

**SECURITY
IN
UNITY**

SEAFARERS LOG

OFFICIAL ORGAN OF THE ATLANTIC AND GULF DISTRICT,
SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA



VOL. V. 267

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No. 26

PRISONERS OF WAR AND UNIONISM

— AN EDITORIAL —

A second SIU ship arrived in port this past week on which German prisoners of war had been used to do sailor's work. This ship belonged to the Bull Line and during passage from North Africa back to New York, 15 selected prisoners chipped and painted the entire boat deck. Had the shipowner observed the union contract and used the crew for this work, it would have been necessary to break out the watch below and the result would have been 800 hours overtime.

In short, the crew is \$720 the poorer, the shipowner is that much to the good, and the German prisoners, their own unions having been smashed by Hitler and the German bosses, are now being used by the American shipowners in an attempt to repeat the pattern here.

This practice of having war prisoners doing seamen's work and thereby undermining organized labor, is a flagrant violation of the union contracts and a violation of the Statement of Principle and Policy signed by the Unions and the government in the spring of 1942. We have no intention of standing idly by while the shipowners chisel the contracts in this manner.

The sight of the German prisoners on our ships is a constant reminder of what can happen to men when their unions are smashed by the bosses. We have no intention of letting it happen here.

Agent Reports Progress In Search For SIU Hall

By A. W. Armstrong

Receiving word of mouth tales of the invasions and the part that the merchant marine is playing. Of course, at this time it is impossible to tell these tales but when the war is over there may be some first class reading printed in the LOG. I would suggest that all Agents and patrolmen at this time take time to get this first hand information and when the war is over then we may be able to compile it in such a fashion that we can hand down a real history of our union during war time.

I expect the most interesting news at this time for the membership is the progress being made regarding a hall here in New Orleans. To give the members a short resume, some months ago we started getting a committee together to look over various buildings. For quite some time we looked at this and that and found a couple that would have done, but the members here took the attitude that since we were going to buy that it would be foolish to buy something that would not be satisfactory for all time. We at last found this hall that has been in the minutes for the last few weeks. This hall is located at 1835 Magazine St. It is close to the docks but 18 blocks from the heart of town. There is street car service right

to the door and there is cross-town service within two blocks. I, acting for the union, offered the company the sum of Fifteen thousand dollars, subject to the concurrence of the membership.

A few days latter a counter proposal was offered by the company, they were asking \$19,000. I told them this was out of the question and that we would forget the whole thing. After talking with the city's reality expert he told me that he thought that if we would split the difference we might be able to buy the building. I took this up with the meeting Monday night and this meeting authorized me to offer this price in cash. By paying cash for the hall we would save all that six per cent carrying charge.

Since the meeting I have got a line on another building in this same district that we are now in. We have looked the building over, and though it is not nearly

(Continued on Page 3)

Nominations Open; 1944 Seen As Most Critical Year Yet

HISTORIC WORDS

"The establishment of equal pay for equal work as the underlying principle in these negotiations is crucial to the continued life of this union."

—NMU Vice President McKenzie to the shipowners in the current contract negotiations.

(Translation—If the NMU doesn't get the same wages and conditions won by the SIU, the rank and file is going to leave the union.)

Florida Branch Throws Successful Party For Seamen

By J. K. SHAUGHNESSY

The most hectic event of the season was held last Wednesday evening at the Legion Hall here in Fort Lauderdale. The crew of the S. S. Seatrain New Orleans pitched in the works and held the most successful dance and entertainment that has ever been put on, by and for seamen.

All merchant seamen and their friends were invited to attend and have a good time, and they turned out about two hundred strong. There was plenty to eat and plenty to drink. In fact the boys and their friends consumed over ten gallons of good Canadian Whiskey and Cuban Rum. On top of this there was three kegs of beer that disappeared some place.

Most of the local officials, both city and county, were invited, but they thought that this event would be a knock down and drag-out affair so their dignity would not permit them to attend. Much to the surprise of the local dignitaries this turned out to be the most well-behaved group of men in the entire city of Fort Lauderdale.

Even the newspapers gave out with favorable publicity. Which is something for the press in this

(Continued on Page 3)

Annual nominations for officers of the Atlantic and Gulf District of the SIU opened this week and will continue through the Monday night meeting of Sept. 27. All elective offices — Secretary-Treasurer, Agents and Patrolmen—will be filled for the year of 1944 in the elections to be held during November and December.

High Wage Myth

All the hullabaloo about high wages sounds pretty hollow alongside a shocking report just issued by L. Metcalfe Walling, administrator of the Wag and Hour Act.

Unbelievable as the figures seem, about 12,500,000 workers are employed in industries for which a minimum wage of 40 cents an hour was established during the year, or for which applications for wage hikes are pending, Walling said.

Even after the 12,500,000 workers are given a guaranteed 40-cent minimum, Walling asserted, there will still be many workers in other fields being paid less.

"Despite a public impression that wartime wages are high," Walling emphasized, "the War Labor Board has deemed it necessary to allow employers, without specific permission, to raise rates to 40 cents an hour. This was done because the board was flooded with requests from employers and employees who had previously not been paying or receiving this much."

Walling recalled that employer members on committees named to consider wages in two large industries voted almost solidly against establishing rates "as high as 40 cents an hour." This would indicate, Walling said, that lower rates were still being paid and that labor could still be obtained for less than 40 cents an hour.

The principal reason employers are fighting the 40-cent minimum, it was indicated, is that they know when once established the rate will "stand as a bulwark for both employers and workers against competitive wage slashing in the period of readjustment after the war when our soldiers come home."

This election may well turn out to be one of the most important ever held by the union. It is not out of the question for the war to end during 1944, and the union officials then in office will face grave decisions and responsibilities. We all expect a full scale shipowner offensive against our conditions once the war is out of the way, and the incoming officers will no doubt be called upon to lead the most militant actions in defense of our contracts—and even in defense of our very existence as a trade union. Lockouts and strikes and picket lines are in prospect and the most steadfast and militant leaders will be required. The membership should bear this in mind, and not conduct nominations in a routine and half-hearted manner.

As for eligibility for office, the union constitution provides that any member (who can qualify) may nominate himself for office in the last two meetings in September. He must file written notification of nomination, along with proof of qualifications, and this must be in the office of the Secretary-Treasurer not later than October 15.

To be eligible for elective office, the candidate must:

1. Be a citizen of the United States of America.
2. Be a full member of the SIU, in continuous good standing for a period of six months immediately prior to the date of nomination.
3. If a candidate for Agent or joint patrolman, have three years of sea service in any one of three departments; if candidate for departmental patrolman must have three years sea service in the department specified. Sea service shall mean sea time on merchant ships.
4. Have no record of misconduct while previously employed as an officer of the union.

Think it over brothers. Plenty of storms are blowing up and your union deserves the best officers. Don't make a nomination lightly and capriciously. Do make a nomination with a view to clearing the decks for action against the enemy.

STRIKE VOTE!

Boston fishermen, victim of OPA price ceilings on fish catches, will conduct a strike ballot beginning September 29. Members of the Atlantic Fishermen's Union, SIU, the men will vote by crews as they hit the beach throughout the week.

The vote will be taken under the provisions of the Smith-Connally Act, and will be supervised by the National Labor Relations Board.

SEAFARERS LOG

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SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Atlantic and Gulf District

Affiliated with the American Federation of Labor

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424 5th Street, N. W., Washington, D. C.

Directory of Branches

BRANCH	ADDRESS	PHONE
NEW YORK (4)	2 Stone St.	BOWling Green 9-3437
BOSTON (10)	330 Atlantic Ave.	Liberty 4057
BALTIMORE (2)	14 North Gay St.	Calvert 4539
PHILADELPHIA	6 North 6th St.	Lombard 7651
NORFOLK	25 Commercial Pl.	Norfolk 4-1083
NEW ORLEANS (16)	309 Chartres St.	Canal 3336
SAVANNAH	218 East Bay St.	Savannah 3-1728
TAMPA	423 East Platt St.	Tampa MM-1323
MOBILE	55 Co. Conception St.	Dial 2-1392
PUERTO RICO	45 Ponce de Leon	Puerto de Tierra
GALVESTON	219 20th Street	Galveston 2-8043
FT. LAUDERDALE	2021 S. Federal Highway	Ft. Lauderdale 1601

PUBLICATION OFFICE:

Room 213, 2 Stone Street
New York City BOWling Green 9-8346

The Labor Draft Bill

Big Business, brass hats and the government are now beating the drums for the passage of the Austin-Wadsworth labor draft bill. This bill would freeze workers to their jobs (their wages are already frozen) and would give the Washington bureaucracy a real strangle hold on the very lives of the workers.

This is forced labor based on the fascist pattern. It would take from labor the rights won over many years of struggle. Under the guise of meeting a war emergency, it would place in the hands of the government and the bosses, far reaching powers which they would fight to retain in peace time.

The excuse advanced for passing the bill is the alleged manpower shortage and other production bottle necks. To begin with, you can't put 7 million men in uniform and still expect a labor surplus. Such labor shortage as exists is the result of the war and forced labor isn't going to solve it.

As for the other production bottle necks, the majority of those are directly due to faulty planning, lack of correlation in letting contracts, allotting raw materials, management inefficiency and (no small point) graft. Forced labor can hardly correct these evils.

It is undeniable that some areas have more manpower available than other areas, and the over all demands of production might conceivable require a geographical shift of labor. But this must be accompanied by the payment of living wages, of transportation expenses, provisions for adequate housing, health protection and recreation.

But the Austin-Wadsworth bill does nothing to remedy bad housing, poor eating and starvation wages. It does nothing but clamp upon labor the muzzle and chain of slavery.

In reality the backers of the Austin-Wadsworth bill are less concerned about production schedules than about smashing labor. They see in this war an opportunity to settle accounts with their age old enemies—the American workers.

Labor should not be fooled by all the window-dressing designed to make the bill look like a war time measure to increase the flow of arms to the soldiers. It is a 14 karet union busting measure, and should be fought as such.

Merchant Seamen Stick To Their Jobs

Merchant seamen and officers are staying on their jobs despite weather, enemy action, or the constant strain of repeated sea duty, according to figures released by Marshall E. Dimock, Assistant Deputy Administrator of the War Shipping Administration.

Based on figures compiled since March 15, 1943, there has been an "absenteeism" of less than six and one half per cent of all officers and men employed by American merchant ships, the report shows. During that period more than 104,000 merchant seamen shipped from United States ports and only 6,600 of these have failed to re-ship after their initial or consequent voyages. The majority of these who did not go back to sea after concluding a voyage were prevented from doing so because of reasons of health.

"Few industries anywhere can match the marvelous record of our merchant seamen," Mr. Dimock said. "It is one of which the unions, the companies and the War Shipping Administration can be proud. When Americans consider the risks these men take and the conditions under which they sail they will fully understand that such a low rate of attrition can only mean extreme loyalty and courage beyond the line of duty.

"With each new invasion, with each new ship off the ways, the number of men in the Merchant Marine will have to increase," Mr. Dimock continued. "The Merchant Marine has a job that grows in size every day. Sicily was double what Africa called for and the next invasion may call for even more.

"There are two ways to get the increased personnel we need. We must train men for the entry ratings and recruit experienced men now ashore for the qualified ratings. Both of these are necessary and both are being extensively used. These men ship again and again because they want to, not because there is any outside power forcing them to.

Honor Roll

Galveston	\$45.00
S.S. Virginia Dare	20.00
S.S. Pan York	20.00
S.S. Walter Ranger	18.00
V. D. Dickerson	10.00
S.S. Rupert Peckham	8.00
L. White	8.00
J. Duerschiett	6.00
J. Harvey	6.00
Philadelphia	6.00
Joseph Minagro	6.00
D. Wolczanski	6.00
J. Stankewicz	5.00
L. D. Smith	4.00
Carlo Colardo	4.00
Third Assistant Eng.	3.00
J. Lassister	3.00
R. Rae	2.00
Ev-NMU member	2.00
K. Bertelson	2.00
John L. Lloyd	2.00
Boston	2.00
J. Voliva	2.00
M. J. Lyden	2.00
C. Starke	1.00
TOTAL	\$197.00

Upgrade School Functions Are Explained By USMS

September 20, 1943

Seafarers International Union
2 Stone Street
New York, N. Y.
Attention: Mr. Williams

Dear Sir:

Thank you for your interest in our school. This training station was established in order to break the bottleneck of shortages of Able Bodied Seamen. Any ordinary seaman who is an American citizen with deck time as follows is qualified:

- Six to nine months require one month training.
- More than nine months will receive a maximum of fifteen days' training. (Men with ability usually complete this training in about six days.)
- Seamen who are graduates of a U. S. Maritime Service Training Station or training ships need only three months and will receive the same training as men with more than nine months.

The school is open from 8:45 A.M. to 4:00 P.M., Monday through Saturday. Men are enrolled as Seamen, first class and are paid \$66.00 per month plus \$3.00 per day for subsistence and lodging. Time spent in this course will not count against time ashore under Selective Service Regulations.

You, who are connected with the sea can appreciate the importance of this work. May we request that you send to this station all ordinary seamen sailing as AB's and all ordinary seamen with the requisite amount of sea time. Men in other cities should apply to the Enrolling Office, U. S. Maritime Service and their transportation will be paid upon enrollment to the Upgrade School in New York, New Orleans or San Francisco which ever is nearest.

Your fullest cooperation is requested and deeply appreciated.

Very truly yours,

FRANK A. FLORS,
Ensign, U.S.M.S.
Officer-in-Charge, (acting)

Italian Labor Rebuilds Shattered Trade Unions

NEW YORK, N. Y.—ITF— Step by step the Italian workers are regaining their former rights and rebuilding the trade union movement smashed in nearly two decades of Fascist rule, the main office of the International Transport Workers' Federation reports after receipts of confidential information from Italy.

The workers' struggle for freedom centers mainly around the industrial cities of Milan, Genoa, and Turin, and not even German military occupation force has been able to halt the workers' determined attempts to reestablish their former organizations. The period between the dictator's fall and the surrender of the junior Axis partner to the Allies was characterized by a bitter, underground struggle which vented itself principally in public demonstrations and stay-in strikes in the factories. Appeals and threats of the Badoglio government proved equally unsuccessful so that the Badoglio regime was finally compelled to seek an understanding with the workers and their spokesmen.

Among the gains secured in the past few weeks is the restoration of shop stewards and union representatives in industrial establishments. An agreement concluded on September 2 between the Ministry of Labor, Bruno Buozzi acting in behalf of the Italian labor movement and the Association of Italian Industrialists explicitly recognized the restoration of these posts which had been suppressed by Mussolini in 1926 at the instigation of the same Association of Italian Industrialists.

The employers, though outwardly conciliatory, evidently hope to save the Corporation and Labor fascist charter out of the collapse of Fascism and with it the fascist labor secretaries who administered the labor provisions in the interest of the employers. The workers are determined however, to regain the free exercise of their democratic rights and again become free trade unionists, regardless of the hopes of Italy's industrialists and financiers.

KEEP CLEAR WITH YOUR DRAFT BOARD

By observing the following simple instructions you will continue to receive deferment from military service. Fail to observe these rules and you may wind up in the army.

WHEN SIGNING ON: Give the clerk or skipper all the information necessary to fill out RMO Card No. 47 (Green Card).

WHEN SIGNING OFF: See that Card No. 48-A is properly filled out by skipper or clerk.

Ship out before your allotted time ashore has expired. If you have not yet filled out the Green Card, contact your draft board and let them know that you are sailing.

Around The Ports

NORFOLK

Shipping continues good but pay-offs have slowed down somewhat. A Bull Line Liberty arrived here several days ago and after discharging the usual live cargo, announced that instead of paying off here the ship would proceed down the coast and pay off there. Nothing was left aboard except sand ballast that had been aboard for three trips across and back, but the WSA and the Company decided to call it cargo although three separate crews had been paid off while the same ballast was carried. The ship moved over from Newport News to the oil dock for bunkers and additional stores and the Captain refused any shore leave. Six members of the crew who were pretty disgusted went over the side and onto a towboat after the gangway was in, although they had been advised by the unions to stay aboard. They were charged with desertion and had their certificates suspended for six months despite a fight put up by the union to get them taken back aboard the ship which was still in the stream.

After this incident orders were changed and the ship went up the bay to Baltimore to pay off. Several companies have tried this before but this is the first time they have actually succeeded in discharging all cargo and still forcing the crew to stay aboard.

The whole thing appears to be a patent effort on the part of the governmental agencies and the companies to establish a precedent whereby they can keep crews aboard indefinitely.

A Mississippi ship came in the other day looking like a telephone booth in distress. The Captain had allegedly whipped a guy with wire, the Chief Engineer had locked another in an ice box and in general the whole outfit was haywire. The Captain also painted over the side at sea and did general work all over the ship. This would be buck has luckily been replaced with another skipper but be on the lookout for him—His name is ANDREASSON (no relation to his counterpart "Red Lead" Anderson).

MARTY TRAINOR, Agent

Florida Branch Throws Successful Party For Seamen

(Continued from Page 1)

part of the state.

The gang on the Seatrain were so pleased with the way the shindig came off that they are planning to hold another in the near future. The only ones that were disappointed were those that received invitations and didn't attend.

The crew of the Seatrain deserve a lot of credit for thinking up and putting over such a program. If nothing else, they proved to the people in this vicinity that the Merchant Seamen are as well-behaved and well-mannered as any other group of men in the world.

The Entertainment Committee was composed of Brothers Wm. F. Kuschke, Wm. E. Boyd and Louie Daray. These men worked for over three weeks to make this blowout a success, and they did a fine job.

Everything was Union, the printing of programs and invitations was given to a local Union printer, the music was by an orchestra from the Miami Federation of Musicians. Even the beer was Union Made and delivered by a Union driver. The Master of Ceremonies, although he is not a Union member, was selected because of his fairness to Union seamen and also his ability to help the people get lined out and have a good time. (After the third rum and coke they didn't need any help).

WLB Won't Nullify NLRB Past Decisions

WASHINGTON — The WLB ruled that it will not and cannot use its powers to nullify decisions of the NLRB, since to do so would nullify an act of Congress. For this reason, the Board unanimously refused to take jurisdiction of a dispute at the Morenci, Arizona, mine of the Phelps Dodge Corp., brought up by the Clifton Morenci Metal Trades Council (AFL).

The dispute arose when the NLRB certified the International Union of Mine, Mill and Smelter Workers (CIO) as exclusive bargaining agent for the approximately 2,000 employees at the mine.

The AFL Council contended that the recent large-scale influx of non-skilled workers into the mines gave these workers the dominant voice over skilled workers in any industrial bargaining unit. Other Phelps-Dodge mines in Arizona, it alleged, have craft units. After the election, the AFL petitioned the NLRB for reconsideration of its decision and direction of the election. The petition was denied. In the meantime, the dispute had been certified to the WLB, and the AFL requested a public hearing, which was held August 20, 1943.

Keep In Touch With Your Local Draft Board.

Agent Reports Progress In Search For SIU Hall

(Continued from Page 1)

So until later that will do for now. P.S. Just contacted the owners of this building and they tell us that this joint is already leased so therefore we must vacate.

as big as the other one, it will make a very nice hall for ourselves, I believe that this building deserves looking into as I think it can be bought and put into first class shape at considerable saving. When I say first class shape I mean just that. Showers, wash tubs (with a scrubbing board not washing machines) proper and decent toilets, committee rooms, offices away from the racket of the men, a library where we can have reading material at all times, some decent games in a place where they can be played, in other words just what all you old timers who rode from place to place often thought of but never had. A place where a guy when he needs it can come and clean up, knowing that there is soap and all the gear on hand. The pie-cards here in New Orleans have spent a lot of time talking this thing over and when we do realize on it, we want to start something that all the other halls can set their sights on and try to compete with. We might start this hall buying set up here, but the members that I have talked to are all very enthusiastic about it and all hands state that it is time that we get our own halls.

That hall in Wilmington seems to have hit all the boys who have been on the coast, and when we start talking hall they all say, "O.K., let's get ours. What's a ten buck assessment now. It will repay itself a thousand fold."



- Eddie Ford
- James Vaselakos
- John Hamilton
- Jesse W. Gray—TC 1235
- Maurice Gray—TC-1233
- M. McGovern
- Alfred Lopez
- J. Pinir
- Rix Naegle
- James Brady
- M. Neville
- Lenhardt Eisele
- L. Chamberland
- C. R. Michael
- G. Patrice
- A. Brazenic
- Teopesta San Juan
- L. L. Miller
- George Fraser
- Lloyd D. Moulton
- S. Josephson
- Maurice Romans
- Leo Garfield
- Laurence Kelly
- Estill Frances
- Albert Huard
- Norman Johnson

Keep In Touch With Your Local Draft Board.

Out of the Focs'l

by J. L.

One of the ILA men made a trip to Bermuda on a sea-going tug and when he came back the company informed him the FBI was looking for him. He showed the FBI that he was not delinquent with his draft board. So they called his draft board and tell them that this man gave them his change of address. The draft board calls up the U. S. District Attorney and so he insists upon seeing him. The FBI men take him over there and they insist that the man was not delinquent and was not trying to dodge the draft, but the Attorney refused to see the man's papers, insisting that he was delinquent. He holds him on \$500 bail, and since he couldn't get anyone to bail him out he rested in jail for two days, and was finally inducted into the Navy.

The FBI Agents regretted the action of the U. S. Attorney but there wasn't anything they could do about it. The only action the tow boat man had was to sue the draft board for false arrest, but he was disgusted, and took no action against them. Here is the case of an active seamen having the works put to him, and all the facts in the world was not going to help him. Now at 38, this man is in Service because his draft board wanted him there. So brothers, don't feel too secure because you're sailing ships. Keep in touch with your draft board every time you return from a trip, and you'll save yourself a lot of headaches.

△ △ △

The WSA has issued a guide book to all seamen. They must want to give some of the boys a lesson in geography. Some of them don't even know where they are when the trip is over, but the WSA wants them to be worldly wise. They have a new USS center in Trinidad. The beachcombers will be glad to hear about it. They have accommodations for 50 seamen. It is located at 1 St. Ann's Road. The stockade in the Persian Gulf is getting filled with U. S. seamen. Those who quit their ships down there are incarcerated by the Army and are not allowed to leave the stockade until they serve their term. So get wise fellows, the union can't help you on that beef.

ATLANTIC AND GULF SHIPPING FOR WEEK OF SEPTEMBER 7th TO 11th

	DECK	ENGINE	STEWARD	TOTAL
SHIPPED	320	268	290	888
REGISTERED	247	218	165	630

SIU And Tanker Members On West Coast

Central Registering and Dispatching Office Open in SUP Headquarters at San Francisco

For SIU Members and T. C.'s in Deck, Engine and Steward Departments

Increased shipping on West Coast by SIU members has made it necessary to open a separate and complete business office to be devoted solely to registering and caring for the needs of SIU members in all departments.

All SIU members in San Francisco are required to immediately register in SIU office at 59 Clay St. SIU members in SUP Branches on the West Coast are to register in the respective SUP Office and receive an SIU shipping card. SIU shipping cards will have preference on SIU ships and will be recognized by all SUP Dispatchers. SIU Deck members will have second preference when SUP members are available.

For Further Information:

Call your union offices and tanker organizers at the addresses listed below. You will always find somebody at these numbers excepting at night.

SEATTLE, WASH.—86 Seneca St.—Phone Elliott 6752.—E. Coester or Johnson.

PORTLAND, OREGON—111 West Burnside St.—Phone Beacon 4336—John Massey or C. Atkins.

RICHMOND, CALIFORNIA—257 Fifth St.—Phone Richmond 4021—Louie Glebe or Banks.

VANCOUVER, B. C.—340 B. Cambie St.—Phone Pacific 7824—Hugh Murphy.

WILMINGTON, California—440 Avalon Blvd.—Phone 4449.

NEW YORK CITY — 105 Broad St. — Phone Bowling Green 9-9530—Morris Weisberger.

SAN FRANCISCO—59 Clay St.—Phone Exbrook 8229—Phil Conley.

Constitutional Provisions For Nomination And Election Of Seafarers Officers

(All Agents: Please clip this page and post it prominently in the hall for all members to see. This will eliminate many beefs and misunderstandings on election procedure.)

ARTICLE XIII

Nomination and Election of Officers, Atlantic and Gulf District

Section 1. The regular officers shall be elected annually and shall hold office for one year, or until relieved by their regular successors in office.

Section 2. Nomination of regular officers shall be made at all branches in the regular meeting held during the last two meetings in September. Any member who can qualify may nominate himself for office by submitting, in writing, accompanied by the necessary proof of qualifications listed in sub-sections (a), (b), (c), and (d), his intentions to run for office, naming the particular office. Such notification to be in Secretary-Treasurer's office not before September 1st, and not later than October 15th of the year.

The names and roll-numbers of nominees, if obtainable at the time shall be recorded in the minutes. The Secretary-Treasurer shall prepare a list of names of nominees for each office and forward copies thereof to each Branch. Such lists shall be conspicuously posted in each office or hall. All full members shall be eligible for any regular office, provided:

(a) That he is a citizen of the United States of America.

(b) That he be a full member of the Seafarers' International Union of North America, in continuous good standing for a period of six (6) months immediately prior to the date of nomination.

(c) Any candidate for Agent or joint patrolman must have three years of sea service in any one or three departments. Any candidate for departmental patrolman must have three years sea service in their respective departments. Sea service as specified in this article shall mean on merchant vessels.

(d) He has not misconducted himself previously while employed as an officer of the Union.

Section 3. A committee consisting of six full book members in good standing, two from each department, shall be elected, whose duty it shall be to prepare the ballot.

All nominees who desire to become candidates shall have the necessary qualifications and acceptance in the office of the Secretary-Treasurer or the Committee on Candidates prior to the 15th day of October of each year. Nominees who shall fail to comply herewith shall be regarded as having declined the nomination. Ballots shall (a) bear the name of the Union, the month and year of election and instructions to voters; (b) bear the names of eligible and duly quali-

fied candidates for each office arranged alphabetically with voting squares to the right of names; (c) have one blank line for each office in which member whose name does not appear upon the ballot who must be qualified under the provisions of Section 2 of this Article; and (d) be perforated at the upper edge and the perforated stubs numbered consecutively beginning with No. 1. The Secretary-Treasurer shall cause to be printed, and shall forward to each Branch and retain for use at Headquarters, a sufficient number of ballots, and shall keep a record of the numbers of the first and last ballots so forwarded and retained. None but official ballots shall be used in any general election.

BALLOTING

Section 4. Balloting for officers shall be secret and shall take place each day during the month of November and December, 60 Day Referendum provided that there are five members in good standing elected from the meeting present to look at their books and guard the ballot box; and no ballots shall be accepted except those cast in the regular manner.

A committee of Election composed of six (6) full members in good standing, two (2) from each department, namely one judge, two tellers and three clerks, shall be elected in each port to conduct the election and to canvass the returns. Ballots shall be distributed in the order of their numbers, commencing with the lowest number.

Section 5. Members shall be entitled to vote upon presenting their membership certificates showing that they are in good standing, and have not previously voted at the same election. Members shall mark their ballots with a pen and ink, or indelible pencil, and shall signify their choice of candidates by marking a cross (X) in voting squares opposite names, or by writing in the blank line the name of their choice if such name be not printed upon the ballot. Lead pencils shall not be used in marking ballots. When a member has marked his ballot, he shall deliver it folded to the Judge, who, after ascertaining that the member is entitled to vote, shall tear off the numbered stub and deposit the ballot. The committee shall then stamp the member's certificate of membership in the proper column for the year and month of election. Such stamp shall bear the word "Voted," the initials of the voting place, and the date of the voting. If the member is not entitled to vote, the Judge shall cancel and destroy his ballot. The Tellers shall count the ballots as they are deposited, and the clerks shall keep record of the count.

FORWARDING VOTES

Section 6. Balloting shall con-

tinue until every qualified voter present has had an opportunity to vote. The Judge shall then count the numbered stubs to verify the count of the Clerks, and shall enclose them in a sealed envelope in the ballot-box. He shall then announce to the meeting, and the Secretary-Treasurer, or Agent, shall record in the minutes, (a) the number of ballots last distributed; (b) the number of ballots canceled or destroyed, and (c) the number of ballots deposited. The ballots shall then be placed in an envelope provided for the purpose and a slip of paper, also specifically provided, shall be signed by each member of the Committee on Election and pasted on the back of the envelope. The sealed envelope shall then be placed in the ballot-box. The ballot-box shall then be locked and sealed, and the key thereof shall be sealed up in an envelope, also specially provided for that purpose, on the back of which each member of the Committee on Election shall again sign his name. The envelope so signed and sealed shall be given in charge of the Secretary-Treasurer, or Agent, or some other member designated by the meeting. No candidate for office shall be a member of the Committee on Election.

BRANCH COUNTING

Section 7. In the regular meeting held in Branches during the first meeting in January, the committee on Election shall open the ballot-box, count the number of ballots therein contained and count the number of votes for each candidate. The result shall be noted in the minutes. The Committee shall then forward to Headquarters all used ballots (i.e., all ballots taken from the ballot-box, including blank and disqualified ballots), together with a copy of the tally sheets, under sealed cover, marked "Ballots for Officers." In case no regular meeting is held during such week, the Agent, in the presence of the Committee on Election, or, in their absence, before five other full members, shall open the ballot-box and count the ballots therein contained (but shall not count and tally the votes), and forward same to Headquarters in the manner hereinbefore prescribed.

H. Q. COUNTING

Section 8. The Committee on Election at Headquarters shall count the number of ballots received from each Branch and cast at Headquarters, and shall count and tally the votes cast at each voting place. They shall prepare a report showing the number of ballots cast and the number of votes received by each candidate at Headquarters and each Branch, also the total number of ballots and votes. They shall carefully preserve and place under sealed cover all ballots, keeping separately the ballots cast in each voting place. Tally sheets shall be kept on file by the Secretary-Treasurer for the inspection of members, and the report of the committee shall be spread in full upon the min-

utes. The candidate receiving the highest number of votes for any office shall be declared elected, and shall assume office within thirty days after notification. If the candidate fails to comply with the foregoing provision, the office may be declared vacant, and the Union shall proceed to fill the office in accordance with Article 14, Section 3. Any member who desires to be present during the canvass shall be admitted upon showing his membership book in good standing.

INVALID BALLOTS

Section 9. Multilated or disfigured ballots, or ballots marked with lead pencil, shall be deemed invalid. Ballots torn in such a

manner that part of the names of candidates or voting squares is destroyed are to be regarded as mutilated ballots. Where the choice of any member for any office cannot be determined with certainty, the vote for such office shall not be counted. This also applies where a member has voted for more than the designated number of candidates to be elected to any office. All ballots cast at any time, in any place and manner, except as herein provided, shall be deemed invalid.

Section 10. All committees mentioned in Article XIII shall consist of six full book members in good standing; two members from each department.

In Memoriam

ARANT, JAMES C.	Messman
BELFORD, ERNEST L.	Messman
CHASE, HARRY	Steward
COUNCELMAN, CARVILLE	Oiler
ENGLISH, COY LEE	O.S.
GENTH, FREDERICK E.	Deck Eng.
PAVILONIS, JOHN	A.B.
KROTZER, RALPH P.	Wiper
WILTZ, EDDIE B.	2nd Cook
WOOD, FRANK L.	A.B.

MONEY DUE

Crew of the S. S. Benj. Bourne have \$125 attack bonus coming. Collect 17 Battery Place, Mississippi Line, New York City.

Extra meals money coming to following crew members of S. S. Woodridge Ferris: J. Davis, J. Dedicatoria, Fred Williams, Harry Harris, John Brown, and William Davis.

Overtime is coming to following crew members of S. S. Charles Aycok: Paul Huffer, Leo Manaugh, J. M. Hughley and A. Langly.

More U-Boats Sunk Than Merchant Ships

WASHINGTON—Fewer enemy U-boats were at sea during August and shipping losses continued to decrease, a joint announcement by the OWI and the British Ministry of Information discloses.

More U-boats were sunk than merchant ships.

"It is significant," the American and British agencies stated, "that the enemy made virtually no attempt to attack North Atlantic shipping, and opportunities for attacking the U-boats have been relatively few. Nevertheless, U-boats have been hunted relentlessly on all stations wherever they have appeared and a heavy toll has been taken."

Personals

STANLEY R. YODRIS
Get in touch with Richard M. Cantor, 51 Chambers Street, New York City.

ARIE L. PRONK
Your wallet and Coast Guard pass is at the office of the Secretary-Treasurer in New York.

EARL GILMAN
You have a telegram in the office of the Secretary-Treasurer in New York City.

IRVING PAULSON
Communicate with Richard M. Cantor, 51 Chambers Street, New York City.

VICENTE VILLACION
Your social security card and union book have been found. Call for them at Room 213, 2 Stone Street, New York City.

BERNARD GOTTHARDT
Your social security card is in Room 213, 2 Stone Street, New York City.

BERNARD MICHAEL ROMANOFF
Your passes and papers are in the office of the Secretary-Treasurer, New York City.

WILLIAM ASKSON
Your book and papers are being held for you by the Philadelphia Shipping Commissioner.