

# SEAFARERS LOG



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

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No. 15

## IN MEMORIAM: TO AFL SEAFARERS



This majestic monument of black granite, erected by the Sailors Union of the Pacific-AFL in honor of brother merchant seamen who lost their lives during World War II, was unveiled with impressive ceremonies at Olivet Memorial Park near San Francisco. Speaking at the dedication were (l. to r.) SUP Secretary Harry Lundeberg, Gov. Earl Warren, and C. J. Haggerty, secretary of the California State Federation of Labor. "We shall never forget," said Warren, "that their sacrifice was as great as that which was made by our boys in actual combat." (LPA)

## Isthmian Vote Indicates Heavy Trend Towards The Seafarers

NEW YORK, April 11—With the voting to determine a bargaining agent for the Isthmian seamen well under way, the Seafarers continues to poll over 70 percent of the votes cast.

These figures were obtained from ship and shoreside organizers, plus the statements of crew members, and are an accurate estimate of the actual voting thus far.

Already more than 35 ships have voted, or are in the process of voting, and SIU officials, and organizers are unanimous in reporting impressive majorities.

A letter from the crew of the SS Sea Flasher, dated March 31, stated that the crew was 75 percent in favor of the SIU. This was borne out in the election, held in Norfolk on April 4. SIU Organizer "Rocky" Benson unequivocally stated that of the 33

votes cast, over 85 percent were for the SIU, and the remainder were split between the NMU and the company.

### SWEEP INDICATED

Isthmian seamen are recognizing that the sure way to higher wages and better working conditions is by enrolling under the banner of the Seafarers International Union.

From every port, the story is the same. New Orleans reports that the Zane Grey went SIU by a substantial majority. Philadelphia sends word that the J. B. Payne rolled up a big vote for the Seafarers.

New York reports that the NMU and the company gained scant comfort from the balloting of the John Mosby and the Cape Orange. In fact, Ships Organizer Tannehill of the Mosby is willing

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## SIU Charges Collusion With Shipowners; Asks Dismissal Of WSA Heads

NEW YORK—Officers of the Seafarers International Union have demanded the immediate resignation or dismissal of two War Shipping Administration officials, J. F. Devlin, Director of Vessels Operations, and G. H. Helmbold, Assistant Deputy Administrator for Ship Operations. They said the two WSA officials were acting in direct collusion with shipowners to the detriment of Union seamen and unorganized

## SIU Forces Postponement Of Competency Card Action

NEW YORK, April 11—The unconquerableness of militant unionism was more clearly proved as the WSA reversed its position on General Order 53 requiring Competency Cards for Steward's Department men.

Wherever competency cards were required, Seafarers crews refused to sign on, and within a short time, ship after ship was being tied up along the waterfront.

Faced with a complete tie up of all SIU ships along both coasts, the WSA quickly backed down and decided to once again postpone the effective date of the order.

As originally drafted, the order was to have gone into effect on January 1, 1946, but realizing that the SIU was unalterably opposed to this power grab, the WSA was content to let the operation of the order go along on a voluntary basis.

### MEMBERSHIP OPPOSED

The membership of the Seafarers went on record opposing General Order 53, regarding "Qualifications for the Steward's Department," immediately after it was issued by Admiral Land last October. This stand was reaffirmed by the membership recently.

On March 27, Harold J. Connell, director of Food Control for the WSA, notified the Union that the order would go into effect on April 1, and that Stewards' Department men shipping from Boston, New Orleans, Portland, New York, Houston, San Francisco, Seattle, or Wilmington, California, would have to go up for an examination before sailing.

Men sailing from other ports could sail under waivers since there were no facilities for examinations at points other than the above.

Following receipt of Mr. Connell's communication, John Hawk,

SIU Secretary-Treasurer, went immediately into action. Instructions were drafted and sent to all Port Agents which made it clear that Steward's Department men were not to sign on unless the Competence Cards were waived as a prerequisite. Engine and Deck Departments were to refuse to sign on also if this was not allowed.

### ACTION TAKEN

The tie-up action followed. On all ships the situation was explained, and Patrolmen found the crews ready and willing to cooperate.

In addition to sending instructions to the Port Agents, Hawk sent a telegram of protest to the War Shipping Administration, which read in part:

"The proposed measure is not necessary for the furtherance of the war effort . . . (we demand) it be immediately rescinded in

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seamen. The two WSA men were charged with direct responsibility for the present tie-up of a dozen ships in the Port of New York. Some of these ships bear relief supplies for Europe's starving. Others were to be used for returning American soldiers to the U. S.

The charges of collusion will be brought to the attention of Congress by John Hawk, Secretary-Treasurer, and Paul Hall, Business Agent, of the Seafarers International Union. They speak for 62,000 member-seamen.

### IMPARTIALITY!

While presumably conducting impartial negotiations with the Union, Hawk and Hall said, these officials secretly agreed with L. A. Parks, representing shipowners which have contracts with the SIU, not to improve transportation benefits for seamen discharged at a port other than where they signed on.

The WSA had agreed to Union demands for a revision of the foreign transportation rider to shipping articles. Then pressure was brought to bear by Parks, for the shipowners, regarding near-

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## New York SIU Reiterates Position On Transportation Rider Beef

More than 2,000 Seafarers, meeting in a four-hour New York Branch session on April 10, reiterated their previous position on transportation riders.

They voted to refuse to sign articles on any vessel that does not have a proper transportation rider for the particular voyage and for the particular trade in which she will be engaged.

The New York membership's vote unanimously supported previous action on the rider. The meeting followed an all-afternoon conference between an SIU committee and a group of shipowners.

A wire from the Galveston meeting assured the New York Hall that Gulf Seafarers would go along with any decision made in New York.

# SEAFARERS LOG

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 OF NORTH AMERICA**  
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\* \* \* \*

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## Rough Riders

Back in the old days of the U. S. Shipping Board it was axiomatic that every time seamen, especially organized seamen, tangled with the Government they got a licking. Lately, however, the Government agencies which dealt with seamen have worn kid gloves and have hidden their grimaces of distaste behind pleasant masks. At least, the masks merely smirked.

Consequently, it comes as a sort of shock to us every time the marks are removed and the bared fangs glisten in the light of day.

It was that way a week or so ago when a couple of the boys of the WSA who play along with the shipowners knuckled under to their demands that the wartime riders be reinstated. We were all surprised and shocked that a Government agency should prove so venal, or even that its employees should.

Not that the WSA has been playing an open and above-board game throughout. After all, it tried to maintain their phony medical examination deal, and knock out the U. S. Public Health Service. And more recently it tried to put over the asinine Steward's Department competency card finagle.

But neither of these were quite as raw as the way Devlin and Helmbold were playing the shipowners' game while ostensibly negotiating in good faith with the Union—stalling throughout the whole month of March, and saving their Sunday punch, loaded with a shipowners' horse-shoe.

If the negotiations actually had bogged down, it might have been some excuse for their action. But as far as the SIU was concerned they were still in progress. After all, the WSA had agreed to the foreign rider provisions demanded by the Union. There were just the intercoastal and nearby-foreign to be settled.

But the SIU reckoned wrongly when it wasn't prepared for the grandstand play the WSA boys made for the shipowners. The SIU was displaying a sort of naivete when it figured this was a gentleman's game, with the hardware in plain sight on the table. Sure, we knew that the shipowners were kibitzing on every card the WSA turned over. And we knew the WSA had devised an elaborate set of signals so the shipowners could be told what we had in our hand.

But we didn't expect 'em to pull a knife on us, a knife that the shipowners slipped 'em under the table.

Now we know where we stand, though. From here on out we'll be playing our pat hand close to the belly. And we'll be looking under the table, too, when we play cards with slick strangers who have waxed mustaches, nimble fingers and a couple of stooges with knives standing behind their chair.



" W.S.A. JUSTICE "



## Men Now In The Marine Hospitals

These are the Union Brothers currently in the marine hospitals, as reported by the Port Agents. These Brothers find time hanging heavily on their hands. Do what you can to cheer them up by writing to them.

### BOSTON HOSPITAL

- ED VOLLMENT
- T. F. SMITH
- JAMES LEE
- T. THOMR
- G. PHINVEY, Jr.
- GUY GAGE
- ED. JOHNSTON
- H. GILLAN
- W. BRUSIMA

\* \* \*

### NEW ORLEANS HOSPITAL

- J. DENNIS
- J. H. BOWEN
- DONALD DAHL
- JAMES RILEY
- R. E. THORP, Jr.
- P. F. HICKS
- W. F. LEWIS
- H. A. CRUSE
- EDWARD JOHNSON
- J. E. DALE
- C. JANULEVICUS
- W. J. MARIONEUX
- R. M. NOLAN
- JOSEPH MAJEAU
- H. D. STERTZBACK

\* \* \*

### STATEN ISLAND HOSPITAL

- J. CLAMP
- R. G. MOSSELLER
- C. KUPLIICKI
- W. B. MUIR

- W. G. H. BAUSE
- J. NOVAK
- C. H. GOODYN
- W. B. COPELAND
- L. R. BORJA
- C. MIDDLETON
- J. LITVAK
- O. HODGE
- J. L. WEEKS
- J. L. WEEKS
- L. L. MOODY, JR.
- P. E. SMITH
- J. J. SWYKERT
- J. BRODDUS
- L. A. CORNWALL
- V. SHAVROFF
- J. GRIFFITH
- H. L. DAISEY
- H. C. PELLER
- C. G. SMITH
- J. P. CAMPBELL

\* \* \*

### GALVESTON HOSPITAL

- JAMES PRINCE
- D. MITCHELL
- R. H. ABBOTT
- SPEAKS
- THOMPSON
- BANTA
- EDEFARS
- B. M. ELLSWORTH
- M. JLESON

### Hospital Patients

When entering the hospital notify the delegate by post-card, giving your name and the number of your ward.

### Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following times:

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

- M. J. WILLIAMS
- J. A. DYKES
- V. A. BOEHRINGER
- POSTON
- J. NOLAN
- BLUE
- R. V. JONAJN

\* \* \*

### ELLIS ISLAND HOSPITAL

- D. McDONALD
- J. KOSLUSKY

\* \* \*

### BRIGHTON HOSPITAL

- JAMES LEE
- WM. BRUISMA
- H. GILLAN
- D. DENOYER
- C. RAMIREZ
- G. PHINNEY, JR.
- E. JOHNSTON

\* \* \*

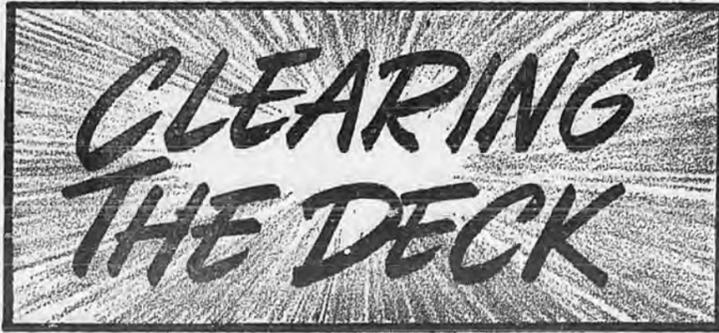
### MOBILE

- TIM BURKE
- M. CARDANA
- J. C. DANZEY

\* \* \*

### DETROIT HOSPITAL

- EDWARD WARES
- WALTER DERR
- LYNN BURKE
- TONY SOVERENTO
- ALEX McMILLAN



By PAUL HALL

The Isthmian Line has long been the mainstay of the shipowners, maintaining their own shipping lists, shipping halls and private personnel files. To stave off any organization they have spent thousands of dollars hiring stooges to hang around the waterfront, and even ride their ships.

Their watchmen have had instructions to keep Union representatives and organizers off at all costs. Their Captains, Mates, Stewards and Engineers have been instructed to get rid of Union men any time they were discovered.

Isthmian can be correctly said to be the balance of power in the maritime industry in two ways. First, the Isthmian Line is one of the major operators and serves the shipowners as a wedge against Unionism by operating a large open shop fleet, a fleet that with a little expansion could serve to break the front of any organized action.

Secondly, it represents the balance of power between the CIO and the AFL. Either Union organizing this company will be recognized by the seamen as a whole as the most able organization in the industry, the only Union capable of assuming leadership over the entire industry.

### One Industry—One Union

The SIU is an industrial Union, and in the long run there will be only one Union in the industry or none at all. The question of which Union this will be rests upon the ability of that Union to correctly interpret the needs of the seamen and to efficiently represent and lead them in their struggle with the shipowner.

In the past few years, the seamen as a whole have learned to judge and to evaluate the principles and activities of the unions.

The time is past when a union can shout slogans and on a pretext of militancy, be able to organize the unorganized and win benefits for all.

In this light, the SIU can be justly proud of its record. This is a record of achievement, a record of down to earth fighting for and winning conditions.

The progress of the SIU has been a realistic progress, a steady growth built on the winning of concession after concession. The expansion of the union has been the result of the practical application of a correct program, and not a mushroom growth based on bombastic propaganda.

The SIU has proven its right to lead the seamen as a whole, and this must now be the objective if the interests of all seamen are to be guarded and the Union preserved.

### The Line Up

The SIU is prepared, and now has the strength, to enter into this campaign. Looking over the situation and taking into consideration the material and forces at hand, the Seafarers can face whatever lies ahead with confidence.

The prime factor in any campaign is the membership of the Union. The struggles of the past few years and the successful conduct of the Isthmian campaign has shown that the Seafarers members are capable. The new members that have come into the Union have been given every opportunity to learn and to participate in the leadership of the union. Today they are serving as Agents, Patrolmen and Organizers, and are doing a good job.

The SIU is free from any type of political control or domination. To keep itself free, the Union has discussed all types of political activity from the communists to the National Association of Manufacturers. The Union believes in political education without political commitment. Knowing the score on politics as a whole is the best safeguard against political domination.

In many unions, control of all Union activities rests in the hands of a group of greybeards, old labor fakers who have perpetuated themselves in office and who have foisted rules and constitutions upon the membership which make their power absolute. This is not the case of the Seafarers, and it is to our advantage. We can thus more ably prepare for our tasks.

### The SIU Can Win

One of the first objectives established at the recent Agents Conference and indorsed by the membership, is the establishment of a strong AFL maritime council.

The SIU has strong opposition, and to meet it a strong united force must be maintained. Our ready allies are 61,000 Longshoremen, 629,000 Teamsters and some 60,000 closely allied Maritime affiliates: Fishermen, Warehousemen, etc. Behind these lie the 7,000,000 organized workers in the AFL.

The issues are clear and they must be met. The Seafarers has the strength and power to win. We have the membership that has proven in action its ability to fight. We have the resources and the power. There is no reason why the Seafarers can't win. The job is laid out and the way is clear. The Isthmian Line drive is the first step to complete victory. **THE SIU WILL WIN.**

# Seafarers Will Win Isthmian; But Organizing Work Must Go On

By EARL SHEPPARD

No election is over until the votes are counted and the results announced. This holds true in NLRB elections as well as shoreside civil politics.

One of the old tricks of the politicians is to hold torch light parades, throw banquets and pass out cigars right up to the last minute, in the meantime claiming an "overwhelming victory."

This is done for two reasons: first, to try and recruit doubtful voters by giving the impression that they are getting on the band wagon and supporting a winner; second, to bolster up their own courage.

### IN THE DARK

This second course is generally referred to as "whistling in the dark." Everyone does a little whistling once in a while. Theodore Roosevelt once said that he didn't believe in ghosts but that when he was alone on a dark night he was afraid of them. Its human nature to try and look brave when one is scared all hell.

In the last issue of the "Pilot" the NMU does a lot of "whistling in the dark" and, incidentally, quite a bit of plain old peanut politicking. Quoting them word for word from the main front-page article shows the somewhat ridiculous statement; "to date, some 21 Isthmian ships have voted, and Union port officials report NMU majorities by an impressive margin."

Now ain't that nice? The NMU port officials know just how the crews are voting. The SIU is of the opinion that this is an election conducted by a secret ballot and that the only people who really know are the men doing the voting.

### "THE SIU WILL WIN"

The SIU makes this statement without qualifications, not because some brilliant shoreside analyst has deduced the final result, but because right at hand in the organizing office are the reports of dozens of rank and file ship organizers showing that Isthmian seamen have made their choice even before the voting started.

Further proof is shown by the response of Isthmian crews after the voting is finished on their ships. These men are coming up to the Hall and taking out SIU books and in many cases throwing in NMU bargain-counter books. This is the proof, the only kind of proof the SIU wants or recognizes, proof right from the ship.

### TOMORROW'S JOB

The elections are moving rapidly but it will be quite some time before the official results are announced. The SIU is confident and willing to let the results speak for themselves without a lot of ballyhoo forecasting. In the meantime the work to organize Isthmian must continue so that negotiations can be entered into and good agreements won as soon as possible after the elections are over.

In the Gulf, the tugboatmen are coming under the banner of the SIU. An agreement was recently concluded with the Whiteman Company and now the Texas Coast tugboatmen are organizing in several ports.

The February tugboat victory in Mobile started the ball rolling, and the tugboatmen are en-



EARL SHEPPARD

thusiastically responding to the SIU program.

Step by step, company by company, the tugboat and inland waterway boatmen are being brought into the SIU. The Union is not idle. Even while the Isthmian campaign is being wound up the union is penetrating other fields and bringing organization to unorganized men.

### THE TANKERS

Plenty of big tanker companies are still unorganized, the Esso, Socony and many others. These outfits have powerful company unions and the men sailing these tankers are so confused by the NMU propaganda that they actually voted for the company union in preference to the NMU.

The SIU didn't enter these elections but now many of these men are asking the SIU to come into the picture. These men want organization and the NMU has

proven itself unable to do the job. These companies must be a part of the future organizational program.

Smaller outfits such as the Sabine Transportation of Port Arthur are unorganized. These men too are aware that the SIU is the only maritime union that offers a constructive program and they are asking for SIU leadership. Many of these men are anticipating an organizational drive by joining the Union now.

### THE NMU COMPANIES

The Texas Company is supposedly a NMU company but only the other day a crew member of a Texas Tanker came into the Hall and reported that in one year his ship had not been visited by a single delegate. The reason for this is that actually the NMU agreement is a company agreement with the company being able to get replacements anywhere they want to. Union representatives are not permitted aboard and beefs are settled without the men being represented. These men want real organization and the SIU is the only one that can give it to them.

This is not a jurisdictional question. When men are not represented; they are unorganized.

### 100% SIU

The organizational work of the Union cannot stop so long as one company remains unorganized or one group of seamen doesn't have representation. The job of the SIU is to organize the tugboats, towboats, bargemen and allied workers as well as the offshore ships. In doing this the union will build a solid unbeatable force.

## Tankers Provides Jobs In Mobile

By CHARLES KIMBALL

### Another Snafu For Coast Guard

When Joseph Renka, Book number 5680, flunked his examination for Jr. Engineers papers, he didn't like it, and even less did he like the run-around he got from the Coast Guard.

The exam was an oral one, and some of the questions were not clear. He asked to have those questions reworded, or clarified, and was told, "You're answering the questions, not me."

After he was told that he had failed, he was refused information on what he failed, or how many questions he had missed. Only "Come back in 30 days"

That was five months ago. Subsequently he went for his ticket in Portland, and received it on January 8, 1946.

Previous to entering the Merchant Marine, Renka was a top machinist for more than four years. He worked at the Todd Company, and other shipyards.

As Renka puts it, "The Coast Guard is not interested in what you know. They ask you pat questions, and if you can't give them a pat answer, it's just too bad. The more people they flunk, the longer they will stay on top, they think."

MOBILE—The port of Mobile is still booming and it looks like it will continue. We have a large fleet of tankers laying up the river that is taking all the men we can get a hold of. These ships are paying regular wages and the companies are furnishing daily transportation to and from the ships.

Quite a few of the oldtimers are coming back to the Gulf, and it is beginning to look like old times around here again.

Waterman has just bought twelve more ships from the Navy which are going into service soon.

### NEW HALL

The State Docks Department has just announced it is going to improve the waterfront and build berthing space for a lot more ships at a cost of several million dollars.

We have made a few changes here in the Hall to the satisfaction of all concerned. We cut down the bulkhead, and now have about the same set up as New York to do the shipping from.

We have been looking around town for a piece of ground to build a new Hall on. At present we have two prospects and hope to get something soon so the boys can be comfortable while they are on the beach.



The rigors of war and the chaos of peace have so ravaged our delicate constitution that we find ourselves compelled to take a six-week vacation while awaiting a Chief Steward job on a Mississippi passenger ship.

Removing one's nose from the grindstone of peccard routine to put it into the beerstein of idleness is an altogether pleasant transition, yet it leaves us with so much time on our hands that we have determined to utilize some of it to scribble a few paragraphs for the Log each week.

It does a man good to eat the bread of idleness occasionally, all the wise old saws to the contrary notwithstanding. We can literally feel Nature recharging our battery as we sit here in Baumer's gin emporium on Conti Street and alternately scribble this and sip a frosty stein of Jax's golden nectar, while Buck Stephens gives us the lowdown on the local situation.

Buck tells us that New Orleans is enjoying one of the greatest shipping booms in the checkered history of the port. He says that the record number of ships in the harbor, the Agent's absence to attend the Conference, the added emphasis on the Isthmian drive which has now entered the climatic stage, together with the Bisso Tow Boat beef have ganged up to drive the local peccards to drink.

#### GOOD DEAL

By a happy coincidence Brother Michelet has found refuge from the tribulations of this troubled world in the same gin mill frequented by these peccards, and is consequently in a position to pass along the local gossip without sacrificing any of the creature comforts so necessary to the ailing soul, so you can look for a resume of port activities in these columns for the next few weeks.

As the train that carried us home neared New Orleans it passed a huge fleet of already rusting ships moored in the upper reaches of the Mobile River. A host of familiar names loomed up among them—ships that had carried SIU crews to the far corners of the earth and that were now apparently destined to spend the rest of their days in slow disintegration in the lapping waters of this placid stream.

The chips are down, Brother, the lines are drawn. It's going to

be a long, hard fight, uphill all the way from here on in. Already the boneyards of this war have sent thousands of unorganized seamen on the prowl for jobs.

Many of them are unorganized simply because they are finks at heart and they constitute a serious threat to the conditions that we fought so hard to wrest from the reluctant shipowner. Remember the fink halls of the United States Shipping Board of World War I and, remembering them, narrowly examine every proposal of the War Shipping Administration of World War II.

Our is truly a turbulent life, Brother, for with us, when Peace comes War cannot be far behind!

The New Orleans Hall is literally crawling with oldtimers. In the first half hour there we spoke to Buck Stephens, Paul Warren, Dick Birmingham, Blackie Clark, Joe Martello, Make-a-Motion Charlie, Moon Coons, Cris Jennsen, Pop Rothers and at least 20 others whose names escape us now, but whose faces have bobbed up on all the monkeywrench corners known to man.

#### WORLD FOR HOGS

We had quick ones with everybody and sailed and resailed the ships all over the world as shore-bound seamen have done for ten thousand years come Shrove Tuesday.

Pop Rothers was telling us about a trip he made on a Hog recently. "Them old Hogs have sure been cleaned up since the old Shipping Board days," he said, "they aint nearly so piggish as they were in our day."

#### IN OUR DAY!

"Come, fill the Cup, and in the fire of Spring

Your Winter-garment of repentance fling:

The Bird of Time has but a little way

To flutter—and the Bird is on the Wing!

If you're looking for a job go South, Young Man, go South. There are jobs galore here with rated men scarcer than raisins in Shuler's raisin cake. As an added inducement we might add that Brother Michelet will soon be bellyrobbing on one of the New Orleans based scows and feeding in the manner peculiar to him and to all well-feeding Steward's in the organization.

## Isthmian Vote Indicates Heavy Trend Towards The Seafarers

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to bet his entire paycheck that the crew voted 100 percent for the SIU. Tha's confidence with a capital "C!"

Along the West Coast, the picture also looks very good. The Argonaut Victory and the Ocean Telegraph have both voted and reports indicate another SIU sweep.

That the NMU is worried about the situation is brought out by the fact that wherever possible they are challenging SIU votes, even though the votes are absolutely legitimate.

From Boston, reports on the

George Uhler and the W. Ogden indicate that the voting went better than 85 percent for the SIU. While from down in Galveston, Organizer Cal Tanner sends word that the Norman E. Mack showed a 90 percent Seafarers vote.

Voting will continue in ports along both coasts where Isthmian ships dock, and will not end until all Isthmian vessels have been polled.

SIU officials and organizers are confident that when the results are announced, the Isthmian seamen will take their rightful places in the most progressive and militant seamen's union—the Seafarers International Union.

## Vote Of Grange Victory Crew Refutes NMU's Distortions

Upon completion of an inter-coastal trip from San Francisco to New York, ships organizer "Chips" Rodrigues of the Grange Victory, Isthmian SS Lines, asserted that the Seafarers top heavy vote in the NLRB-conducted election aboard the Grange was a strong refutation of lying statements appearing in the NMU Pilot a short while ago.

Grange crew members charged that the wild claims made in the Pilot story were nothing but a tissue of lies from start to finish.

The NMU claimed, according to the Pilot, that the Grange Victory was 85% pro-NMU, and that through their efforts they secured the ship's fumigation!

Actual voting figures in the election aboard the Grange, based on accounts of eye-witnesses who closely watched the balloting, showed that the Seafarers carried 75% of the vote; 17% were for the NMU; and the remaining 8% were doubtful. These results indicate clearly that the Grange seamen were not taken in by lying NMU statements, and made up their own minds on the Union of their choice.

#### NMU BARGAIN RATE

Three NMU members who turned in their NMU books before taking out SIU books stated that they hoped all other Isthmian ships which hadn't as yet voted, would turn out as well as, or better than, their ship—the Grange Victory!

Robert Reid, Junior Engineer, refused an NMU book which was offered to him at the special bargain price of only \$10! Reid told the NMU organizer, "I wouldn't belong to that phony outfit even if I got a book free, and was paid \$100 per month!"

Organizer Rodrigues, and others who assisted him in lining up the Grange seamen, agreed to a man that their success was due in great part to the splendid cooperation that they received from



Here are three of Isthmian's Grange Victory men who brought their ship in so solid in the election just finished—for them! Ships Organizer Raymond "Chips" Rodrigues has his arms around Dale Kathrein (left) and Floyd Cox (right).

shoreside organizers and patrolmen who contacted their ship in every port, and continuously while in port. They also had plenty of support from SIU members on board, including Paul Bays.

Isthmian crew members Dale Kathrein and Floyd Cox, as well as Chips Rodrigues, lauded the officers aboard the Grange Victory. According to them, Skipper Leonard Duks, Chief Mate Knox and the other Grange officers were a good bunch to sail under on any ship, and especially on an

unorganized Isthmian vessel.

A moral might be read into the account of the Grange Victory election. We might call it "How to have an unorganized ship remain unorganized." Certainly, the lies and false claims of our opponents, the NMU, makes our job that much easier. SIU men know the Union score, and tell it to one and all. They don't have to fabricate elaborate tales to impress others. Telling the truth the SIU way wins its own victories, and through it Isthmian will soon be SIU.

## Bucko Skipper Endangers Lives On Mosby

NEW YORK — Owing to serious charges preferred against both the Captain and Chief Engineer of the John Mosby, Isthmian Line, by crew members of that vessel, they both face suspension and lifting of their papers.

Upon her return to this country after hauling a load of coal over to Antwerp, Belgium, prompt action was taken by militant men aboard the Mosby as soon as their vessel docked, and the proper authorities could be contacted. After investigation of the charges, Coast Guard officials and Steamboat Inspectors decided a hearing was warranted.

Engine Delegate Bill Rowe and other members of the black gang laid specific charges against Captain Shelly and Chief Engineer Thorpe for endangering the lives of the entire crew.

They claim that the main steam stop of the starboard boiler was in bad shape, and even though the 1st and 2nd Assts. requested that the other boiler be operated while it was repaired, both the

Skipper and Chief refused to permit this.

After her arrival at Antwerp, the steam stop was finally repaired, and it was discovered that its condition was so bad that the boiler could have blown sky-high at any time. In addition, the Chief worked a man in the crank pit with steam to the engines and no jacking gear.

Leaving Antwerp, the Mosby had 10 feet of water in the No. 1 hold, and the Skipper didn't even know the cause! While in port, steam was left on the winches all night in order to avoid the payment of one hour's overtime to deck men. General conditions aboard the vessel were very poor due to the inefficiency of the Captain and the Chief Engineer.

In addition to those faults already enumerated, food and other conditions on the Mosby were equally poor. If it hadn't been for the guidance of ships Organizer Tannehill and Delegates Moore (deck), Rowe (engine), and Williams (stewards), the vessel wouldn't have been as shipshape as she was!

After the payoff at New York,

the Chief, 2nd and 3rd Mates, plus the 1st, 2nd and 3rd Assistants all piled off the Mosby, not wishing to sail another trip with the same Skipper and Chief Engineer!

As a result of the charges preferred by the Engine Dept. men, the Chief told the entire gang that they were fired, although various other reasons were given, and the crew had no desire to stay under that Chief in any eventuality.

Ships Organizer Tannehill asserted, after the NLRB election had been conducted on the Mosby on April 8th, that she voted solidly for the SIU, and that even the Chief Cook who was an NMU book man had voted SIU. Whitey was willing to bet his entire pay on the results, but found no takers!

The entire crew felt gratified over the election results, and was confident that the charges against both the Captain and Chief Engineer, when substantiated before the Coast Guard, would take care of these two individuals. Then crew members also took out SIU books.



**QUESTION:—**What did you do in the Isthmian Organizing Drive?



**WILLARD ROY—**Messman

I'm not a member of the SIU yet, but I was approached and I signed a pledge card. I'm going to join the SIU because I think conditions will be better on Isthmian ships if we are organized. Even when the election is won, we're going to need militant men on Isthmian ships so that we can win good conditions from the company in negotiations. I'm ready to sail on Isthmian ships, if necessary, until the whole line is organized.

**BILL KALINKOS—**OS

I did what I could aboard the Joaquin Miller. The men asked about the difference between the SIU and the NMU, and I explained that we are democratic from top to bottom. I kept driving on the point that our officials come from the rank and file, and are not placed in office to carry out some political line. I also gave out Logs and other organizational material. Whenever a beef came up, I explained that if we were organized we could have our beefs settled without any trouble.



**SOLOMON HARB—**Steward

Everybody had some sort of question to ask about the SIU, and so I did what I could by answering questions. Mostly they wanted to know if the Union would stick with them in case of trouble. I didn't meet any men who were against the Union, it was just that they wanted a Union that would do them the most good. I proved to them that the SIU has a good record in settling beefs and getting good conditions for the members. They will support the Union that supports them—the SIU.



**ABE SPRUNG—**Wiper

Some of the men on the ship I was on were opposed to any Union at all. I explained the advantages of being organized. Then I went further and told them about the differences between the SIU and the NMU. One man who was on board had been helped by the SIU in having a \$27.00 fine dropped and he was all for us. I brought literature on board and distributed it. The men considered what they heard and made up their own minds. I'm sure they will go SIU.



# Virginia Governor Uses State Draft As Strike-Breaking Weapon

RICHMOND, Va.—A last minute agreement by the Virginia Electric Power Company to arbitrate issues averted a walkout by more than 1,500 members of the International Brotherhood of Electrical Workers, AFL.

The agreement provided for an immediate 15-cent an hour raise, and specifies that the union and the company will each name two arbitrators whose decision will be binding on the issues of retroactive pay and higher wages.

This latest anti-union action of the Virginia Governor's was preceded by dictatorial methods used recently when strike-breaking legislation was railroaded through the Virginia Legislature by Tuck, which enabled the state to take over and operate the ferries of the Chesapeake Ferry Company. This action was taken after a three week strike by Seafarers crews for vacation time, holidays, and a higher monthly pay scale.

Setting a dangerous precedent, Governor William Tuck, of Virginia, tried to break the strike by drafting the employees into the state militia before the walkout was scheduled to begin. This action, unparalleled in United States history, would have subjected union members to court-martial if they did not act as strike breakers.

Tuck's order, which brought out the state guard in armored cars and with fixed bayonets, told the workers, "You are hereby notified that you have been drafted—into the service of the Commonwealth to execute the law which requires that you provide electric service to the people of Virginia. You are therefore commanded to report to the commanding officer, Virginia State Guard at the Virginia Electric Power Company office within 24 hours after receipt of this notice and thereafter be and remain obedient to the command of said officer or such officer as may be set over you."

### VIOLATES DEMOCRACY

"The Governor's action," said the IBEW, "violates the basic fundamentals of democracy and is counter to every concept of free men. Instead of taking the role of peacemaker between two factions, he is relying upon the iron hand of military dictatorship, an action we are informed by our legal counsel is the first of its kind in the United States."

Chief issue in the threatened strike was the issue of back wages. Negotiations for a new agreement started over a year ago when two Virginia power utilities merged. An agreement was finally reached on a raise of 15½c plus 2½c to eliminate inequities.

Subsequently the company refused to make the increases effective to April 1, 1945, when negotiations began, but offered instead 5% of the total wages due. The union said that it would accept 10%, but this offer was vetoed by the company.

### COMPANY STALL

The union then suggested that the back pay issue be turned over for arbitration. This was also refused by the company, and this stand was reiterated by J. G. Holtzlaw, company president, as soon as Governor Tuck had draft-

handed action as "slavery" and ed the workers. The company will not arbitrate the back wage issue alone, he said, but would arbitrate all disputed issues if the union called off the strike.

Branding the draft as an attempt to force men to work against their will, AFL President William Green declared, "We will never acquiesce in that policy."

Other outraged AFL leaders denounced the Governor's high-AFL lawyers quickly prepared legal moves against the decree. Tuck was blasted in a state-

ment by the IBEW which pointed out that "the company had for many years exercised economic power over the employees through a company-dominated union which was disestablished by order of the Supreme Court only after heroic efforts of the employees. The company has never relished the thought of dealing with their employes as free agents."

Disinterested observers have pointed out that the State does not seem to be operating either within the Constitution of the United States, or the Constitution of the State of Virginia.

## Agents Discuss Maritime Strike Possibilities And Problems

NEW YORK — The recent Agents Conference, besides making recommendations designed to strengthen the Union, also discussed the part which strikes and industrial disputes might play in the Union's future activity.

In a report, submitted by Paul Hall, New York Agent, and J. P. Shuler, Assistant Secretary-Treasurer, the present strike situation was analyzed.

"No one wants a strike," the report starts, "and it is the duty of the Union to preserve the wages and conditions of the membership and to better the same without recourse to strike

action, except as a last resort.

"Without raising a strike scare, there are a number of existing factors—any one of which could precipitate a strike in the industry and which might spread to such proportions that the SIU could not avoid becoming physically involved."

### VOTES TAKEN

The report pointed out that the ILWU and the MfOW have already taken strike votes and that strike action has been authorized in both cases. A strike of the West Coast Longshoremen would involve all maritime unions, in some way or other, since all have specific rules respecting legitimate picket lines.

The wrangling and dissention in the NMU came in for discussion. It was stated that the collapse of the NMU top leadership has resulted in a general breakdown of their negotiations with shipowners.

Several companies are, therefore, weighing the possibility of returning to "open shop" operation, and although a lockout is improbable, it must be taken into consideration.

"With a return to private operation," the report went on, "the shipowners may, and in all probability will, propose a wage cut, if only for a bargaining point. We will, of course, demand increases all around. Such a question can easily lead to a strike."

### STRIKE STUDIES

The analysis also explored the action that could be expected of government agencies and bureaus, and it was felt that they would throw their weight on the side of the shipowners in any controversy and would do all they could to maintain and enhance their power.

The report closed with recommendations to take certain action which would enable the SIU to meet any eventuality.

The preparations include a study of strikes and strike strategy, an examination of the steps necessary to convert the Union apparatus into a strike apparatus without cutting into normal operations, and a study of strike committees and finances.

These studies are to be presented in a form suitable for Union educational purposes. A summary of the studies is to be published for general membership consumption.

## Gt. Lakes SIU Wins Raise

DETROIT—The membership of Seafarers International Union, Great Lakes Division, AFL, unanimously ratified a contract providing for the highest wage scale in the world for able-bodied seamen employed on passenger and sand boats, at one of the largest meetings in the local's history held April 1, it is reported by Emmanuel Lashover, secretary-treasurer of the district.

A rising vote of confidence for the efficient manner in which negotiations were conducted was tendered officers of the Union.

Under the terms of the new contract an increase of \$31 per month was secured thus raising the base pay to \$209 per month.

### OVERTIME RATE BOOST

In addition, the overtime rate was boosted from 95 cents to \$1 per hour and the subsistence rate from \$5 to \$6 per day.

Various other improvements in working conditions were also secured.

"It is rather amusing to note," Lashover said, "that the National Maritime Union, the CIO communist dominated competitors, are now begging and pleading with shipowners to grant them a 40-hour working week during fit out and lay up. The Seafarers International Union, AFL, has been operating under a 40-hour week since 1942."

**Make Isthmian SIU!**

# Seafarers' Democracy Wins NMU Oldtimer

The obvious superiority of SIU contracts and the real democracy existing in the SIU, were among the determining factors which made Rad M. Powell, an original NMU member, turn to the SIU for membership.

Lauding the SIU for its healthy democracy, Powell said, that "the SIU is a real rank and file Union that is run by the members and not the officials."

Powell joined the NMU at its inception and held book No. 306. At that time he felt that it was a democratic organization, but with the infiltration of the commies he saw democracy wane, and "we began to lose the gains we had made, as the commies gave up more and more of our rights to the shipowners."

## HARD TO SEE

Stressing the inaccessibility of the NMU officials, and the type of treatment accorded the membership, Powell, who has been sailing for the past nine years as a Chief Steward, pointed out a typical personal experience.

"When I was in New York and wanted to see any of the officials, especially Ferdinand Smith, his secretary would give me a card stating that in about seven days I could get an appointment with him.

"Now a union is supposed to be for and by the members," Powell continued, "and anytime the crews have any beefs, the officials, elected by the membership, are to settle any beefs or trouble for the members. But in the NMU it is the opposite. The



RAD M. POWELL

officials believe that they are a permanent fixture, and do not have to worry about the members' troubles or beefs."

Powell compared the SIU agreements with those of the NMU. "The SIU men have 100 percent better agreements," he asserted.

"Naturally the NMU would always put a big write-up in the Pilot and tell the world that they were the ones that secured the benefits for the seaman.

"But I know different," the former NMUer added.

"I am now applying for membership in the SIU and I know that it is the only real Union for any real union man."

## The Patrolmen Say...

### Payoff Tip

NEW YORK—I had a little trouble aboard the E. Alfaro of the Smith and Johnson Line. A company official took it on himself to slash over 100 hours overtime in the Stewards Department. We had to talk to him for a little while, but he finally admitted that it was legal according to the agreement, and the men involved collected every cent.

I was helped in this beef by the fact that all men stayed sober until the payoff was completed.

We Patrolmen can't stress too much the importance of staying sober until all beefs are settled. It's your money, and the best way to get it is to be able to tell the Patrolman and the company exactly what's what.

R. Gonzales

### Thanks Crew

NEW YORK—I would like to take this opportunity to thank the crew of the Cody Victory for the cooperation they gave me in settling their beef. In the years that I have been going to sea, I have never seen so much cooperation given a Patrolman.

The five Delegates knew what to look for, and the crew knew how to explain the beefs to the Delegates. The Delegates are J. L. McHenry, Ship's Delegate; Tony Galante, Deck Delegate; Robert Nielsen, Engine Delegate; and Al Dellavelle and M. Cafferty, Steward Delegate and Sub-Delegate respectively.

### BEEFS

The beefs taken up at the

meeting included fumigating, working conditions for Steward, Deck, and Engine Departments, forecabin for men sleeping below deck, and finally the rider. The first three items were okay, but the rider was not accepted by the company.

If all crews of SIU ships would cooperate like this, the Union would, without doubt, be 100 percent more prosperous and strong. Although we are the most progressive and the strongest Union in the maritime industry, more crews like this will do a lot of good.

Salvador Colls

### Hats Off

NEW YORK—Hats off to the crew of the George Washington. This vessel was at one time a headache to the Union, but it has become one of the very best at present. Brothers, I can assure you that we have to give a lot of credit to Brother Rhino, Stewards Department Delegate.

He and the rest of the Stewards Department keep the Engine and Deck gangs well satisfied in the matter of their food.

The only comment I have to make is that the crew should try to keep their respective quarters in a more orderly manner.

W. Hamilton

## Make Isthmian SIU!

# History of the Seafarers

## Foreward

This brief journal is in no sense a history of the struggles endured by the American seamen in the building of the militant unions of the Seafarers International. Such a document would perforce be lengthy and require much time and effort in its preparation.

Organization first began when the first group of galley slaves broke their chains, smashed their masters over the head and gained a moment of temporary freedom. History is filled with these incidents but the historians ignore their culmination which came in 1874 with the publication of the *Coast Seamens Journal* by Andrew Furuseth.

Andrew Furuseth, a young Scandinavian seaman, helped organize the Coast Seamens Union in 1885 and became its Secretary in 1887. Working tirelessly against seemingly overwhelming odds, Andrew Furuseth was able in 1891 to bring about an amalgamation of the Coast Seamens Union and The Steamshipmen's Union, forming the Sailors Union of the Pacific, our Parent organization.

In 1892 under the leadership of the SUP, the National Seamens Union was organized and a campaign was launched to organize the Great Lakes, Atlantic, Gulf and Pacific coasts.

## ADVANCES MADE

For the first time seamen, who in the old law books "were reckoned neither among the living nor among the dead," began to get a slight amount of recogni-



tion with the result that in 1895 the "Maguire Bill" was passed followed in 1898 with the "White Act."

This legislation, although inadequate and loosely enforced, did abolish corporal punishment, reduce penalties for desertion, protect a seaman's gear from seizure for a fine and give a slightly better "whack" or ration allowance. These were the stepping stones to the Seamen's Act of 1915 which Andrew Furuseth termed "The Dawn of a New Day."

It is with this "New Day" that we are primarily concerned. The new day that has given us showers instead of buckets and hand pumps; mattresses instead of "donkeys breakfast", eatable food instead of green liver, soggy potatoes and wormy mush; wages and conditions rather than rope-yarns and misery.

## A LONG JOURNEY

Today we are almost free of boarding-house masters and crimps (if we exclude the WSA, company unions and the NMU). We have our own halls where we select our jobs, settle our beefs, check our baggage, receive our mail, spend our hours of relaxa-

tion, hold our meetings, and meet our shipmates.

We have our Union of which we are justly proud, and which we are determined to maintain until every seaman is organized under the banner of the *Seafarers International Union*.

Many long years of struggle have passed since the first issue of the *Coast Seamens Journal* was published, years of hardship and struggle, of misery and death but we know that these years have not been wasted.

Our only regret is that next Wednesday night our founder cannot be present in our Hall at 51 Beaver Street, New York City, to preside over the meeting. He is gone but every time we settle a beef we know that his spirit is with us. **It is with pride in his work and the deepest humility on our part, that we dedicate this journal to our founder, ANDREW FURUSETH.**

## The 1915 Seamens Act

The passage of the Seamens Act in 1915 marked a new era in the organization. Already strong on both coasts, the Gulf and Great Lakes, the Unions of the International Seamens Union of North America grew by leaps and bounds securing contracts with the great majority of all steamship operators.

By the time of the outbreak of war in April 1917, the membership of the Affiliated Maritime Unions numbered some 115,000. The unions were distinctly organized on a craft basis in three area groupings consisting of the Atlantic and Gulf, the Great Lakes and the Pacific Coast.

Each of these areas were divided into craft divisions of Firemen, Sailors and Stewards with full autonomy over craft affairs, but on matters of general welfare and policy responsible to the International Seamens Union of which Andrew Furuseth was President. In addition to the sea-

## Shelve Order 53

(Continued from Page 1)

order that our ships may continue to sail on schedule carrying their cargoes of food and materials to the people of war-torn countries and also that our troops eligible to be returned home will not be delayed."

## MILITANT VICTORY

Copies of the telegram were also sent to the Marine Cooks and Stewards Association of the Pacific, the National Maritime Union, and the Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association so that the position of the SIU could be brought to the attention of their membership.

The victory over the WSA Medical Program last November was the first in the struggle waged against bureaucratic control. The Medical Program and the Competency Cards were hidden methods by which militant seamen could be forced ashore without recourse.

The SIU refused to accede to these union-busting actions, and will continue to battle militantly until all WSA and Coast Guard control has been removed from over seamen's lives.

going unions the ISU had fishermen, towboatmen, and harbor worker affiliates.

## ON THE UPGRADE

Contracts with the operators were entered into by the various craft divisions together with the International and were binding on all affiliates starting and expiring on the same date. Thus a lockout or strike affected all divisions and crafts equally.

Conditions steadily improved and although the best conditions of 1916 were in no way comparable to the conditions of today, they were still the best the seamen had ever known—paradise in fact compared to the conditions of a few years before.

Seamen still bathed from buckets; ate in crowded messrooms, on bare board tables from tin plates, and slept in poorly ventilated and often bed-bug infested foc'sles—but this was still heaven, compared to what they had been forced to endure.

## "FIRST TO DIE"

The war came as no surprise to the American seamen. Already American ships had been sunk. Ships were being stopped at sea and boarded by submarine crews. In the First World War, as in this war, the seamen were first to suffer, the first to die.

Ready then as we were in December, 1941, the seamen of the International Seamens Union responded to the nation's call and were the first to pledge themselves to an all out war effort. This was Furuseth's 1917 message to all seamen, and the nation:

To All Seafaring Men Ashore or Afloat:

The nation that proclaimed your freedom now needs your services. America is at war. Our troops are being transported over the sea. Munitions and supplies are being shipped in ever increasing quantities to our armies in Europe. The bases are the ports of America.



The battlefields are in Europe. The sea intervenes. Over it the men of the sea must sail the supply ships. A great emergency fleet is now being built. . . . Your help is needed to prove that no enemy on the seas can stop the ships of the nation whose seamen bear the responsibility of liberty.

"America has the right, a far greater right than any other nation, to call upon the seamen of all the world for service. By responding to this call now you can demonstrate your practical appreciation of freedom won."

\*(Donkeys breakfast—a tick furnished to the seaman filled with hay furnished by the big-hearted shipowner.)

(To be continued)



## Beefs Squared Away In Frisco

By ROBERT A. MATTHEWS

SAN FRANCISCO — Business in general is picking up quite a bit on the West Coast in comparison with the past. We are still getting repatriated crews into all ports on the coast for pay-off. Also, we are getting quite a few other ships in for payoff. We have managed, so far, to square up all the beefs as they come up.

Incidentally, we have just been notified that the repatriation money is payable on the SS James King and the SS George Poindexter. This may be collected by contacting the Mississippi Steamship Company in New Orleans.

Repatriation money is also payable on the SS George Von L. Meyer. This may be collected



by contacting the Seas Shipping Company in New York.

We have paid off the following ships on the coast this past week:

SS Arthur L. Perry (Calmar): This ship was out 11 months and had plenty of disputes which were all squared up before the payoff. We collected around 4000 extra hours overtime for the Chief Cook doing all the baking. This was due to picking up a Second Cook and Baker from the WSA pool in the Canal who couldn't boil water.

SS Hillsboro Inlet (Moran Towing): Out two months. All beefs squared away.

SS Cornell Victory (Waterman Intercoastal): There was a beef on this ship caused by a young Third Engineer trying to push the gang around. This situation was straightened up okay with the Chief and First promising to unload the guy at the next port if he doesn't lay off the crew.

SS William Von Moody (Alcoa): Repatriated crew paid off in Seattle. All beefs settled.

SS Fred Ives (Overlakes): All disputes settled.

SS William Sturgis (Calmar): All disputes settled with exception of one, involving extra meals which will be settled shortly. We

have several ships due in over the weekend and several repatriated crews in the bunch, which I will report on next week.

The strike situation on the coast is very hard to figure out. One day the longshoremen are going to strike and the next day they want to arbitrate. So far there has been nothing but double talk which means nothing.

## NO NEWS??

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

- SAVANNAH
- SAN JUAN
- BALTIMORE
- NEW ORLEANS
- GALVESTON
- PORT ARTHUR
- HOUSTON

## Unread Rider Takes Unwary Crew For A Ride

By JOHN MOGAN

BOSTON — Business and shipping continued fair in this port. We had four payoffs in one day, spread all over the map of New England, so that there was plenty of hustling to be done in order to make them all.

The SS Pendleton (Calmar) paid off in Searsport, Me.; the SS Idaho Falls (Los Angeles T-2 tanker), in Providence, R. I.; the SS James Drain (Inter-Ocean-SUP); and an Isthmian, the SS George Uhler.

Then, too, there were the sign-ons to be covered, with the SS Francis Marion proving to be a real headache, owing to the fact that the crew figured on a sure payoff here (judging by the rider on the fo'c'sle card), whereas the articles in the Captain's possession showed that the ship had to return to the Gulf in order to pay off.

### SORRY BUNCH

A sad but wiser crew took the Marion back to Galveston, but only after everybody in the port had had a piece of the argument. Incidentally, the new rider recently submitted to the membership for approval should eliminate all such trouble in the future; it covers the Coast and Gulf like a blanket, and there is absolutely no reason why every individual SIU member should not know the rider verbatim.

Brother L. Clark, Bosun of the SS Idaho Falls, a tanker which paid off in Providence on March 27, must be all smiles these days. Brother Clarke, who used to be Patrolman in New Orleans, had a run-in with the Chief Mate, Roy E. Philips of New Orleans.

The Mate cooked up a little scheme to get Bro. Clarke logged by the Skipper; but the Skipper saw through the scheme and tossed the Mate out of his office, and, to top it off, canned him on arrival at Providence.

### POOR FELLER

It seems the Mate never liked the agreement; he told the boys on many occasions that he wished he had an NMU crew, that he could work them as he wished without the payment of overtime.

As a matter of fact, the gang could have collected some phony overtime, due to an error on the part of the Mate; but because the Old Man was such a good egg and was technically responsible for his Mate's mistakes, the gang dropped the beef.

Also on the Idaho Falls was a

former NMU man, who spent most of his time telling the newer SIU members the huge difference between the NMU and SIU agreements. These fellows really knew the score after this man got through telling them how well off they were.

And this knowledge imbued in them the desire to live up to the agreement, even if there were some things in it they didn't care for particularly, for they know that it takes time and patience to achieve anything like perfection. On this ship the Engine gang donated \$15.40 to the Log and the Deck gang, \$14.00.

We are still having our troubles with the finky Business Agent of Local No. 59, Teamsters and Chauffeurs, of New Bedford. His latest and finkiest move was to form a company union on the island boats running out of New Bedford.

The issue is before the Mass.

## Rank And File Democracy

By BEN REES

NORFOLK — We must learn to govern ourselves before we can rule others. So spoke some wise and learned gazuni and so thought the Bosun of the SS Joseph F. Emery.

The Bosun, a sailor of the old school with a name that would cause any United States Inspector to issue AB papers and whose person, quarters and habits were meticulously neat and orderly, is the kind of a guy who wouldn't think of throwing a cigarette butt on the deck or drink a cup of coffee without washing and putting away his cup, or play with used pig's feet bones on the mess table or, etc.

He was 100% for organizing the crew to fine themselves at the shipboard meetings for the above mentioned misdemeanors, but the Bosun "loved" doughnuts.

Some disappeared from the galley. He donated \$5.00 to the Seafarers Log, along with the other members of the unlicensed personnel, to bring the total to \$48.50 for which Receipt Number A49365 was issued to the SS Joseph F. Emery, loudly denouncing the frame-up but praising the system.

Incidentally, I see that Red Ganey, ex-NMUer, has taken off for New York City.

## AFL Unions Cooperate In Tampa

By C. SIMMONS

TAMPA—Things continue fair here with several ships coming in. Most of them are in transit—no payoffs but plenty of ships. We are getting a Mississippi ship in the latter part of the week for a payoff, however.

The phosphate miners are getting ready to throw a picket line around the phosphate docks in Port Tampa. They wanted to throw one around the Powellton Seam last week, but got a respite on their beef.

Now it looks like they will have to go through with it. Seems these guys got a ten cent increase, and in turn the Company has gone up on the rent 80 cents a day. As these men all live in Company houses and trade

in Company stores they have received exactly nothing.

### SIU WILL HELP

The president of the phosphate miners came over and asked our help. We have promised him all of the aid we can give him, and the longshoremen have done the same. These longshoremen are very cooperative here; they seem to be a militant group and will go all out any time for an affiliate of the AFL.

The Florida Federation of Labor is having a convention in Miami this week. Brothers Jeff Gillette and Vernon Bryant went down for the Seafarers. We have taken an active part in the movement here and it is about time that something was done in this State. The oldtime labor fakers are in a rut, and are sitting around on their cans waiting for some outside group to move in and take over.

### NOT HAPPY

We are putting all of the support we can muster behind a



man here who has done all he can for Labor in this State. He is an organizer for the Carpenters here, and a damn good man. All of the oldtime fakers are very resentful of the fact that we are going to bat for him and have shot a lot of angles, but so far we have come out on top in everything we have attempted. Will write later on the outcome of the elections there.

We are still negotiating with the Florida Power Corporation on their tugboats. We hope to have the contract signed, sealed and delivered this week.



tically a hundred percent SIU vote on these two.

There are a half dozen due in the next 20 days, and it is our hope that they are a solid as the two currently waiting to be voted.

## The Patrolman Says: Keep Records

In paying-off the SS John T. Holt, Calmar Line, on April 5, I ran into a situation which we ourselves can remedy. A lot of overtime was short and although the company later discovered that some of the records sent in by the purser from overseas had never reached their destination, the whole situation could have been avoided if the men had retained their duplicate slips.

The same thing happened on the Hagerstown Victory of the same company. In both cases the company wanted to pay only the overtime that was turned in, or that the men had duplicate slips for. We were finally able to square away the beef, but it took a lot of unnecessary work.

I want to warn each member to be sure to get a duplicate slip from the head of the department for all overtime. Keep the slip in your possession until the payoff is completed.

Claude Fisher

## Philly Ships Held By Strike

By JAMES TRUESDALE

PHILADELPHIA—Things look pretty dismal for Philly at the present. When the tugboat men went out and put pickets on the front, it stopped all traffic in this port.

It seems as though the operators don't want to give a damn thing, although the strikers met them better than half way. The men are only getting 85 cents an hour, and by the time their taxes are taken out they are in pretty bad shape.

The men are asking for retroactive pay from Jan. 1, 1946, but these operators refuse to give in.

There are quite a few men on the beach here due to this action. All in all, we are doing the best we can. Next week we hope to have more pleasant news from the City of Brotherly Love.

## About The Draft

All men who come within the provisions of the Draft Law should keep in touch with their draft boards while on board ships. Do not depend on the Purser to do this for you. He may fail to do so, and the first thing you know, you're not a civilian anymore.



## Robin Sherwood As Bad As Painted

By JOE ALGINA

NEW YORK — A number of ships have been paying off in this port, and so business has not been too bad. Due to the rider beef, very few ships have been signing on.

It looks like the WSA has been carrying the ball for the ship-owners, which is what we have maintained for a long time.

The Oilers of the Hagerstown Victory, Calmar Line, had a beef about standing watch and watch in port. The company maintained that the men were only working eight hours, but we pointed out that the eight hours should be between 8 a. m. and 5 p. m. After a bit of wrangling, they agreed to pay; so the Oilers who stood watches after 5 p. m. and before 8 a. m. can collect quite a bit of money.

The Robin Sherwood blew into port and things were as bad as we had heard (see last week's Log). The Skipper, E. J. Bonn, should be known as "Captain Bligh." He treated the crew-members like dirt, and used vile and pornographic language to them at the drop of a hat. He made it a practice to look under the bunks of the sleeping men to see if any women were hidden there.

We suggested that the company give this man a long rest as it would be impossible to get crews to sail with him on account of his terrible reputation.

We want to add something to the warning of the crew of the Robin Sherwood: Sail with E. J. Bonn and suffer the consequences!

## Phone Union Leader



Joseph A. Beirne, president of the Natl. Federation of Telephone Workers, charged the multi-million dollar Bell monopoly with stalling wage negotiations in hope of splitting the unity among the NFTW's 50 affiliates with a membership of 250,000. The union, seeking an 18½c an hour pay increase, finally won pay hikes of \$5-8 a week. (LPA)

## Says Fond Farewell To Old Hogs

By LOUIS GOFFIN

JACKSONVILLE—There isn't very much to write about this week as business and shipping have been very slow.

We have the SS John Merrick of the Calmar Line loading here for Europe. This boat signed on in New York and one man has had to get off due to illness. The SS Fluorspar of the South Atlan-

tic Line just came in from Savannah for repairs. This wagon will be here for about two weeks, and then will be turned over to an outfit from Norway.

Slowly but surely, these old Hog Islanders are going out of existence as far as American seamen are concerned. Some are being sold to foreign companies, and some are being laid up. We who have sailed on those ships know that a better vessel was never built.

### GOOD SHIPS

It is true that they were not exclusive in quarters and mess-rooms, but they were good riding ships and the work on them was much easier than on the Liberties and Victories. We are sorry to see these wagons go, but like old sailors they never die, they just fade away.

With the fruit season on, we are in hope that more ships will be coming in to load and unload. Rumors have been going around that the Waterman Line

## Walking Stylish In Detroit

By WILLIAM STEVENSON

DETROIT — Well, the sailing season got away with a bang last night, April 1st, with the passenger boat sailing with a large load of passengers and automobiles. She looked good leaving the dock all painted up with a full crew of SIU members on board.

We have a transportation stoppage here, but our Brothers and Sisters walked. Some had to walk fifty blocks to get to their job, but they got there and also attended the meeting in the evening. That shows the stuff we have in our organization. With the transportation stoppage we had a very large attendance at the meeting.

### GOOD DEAL

Well, I have been busy since I came from Duluth, but I have to take a passenger to and from work now. She is our good stenographer from the office. I always feel sorry for these weaker sex when they are troubled with transportation difficulties.

I hope all the boys around the Hall in Duluth are on their good behavior and I hope to see them soon.

Made my usual visit to Marine Hospital last week. Only Brothers there now are Brother Ed Wares, Brother Burke and Brother Soverento.



plans to operate a regular run out of here. We hope this rumor bears fruit as we can use the business in this port.

We have just installed a private telephone, so Brothers coming to Jacksonville can reach us at 5-5919. We are also going to be listed in the telephone directory.

The search for a new Hall goes on, but with no success. We need more space and will have to keep searching until we find it.

## Great Lakes Secretary - Treasurer Reports

By EMANUEL S. LASHOVER

Mr. Russ Mortenger and Mr. Sarkensen of the USES called on me after hearing of our protest concerning the misleading advertisement they inserted in the papers.

They explained to me that they were mainly interested in recruiting a backlog of men in case we or the Lake Carriers were to run short and, incidentally, justify their being on Uncle's payroll.

I thanked Mr. Mortenger for his past help but assured him that inasmuch as the policy of this Union was not to patronize Government hiring halls that we would not use him from now on out. They promised to try to remedy the damage caused by their first ad by inserting another one which would definitely specify rated men, in which there might be a shortage this year. The ad duly appeared and no others have since followed it, and I do not believe that they will print anymore of them.

### LAKES TRANSPORT

Your negotiating committee has had its first meeting with Great Lakes Transport Co. and it looks like they will go along with us on practically all the major requests.

There have been a lot of rumors about the NMU declaring their vessel, the Stmr. Westcoast, a "hot ship" and ask the Oil Workers, CIO, not to load or unload this vessel. Your officials have contacted the various Maritime Unions connected with the AFL and explained the situation to them and have received a unanimous reply that they will refuse to tow any tanker, take a line from any tanker or repair any tanker if the Westcoast is boycotted.

Masters, Mates and Pilots will respect our picket lines and will not operate ships that we picket. If the Commies go through with their threat, there will not be an oil tanker running profitably on the Lakes until such time as the threat is removed.

### D & C NAVIGATION CO.

Last Friday your officials attended a meeting of the Stewards and Chefs on the D & C Line. Also present were Mr. Durand and Arley Williams of the

Company and Stanley Barr of Masters, Mates and Pilots.

At this meeting we laid down the law as to the hows and whys of feeding the crews, warned them against phony overtime, both their own and the crews and also made it very clear that they could either act or get off.

If they didn't produce they would be dumped and someone who could handle the job would be hired.

### BOB-LO EXCURSION CO.

We have had considerable difficulty gaining their consent to pay the \$12.00 raise retroactive

## First Ship From Buffalo

By ALEX McLEAN

BUFFALO — With a traditional whistle salute from the two tugs that pulled her away from her winter berth at the foot of Genesee St. the freighter Joseph P. Wells sailed out of Buffalo harbor, opening this port's 1946 navigation.

The Wells had no difficulty in cutting a clear path through what is left of the ice outside Buffalo harbor. She was out of sight in less than an hour, manned forward and aft and the Stewards Dept. by as able an SIU crew as ever left the Buffalo harbor.

Thomas C. O'Brien, Jr., has been appointed assistant manager in Buffalo for the T. J. McCarthy Steamship Co., operator of three Automobile carrying vessels on the lakes.

One of the first ships to steam into the harbor this year will be the T. J. McCarthy bringing a cargo of new cars from Detroit manned also by an SIU crew.

The shortage of coal for vessel fuel as a result of the current coal miners strike will permit only two or three weeks of lake vessel operations, the ship operators warned.

Now that spring has hit us, the Marine Hospital has lost all of its SIU patients—the best of health and good sailing to all the members who were there.

Buffalo members are also wishing a speedy recovery to Ed Wares, former Detroit Agent in the M. H. at Detroit.

to last July. However, now the boss' son has returned from service, and Fred Farnen and myself had a meeting with him today. He has agreed to pay the \$12.00 as soon as possible and will send me a letter to that effect.

At the same time, we presented him with our 1946 proposals and I believe that we will be ready to wind up this contract by next Monday.

### OTHER NEGOTIATIONS

We have finished negotiating this contract and it is now being signed in Chicago. It will be brought up for ratification at our next meeting.

Herb Jansen, Chicago agent is hard at work negotiating this contract and it looks like he will have this finished within the next week.

Our proposals have been delivered to these people and we have a meeting scheduled for later this week. I therefore propose that we sail these vessels until we see what reaction we will get from this session with McCarthy.

### WAGES

As per the instructions of the membership, your negotiating committee has eliminated the bonus entirely from the sandboat agreements and had 10% added to the base pay.

We have done the same for the Deck and Engine Departments on the passenger boats. This gives us the highest wage scale in the entire world for seamen, \$209.00 per month for ABs, Firemen and Oilers.

Today I was informed that the Pittsburg Steamship Company, largest in the Lake Carriers Association, has filed with the Wage Stabilization Board in Washington to pay the same scale, but still maintaining the 10% bonus.

If granted, it would be an unfair advantage over us, and therefore I have registered a strong protest to the proper authorities and I believe that it will be given the proper consideration inasmuch as I told them that if they granted this increase, it would be tantamount to the use of a government agency to break a union and would bring down the wrath of the Gods on their heads from all legitimate labor organizations.

## Russia Sends Unionists To Camps

Serious concern over the pressure being exerted on non-communist trade unionists in the Russian-occupied zone of Germany has been expressed by responsible journalists.

Kathleen McLaughlin, writing to the New York Times from Berlin, charges that an Allied document gives evidence that "contrary to the pledges of political freedom given in the Potsdam agreement, Soviet military government authorities have reactivated the Buchenwald and Sachsenhausen concentration camps and are detaining in them dissenters from the merger of the Communist and Social Democratic parties."

Vote of Social Democrats on the proposed merger is now scheduled for March 31. Miss McLaughlin indicates that Soviet military authorities have held out a promise that military control will be almost completely withdrawn if the two parties merge, and reports that "all leaders of political parties in the Russian zone have been required to report at least once a week to headquarters of the Soviet military government in Karlhorst,

where they have been either exhorted to accede to certain projects or received order to cooperate under pain of arrest."

Dorothy Thompson, authoritative columnist on world affairs, has disclosed other evidences of Soviet pressure on German leaders, and further warns that the trade union movement is in danger of losing its democratic character.

Miss Thompson points out, in support of her warning, that election results in the January works council elections gave an overwhelming majority to Berlin socialists—Social Democrats, 524; Communists, 216; Christian Democrats, 9; and without party, 55. Despite these and similar results in other places, the majority in the Central Commission of Unions in the Russian zone is Communist. The columnist says that a number of leading Social Democrats have already been forced to flee to find safety in the British and American zones.

**Make Isthmian SIU!**



# WSA Officials Play Shipowner Game

(Continued from Page 1)

by-foreign, intercoastal and coastwise transportation articles. Devlin and Helmbold knuckled under to the shipowners and reversed their decision on the foreign articles.

The tie-up is the result of their action.

## ACTION SUMMARIZED

Here is the way SIU officials Hall and Hawk summarized the case against Devlin and Helmbold:

During the war the WSA superseded its authority and devised blanket transportation regulations, known as Rider 64 and Rider 64 Revised. These were to be uniform for every American ship. Such blanket regulations were inequitable for many voyages and the Seafarers opposed the move from its inception. The WSA refused to budge.

After hostilities ceased in 1945 the WSA released ship operators from the blanket regulations. All vessels reverted to the pre-war individual negotiation basis.

But shipowners weren't satisfied with the old status quo. There was much backing and filling by operators and the WSA. The latter reversed its field several times. On March 1 the SIU tied up several ships in protest of this reversal.

## CONFABS CONTINUE

Meanwhile, the SIU officials were conferring constantly with WSA representatives. They reached full agreement on a rider on ships sailing under foreign articles on March 2. Operators also agreed to the provisions of this rider and ships sailed again.

Here is a copy of the foreign rider agreed on:

It is agreed between Master and seaman, or mariners, of the..... of which (name of ship)

..... is at present (name of master)

Master, or whoever shall go for Master, now bound from the port of..... (name of port)

to..... (first port of destination)

and then to such other ports or places in any part of the world as the Master may direct, or as may be ordered or directed by the United States Government or department, commission, or agency thereof, and back to a final port of discharge in the continental United States for one voyage only for a term not exceeding six calendar months.

## FOREIGN RIDER

It is also agreed that these articles shall terminate in the final port of discharge in the continental United States. If the final port of discharge is on the Pacific Coast, the Gulf of Mexico or on the Atlantic Coast South of Cape Hatteras, first class transportation, wages and subsistence back to the port of signing on shall be paid to those men terminating employment and not resigning articles for the next voyage. In the event that ship returns light or in ballast to the continental United States, articles shall terminate in the first port of arrival in accordance with the voyage description set forth herein.

Hewlett R. Bishop  
Atlantic Coast Director  
War Shipping Administration  
The WSA negotiators were Deputy Administrator Granville Conway, J. Godfrey Butler, Dev-

lin and Helmbold. To all intents and purposes a complete agreement had been reached on riders on foreign articles. Here is a copy of a letter they sent to Hawk on March 6.

Mr. John Hawk, Sec.-Treasurer  
Seafarers' International Union  
Room 213, 2 Stone Street  
New York 4, N. Y.

Dear Sir:

This will confirm the understanding arrived at between yourself on behalf of the Seafarers' International Union and the War Shipping Administration with respect to transportation riders to ships' articles to be used in the foreign and nearby-foreign trades, as follows:

## FOREIGN ARTICLES AND RIDER USED NORTH OF CAPE HATTERAS

Same as regular foreign articles heretofore used except insertion of following clause: "and back to a final port of discharge in the continental United States for one voyage only for a term not exceeding.....calendar months."

"If the final port of discharge is on the Pacific Coast, the Gulf of Mexico or on the Atlantic Coast south of Cape Hatteras, first-class transportation, wages and subsistence back to the port of signing on shall be paid to those men terminating employment and not resigning articles for the next voyage. In the event that ship returns light or in ballast to the continental United States, articles shall terminate in the first port of arrival in accordance with the voyage description set forth herein."

## NEARBY-FOREIGN ARTICLES AND RIDER USED NORTH OF CAPE HATTERAS

"It is agreed between the Master and seamen or mariners of the..... of which..... is at present Master or whoever shall go for Master, now bound from the port of..... to (first port of destination), and then to such other ports or places in the World as the Master may direct or as may be ordered or directed by the United States Government or Agency thereof, and back to a final port of discharge in the continental United States on the Atlantic Coast north of Cape Hatteras for one or more continuous voyages for a term of time not exceeding six calendar months."

(same Rider as used in Foreign Articles)

Where a vessel departs from an area other than the area north of Cape Hatteras on the Atlantic Coast, the area specified in the articles and rider as the area in which the voyage shall terminate shall be changed accordingly.

It is understood that seamen re-signing articles for the next voyage will not be entitled to transportation, wages and subsistence in accordance with the provisions of the rider. In order to avoid any misunderstanding by the seamen at the time of payoff, in accordance with the voyage description, the War Shipping Administration will instruct its Agents to take from the men paying off and accepting transportation, wages and subsistence, a signed statement to the effect that if

## Crew of Hubert Howe Bancroft



Brother Floyd Winkle of the Bancroft's crew took this picture just before his ship left the Brooklyn docks. He neglected to include the names in his letter, so we'll apologize for his oversight. However, they're a good solid pro-SIU crew, and will vote that way upon their return.

they return and re-sign articles for the next voyage they will repay to the Master of the vessel the money advanced for first-class transportation, wages and subsistence or in the alternative will authorize the Master to deduct from their wages and other reimbursement at time of next payoff a sum equal to the money advanced for first-class transportation, wages and subsistence.

The Union will not delay War Shipping Administration vessels by disputes over transportation riders and ships' articles but will endeavor to settle all disputes regarding such matters prior to the sailing date of the particular vessel concerned.

The War Shipping Administration will authorize its General Agents having collective bargaining agreements with

your Union to pay first-class transportation, wages and subsistence back to the port of signing on to members of the Union who are discharged prior to final termination on articles in an area other than the area wherein is located the port of shipment, except where such discharge is for incompetency. It is understood that such payment will not be made in case of discharges for insubordination, drunkenness, and other similar reasons.

Inasmuch as it will be necessary for the War Shipping Administration to instruct its Agents having agreements with the Seafarers' International Union along the lines indicated herein above, kindly sign and return promptly the attached copy of this letter in indication of your concurrence. Upon receipt of the copy signed by you, the War Shipping Administration will immediately issue the instructions necessary to fulfill this agreement.

G. H. Helmbold  
Asst. Deputy Administrator  
for Ship Operations  
J. Godfrey Butler  
Acting Asst. Deputy Administrator  
for Maritime Labor  
Relations

Hawk refused to sign such an agreement until the coastwise and intercoastal negotiations were completed.

But on March 21, L. A. Parks, Director of the Atlantic and Gulf Ship Operators Association, put the pressure on the WSA. The picture changed entirely overnight.

Parks wrote to the WSA, as follows:

Capt. Granville Conway  
War Shipping Administration  
Washington, D. C.

On December 12, 1945, Admiral Land sent a telegram to John Hawk, SIU which led us to believe that the WSA would discontinue the practice of set-

## The Zane Grey Shapes Up Okay For Seafarers

NEW ORLEANS — Volunteer ships organizer Charles Palmer of the Isthmian Lines Zane Grey, reported the conclusion of a fairly successful SIU vote on that vessel. After the last ballot was cast, observers estimated accurately that the Seafarers carried slightly better than 60% of the votes, with the NMU taking around 30% and about 6% either doubtful or going to the company.

Brother Palmer declared that the Zane Grey was a clean ship carrying a clean crew. He and the other crew members did have one major beef, however. They claimed that the slop chest prices were exorbitant, and way out of line with the usual cost plus 10% charged on SIU ships.

A copy of the posted prices was taken off the ship, and will be compared with other lists before further action is taken. If it is found to be over the legal maximum for the various articles, then the proper action will follow.

After the Zane Grey's arrival at New Orleans, several men took out SIU books, among them being two NMU book men—Paul Boenig and NMU organizer Richard Art, AB. Both of these men stated they were fed up with the phony tactics, lies, and do-nothing attitude of the NMU, and wanted to belong to the only strong, democratic seamen's Union extant—The Seafarers!

ting claims upon the demand of the Union and without regard to justification of the claim committees. The numerous changes in shipping article riders demanded by individual union agents and delegates in Atlantic & Gulf Ports which should have been approved by WSA officials during the past two months have created a situation in which a seaman can collect more actual cash in transportation that he will receive in the same period for wages and still leave the vessel in the port in which he originally joined the vessel. Vessels under private ownership cannot operate under this financial handicap, nor is it right that these conditions become established under the benediction of the WSA at a time when some of your vessels manned by SIU crews are still signing articles with Rider Operations Regulation 64, Revised, included. We request you take immediate action to prevent granting of new benefits now proposed by the Union.

L. S. Parks  
Capt. Conway immediately wired Parks:  
L. A. Parks  
Director, Atlantic & Gulf Ship Operators Association  
29 Broadway  
New York, N. Y.

March 22, 1946

Reurtel March 21, concerning transportation provisions and articles. Understand Capt. Devlin is meeting with you tomorrow and that transportation provisions will be discussed with union representatives in

(Continued on Page 14)

## 14 Million Are Covered

WASHINGTON — Union contracts covered approximately 14,000,000 U. S. workers in 1945, the Labor Dept. disclosed in its annual analysis of the extent of collective bargaining in American industries. About 29,000,000 workers are engaged in fields in which unions exist.

About 70% of the production workers in manufacturing industries had the protection of union contracts as compared with about one-third of the workers in the non-manufacturing group. The report, prepared by the Industrial Relations Branch of the Bureau of Labor Statistics pointed out that in 1941 it was estimated that less than one-third of the workers eligible for union contract coverage were working under agreements as compared with about one half of the workers in 1945.



# SHIPS' MINUTES AND NEWS

## Crew Asks More-Pay Contract

Without waiting to hear shore-side recommendations, the militant crew of the MV Diamond Hitch has drawn up a petition for betterment of conditions and wages to be incorporated into all agreements and contracts with all shipowners.

The petition was directed to the SIU committee working on new agreements. It was drafted and signed by 23 members of the crew at a shipboard meeting at sea on March 26.

The petition asks for a 30 percent wage increase, for a flat 40 hour week, an increase in overtime from 90 cents to \$1.25 an hour, adequate crew quarters and a Union-operated slop chest.

The nine-part petition follows: We, the undersigned, members of the Seafarers International Union, agreed at this shipboard meeting of March 26, 1946, to draw up this petition for the following requests:

1. That there be a 30 percent wage increase on all vessels operated by SIU men.

That there be a flat 40-hour week on all vessels and overtime to be paid for all work done, at sea or in port, by watch standers and day men, and time and one half for work performed by the Steward's Department in port.

3. That the present overtime rate of 90 cents per hour be increased to \$1.25 per hour.

4. That all ships have adequate quarters for all unlicensed personnel and that a wash basin, medicine cabinet and innerspring mattresses be in all fo'c'sles.

That a recreation room be on board every vessel for the physical and mental recreation of the ship's crew.

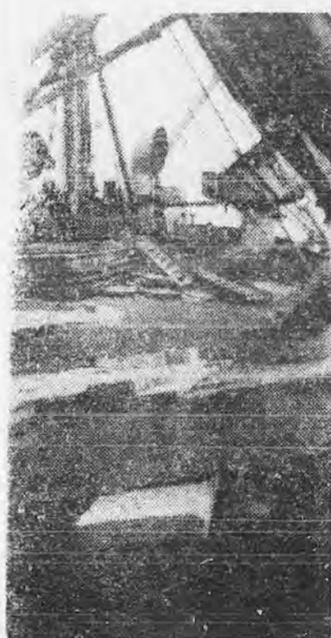
6. That on any vessel when Iron Mike is in operation, the man at the wheel shall not work nor leave the wheel house while on watch for safety of crew.

7. That on all vessels, if the bottom floor plates are below a certain depth, there must be a one-man elevator for descending and coming up.

8. That a representative from the SIU take over the outfitting of the slopchest on board all vessels to insure good equipment, an assortment of articles and lower prices. These profits derived to go to the strike fund of the SIU.

9. That there be two day men in the deck and engine department and two utilitymen in the Steward's Department, be added to complement of ship's crew.

## ISTHMIAN SHIP DECK PROVES SEAMEN'S HAZARD



Nineteen lines and a hook were used to secure Isthmian's J. Sterling Morton (left) inside the breakwater at Crete, but safety was lacking on deck. Nail-studded dunnage was piled up, despite Isthmian's vaunted safety committee. (Pix by Bob Littlefield.)



## Chief Cook Finds No Humanity

Man's humanity, as well as man's inhumanity toward fellow men was demonstrated on the last trip of the William Patterson to European ports. The Chief Cook gave out with the humanity and the Steward expressed the inhumanity.

It all started when the Patterson hit Lisbon. Chief Cook Arnold Boyle began collecting scraps left over from supper for the hungry people on the dock. Brother Boyle has been a Chief Cook for 15 years, and every time he has hit a foreign port where there were hungry people he has followed this practice.

But here came the New Order. Here came Steward Freeman.

### CONVERSATION

"What are you doing with that slop," Freeman asked Boyle.

"It's for those hungry people."

"No, it's not. Throw it over-side."

"Listen," said Boyle, "Listen here, Mr. Steward, I'm going to give those hungry people these leftovers if it costs me my job."

They went to the Captain. They put it up to him.

"Sure," said the Skipper. "Give 'em the leftover food. What the hell. No point in throwing it out."

### HE DIDN'T THAW

The Steward didn't speak to Boyle for days. Finally he asked the Cook why he was pulling meat out of the chill box. Boyle said he was thawing it out for the next day.

"Come to me when you want to do that," growled the Steward.

Boyle settled that one right there. He turned over his keys to the chill box, with an "if-you-don't-trust-me" gesture.

### PERSECUTIONS

A week later some meat was missing which the Steward had put out. He accused Boyle. There were other persecutions. For 12 days Boyle received no tomatoes to use in cooking. The Steward said they were all gone. But when they hit port Boyle happened to go in the storeroom. There were two full cases of tomatoes.

Steward Freeman's defense, when questioned by the Patrolman, was that Boyle used too many tomatoes in cooking!

on Captain's refusal to allow Jack Foxworth to make overtime. Radical crew members, disputed overtime, and shortage of messroom equipment also discussed. Good and Welfare: Request men paying off leave their quarters in clean and sanitary condition.

PHILIP F. THOMAS, Jan. 19—Chairman Russel Wilde; Secretary Francis R. McGillicuddy. Explanation was made to new men regarding laws, benefits, and expectations of SIU. Bosun Pinkowski questioned over-

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## Digested Minutes Of SIU Ship Meetings

**BUNTLINE HITCH, Feb. 28**—Chairman C. H. Bush; Secretary M. Wineman. Motions carried: To continue same firm as agreed on previously; all hands to assist in general cleanliness and to secure breakable articles firmly before voyage; to install salt water faucet in galley to conserve fresh water; to laud Captain and Chief Mate in Log for their splendid treatment of crew. Good and Welfare: General discussion and clarification on question of overtime; discussion on how to conduct oneself in port; all men to strip bunks and clean room before leaving.

**CLAYMONT VICTORY, Mar. 3**—Chairman E. Gibbs; Secretary Laliberte. Motions carried: That Union books be closed as soon as possible; to urge Union to secure full books for probationary members for rated jobs. Good and Welfare: That all quarters be overhauled; all locks to be repaired and a water fountain be installed back aft for crew; better quality uncanned bacon be procured.

### Meeting Throws Light On Dark Situation

Just because a man is a member of the Black Gang is no reason to keep him in the dark.

But light was thrown on the matter at a membership meeting aboard the SS Philip F. Thomas.

A Wiper in the Engine Department claimed the Black Gang was rationed to only 10 boxes of matches per man on a recent trip. It was decided that the next crew check up on the supply of matches and face soap, before going aboard.

The Deck Delegate was instructed to consult with the Chief Mate to halt interference by Mates with men being worked by the Bosun. A motion was carried calling for cleaning of all quarters and the disposal of soiled linen.

John Samsel presided, and F. E. McGillicuddy was secretary.

### Lyons' Biggest Beef: Not Enough Beef

Firmly and succinctly they put it when they noted the minutes of the Thomas J. Lyons meeting of February 3:

"Biggest beef was not enough beef (meat)."

There were other beefs about shortages: too few juices, mostly secondary meats. The ship, Chairman Church Corners and Secretary Joe Renka observed, sailed twice improperly stored. Supplies to be ordered.

There also was a discussion of messroom cleanliness.

**CAPE NAME, Feb. 25**—(not note) Motions carried: To obtain new items for crews health and welfare; to have variations in night lunches.

**DEL OURO, Mar. 5**—Chairman Beckman; Secretary Greer. Motion carried: To ask Patrolman to intercede with Port Steward for payment for linen procured during trip. Good and Welfare: Three brothers witnessed that Steward had made derogatory remarks about Union and further sailing; it was reported that there was coffee available for officers but none for the crew, also a shortage of cocoa. Suggestion made to request to have ship fumigated and to purchase new chairs and tables for mess. Bunks and mattresses, lockers, and other equipment needed for the health and welfare of crew.

**THOMAS HEYWARD, Dec. 25**—Chairman Phil H. Acree; Secretary C. E. Gamble. Motions carried: That a set of rules be drawn up for the improvement of the messhall since the Stewards Department consists mostly of first trippers. Good and Welfare: Deck Delegate asked that more salads and fresh fruit be served, and a better night lunch; the ice box to be cleaned and sorted so more fresh vegetables could be stored; to have messhall soogied

by all hands to make it a fit place to eat in. Survey of all hands showed that there are nine full books, seven probationary books, and four trip-cards, aboard.

**VENTURA HILLS, Feb. 27**—Chairman Pat Ryan; Secretary Robert Darey. Discussion regarding poor food. Suggestion made that cooking improve or Steward's Department be taken off ship. Motions carried: Steward to make up menus, not Chief Cook; Chief Cook is to get rid of gun in his possession. If he flashes it again, or threatens to flash it, he will be a candidate for 99 year club.

### Butter Unseaworthy On Montauk Point

The caustic odor that makes your eyes water as you approach the SS Montauk Point doesn't come from the bilge. It comes straight from the galley, and we got it straight from the crew. In short, the food stinks.

This malodorous matter was the subject of a motion carried at a recent membership meeting. The minutes, submitted by Chairman Joe Penner and Secretary LeRoy Parker, reveal that the "meats and butter have been going bad because they have been on the ship since last August." If something isn't done about it, it appears that galley gas masks might be made standard equipment on the ship.

When the food isn't bad it's monotonous. The menu for night lunch is always cheese and baloney. And that's still baloney, no matter how you slice it.

The crew voted that the ship be re-supplied. Recommendations were made for repairs of the head, bunks, benches in the fo'c'sle, and of the faulty heating system. Another motion called for the cleaning and spraying of rooms or the fumigation of the entire ship.

**EDWIN G. WEED, March 18**—Chairman Glen Reid; Secretary C. E. Swenson. Discussion

# Digested Minutes Of SIU Ship Meetings

(Continued from Page 10)

in Deck Department. All hands agreed to hold meetings weekly. Motions carried: To keep messroom clean at all times, especially clearing away coffee cups from tables, bread and butter from serving counter, and keeping cigarette butts off the deck.

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## Penalties Adopted For Lifting Stores

A cooperative Steward can command respect on any ship. That is the moral contained in the minutes of the B. A. Fallonsbee's meeting. Members decided that anyone caught going into the storeroom without permission would be brought up on charges. Reason: The Steward is willing to give out anything crew members need.

The minutes, submitted by Chairman Walter Vandette and Secretary Robert McNatt, list several items to be repaired, and missing articles to be replaced.

~ ~ ~

**S. M. BABCOCK, Jan. 20—** Chairman William Moise; Secretary John H. Twyman. Motions carried: To hold a Union meeting in the crew's messroom every Sunday. Good and Welfare: Storm doors will be kept closed in heavy seas; messroom will be kept clean and library straightened up; all books not being read to be returned; problem settled on how and where toast for breakfast will be made; beefs on lockers, coffee urn, etc., were settled to everyone's satisfaction.

~ ~ ~

**TULANE VICTORY, Mar. 16—** Chairman Lonnie Grantham; Secretary John Jarvis. All full book members are paid to date. It was decided to complain about failure of New Orleans Agent to give proper representation on beefs. Agent said ice cream, milk, cigarettes, and slop chest would be sent to ship, but nothing was received.

~ ~ ~

**S. M. BABCOCK, Jan. 27—** Chairman William Moise; Secretary John H. Twyman. Motions carried: To fine anyone improperly dressed in the messhall \$1.00; and impose a fine of 25c on anyone leaving coffee cups on the table when using same between meals. Good and Welfare: The following beefs were settled; fruits and juices for meals, supply of face soap for crew, exchange of linen; it was decided that a certain amount of silverware and cups be left out during the night.

~ ~ ~

**JEAN RIBAUT, Jan. 27—** Chairman A. Monahan; Secretary F. S. Mitchell. Motions carried: Three delegates to see Skipper about crew having access to library at all times; all laundry to be done in laundry room as dripping in shower keeps men awake. Good and Welfare: It was pointed out that permit men are not keeping up SIU standards of cleanliness and cooperation. It is impossible to get them up in the morning or to do their routine work. Steward has prevented their being logged by reminding them of their obligations daily.

~ ~ ~

**GEORGE W. ALTHER, Feb. 9—** Chairman Harold Karlson; Secretary Spider Korolia. Motions carried: It was voted that

all tripcards on the ship who want books be accepted; that a member assigned to a ship who cannot perform his work, be put on a "do not ship list" as of that indorsement; that all Departments stand by at pay-off until all beefs are settled. Good and Welfare: Ships' Delegate to contact Patrolman to see about having living quarters painted before new crew is put aboard; rationing of cigarettes aboard WSA ships should be lifted and popular brands made available; all cooks and messmen should wash hands before leaving toilet while on duty; enough medical supplies should be made available; repair list to be made up.

~ ~ ~

**CAPE TRINITY, Feb. 17—** Chairman H. W. Roberts; Secretary A. Ballard. Motions carried: To contact Agent in New Orleans about transportation from ship to shore in different ports; to find out about organizing Pursers into SIU; to keep stevedores and longshoremen out of passageways and messrooms while in port, and to fine men giving them coffee 25c; to have penicillin aboard in case of sickness. Good and Welfare: A vote of thanks to the Stewards Department for their splendid cooperation; also one to Bud Ray, Agent at San Juan for his good work in boarding the ship at three different parts of the island.

~ ~ ~

## Keep Night Cook Belle Crew Asks

The crew of the SS Belle of the Sea is concerned about the elimination of the Night Cook and Baker position aboard C-2 type vessels. This is revealed in minutes from the ship sent in by Chairman Allan Howells and Secretary James Atkins.

The minutes, dated March 23, analyze the duties that must be taken on by others in the Steward's Department if the company is successful in putting over this penny-pinching scheme.

Actually, very little money would be saved, as overtime and food spoilage would cost almost as much as hiring another man. The crew of the Belle of the Sea have gone on record as wanting the job continued.

Other matters discussed included a repair list; and prices paid by the crew for souvenirs.

~ ~ ~

**JOHN P. MITCHELL, Feb. 17—** Chairman John M. Lopez; Secretary Edward Robinson. Engineers found violating contract by painting on watch. Unlicensed men, off watch, were willing to paint. This will be reported to Patrolman! Radio needs repairing, crew will refuse to sign on for next voyage unless this is done. Good and Welfare: Bosun spoke on proper attitude for crew to take toward passengers and Deck Delegate suggested that crew members stay away from passengers; Delegate to see Captain on necessary repairs to lights, lockers, fans, and steam; on board are eight full book, four probationary, and sixteen tripcard members.

~ ~ ~

**S. M. BABCOCK, Mar. 3—** Chairman William Moise; Secretary John H. Twyman. Motions carried: Following fines were voted, leaving cups on table 50c, putting feet on mess-

room chairs 25c; ice box to be kept clean. Good and Welfare: New toasters and coffee urn to be ordered for the pantry.

~ ~ ~

## Food For Thought Aboard The Young

It's usually "eight bells and all's well." But not on a recent trip of the SS William Young it wasn't.

Came time for the night watch to partake of some lunch and the cupboard was bare. The nocturnal raid was traced right down to the insatiable cravings of the messmen, the ship's minutes say.

So a suggestion was made that the night lunch not be put out until 8 o'clock, and that the amount of coffee left out at night be increased.

~ ~ ~

**FIRE ISLAND, Mar. 2—** Chairman Wendell Lockwood; Secretary "Frenchy" Martin. Motions carried: Shipboard meetings to be held every Sunday; Purser be invited to attend all meetings; three Delegates to see Chief Engineer to have steam jet put into laundry room; steps be taken to familiarize man in Engine Department, sailing on tripcard, with history, aims, and advantages of SIU. Good and Welfare: Thorough discussion on removing Coast Guard control from the Merchant Marine and crew agreed to support the Union's stand; suggestion was made that the crew read the Log regularly and discuss top subjects.

~ ~ ~

**GEORGE W. ALTHER, Mar. 7—** Chairman Harold Karlson; Secretary Spider Korolia. Motions carried: That the Port Agent in Boston investigate why engine room fiddly has been closed for past two months; that fiddly be left open at all times for the safety of the crew; that all crews get their pay in American Currency when in foreign ports; that a gear drier be installed aboard ship before sailing on her next voyage. Good and Welfare: It was ruled that no man be allowed in the messroom unless he is dressed.

~ ~ ~

**FORT CLATSOP, Feb. 17—** (Not noted) Discussion on the writing of a letter of condolence to parents of a Wiper, who was washed overboard during a storm in the North Atlantic on Jan. 25, 1946. Also discussed Master's practice of signing on board ship non-union members without first calling the Hall for them: Action taken to stop crew members from entering mess hall not properly dressed. All hands instructed to leave their fo'c'sles in clean and proper order at the end of voyage.

~ ~ ~

**FRELINGHUYSEN, Mar. 16** Chairman Jack Higgins; Secretary Charlie Heuser. Motions carried: Meetings to be held bi-weekly; imposition of 25c fines for throwing butts in passageway, leaving used cups, spoons, etc., on tables, and putting feet on messhall chairs, proceeds to go to Log; laundry to be cleaned every Saturday morning by crew sanitary men; crew be washed and fully clothed at mealtimes; and stoppage of unnecessary slamming of doors after 10 P.M.

# SEAFARER SAM SAYS:



TAKE CARE OF ALL SHIP'S GEAR!

FOR YOUR OWN SAKE AND THE SAKE OF THE NEXT CREW—PROTECT SHIP'S GEAR. THE CREW FOLLOWING YOU ON THE SHIP IS ENTITLED TO A WELL-KEPT SHIP.



## Alcoholic Seamen Are Offered Help

"Oh, what do you do with a drunken sailor?"  
 "What do you do with a drunken sailor?"  
 "What do you do with a drunken sailor, 'Earliiiiie in the mooooorrrning?"

The somewhat rhetorical question posed above is answered later on in the song, but the answer is only a temporary expedient, meant for the occasional drunk, not the complete alcoholic who needs a drink when he wakes up in the morning to keep going—not the guy who is afflicted with the screaming meemies when he doesn't have a drink around.

There are plenty of guys like that in the Merchant Marine, plenty of guys who can't take the first drink without wanting to drink every distillery dry.

So we come back to the question of "whaddya do?"

### THE ANSWER?

There's a group of seamen in New York today who think they have the answer to that question. All of them have been through the mill of habitual and perennial drunkenness. Many have tasted the dregs of degradation through their alcoholic sprees—landing in jail or the alcoholic wards of municipal hospitals. Now they are sober, self-respecting seamen—usually much better Union men than they were before.

The group is run by seamen for seamen. It is called the Alcoholic Anonymous Seamen's Club, and is located at 334½ West 24th St.

Most people have heard of Alcoholics Anonymous, and the Seamen's Club is a nautical arm of that organization. It is designed to help the gashounds who really want help—the guys who have been hitting the crock so long they can't stop by themselves, but who want to. That's the only prerequisite for joining the club—a very real desire to quit drinking.

The AA Seamen's Club isn't interested in the occasional or moderate drinker, nor even the one who goes on an occasional tear when he hits a strange port.

The AA's know these boys can quit if they have a mind to. Liquor hasn't become a disease, a drug and a food for them.

Nor does AA claim that its "cures" always hold. Some of the boys will slip after a couple of months. Usually they climb back on the wagon, though, and embrace AA anew. The time between binges lengthens. In addition, they begin to acquire a new respect for themselves when they find out they can let it alone for a given period.

Actually, AA is a combination of mysticism and "immediate self control." The mysticism comes in where the boys feel they need faith in something—call it God, or "Supreme Being" or "Animal Psychology," or what have you. The "immediate-self control" comes in saying to yourself "I won't take a drink now . . . maybe later on, but not now." In that way the dry period lengthens out from hour to hour, day to day and week to week.

### GODSEND FOR SOME

For a hearty Seafarer who likes to take a drink or leave it alone, all of this may sound sort-of wishy-washy. But to the alcoholic who can't get straightened out by himself after he gets the craving that one drink brings, it is a Godsend.

There's a letter on one of the Membership Speaks pages from a member of the SIU who "fit the rum demon" from hell to breakfast and who found a way out through Alcoholics Anonymous. He writes that he's just beginning to find out the good things about his Union now that he's been sober for 18 months. There are plenty of other seamen who swear by the AA Seamen's Club, too. They used to be performers, but now they're having a hell of a lot more fun staying sober together.

So listen, Brother, if you're a real alcoholic (and maybe you are, but don't know it yet) or know of someone who is, it might be worth while to drop by the AA Seamen's Club in New York. It may not work for you, but you never can tell. And it doesn't cost anything.

# THE MEMBERSHIP SPEAKS



## MATE APPRECIATES GOOD UNION CREW WHEN HE GETS ONE

Dear Editor:

I wish to congratulate your Union, and especially your Norfolk Hall upon the high quality of the men you furnished me for our trip on the Hart Crane, just finished.

This has been my first trip on the East Coast since the end of the war, having been in the Pacific for four years. I was frankly amazed at the resourcefulness and initiative of the men when they turned to on my first day aboard. I had come to think that there were no real seamen left.

Without exception, every man in my crew had been ready at all times to do more than his share. They conducted themselves in a manner to bring credit to their Union. Most of the men are remaining on the ship which, in itself, proves many things as to their ability to properly adjust themselves to a good ship.

Following is a list of the men whom I wish to commend.

James F. Lee, Bosun; Ernest Askew, Deck Maint.; Willard Byrd, AB; George Jackson, AB; Curtis Powell, AB; Hatton Midgett, AB; Randolph Watson, AB; Thomas Vann, AB; Hubert Burbage, OS; William Winslow, OS; Sheldon Midgett, OS.

Hoping that you will be able to furnish more men like these in the future for the good of American shipping.

F. A. Willett  
Chief Mate

## LOYAL UNION WIFE APPRECIATES LOG, SENDS DONATION

Dear Editor:

Just reading the Log, which my husband asked you to send me. Thanks to you, and many, many thanks to Harold Baldauf for sending you the picture of the Ouachita Victory's hospital. My husband was the Steward on that ship.

He has always been one of the best husbands but that Peter Del Morris (Chief Officer, ha-ha) had him so upset he came home very mean.

I'm saving the Log for Frank when he comes home to see and read it.

Enclosed find one dollar for the Log. Wish I had more to send. Thank you again.

Mrs. Frank E. Gardner

Editor's Note: Thanks to you, too, Mrs. Gardner, for the sentiments as well as the buck.

## LOGS SENT HOME FREE OF CHARGE TO MEMBERS

Dear Editor:

I would like to have the Log sent to my home while I'm out on a trip. Then I can catch up with the news when I am home.

I am a full book member for three years. I miss getting all the Logs when I come in from a trip.

Please let me know whether there is any expense for mailing and I will send it to the Log.

## CORNELL VICTORY ENGINE CREW GETS A SPOT OF SUN



The Engine Department of the Cornell Victory takes time out for a spot of sun and poses for a formal portrait during a recent trip. (Pic. by Bob Bunce).

## BROTHER TELLS WHAT HIS UNION BUTTON MEANS

Dear Editor:

To me my Union pin symbolizes a small, but strong-minded group of men who started out with the idea of trying to better the living and working conditions of the men who "went down to sea in ships." In ships that were unsafe, vermin-ridden, ruled by cruel masters, who served food that slave owners would refuse to feed to their swine.

And these men have never strayed from that path. They have refused, time and time again, to be beaten, and instead have grown to be one of the big-



gest and strongest collective agents in the history of unionism. Time after time, the fink-hardened shipowner has put into effect phony rulings in an attempt to break down our morale and cause disunity among us. But we have always come through

Thank you and my Brother members for putting out the best news along the waterfront.

James H. Fisher

Editor's Note:—Brother Fisher should know, as all good Seafarers do, that the Log is sent to any member's home upon request with no charge involved. Please pass the word to any Brothers who aren't aware of this.

with our heads up, and stronger than before. Now the shipowner, instead of trying to force us into seeing the light his way, calls in our Agents to try to effect a compromise before resorting to force.

The war, too, with its phony Coast Guard and WSA rulings trying to herd us around like a lot of blind cattle, presented great problems. But again our Agents, elected by the membership in a democratic election, went out determined to represent the men who put their faith in them. And again they came through for the boys.

So you see what Unity means. As one of our great statesmen said, "United we stand, divided we fall." Yes, in unity there is strength.

My Union pin stands also for a lot of men who, without praise or glory, went through air and torpedo attacks and invasions and who were taken prisoners of war. It stands for those among them who had their bonuses taken away, and were hounded by the Coast Guard at every turn of the propeller but who stood firm in their belief that the Country came first, that their own fight could be taken up again later.

So they stayed on the job, and while they were being called "4-Fs," they were delivering the goods to the battle fronts in all the war zones, as our casualty lists will show.

Many Brothers are listed on the records as dead. But in our minds they are still "on a trip." We'll all meet in another port some day, and you can bet your payoff they'll be wearing their Union buttons, and talking Union to the men around them.

Walter Haas



## LETTER OF CREW ADDS TARNISH TO NAVY BRASS

Dear Editor:

First we wish to thank the Navy for stopping the mail just before Christmas. That was really fine. After all getting mail twice in six and one-half months is all right especially when there is none for the last four and one-half months.

Then we also wish to thank them for the swell way they treated some of the crew in Yokasuka, Japan. It seems some of the boys got ashore with the Navy's permission in one of our own lifeboats and were stranded on account of rough weather in the harbor and couldn't get back in the lifeboat. We spent two days and two nights ashore. The Navy wouldn't offer any assistance in any way for the crew. We asked for some place to stay. They said they had no accommodations for Merchant Sea-



men. We asked for food, they seemed to be out. We asked aboard the flagship for as little as a cup of coffee and were refused and sent back ashore to stay on the dock until the weather calmed enough for a lifeboat to come in and get us.

It was raining, snowing and was cold as hell but they were all warm and comfortable. They have a great desire to come aboard merchant ships and have their coffee and even their meals, but it seems they have very little desire to help Merchant Seamen

## Log-A-Rhythms Bremerhaven Blues By DENNIS SAUNDERS

We sailed out of Boston one bright July day  
With the John Blair's bow headed down the bay;  
Ten days in Beantown was enough for us all,  
And we anxiously awaited the next port of call.

The Maritime boys were an awful flop,  
In ten days at sea they all blew their top.  
The Old Man logged them once, then logged them some more;  
They swore then, by Jesus, they'd settle the score.

We stopped in Hull, England, a Limey town,  
Stayed long enough to let the anchor down,  
Picked up our orders and sailed some more  
Headed for the distant German shore.

Bremerhaven, Germany, was our destination,  
Just another town knocked to full devastation.  
So on August the seventh, at 12 o'clock  
We went up the river straight to the dock.

The first time ashore in 16 days  
The crew split up and went their ways.  
Fraulein hunting on their list was first,  
Then some German schnapps to quench their thirst.

Sixty-five dollar fines were paid by a few,  
But you couldn't stop them, not the John Blair's crew.  
Frauleins were plenty, we gave cigarettes to some;  
Others were choosy and asked for some gum.

A wonderful time on this German clambake,  
And we hope to come back some day.  
But for my money, I always will take  
The Boro of Brooklyn, U. S. A.

when they really need assistance. As you know we picked up the distressed Russian T-2 Tanker, SS Donbass. It said over the radio the Navy was rushing to the rescue but because of bad weather the Navy couldn't quite get there, so we towed the SS Donbass 2,200 miles in rough weather and when we get 50 miles off the coast of Seattle the Navy finally gets to the rescue and offers to relieve our tow after we get inside the breakwater. So if you ever need assistance when in need just call on the Navy.

Crew of SS Puente Hills  
P.S.—The officers aboard the SS Puente Hills were plenty swell. We wish to express our appreciation, to them for plenty shore leave, plenty overtime and plenty fun.

**LABOR HISTORY FOR MEMBERSHIP TO BE STRESSED**

Dear Editor:

In the discussions at the Agents Conference, education was stressed, and, in education, we think, is the mainstay of any Union.

We believe that all our members should be educated in the past, present and future of seaman's unions, and in the labor movement in general.

Following is a short history of seamen's unions since the end of the last war, beginning with May 1919:

At that time the old ISU was the Union. Almost every seaman was a member of this outfit. On May 1 of that year, after a minor strike, agreements were signed covering a period of two years.

The great percentage of men sailing American ships at this time were not American nationals and they formed the major part of the ISU membership. Since these men were interested in becoming American citizens, they were easily controlled by the labor fakers who were the heads of the old ISU.

It was because of this control that the fakers were able to sell the men down the river in a two year agreement with the ship-owners.

The 1921 strike broke with the termination of the contract. But the seaman took a beating, and there followed many long dark years. Then in 1934, with all maritime workers on the West coast cooperating, a strike took place, and the groundwork was laid for the present and future seamen's union.

The old ISU took advantage of the weakness of the East coast and came back into being. Instead of profiting by their ill-gotten experience, they proceeded to operate on their old 1919 line.

Their tactics resulted in the strike of 1936, for the seamen of that year were different from the seamen of 1919. They were different in that they were better educated—though not quite enough.

For this reason large numbers were swayed by a bunch of smooth-talking commies, who were there for the express purpose of taking over the waterfront for their masters in Moscow, and not for the interests of the seamen.

So, due to ignorance on the part of a large number of the men, the commie-controlled NMU was formed. Now, after eight years, the membership of the NMU is waking up.

Through education they have discovered that they are not members of a genuine seamen's Union but of a political organization. Being true seamen and not politicians, they are rebelling—the result of being educated.

We believe that if the American seamen become better educated, they will get rid of all commie and fascist ideas and the fakers who brought them into being. The future of the unions is in the hands of the membership.

We seamen must realize that only by educating ourselves in the maritime labor movement will we be able to put up a solid front against the shipowners, the phony government agencies, and last, but not least, the sell-out policies of the commies.

Louis Goffin

**ANNAPOLIS MAN TAKES EXCEPTION TO LOG LETTERS**

**EDITOR'S NOTE:** This letter probably will make plenty of you Brothers as sore as it did us. We're running it in The Log because we figure you'd like to hear a minority opinion, even a stinker's.

Dear Editor:

When I was a Midshipman at the U.S. Naval Academy at Annapolis I used to envy the merchant seamen. I used to think they had the best sort of life possible. No shore duty except when they wanted it. (He don't know from nothin'—Ed. Note), picking their ships, no red tape in getting things done and nothing to be tied down to.

During the war I rode on several cargo ships and came across several copies of *The Log* and some other Maritime Union paper. One thing that struck me was the amount of gripes the guys had.

Since then I'm not so sure about the freedom the seamen have.

Perhaps they do have legitimate beefs sometimes, but others seem to me just a matter of clashing personalities that call for sterner measures than are possible on merchant ships. I



know we wouldn't stand for that sort of insubordination on Navy vessels or shore stations.

And reading the sort of inflammatory articles that appear in the *Log*, it seems to me that the men are directly incited to attack their officers every time they write a letter to the editor. They aren't the spontaneous gripes that Navy men have, but harbored grudges that smack of dissatisfaction with the whole social system.

I'm sure the officers are sometimes at fault, even as we Navy men are. But from where I stand it looks like your paper is often just trying to get the officers' goats, along with the shipping companies'. I don't consider that a healthy sign. The seamen should work along with the companies for the salvation of both in these troublous times. I think seamen are being regimented by their Unions.

Ensign B. O.

**EDITOR'S NOTE:** Any answers to this, Brothers?



**TWO BROTHERS ASK WHY DOORMAN ISN'T ON DUTY AT BALTIMORE**

It seems to us that the International Union officials ought to get in touch with the Baltimore Hall and tell them to get on the ball.

We refer to the lack of a doorman.

There is no one there to check Union books or keep out the bums and undesirables. Anyone who chooses to do so, can walk in or out at any time.

This condition has been extant for at least six months that we know of.

It hardly seems like an efficient way to run a hall, and we think something should be done about it.

John Gerard, R. W. Gaither

**Answer:** Yes, Brothers, on the face of it this condition does not sound too good. But the Baltimore Hall, like all other halls except New York, has only a clean-up man who doubles in brass as doorman. He gets busy cleaning up the joint and often isn't around to check books. Just to make sure about this, we checked with Curly Rentz, and he told us that there really wasn't much danger of undesirable characters getting in, since there usually are a bunch of sharp-eyed old-timers around who'd latch onto any who tried to ease through that door on the first landing. As for the third floor, there is a ping pong table there, and anyone who made it that far might find himself being used for a ping pong ball.

**STEWARD'S DEPARTMENT PAMPHLET SUGGESTED AS AID TO CREWMEN**

I would like to suggest that the Union print a pamphlet describing in detail the duties of each and every member of the Steward's Department on every type of ship manned by our Union.

Great confusion results from lack of hard and fast rules on this score. Every Steward has his own ideas and makes his own rules, sometimes as he goes along, about laying out the work in his Department.

This would help bring an end to the arguments as to who does what.

Michael Gottschalk

**Answer:** That's a swell idea, Brother, even if it has been suggested before. Only trouble is that its pretty hard to do a really comprehensive compilation of such material. If you'll look through some back issues of the *Log* you'll find a couple of pieces by J. P. Shuler and Frenchy Michelet that clarify some of the points in the Steward's Department. However, we do plan to get out a booklet of that sort sometime in the future after enough research has been done.

**ELIMINATION OF NIGHT COOK AND BAKER BRINGS BEEF FROM SEAFARER BROTHER**

Dear Editor:

The companies, in their penny-pinching, have seen fit to eliminate the Night Cook and Baker job on C-2 type vessels. With their usual short-sighted approach to any problem, they fail to see that this causes more work for the remaining members of the Stewards Department and that the money saved in doing away with this job will be eaten up by overtime paid to the others.

What I am most interested in, however, is the work which must be done to make up for the loss of a man in the Steward's Department.

The work, as divided at present, gives every man more than enough to do. With this added burden, the preparation of food will suffer, and so will the men who have to eat it. We don't have enough time to do all the work which is necessary, even with a Night-Cook and Baker, so

figure out what we'll do without one.

I wish the company officials would try to sail the ship short handed the way they expect us to. They sit in their little offices and make plans without knowing exactly what goes on aboard ship. They can't be as miserly as they appear, and I'm sure that a lot of the dumb things they do, are done in ignorance and not because they want they are cheap and conniving.

Please print this letter in the *Log*. Maybe the operators will read it and wake up to the fact that they are trying to put over a dirty trick. We seamen, who sailed the sea in the face of enemy fire, are deserving of better treatment than this.

Joe Grimes

**Make Isthmian SIU!**

**BROTHER FINDS WAY TO REMAIN SOBER IN PORT**

Dear Editor:

Because of excessive drinking, ten of my 12 seafaring years were spent in despair and destruction. The last five years were a hellish nightmare. Drinking from the ship's cargo, paint-locker or in the barrooms—it was all the same to me. Both at sea and on shore I was usually either in an argument or a fight. Anger accompanied me wherever I went. Periodically, I tried by every means I know not to drink. It was useless Booze had me licked.

Finally, after landing in several hospitals, I heard about alcoholics anonymous from an alcoholic-seaman. A. A. is a non-



profit, non-political, non-sectarian organization, concerned only with helping drunks to get straightened out and to stay that way. I've just returned from my first voyage since getting into A. A. It was wonderful. Instead of despair and mental torture, my mind was clearing steadily, the alcoholic fog was lifting, and I felt an interest in life awakening in me.

Only now, with a sober mind, am I really beginning to understand the purpose of and necessity for unionism. Through sobriety and the clarity of thought which follows we can all be better men and better union members. No doubt about that.

Gene M.

**EDITOR'S NOTE:** If you want to learn more about Alcoholics Anonymous, see the story on page 11, titled "Alcoholic Seamen Offered Help."

**CODY VICTORY CREW VOTES CONFIDENCE IN CHIEF STEWARD**

Dear Editor:

We, the undersigned, have been chosen to represent the crew of the SS Cody Victory. The purpose of this letter is twofold.

First, to clarify the rumors concerning Chief Steward Joe Doyle which were carried back to the hall by Sheepshead Bay crew members of the Steward's Department. These men were shipped out of the hall and their "reciprocated" report of conditions is entirely erroneous. At a meeting held on April 4 at 1 p. m., the Chief Steward was given a vote of confidence, complimenting him on his militant executive abilities in handling his own department.

Second, to express appreciation for the cooperation of the Union Hall in sending Patrolman Salvadore Colls to represent the entire unlicensed personnel in their beefs. All beefs were settled to the satisfaction of the crew, thanks to the militant SIU action of Brother Colls. The settlement of the beefs by Brother Colls has inspired great respect for our Union.

J. L. McHenry, Spike O'Splivan, Al Delavalle, and Curley Nielsen.

# WSA Officials On Operators' Bandwagon; SIU Hangs Up Ships After Sellout On Rider

(Continued from Page 9)

New York on Monday. Any agreements on transportation arrived at between your operators and union will be considered for approval by WSA. It is not our intention to increase transportation benefits beyond those presently provided.

Granville Conway  
War Shipping Administration

This was a clear-cut statement of policy. It showed that the WSA intended to continue to work with the Union along the continuing lines of the negotiations, but would not do so to the detriment of the shipowners.

But Helmbold and Devlin undercut the WSA policy-makers to follow through on Parks' request. They followed through to the letter.

Nearly all WSA-operated ships are under foreign articles. Most of those operated by the firms Parks represents are on nearby-foreign or intercoastal articles.

So, on March 27, Helmbold and Devlin, et al., tacked a kicker on the foreign rider the WSA and the Union had agreed upon. It specified that the foreign rider would be carried out only if the nearby-foreign and the coastwise riders remained intact, as the shipowners requested.

Here are their instructions to the Atlantic Coast Director of the WSA in New York:

"Reutel March 27 (an inquiry on the rider's status) foreign clause and transportation rider proposed by Unions is accepted provided Unions will agree that nearby foreign, coastwise and intercoastal articles shall remain as at present except that where transportation benefits are payable such benefits shall be in accordance with the provisions of the foreign transportation rider, namely first class transportation plus wages and subsistence to the port of signing on in the continental United States or at the seaman's option cash equivalent of transportation (less tax) except where collective bargaining agreement provides a specified amount then that sum shall be payable and that seaman who accepted first class railroad transportation (less tax) in cash shall receive amount equal to travel from port of signing off back to port of signing on if he presents himself in the company's or agent's office at port of signing on but no wages or subsistence payable to seaman reporting back within thirty days if such seaman has returned as regular crew member of original vessel.

Devlin-Butler 533P

The SIU refused to be bound by such a trammeling agreement. It sought to continue the negotiations on other articles which had not been agreed upon.

Here are the nearby foreign and intercoastal articles the SIU was seeking:

## NEARBY FOREIGN ARTICLES

It is agreed between the Master and seamen, or mariners, of the.....of which.....is at present master, or whoever shall go for Master, now bound from the port of..... and then to such other ports or places in the Western Hemisphere as the Master may direct, or as may be ordered or directed by the United States Government or

Department, Commission, or Agency thereof, and back to a final port of discharge in the Continental United States, for one or more voyages, for a term of time not exceeding three calendar months.

### RIDER

It is also agreed that these articles shall terminate at the final port of discharge in the Continental United States of America. If the final port of discharge is on the Pacific Coast, Gulf of Mexico, or on the Atlantic Coast South of Cape Hatteras first class transportation shall be provided plus wages and subsistence to the port of signing on in the Continental United States, or at the seamen's option cash equivalent of the actual cost of first class railroad transportation (less railroad tax) shall be paid, except where the collective bargaining agreement provides a specified amount then that sum shall be payable.

It is further agreed that if within thirty days of signing clear of these articles a seaman who accepted first class railroad less railroad tax in cash presents himself in the company's or agent's office at the port of signing on articles he shall be paid an amount equal to wages and subsistence for the number of days ordinarily required to travel from port of signing off back to the port of signing on, provided that no wages or subsistence shall be payable to a seaman reporting back to the port of signing on within thirty days if such seaman has returned as regular crew member of this vessel.

In the event the vessel is diverted from the nearby foreign service, these articles shall be deemed broken, and members of the crew shall be entitled to pay off, with transportation allowances as specified.

Operations Regulation 55 and 72 of the War Shipping Administration shall also apply.

## INTERCOASTAL ARTICLES

It is agreed between the Master and seamen, or mariners, of the.....of which..... is at present Master, or whoever shall go for Master, now bound from the port of.....to.....and then to such other ports or places on the Atlantic Coast, Gulf Coast or Pacific Coast of the United States as the Master may direct, or as may be ordered or directed by the United States Government or Department, Commission, or Agency thereof, and back to a final port of discharge in the continental United States North of Cape Hatteras for one voyage only, for a term of time not exceeding six (6) calendar months.

### RIDER

It is also agreed that these articles shall terminate at the final port of discharge in the Continental United States of America. If the final port of discharge is on the Pacific Coast, Gulf of Mexico, or on the Atlantic Coast South of Cape Hatteras first class transportation shall be provided plus wages and subsistence to the Port of signing on in the Continental United States, or at the seamen's option cash equivalent of the actual cost of first

class railroad transportation (less railroad tax) shall be paid, except where the collective bargaining agreement provides a specified amount then that sum shall be payable.

It is further agreed that if within thirty days of signing clear of these articles a seaman who accepted first class railroad transportation less railroad tax in cash presents himself in the company's or agent's office at the port of signing on articles he shall be paid an amount equal to wages and subsistence for the number of days ordinarily required to travel from port of signing off back to the port of signing on, provided that no wages or subsistence shall be payable to a seaman reporting back to the port of signing on within thirty days if such seaman has returned as regular crew member of this vessel.

In the event the vessel is diverted from the Intercoastal Service, these articles shall be deemed broken, and members of the crew shall be entitled to pay off, with transportation allowances as specified.

Operations Regulation 55 and 72 of the War Shipping Administration shall also apply.

On April 4 the WSA nullified everything that had been accomplished at the conferences. It scrapped the new foreign rider; it ended continuing negotiations on the nearby-foreign and intercoastal riders.

It ordered Rider 64 or Rider 64 Revised back in operation. U. S. seamen were shunted back to their position of 1943 when the Riders were adopted.

The SIU refused to man ships which would operate under the provisions of the wartime rider. It will continue to refuse to man ships under a regulation which was put through as a wartime emergency, when the emergency no longer exists. The WSA admitted, in effect, the end of the emergency by lifting the Riders for a time.

Devlin and Helmbold have shown their hand clearly: that they are acting at the behest of the shipowners. The demand for their resignation by the SIU officials is a direct result of their action in support of the shipowners.

## Crews Aid Sick Members

BALTIMORE — Twenty-eight dollars for sick SIU members in the Marine hospital has been donated by the crews of two ships, it was reported by John Taurin, of the Baltimore hospital committee.

Men of the SS Coastal Defender contributed \$16.00, and \$12.00 was received from the SS Edward Collins.

The following hospitalized members received \$2.33 each for personal expenses:

Charles Szalsacs, Roy Chaffell, Newton Paine, William Pumbol, Moses Morris, Jose Martinez, Paul Combs, L. Omerton, E. Dellamano, I. Iverson, James Kelly, Ira Womer.

## OUT OF THE MINES—INTO THE SUN



The air on top is a lot fresher than in a coal mine these four Pennsylvania miners decided as they left the pit to join 500,000 other soft coal diggers in their industry-wide strike for a new and improved contract. Government officials who announced that there were no plans to seize the mines wisely remembered John L. Lewis's statement that "you can't mine coal with bayonets." (LPA)

# LABOR SPOTLIGHT

### IT CAN HAPPEN

BUFFALO, N. Y.—This is one for the book. An 18½¢ wage increase demand by the United Steelworkers of the N. Y. Car Wheel Co. here got—not 18½¢ but a 21¢-an-hour raise for the workers. And they hadn't even been on strike! The company said they could afford more, now that overtime was eliminated, so the workers got the benefit, in a contract signed last week.

### PRICE RELIEF, HUH?

NEW YORK—That penny-a-pack-more you're going to pay for cigarettes, now that OPA has given tobacco firms "price relief," is going to "pay for a lot of advertising," according to Printers Ink, Mar. 29.

### OLD WEAPON

GAFFNEY, S. C. (LPA)—The six-months-old strike by members of the Textile Workers Union-CIO against the local plant of the giant Deering-Milliken chain brought out a rusty strike-breaking weapon last week: the court injunction. Although the strike has been absolutely peaceful, the sweatshoppers—failing to starve out the workers—have yelped to the courts for aid in breaking the morale of the workers.

### AFL BROADCASTS

WASHINGTON (LPA)—April inaugurated a new series of labor broadcasts, "Cross Section AFL." On Saturday for 13 weeks at 3:45 EST, broadcasts from places where AFL members work will be heard over the CBS network.

### AFL

SAN FRANCISCO — Son of the famous movie star, Will Rogers, Jr., was endorsed last week by the California State Federation of Labor as candidate for U. S. Senator. Other nominees endorsed by the AFL were: Earl

Warren, for re-election as governor, and John F. Shelley for lieutenant governor. All the candidates were interviewed on Mar. 22 by members of the state AFL executive council together with delegates of other important representative councils of the AFL.

### RUSSIA SAYS NO

WASHINGTON—Russia is the only nation in the world which has refused admission to U. S. veterans who want to study abroad under the GI Bill of Rights, it was announced last week by Dr. Walter C. Eells, chief of the foreign training division of the Veterans Administration. A dozen Soviet schools had been approved by the VA and a number of Americans had applied for study in Russia, Eells said, but the Soviet Embassy rejected the applications.

### RELIEF PARCEL LIMIT LIFTED

WASHINGTON—Relief parcels to the value of \$25 now may be sent to individuals in any foreign country except Germany and Japan without specific authorization from the Office of International Trade, the Commerce Dept. announced recently. Each parcel must weigh no more than 11 pounds, must have the words "Gift Parcel" clearly written on the outside, and may include such items as clothing, toilet articles, writing materials, vitamins and non-perishable foodstuffs.

### CO-OP FLIERS

COLUMBUS, O. — Piper Cub airplanes may be purchased through a co-op near here, if you were thinking of buying a plane instead of a car or jeep. Manager Will Dietrich of the Lake Geauga Co. Farm Bureau Co-op Assn. will add your name to his backlog of orders, accumulated since his group became the only co-op with a franchise to sell planes. Dietrich himself owns and operates a Piper Cub, and recommends them for farm-folk.

# BULLETIN BOARD

## MONEY DUE

### SS JOHN T. HOLT

Overtime for all three departments has been settled and is now payable at the Calmar office.

### SS HAGERSTOWN VICTORY

Overtime is now payable to members of the Stewards Department who worked the weekend of April 6-7. The following men also have money due:

F. Janocinski, 38 hrs.; R. Delaney, 12 hrs.; F. Denis, 12 hrs. This money can be picked up at the Calmar office.

### SS JOHN T. HOLT

Albert H. Birt, 45 hrs.; Leo Derstler, 64½ hrs.; William Bishop, 37 hrs.; James Pulliam, 16 hrs.; Alphonse De Pauw, 37 hrs.; Philip Caruso, 36 hrs.; Anthony LaSala, 37 hrs.; Adam Dziendzielski, 64 hrs.; Henry Vail, 58 hrs.; Angelo Cinquegrana 49 hrs.; Harry Sagarino, 189 hrs.; James Kingston, 138½ hrs.; Clarence Conkle, 12 hrs.

Alejandro Valenquela, 46½

hrs.; David Anderton, 12 hrs.; William Rahl, 117 hrs.; Alphonse Rolland, 67 hrs.; Manley Rountree, 34 hrs.; Harold Thomsen, 45½ hrs.; Robert March, 23 hrs.; William Leonard, 8 hrs.; William Colt, 3 hrs.; Juan Lugo, 23 hrs.; Robert Schisler, 39 hrs.

Harold A. Thomsen also had 11 days pay coming as Chief Cook.

Can be collected at Calmar Steamship Co., 44 Whitehall St.

The Chief Cook, the Night Cook and Baker, the Third Cook, the Galley Utility, and the Saloon Messman of the SS Conrad Kohrs, of the South Atlantic SS Co., have money coming to them for serving meals to Army stevedores at Enewitok.

Write to the William Dimond Co., 215 Market Street, San Francisco.

Oilers of the MV Lanyard Knot have overtime money coming to them for relieving for supper,

## PERSONALS

### FROSTBURG VICTORY

Men to whom I owe money please write me—Sam Hardy, 921 North Main, Danville, Va.

taking reefer temperatures and for cleaning lube oil and fuel oil strainers.

These men can collect this money from the Waterman SS Company, 310 Sansome Street, Can Francisco.

The following men from the SS William B. Allison have overtime money coming to them for the hours specified:

H. E. Rasmussen, 304 hrs.; H. B. Roth, 304 hrs.; L. S. Nagy, 304 hrs.; Charles F. Zeitler, 426 hrs.; R. A. Fontaine, 426 hrs.; C. A. Kaase, 426 hrs. I.; Adameczyk, 268 hrs.; William Logan, 92 hrs.; F. Hoskins, 80 hrs.; A. Lutaves, 268 hrs.

This money can be collected from the Waterman SS Co., 310 Sansome St., San Francisco.

## Notice!

Will the gentleman who picked up a tan topcoat aboard the E. Alafro, Pier 69, Brooklyn, please return it to Patrolman Gonzales at SIU Hall.

When in New York, please come to headquarters with your Union Book.

- Sullivan, A. E. .... 24280
- White, H. .... 1656
- Lowe, J. G. .... 123G
- Davis, G. J. .... 24522
- Allen, Fred ..... 3475
- Lee, Chas. O. .... 70G
- Pearson, P. C. .... 24184
- Velazquez, J. .... 22493
- Nielsen, H. .... 1257
- Nutting, G. .... 50052
- Walker, M. E. .... 1456
- Johnson, E. D. .... G89
- Gladhill, C. V. .... 24871
- Vereb, Jos. .... 32328
- Ilogback, E. P. .... 30515
- Judah, Frank ..... 30516
- Klass, Ernest ..... 36848
- Johnson, J. R. .... 24535
- Dunn, Harvey ..... 29156
- Morris, Harvey ..... 21993
- Jensen, Arville, B. .... 41763
- Baptiste, Freddie ..... 7690
- Pierce, Wm. H. .... 20347
- Royal, G. P. .... 45210
- Goodman, Benny ..... 23015
- Kasmirsky, Stanley, J. .... 23589
- Kuntz, J. J. .... G80
- Hosten, Joseph ..... 4020
- Zerrudo, Demetrio ..... 25085
- Collier, Allen, J. .... 26338
- Rickall, R. .... G87
- Wenski, Chas. A. .... 23109
- Neils, Kaartrup ..... 775
- Nichols, Homer ..... G57
- Farrulla, M. .... 2487
- Seppit, Oswald ..... 23803
- Anavitate, C. .... 215118
- Malavet, A. .... 67
- Larrerits, Thomas ..... 10691
- Kerr, George ..... 373
- Blumenburg, I. .... 24861
- Walker, D. .... G151
- Hernandez, L. .... 23222
- Machido, L. .... 4969
- Reyes, J. .... 22519
- Bonafont, C. .... 21734
- McNealy, J. .... 5936
- Waterman, Elton ..... G189
- Wooten, Jackson ..... 23965
- Armand Antiono ..... 10109
- Phillips, H. E. .... G142
- Dubrosky, J. .... 21932
- Santalla, J. .... 22420
- Delapenna, Fred, A. .... 23991
- Guthrie, C. A. .... 21042
- Rosenthal, Samuel ..... 22681
- Michaelis, J. R. .... 1014

## SIU HALLS

- NEW YORK ..... 51 Beaver St. HANover 2-2784
- BOSTON ..... 330 Atlantic Ave. Liberty 4057
- BALTIMORE ..... 14 North Gay St. Calvert 4539
- PHILADELPHIA ..... 9 South 7th St. Phone Lombard 7651
- NORFOLK ..... 127-129 Bank Street 4-1083
- NEW ORLEANS ..... 339 Chartres St. Canal 3336
- SAVANNAH ..... 220 East Bay St. 3-1728
- MOBILE ..... 7 St. Michael St. 2-1754
- SAN JUAN, P. R. .... 45 Ponce de Leon San Juan 2-5996
- GALVESTON ..... 305½ 22nd St. 2-8448
- RICHMOND, Calif. .... 257 5th St.
- SAN FRANCISCO ..... 59 Clay St. Garfield 8225
- SEATTLE ..... 86 Seneca St. Main 0290
- PORTLAND ..... 111 W. Burnside St.
- WILMINGTON ..... 440 Avalon Blvd. Terminal 4-3131
- HONOLULU ..... 16 Merchant St.
- BUFFALO ..... 10 Exchange St. Cleveland 7391
- CHICAGO ..... 24 W. Superior Ave. Superior 5175
- CLEVELAND ..... 1014 E. St. Clair St. Main 0147
- DETROIT ..... 1038 Third St. Cadillac 6857
- DULUTH ..... 531 W. Michigan St. Melrose 4110
- VICTORIA, B. C. .... 602 Boughton St.
- VANCOUVER ..... 144 W. Hastings St.
- TAMPA ..... 842 Zack St. M-1323
- JACKSONVILLE ..... 920 Main St. Phone 5-5919
- PORT ARTHUR ..... 445 Austin Ave. Phone: 28532
- HOUSTON ..... 7137 Navigation Blvd. Phone Wentworth 3-3809

## NOTICE!

Books for the following men are being held at the New Orleans Hall:

- Chas. Murphy ..... 44709 Pro.
- John J. Naugle ..... 34-6
- M. B. Nesom ..... 37773
- J. P. Neveraskus ..... 33380
- L. Nickels ..... 35133 Pro.
- D. Newcomb ..... 44413
- W. P. O'Dea ..... 31176
- L. D. O'Quinn ..... 45585
- J. Owens ..... 35151
- J. Owens ..... 35151 Pro.
- C. D. O'Glesby ..... 46273
- Victor T. Pahl ..... 21595
- John Perry ..... 31618
- M. R. Plummer ..... 168-6
- Raymond L. Poirrier ..... 30890
- Mel Pope ..... 33021
- G. J. Powers ..... 34312
- L. L. Price ..... 34378
- Tom Prothro ..... 29347
- H. Penoyer ..... 5073-Lakes SUP
- H. A. Pallson ..... 3440 SUP Pro.
- Wm. T. Parsons ..... 49767 Pro.
- Claude Pennington ..... 37936 Pro.
- Geo. C. Perkins ..... 37705 Pro.
- E. Petree Jr. .... 9342 SUP Permit
- E. Petree ..... 9954 SUP Permit
- Peter Phillips ..... 41661 Pro.
- H. E. Railey ..... 236 P.D.
- Wm. Restall ..... 44761
- Robt. E. Riley ..... 30908
- David Robinson ..... 25008
- Arthur J. Rooney ..... 7129
- Loren F. Ryniker ..... 31654
- Jas. H. Russell ..... 40511
- C. Sharpless ..... 37903
- John A. Schaule ..... 20941
- H. M. A. Schmidt ..... 37837
- Erik A. Schon ..... 32139 Pro.
- Edw. Shepard ..... 680 P.D.
- M. Short ..... 37738
- M. E. Showalter ..... 31623
- Henry Silk ..... 30889
- Jos. A. Sims ..... 31631
- Bryon C. Slaid ..... 37749
- Carl W. Smith ..... 30904
- Walter S. Snow ..... 25491
- Ambrose Sourbeer ..... 31626 SUP



### NEW ORLEANS

M. B. Williams, \$3.00; J. B. Coble, \$1.00; W. Gentry, \$2.00; J. Carullo, \$2.00; L. Ray, \$2.00.

SS Sturdy Beggar, \$21.00.

SS Cuba Victory, \$55.00. Total \$86.00.

### NORFOLK

SS Golden Fleece—\$125.00.

John Fibbiani, \$2.00; B. B. Fuller, \$2.00; John C. Dorcax, \$2.00; J. W. Ronh, \$2.00; O. R. Edney, \$2.00; W. M. Smithson, \$2.00; Wayne C. Ruth, \$2.00; W. R. Twiford, \$2.00; E. H. Britt, \$2.00; C. L. Holley, \$2.00; J. D. Richardson, \$2.00; Carl B. Dawson, \$2.00; J. F. Smigielski, \$2.00; E. H. Clark, \$2.00; C. A. Ennis, \$2.00; J. E. Knutson, \$2.00; Kenneth M. Swan, \$2.00.

Eugene A. Bunch, \$2.00; Russell H. Eagle, \$2.00; Edward G. Futrell, \$2.00; Paul J. Smith, \$2.00; C. Steward, \$2.00.

SS Joseph Emery—\$48.50.

Gordon Bell, \$2.00; H. P. Shook, \$2.00; Morris Tronba, \$2.00; J. H. Mills, \$2.00; Colon L. Poone, \$2.00; James M. Stachlen, \$2.00. Total \$229.50.

### PHILADELPHIA

A Bertty, \$2.00; F. G. Herman, \$2.00; C. Galt, \$2.00; W. Lawrence, \$2.00; W. Thompson, \$2.00; T. Lawlor, \$3.00; D. Jacobs, \$3.00; W. Olsen, \$2.00; E. Bomowski, \$2.00; G. Carlson, \$2.00; R. Kuaka, \$2.00; M. Dikum, \$2.00; O. Eisele, \$2.00; D. Lukowiak, \$3.00; J. Berry, \$10.00; T. Fleming, \$2.00.

J. Hatcher, \$1.00; O. Fishback, \$2.00; J. Logan, \$2.00; H. Merson, \$15.00; B. Passanati, \$1.00; M. E. Meody, \$1.00; E. C. Eldrige, \$1.00; W. B. Beck, \$1.00; W. H. Hughes, \$1.00; J. Harris, \$2.00; S. Yobris, \$1.00; A. D'Amico, \$2.00; S. Cambridge, \$2.00; T. T. Chmiel, \$2.00; T. Cepreang, \$2.00; U. Fadoul, \$2.00; J. G. Walsh, \$2.00; L. Jones, \$1.00; L. Martin, \$5.00; R. Savin, \$2.00; E. Jones, \$1.00; D. Yeo, \$3.00; C. Lord, \$2.00; I. Cahls, \$3.00; S. Ortiz, \$2.00. Total—\$102.00.

### MV DIAMOND HITCH

J. Sellers, \$21.00; M. Benedette, \$1.00;

G. Fox, \$3.00; D. Holland, \$3.00; J. Spersoy, \$3.00; I. Butler, \$10.00; W. Connelly, \$1.00; F. Crioer, \$1.00; J. Londy, \$1.00; Gileride, \$15.00; J. Serylo, \$2.00; D. Smith, \$2.00; G. Miohna, \$2.00; J. Procter, \$10.00; A. Brown, \$4.00; J. Rogers, \$2.00; F. S. McCloskey, \$1.00; E. R. Boyle, \$1.00. Total—\$190.00.

### NEW YORK

#### INDIVIDUAL DONATIONS

Harry Spencer, \$1.00; R. H. Poturnicki, \$1.00; Charles Douglas, \$1.00; G. J. Tomasik, \$1.00; J. Harrelson, \$1.00. R. H. Isaacson, \$1.00; Julio Matos, \$1.00; E. G. Gaare, \$1.00; Alfred Somerville, \$1.00; G. Gviogovaz, \$1.00; R. E. Ingram, \$1.00; A. C. Simpson, \$2.00.

Alfre Longo, \$1.00; Warren E. Messenger, \$1.00; P. Fernandez, \$1.00; Daniel A. Hart, \$1.00; Lester W. Feyk, \$1.00; M. Humphreys, 50c; F. L. Alvarez, \$1.00; A. Green, \$1.00; F. Gardner (Mrs.) \$1.00.

L. Fanum, \$1.00; Luca Gentile, \$2.00; J. Hirshberg, \$1.00; J. Hannay, \$1.00; C. J. Rettinger, \$1.00; Ruben G. Grasse, \$1.00; Ernest A. Bakeberg, \$2.00; Edward Lyon, \$1.00; C. Nelson, \$1.00; Ivan Swit, \$1.00; V. M. Combs, \$1.00; Howard M. Dues, \$1.00; Francis Owens, \$1.00. Total—\$35.50.

#### SS GEORGE WESTINGHOUSE

Daniel Clifford, \$2.00; J. Smith, \$2.00; S. Drozdowski, \$2.00; Peter Lapnt, \$2.00; C. O. Bergagna, \$1.00; H. H. Clendenning, \$2.00. Total—\$11.00.

#### SS BLUE RIDGE VICTORY

E. M. Yeager, \$1.00; J. J. Word, \$1.00; J. Sokolowski, \$1.00; M. Bratina, \$1.00; H. F. Justice, \$1.00; J. Russo, \$1.00; R. L. Davis, \$1.00; W. A. Bait, \$1.00; R. M. Buell, \$2.00; E. Wm. Lloyd, \$1.00; E. S. Borkland, \$4.00; A. Karlons, \$2.00; J. S. Wood, \$1.00; W. B. Hudgens, \$1.00; W. A. Hope, \$3.00; R. Tucker, \$3.00; K. L. R. Wood, \$3.00; J. T. Kletts, \$2.00; A. Aubin, \$2.00; M. Samuel, \$3.00; E. A. Johnson, \$2.00; K. R. Weddington, \$2.00; B. J. Espy, \$2.00; J. A. Shea, \$2.00; M. E. Southard, \$2.00; W. Bakley, \$4.00. Total—\$49.00.

### SS J. F. MYERS

R. L. Hostetter, \$2.00; E. J. Madison, \$2.00; R. L. Smith, \$2.00; L. H. Smith, \$2.00; F. M. Welch, \$2.00; E. P. Tomlinson, \$2.00; R. Glenn, \$2.00; D. L. Smiley, \$2.00; R. Woodward, \$2.00; C. D. Alred, \$1.00; P. Pavlukovich, \$5.00; Joe Lazier, \$5.00; U. Coursey, \$5.00; E. P. Moran, \$5.00; F. Bowman, \$5.00; A. Clark, \$5.00; W. R. Brown, \$5.00; B. Rowan, \$5.00; J. C. Lord, \$5.00; J. Danguilia, \$5.00; R. Bierer, \$5.00; W. Rogers, \$5.00. Total—\$79.00.

### SS BONANZA

SS Bonanza, \$4.50. Total—\$4.50.

### SS CAPE MOHICAN

R. Rodriguez, \$1.00; A. Oquendo, \$1.00; A. S. Santiago, \$1.00; Daniel H. Morris, \$1.00; F. Neri, \$1.00; M. Williams, \$1.00; J. A. Mara, \$1.00; E. Sierra, \$1.00; G. O. Rosado, \$1.00; I. Santos, \$1.00; R. Torres, \$1.00; Jose Aguiar, \$1.00; Jose Reyes, \$1.00; R. Alvarez, \$1.00. Total—\$14.00.

### SS FROSTBURG VICTORY

P. L. Robinson, \$1.00; T. R. Lolly, \$2.00; O. Usmann, \$2.00; T. A. Friconnann, \$2.00; G. E. Miller, \$2.00; H. D. Taylor, \$2.00; J. J. Palaggi, \$1.00; S. A. Weiss, \$1.00; V. G. Lehmkuhl, \$2.00; R. Nadeau, \$2.00; L. P. Doleac, \$2.00; J. M. Kaestner, \$1.00. Total—\$20.00.

### SS LINCOLN VICTORY

R. J. Moylan, \$1.00; J. W. Leavitt, \$1.00; C. P. Thatcher, \$1.00; H. J. Cashman, \$1.00; P. L. Ray, \$1.00; M. DaCruz, \$2.00; R. Osborn, \$1.00; F. J. Spouel, \$1.00; D. F. Kelleher, \$1.00; J. Toatjes, \$1.00; R. B. Terrado, \$2.00; W. F. Vaughan, \$1.00; J. A. Freckette, \$2.00; R. Peloquin, \$2.00; A. L. Forgue, \$2.00; W. Wieromie, \$2.00; J. O'Hare, \$1.00; U. F. Kellen, \$1.00; D. H. Long, \$1.00; J. F. Byrne, \$2.00; E. R. Hicks, Jr., \$3.00; R. D. Harless, \$2.00; M. J. Delaney, \$2.00; M. Newborn, \$2.00; H. P. Smith, \$2.00; L. Wheeler, \$2.00; T. J. Connoes, \$2.00; S. Wiesberg, \$2.00; C. H. Thompson, \$2.00; H. P. Stapel, \$2.00; E. W. Debonise, \$2.00; G. F.

Grand Total—\$362.00.

# ISTHMIAN SEAMEN!

PUT YOUR "X" IN THE SEAFARERS BOX AND WIN THE BEST UNION WAGES, WORKING AND LIVING CONDITIONS IN THE INDUSTRY!

## ONE X COVERS 'EM ALL!

BEST WAGE AND OVERTIME PROVISIONS

BEST SHIPBOARD CONDITIONS

BEST UNION REPRESENTATION

BEST OVERALL CONTRACTS

THE STRENGTH OF 62,000 SEAFARERS BEHIND YOU

THE SOLIDARITY OF 7,000,000 AFL BROTHERS

RANK AND FILE CONTROL

United States of America  
National Labor Relations Board  
**OFFICIAL SECRET BALLOT**  
FOR EMPLOYEES OF  
ISTHMIAN STEAMSHIP COMPANY

This ballot is to determine the collective bargaining representative, if any, for the unit in which you are employed.  
If you spoil this ballot, return it to the Board Agent for a new one.

MARK AN "X" IN THE SQUARE OF YOUR CHOICE

National Maritime Union of America	Neither	Seafarers' International Union of North America A F of L
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

# VOTE SIU!

THE SEAFARERS INTERNATIONAL UNION  
OF NORTH AMERICA . . . A. F. of L.

