them into good solid union members.

Fink Halls will attempt to flourish in peace time as now, only more so, and it's up to the membership to eliminate that potential threat to its job security. Our future lies in the solidity of unionism. Don't let anyone kid you that you won't have to have a Union—unless you want to get a buck a day pay.

The SIU has worked hard to reach that standard for seamen and has the best to offer, so let's keep it that way. The old timers have paved the way, and now it's up to all of us to teach the newcomers.

## RED-LEAD SKIPPER OUTSMARTS SELF

By CHARLES STARLING

BALTIMORE—You have heard the old saying—"Little Old New York"—and right now that is just what this fair City of Baltimore is.

We have eight ships in from long trips to payoff this week, and from the way things look we are going to stay this way for a good long time. So if any of you are in outports where shipping is slow, just come on to Baltimore and you won't have any trouble getting out.

We had one of the Waterman ships in a short time ago, with about 1200 hours overtime red-lead by Captain (Red Pencil)

## COASTWISE RUN ON NEW SHIPS OPENS

By D. L. PARKER

TAMPA—Quite a few of the boys are now drifting down Tampa way and I am very glad that they are doing so, because we are getting one of the steel ships that the McClosky shipyard built for the British. In fact, we were to get it this past week, but after taking it out on a trial run the Maritime Commission turned it down because there was not sufficient space for crew quarters.

She will be out in another ten or twelve days and I hope that I will have enough members to crew her up. These ships have a cruising speed of sixteen knots and only four hatches. The Alcoa Co. is taking this one. Also two more are coming out for the Waterman Company in about three weeks.

The SS Henry D. Whiton will be leaving soon, and I will be damn glad of that. She has been a headache due to the actions of the captain and mate. It seems



every time that one of the boys doesn't part his hair just so, he gets fired; then I have to go over to Seddon Island and get things straightened out again. We are expecting another Moran tug in shortly to get one of the Navy barges that was built here.

If any of you Brothers want to make coastwise trips, come on down to Tampa in the next week or so, and there will be plenty of jobs.

## Advocates Careful Checking For All Possible Ship's Free Loaders

By BUD RAY

SAN JUAN, P.R.—The ship-owners and some of their captains are still trying to pull fast ones by getting men from the WSA for replacements. The ship delegates and the men must cooperate with the hall here by checking all new men for shipping cards, and notifying us if anyone gets off.

We had a Waterman Liberty in. An AB got off on Saturday, and on Sunday when I got aboard I found a nice USS stiff all settled in a bunk to make the trip.

He has been sailing for four years, and the best he has in the line of union papers is a trip card from the NMU with one month paid. Needless to say I gave him the old heave ho right quick, and brought an SUP man aboard.

The old man gave me a thousand excuses for not wanting him. Has he got Coast Guard clearance? Has he passed the doctor?—and all the rest of the malarkey you get from these labor hating stiff. But my man stuck just the same. Don't forget, you men must demand that all replacements come through the hall, and you must contact the hall whatever port you're in on the Island.

The good ship SS Jean arrived, and those that didn't quit were fired by the skipper—who doesn't dispute overtime, but just questions it until New York okays it. If you want to make that ship, and you want time off down here but don't want to hit the beach, you'd better call the hall and get a standby. Shipping out here is double tough. If you are stuck you will be repatriated, but it is no joke arriving back in the States with rope yarns.

We have quite a few Keptive men here who are turning out to be number one gigolos and lovers. Some of these gals are hung up real nice, with their big brown eyes, and lumpy in just the right places and not too unfriendly—but enough of that, or the beach will be overloaded with all the great lovers.

The Navy is letting the men stationed here bring their families down. Things have been tough enough, what with not being able to get ham, bacon, lard,

butter, potatoes, rice, beans, matches and what have you, one-third of the time now.

Some of the boys are trying to be tough he-men when they come ashore down here. The croakers love it, as it gives them plenty of practice sewing the poor suckers up. But then I suppose it must be good clean fun to some people to leave a certain percentage of their hide in every place they go. Or have they started to give purple hearts for these wounds?



Whenever you are on the Island, try always to ride a metered cab as the cabbies who hang around the gin mills will sure hang you on the horn for fare. In the event you think you are overcharged just demand a receipt and get the license number. The PSC is out to get these bandits, and that usually brings them around to the right price.

The \$64 question this week: Why do some of those guys run to the USS to live and get taken? Then they run to the hall to sing the blues when they get thrown out for performing? Moral: Stay the hell out of them. No self-respecting seaman would want to be seen going in or coming out. They are just another doghouse wherever they are. Just remember these great givers of charity are not out to benefit or better us in any shape or manner.

Let us all get into the organizing drive and let the whole waterfront know what we have to offer, and that we are the only democratic seamen's union on the waterfront. So until every American ship is SIU, let us pull together.

This I told Captain Perkins and, as always, he said he didn't give a damn if they never paid off. But by this time, I had added up all extra meals for a total of 1210 meals, and at 35 cents a meal this made \$423.50; and paid they were as extra meals.

Captain Perkins was pretty happy about this and went on to okay all the other overtime, but he won't be so happy when he wakes up and finds out he could have paid only \$57.60 in overtime. This goes to show that it pays off to stand by and get all your money at the payoff.

All you brothers that ship on ships that have 11 men gun crews make sure that you carry a 3rd Cook. If not, call the hall at once, and let us know about it. We have had four ships within the last two weeks that sailed without a 3rd Cook, and in each case the galley man was given the

job, making it hard on the two cooks.

I have been doing a little work on transportation for ships at anchor and have made some headway. I have a meeting with one of the Hercules men and will see if we can't do a little better. As it is now, you can ride in for a buck, but try and get it back.

The Hercules Company is willing to run boats to our ships at five bucks a load each way, which would not amount to over 50 cents each, and that ought to be a help. Hercules is having trouble with their men overcharging and putting the extra bucks into their pockets. So if you fellows ask for a receipt we can stop the over-charging.

The six crew men of the SS J. Lee can get back the money they were overcharged by contacting me anytime they are in Baltimore.





# BULLETIN BOARD

## —Unclaimed Wages— Mississippi Steamship Company

Kenny, A. J.	33
Kenny, Peter F.	1.14
Kephart, Stanley	11.84
Kerhoney, Amos E.	3.55
Kerns, Albert	2.13
Kerr, Alexander T.	.71
Kertley, Marion	13.26
Kessen, A. K.	1.32
Kessler, Francis	.37
Kettler, A.	3.76
Keyes, O'Malley	136.34
Keyes, Will O.	21.23
Khoth, Frank	8.23
Kelcey, Arthur A.	7.92
Kiersvik, Hans	2.97
Kiley, Albert J.	8.11
Kimball Charles	2.89
Kimball, W. H.	.99
Kinthead, S.	.01
Kinney, Henry W.	15.00
Kirby, George F.	5.27
Kirby, Robert	11.88
Kirkland, Joseph	1.31
Kirkpatrick, Ellis F.	121.63
Kirk, Orval C.	1.91
Klavins, Anthony A.	.79
Klaveness, Dad	2.38
Kleiber, Melvin C.	12.02
Klie, John N.	18.61
Klincher, John William	10.57
Kline, Robert W.	6.97
Klinger, Harry A.	60.79
Kneck, E.	.60
Knell, Frederick G.	.80
Knickerbocker, Earl H.	7.48
Knight, L. F.	.01
Knight, R.	3.34
Knight, Russell	19.30
Knight, Truman R.	3.96
Knighton, Augusta	1.40
Knighton, A.	2.00
Knowles, E.	11.88
Knowles, Everett	29.58
Knowles, H.	2.08
Knox, Thomas L.	6.77
Knudsen, Wenton	177.35
Kochanowski, Edward C.	34.84
Koenig, Arthur G.	2.64
Koenigseder, Max A.	2.84
Kohlzanski, J.	8.69
Kohrs, Ralph	2.84
Knoeony, Jaroslau	16.15
Kontis, Nickolas	1.42
Koplitsky, Hyman H.	9.72
Korapka, Stanley J.	9.90
Korb, Alexander	103.37
Kornek, Joseph S.	3.02
Korzynski, Arthur	117.50
Koster, E.	1.67
Kostegan, Stefan	4.27
Kostelich, Thomas	5.79
Koszyk, Joseph M.	2.13
Kough, B. M.	.33
Koulla, D. P.	1.32
Kouis, Martin	109.35

Kovamees, Wasile	3.96
Kozielewski, Stefan	.74
Kozlowski, Jos.	1.42
Kraft, Edwin	30.22
Dramer, Allen	1.92
Kramer, George L.	1.02
Kramer, L.	3.06
Kramer, George L.	1.24
Kraszenski, Leo	.87
Krekel, Mareo A.	.22
Krenclez, E. R.	3.51
Kretzer, Gustav	2.90
Krieg, Joseph P.	1.58
Krueger, Paul	.79
Krifser, Lawrence R.	5.53
Krighton, A.	1.98
Kriz, Joseph F.	1.98
Kroenenberger, Eugene	42.50
Krowkowski, Constanty	13.71
Kruse, Walter C. Jr.	5.69
Kubisch, Mike	9.98
Kubitz, Henry J.	11.38
Kuhor, Edward	1.41
Kuhar, Edward	4.09
Kuhn, Edward	2.23
Kuhu, E.	1.65
Kulhanek, T.	19.83
Kullgren, Alexander	140.72
Kulovitz, Louis E.	19.30
Kurki, Toiva	8.72
Kurz, Edgar W.	1.07

<b>L</b>	
Lablanc, Albert	3.91
Ladmierault, Leon	2.72
Lafoe, John R.	2.23
Lafrenque, L.	2.89
Lahman, Robert	22.97
Lain, Guys	51.85
Lavid, Frederick S.	.80
Lala, Joseph N.	137.54
Laland, Harold	3.56
Lamb, James F.	2.84
Lamb, Lynn R.	2.64
Lambeth, Johnnie D.	5.69
Lamont, Howard A.	11.84
Lancaster, Robert, Jr.	1.42
Landa, Thomas	6.79
Landry, E.	6.41
Landry, E. A.	2.37
Landry, Harry J.	1.58
Lane, T.	7.76
Lanero, Lino	4.75
Lange, Carl	32.63
Lange, Gus A.	5.94
Langham, S.	.67
Lanton, Alfred	12.40
Lantz, Warren D.	.57
Lanzor, B.	4.00
Lapertasa, Anthony	29.49
Lardreveau, W. J.	.79
Large, Harold L.	28.94
Laris, Joseph W.	2.97
Larkin, Edmund	11.38
Larkins, Frank L.	21.19
Laris, Joseph W.	23.42
Larrison, Joe	5.94
Larsen, Holger R.	3.56
Larsen, John A.	.79
Larsen, N.	2.38
Larivee, Adolph	1.07
Lashy, John	21.38
Laskaris, Geo. M.	23.62
Latty, Roger	7.51
Latzgesell, Albert	.74
Lauzon, Stuart	.79
Lavador, Diosdado	2.96
Lavender, Robert	4.44
Lavoie, L. J.	11.98
Lawes, Norman	2.00
Lax, Herbert	8.07
Leach, Otto L.	11.85
Leaman, C.	.64

### PERSONALS

Will holder of receipt number 96487 see Patrolman Sheppard or Algina on the 5th floor of the New York hall, or send his name and book number to the 6th floor?

Any member of the crew of the SS Alcoa Pilgrim that was torpedoed in May, 1942, please communicate with Mrs. Alice Knowlton, 3706-0 1/2 Galveston, Texas.

#### ARTHUR H. ENGLER

Your Coast Guard pass, and the social security card of EDWARD FRANCIS WALLACE have been found by the Savannah branch. Call upon or write to the Agent, Arthur Thompson, 218 East Bay Street, Savannah, Georgia.

### MONEY DUE

**SS ELEAZER WHEELOCK**  
The following men, who paid off in Norfolk, have money due: M. Mortan, 44 hrs; R. A. Lewis 66 hrs; R. Plumer, 66 hrs; W. Whittle, 66 hrs; J. Tutwiler, 66 hrs; J. Daniels, 66 hrs. Collect at Calmar office, 44 Whitehall St., New York City.

#### SS THOMAS REED

All hands from the last voyage have three nights' lodging due. Collect at Calmar office.

McIntyre, J.	1.42
McIntire, R. M.	53.91
MacIntyre, Walter	328.03
McKale, John E.	5.26
MacKay, Allan J.	2.84
McKay, William J.	.20
McKee, Charles	4.95
McKeldin, Robert M.	10.57
McKenna, E. J.	27.03
McKenzie, James	4.50
McKinley, John P.	.28
McLain, Thomas	20.62
McLand, Norman S.	8.53
McLaughlin, Bernard	28.18
McLaughlin, Edward J.	28.44
McLemore, D. M.	3.23
McLemore, Leonard E.	2.00
McLennon, Wm. K.	19.04
McLeod, George	6.48
McLeod, Wallace R.	40.89
McMahon, Victor J.	.74
McMahon, W. J.	2.23
McMaster, D. C.	2.48
McMaster, David C.	12.96
McMillin, Charles S.	1.00
McMillan, James	1.32
McNair, Wm.	179.13
MacNeil, Richard	.80
McNicholls, Thomas J.	29.04
McPhail, John	11.00
McPherson, Roger	5.03
McPherson, William C.	1.07
McQueen, J. V.	2.82
McQueene, Robt.	.66
McQueeney, D. J.	1.00
McRoberts, Harry	22.23
McVey, Edward P.	3.55

<b>Mc</b>	
McAllister, Thomas	1.98
McAndrews, J.	1.58
McAnespy, F.	10.08
McArdle, Alving	6.50
McBrayer, Thomas L.	13.72
McBride, Boyd C.	5.64
McBride, James J.	164.45
McBride, Sampson F.	1.54
McCaffrey, Joseph J.	2.23
McCaleb, Linus M.	1.75
McCalla, Howard L.	90.02
McCameron, Ray	7.90
McCarthy, Francis C.	14.22
McClain, John I.	2.23
McClanahan, James L.	.43
McClusky, W. H.	5.59
McCourt, Peter M.	1.02
McCourt, P.	2.31
McCoy, Harry	13.91
McCronie, Jack M.	4.45
McCulloch, Charles L.	2.92
McCulloch, John R.	40.45
McCullough, John Robert.	15.48
McCune, Roy S.	2.31
McCurdy, Horace C.	1.58
McDaniel, H. C.	15.83
McDaniel, Ray J.	.79
McDermott, J. R.	6.75
McDermott, Robert J.	31.88
McDonald, Andrew T.	.01
McDonald, John	.01
McDonald, John B.	24.14
McDonald, L.	8.91
McDonald, Ralph A.	44.82
McDonald, William	9.90
McDougal, E.	1.42
McEwen, Donald M.	21.94
McFarlin, James W.	.71
McFerrin, J.	64.35
McGain, Thomas	.33
McGallis, Nelson	5.64
McGath, Gales	5.00
McGath, G.	.04
McGee, Earl D.	137.50
McGee, L.	.74
McGee, Lloyd	1.42
McGinn, John R.	98.75
McGuffey, James E.	3.75
McGuire, Paul A.	3.23
McGuirk, Vincent	9.24
McIntyre, Albert J.	3.04

### SIU HALLS

NEW YORK	51 Beaver St.
BOSTON	330 Atlantic Ave.
BALTIMORE	14 North Gay St.
PHILADELPHIA	6 North 6th St.
NORFOLK	25 Commercial Pl.
NEW ORLEANS	339 Chartres St.
CHARLESTON	68 Society St.
SAVANNAH	220 East Bay St.
TAMPA	842 Zack St.
JACKSONVILLE	920 Main St.
MOBILE	7 St. Michael St.
SAN JUAN, P.R.	45 Ponce de Leon
GALVESTON	305 1/2 22nd St.
HOUSTON	6605 Canal St.
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St.
SEATTLE	86 Seneca St.
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd.
HONOLULU	16 Merchant St.
ASHTABULA	1036 W. Fifth St.
BUFFALO	10 Exchange St.
CHICAGO	24 W. Superior Ave.
SO. CHICAGO	9137 So. Houston Ave.
CLEVELAND	1014 E. St. Clair St.
DETROIT	1038 Third St.
DULUTH	531 W. Michigan St.
VICTORIA, B. C.	602 Boughton St.
VANCOUVER, B. C.	144 W. Hastings St.





# HERE IS AN EX-ISTHMIAN MAN

*"When I discovered that the SIU keeps its promises to men who aren't even members, I knew I hadn't made a mistake . . ."*

June 1, 1945

TO ALL SEAMEN:

My name is George B. Murphy, and my last ship was the Marine Fox of the Isthmian SS Company, where I was messman.

I was approached during my last voyage on the Fox by an SIU member and asked to sign a pledge card for the Seafarers. I said I would and did, even though I felt that if the company found out I would get fired.

This SIU man promised that if I were fired, or wanted to leave for any reason, the SIU would see to it that I would get a union ship from their hall.

For personal reasons, I decided to leave Isthmian, and I went to the SIU hall to see if they would remember their promise. They did. Not only did I get a shipping card, but was helped to get a higher rating, that of third cook, on the SS G. Stiles of the Robin Line.

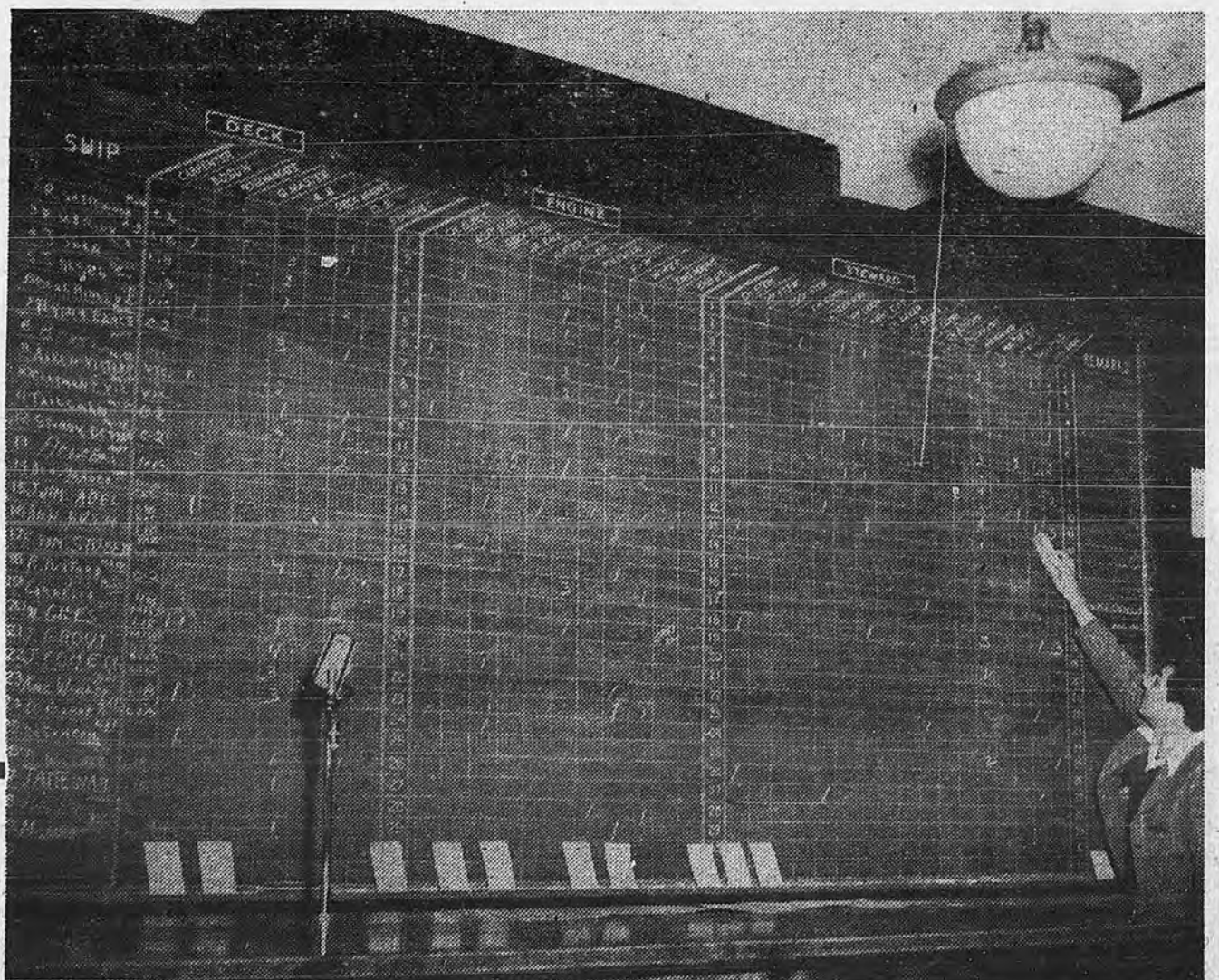
I originally signed the SIU pledge card because I knew that a union was needed to get us Isthmian seamen the conditions and treatment that we couldn't get for ourselves as individuals.

When I discovered that the SIU keeps its promises to men who aren't even members, I knew I hadn't made a mistake in the first place. I shall see to it that the unorganized men I meet hear of the way the Seafarers operate.

*George B. Murphy*  
George B. Murphy

**Here is the actual letter written to the Seafarers by George Murphy. Our advice to Isthmian men is to stick on their ships and fight for a union contract under the SIU banner. But if you do get bounced, come to an SIU hall. There's plenty of jobs.**

**Here is the shipping board in the New York hall at 51 Beaver Street. It is full of jobs for all ratings. Isthmian men are invited to drop in and look it over at anytime.**



**Seafarers International Union**