

SEAFARERS LOG



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No. 18

NMU Challenges Votes Of Pro-SIU Isthmian Crews

NEW YORK, May 2—Getting frantic as the Isthmian election progresses and their defeat becomes more evident, the NMU has now resorted to challenging the votes of entire crews who are predominantly pro-SIU. In the past week, the entire SIU vote of the Stephen Girard and the Gabriel Franchere has been challenged by NMU observers.

The Girard was voted at Pensacola, Florida, and of the total eligible votes it is estimated that the Seafarers secured 92 percent. This overwhelming SIU vote was immediately challenged by official NMU observers.

Voting at Mobile, Alabama, the Gabriel Franchere had an estimated figure which gave the Seafarers 87 percent of the total ballots. This vote, too, was immediately challenged by the NMU.

HERE'S RECORD

Since the report appearing in last week's *Seafarers Log*, which recorded the voting aboard 46 Isthmian ships, 10 more Isthmian vessels have docked with nine of them voting, and one scheduled to vote today or tomorrow morning. This makes a grand total of 55 ships voted with 41 more yet to come. The average estimated for these 55 vessels gives the Seafarers around 75 percent, with the prospect that this figure will probably be maintained, and might even be surpassed.

Since last week, three ships have voted in New York. Of these, the John Constantine was almost solid for the Seafarers with only one certain vote lost to the NMU. Aboard the Kelso Victory (about which a story appears elsewhere in the *Log*) the estimate gave the SIU 85 percent. Only one doubtful ballot on the William Whipple marred what would have otherwise been a 100 percent SIU vote.

100 PERCENT SIU

Down Charleston, S. C. way, the Horace Wells voted on Tuesday with the Seafarers getting the entire crew's solid vote. Not one company or NMU ballot was estimated aboard this vessel. That's what you call a clean ship!

At Frisco, the SIU lost one ship—the Sovereign of the Seas—when the NMU collected an estimated 60 percent of the total vote. The Memphis City voted at New Orleans, and was placed in the doubtful column due to the fact that there were a few doubtful votes aboard, and she could go either way.

Voting at Norfolk, the James Ives gave the SIU about 82 percent with the balance split be-

(Continued on Page 14)

"POSTED"



MINERS FIRM IN 'HOLIDAY'

WASHINGTON—The appointment of Edward F. McGrady, former "ace trouble shooter" of the United States Department of Labor, and now Vice-President of the Radio Corporation of America, brought the United Mine Workers-AFL and the operators together in an attempt to iron out the differences which have kept the miners "on a holiday" for the past 31 days.

The present sessions, the first since negotiations broke down on April 10, were called by Secretary of Labor Schwollenbach, and are being presided over by Mr. McGrady and Paul Fuller, of the U. S. Conciliation Service.

Neither John L. Lewis, President of the UMW, nor Charles O'Neill, acting for the operators, would make a statement after the first meeting, referring all reporters to Mr. Schwollenbach, who said:

"Mr. Grady and Mr. Fuller were encouraged by the attitude shown by both sides. While no concrete progress has been made, they are of the opinion that both sides want to make a real effort to make progress in the negotiations."

MINERS CONFIDENT

Lewis confidently predicted that the miners can outwait the operators. "It may be a week, a month, or even six weeks," Lewis told the opening session of the Tri-District Anthracite Scale Convention at Hazleton, Pa., "but operations in the bituminous industry will continue to be stopped. Who can operate mines without miners?"

Operations in the mine fields were at a complete stand-still as

miners used this holiday to go fishing. The banks of every fishable stream are lined with striking miners, and mine bosses give their employees a friendly greeting.

As one of the oldtimers put it, "This is a quiet strike—not like the old days of blood shed and violence. We ain't picketing, and we ain't working."

Chief Makes Own Finky 'Rules' So Seafarers Collects For Crew

The attempts of the Chief Engineer of the William B. Giles to "get even" with the men under him, and the support he received from the Skipper, cost the Mississippi SS Company a smart piece of change in the payoff that took place on April 23.

Although he admitted that the work of the Firemen and Oilers was satisfactory, Thomas Hackett, Chief Engineer, insisted on posting rules and regulations designed to increase the efficiency of the Oilers and Firemen, but which he privately admitted were instituted "to make it tough for us (the crew) because of legitimate overtime we turned in."

FINKY ORDERS

The orders were issued at sea, on April 10, and are as follows:

1. In the future, no clothes shall be washed in the Engine Room or Fire Room during regular working hours or on off hours.

2. No clothes are to be hung up to dry in any part of the

SIU And AFL Defeat Company Union Bid

The attempt of S. P. Jason to rig a company union of seamen in the New Bedford area and affiliate it with the New Bedford Central Labor Union was scotched last week. William Green, president of the AFL, sent instructions to the New England Regional Director to order Jason to disassociate the "independent" union from the central body.

Green's action and the follow-up by Edward A. Raleigh, Acting New England Regional Director for the AFL, followed a sharp protest of Jason's action by SIU Vice-President John Hawk and John Mogan and Boston Representative Joe Goggin. The seamen in question had been members of the SIU, and were hauled into the company union by Jason's devious tactics in collaboration with the shipowners.

The seamen were organized by the SIU at its inception. The Seafarers gained a closed shop contract with the New England Steamship Co. and was able to negotiate raises in pay and working conditions for them from time to time.

COMPANY SOLD

In January, 1946, the company was sold to the Massachusetts Steamship Lines, Inc., with the stipulation that the former owner would operate the boats between New Bedford, Wood's Hole, Nantucket and Martha's Vineyard until March 1. The contract with the Seafarers was to automatical-

ly terminate on that date, unless the new company wanted to renew it.

When the SIU learned of the sale, Union representatives contacted officials of the Massachusetts Steamship Company to talk about continuance of the contract or negotiation of a new one. The company officials were non-committal. Sure, they wanted to go along with the SIU, they said, but they wanted to learn how their new business operated first. They'd talk about the contract when they took over the company on the first of March, they said.

From the first of January to the first of March the Massachusetts Steamship Lines worked night and day to organize a company union.

JASON SIGNED ON

They enlisted the aid of S. P. Jason to do so.

S. P. Jason is business agent for the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America. He is President of the New Bedford Central Labor Union and Vice President of the Massachusetts State Federation of Labor. He was something of a power in New Bedford labor circles.

But S. P. Jason worked hand in glove with the steamship company to organize the company union.

Shortly after the purchase of the freight and passenger line from the New England Steamship Company, officials of the Massachusetts Steamship Line were seen conferring with Jason in a bar and grill owned by Jason's wife.

BUM PROMISE

Jason began organization of an "independent" union immediately. He duped a few men employed on the boats into stirring up antagonism toward the SIU. He made promises he knew never would be fulfilled. Company men talked an independent union. Gradually some of the rank and file was won over to the phony organization.

Jason made capital of the wartime wage restrictions to low-rate the Seafarers. He bored from within through the few company men to talk the seamen into it.

On February 28, the day before the new company took over

(Continued on Page 3)

(Continued on Page 4)

SEAFARERS LOG

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HARRY LUNDEBERG - - - - - President
105 Market Street, San Francisco, Calif.

JOHN HAWK - - - - - Secy-Treas.
P. O. Box 25, Station P., New York City

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267

The Strikebreakers' 'Strike'

Perhaps we shouldn't ever be surprised at the devious turns and twists of the NMU party line. Change of pace and change of front seem to be the watchwords of the little Red howlers at Curran Castle. But somehow the idea of strikebreakers turning striker strikes us.

The NMU has crossed so many picketlines during the past two years, the scenery must have looked like a picket fence to some of its members.

That was back when the "line" called for wholehearted collaboration with the shipowners. That was when the NMU officials were wining and dining people like Basil Harris, shipowner and official of the American Merchant Marine Institute, the NAM of the shipowners, ardent foe of labor and bellwether of maritime reaction.

Now the line has changed. The NMU is out for a 30 percent wage increase for its members, for an eight-hour day in all departments, shipping of all ratings through the Union hall, adjusted manning scales, sanitary work overtime, and other items which the SIU gained for its membership long ago.

This militancy looks like a step in the right direction. Certainly the NMU members should have the right to ship through the Union hall in rotation; certainly they should have the right to adjusted manning scales; surely they should have an eight-hour day.

They should have had these long ago, and they would have had them in the NMU hadn't been playing footsie with the shipowners to the extent that its officials were embarrassed to ask for anything, much less demand anything, and support the demand with job action. That wasn't being done. The NMU even coined a phrase to describe militant action by the SIU. We were called the "Strike-happy Seafarers."

Now the NMU is in a strange position. It has been collaborating so long that nobody—certainly not the shipowners—believes it when it says a strike is upcoming unless its demands are met. It is in a position where it has to get out and harangue its own members to make them believe they really will strike. Instead of putting strike action up to its members as a "do-you-wanna" proposition, it is forced to take the issue before them by saying "Vote YES in favor of this strike resolution."

But even with all this build-up, we sort of have our doubts whether a strike ever will actually come off. The line has changed too often, not to change again.

The shipowners and the WSA certainly don't feel that it will come off, because every time the Seafarers has a beef the WSA reallocates ships to NMU-controlled companies. That was the stick they tried to hold over our heads on the recent rider beef even though the NMU strike threat had progressed pretty far.

So we don't advise the NMU membership to get too hopped up: the line may change again.



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.

GALVESTON HOSPITAL

J. A. DYKES
TROMBLEY
R. V. JANES
E. J. M. MAXFIELD
H. M. BOMAR
R. W. BANTA
M. J. WILLIAMS
A. E. EDEFORS
D. VAN AALST
J. A. SNEDELLA
McCLINTOCK
DUGGAN
R. HALLORAN

BRIGHTON HOSPITAL

G. PHINNEY, JR.
ED. JOHNSTON
FRED HOHENBERGER
H. GILLAN
H. W. PORTER
HANS I. HANSEN
CHARLES DUNCAN
P. CASALINUOVO
E. P. BELKNER
J. COXWELL
S. F. PUZZO
J. HANLEY
T. ROBERTS

BALTIMORE HOSPITAL

IVER IVERSEN
E. J. DELLAMANO

JAMES KELLY
HARRY KESSLER
WILLIAM ROSS
WILLIAM RUMBOL
JAMES GRAHAM
NEWTON PAINE, Jr.
MOSES MORRIS
HARRY MYERS
JOSEPH TOUSSAINT
EARL JORDAN
DONALD WOODSIDE

STATEN ISLAND HOSPITAL

V. SHAVROFF
O. HODGES
C. MIDDLETON
J. LITVAK
L. A. CORNWALL
L. A. FAULSTICK
I. LOWE
R. HANSON
H. TILLMAN
R. G. MOSELLER
F. MATEO
C. W. GOODYN
W. B. MUIR
W. G. H. BAUSE
C. KUPICKI
W. B. COPELAND
P. E. SMITH
J. J. SWYKERT
L. R. BORJA
L. L. MOODY
W. W. McCLURE

Hospital Patients

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

Staten Island Hospital

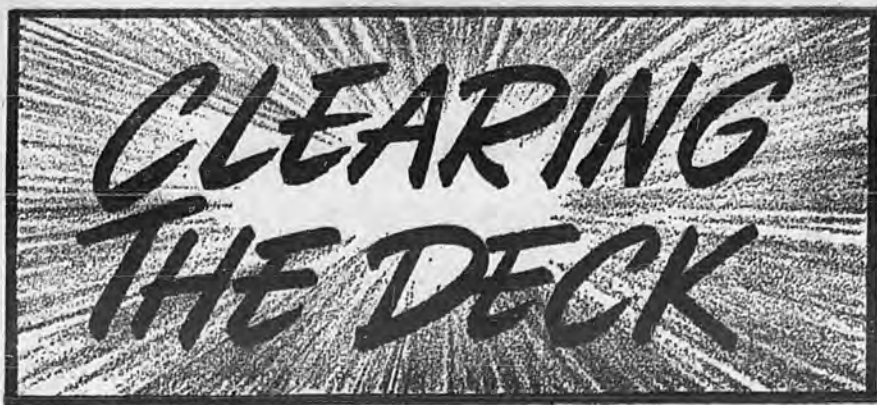
You can contact your Hospital delegate at the Staten Island Hospital at the following times:

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.)

J. L. WEEKS
J. BRODDUS
J. GUFFITT
N. ROMANO

NEW ORLEANS HOSPITAL

J. E. DALE
H. D. STERTZBACK
O. PATTERSON
S. WILUSZ
CLARENCE CARTER
WILBUR MANNING
EDWARD CUSTER
B. C. BEASELY
AMOS BAUM
W. H. OSBORNE
JOHN ZEBROFF
J. DENNIS
J. H. BOWEN
W. F. LEWIS
R. M. NOLAN
DONALD DAHL
J. RICHARD QUINN
M. KUHN
ERIC ZIEMONS
H. A. CRUSE
MARVIN HALL
A. L. SCULLY
C. HONOROWSKI
E. M. EVANS
E. A. NOONAN



By PAUL HALL

NOTICE!**SEAFARERS SAILING AS ENGINEERS**

All members—retired and former members—of the SIU, now sailing as licensed Engineers, report to the New York SIU Hall as soon as possible.

This little box in the Log has caused a lot of comment and at the same time has served to clear up a much beclouded question.

Since its first appearance in the Log several hundred Marine Engineers, all members of the MARINE ENGINEERS BENEFICIAL ASSOCIATION, CIO, have visited the Union Hall. The big majority of these were former members of the SIU, but a few were former NMU members and some had never belonged to any union except the MEBA.

The purpose of the notice was to determine whether or not the indorsement of the Curran-Bridges "unity" convention by MEBA officials was representative of the rank and file Marine Engineers opinion.

The Seafarers has no designs on the MEBA and has never encouraged its present and former members' sailing as Engineers, to act as a block within that organization. This is in sharp contrast with the NMU policy of using selected former members as a cell through which they attempt to direct the policies and ultimately gain control of the Engineers organization.

Samuel Hogan, President of the MEBA in going for this so called "unity" movement has been hoodwinked into taking a position distasteful to the big majority of the MEBA membership.

In their discussions with the Engineers the SIU has made it clear that no effort would be made to change any Engineers opinion or to even explain the Seafarers policy unless requested to do so. The whole idea of the conversations was for one purpose—to get an accurate consensus of the opinions of working Marine Engineers.

Without a single exception the Engineers agreed fundamentally with the policy of the Seafarers as it has been expressed from time to time in Log articles and editorials. The majority of these men have sailed both on SIU and NMU ships and read both the Log and the Pilot, and clearly understand the issues involved.

In line with the conversations in the Union Halls, the Patrolmen and Organizers have been contacting Engineers aboard both organized and unorganized ships. They report that nine out of every ten Engineers look on the unity proposals of the Curran-Bridges group as a scheme to swallow or control the smaller unions and will have no part of it at any price.

The Marine Engineers have a tough problem to solve. The SIU offers its full aid to the MEBA membership and officials. The fact that the MEBA is a CIO affiliate has no bearing on this issue. The question is whether or not an important segment of organized maritime workers are to be engulfed and dominated against their will and against the best interests of both licensed and unlicensed seamen as a whole.

The Seafarers has no intention of interfering with or participating in, the inner union affairs of the MEBA. There are no strings to the aid that is offered. Former SIU members now in the MEBA are in there not as a "group" but as individual members acting for the best interests of that organization.

DEMOCRACY AT WORK

A rank and file committee of Seafarers meets with the SIU Agents at their recent conference to discuss Union problems.

Isthmian Seamen Are Joining Seafarers In Increasing Numbers As SIU Lead In Election Grows

By BULL SHEPPARD

The halfway mark in the Isthmian ship voting has passed and the percentage in favor of the Seafarers is steadily mounting. Up to and including April 30th, 53 ships had been polled with a total of 1296 men voting. Ship and shoreside organizers working carefully have made a thorough survey, and report that the approximate result for the first 53 ships vote is;

SIU — 877

No union — 23 NMU — 328

The 68 votes unaccounted for are liable to end up in any total, but are not sufficient to appreciably change the tally. The Seafarers, with the voting well past the half way mark, has a 526 vote lead over the combined NMU and company total—a two and one-half to one average.

Figures, and especially approximated figures, can be wrong and often are, but these estimates are based on a conservative survey and won't be far off.

SOUR GRAPES

The NMU organizers are growing panicky. They are very seldom seen except just prior to and during the actual voting, and they look as though they have lost their best friend.

Last week in Mobile, Alabama, the Stephen Girard and the Gabriel Franchere voted.

The results on the Girard were SIU, 26; NMU 2. The NMU observer promptly challenged all 26 SIU votes, showing that he knew in advance that only two of the crew members supported his outfit.

On the Franchere the result was SIU, 21; no union, 1; doubtful, 1; and NMU, 1. The observer on that ship evidently knew he had but a lone vote, because he challenged all 24.

118 votes have been challenged on the first 53 ships to vote; but if these together with the "No Union" and "Doubtful" votes were added to the NMU total the Seafarers would still lead by 340 votes, far more than the necessary number to secure the election. Ship by ship the position of the SIU grows stronger.

NMU MEN DISGUSTED

Prior to the elections it was not an unusual thing for NMU

men to turn in their books and join the SIU. In fact these included a number of paid ships organizers.

In the past two weeks a number of Isthmian men have come into the halls in different ports and stated that, although they had voted for the NMU in the elections, they were now convinced they were wrong and wanted to make amends by joining the SIU, and working to win a good contract with Isthmian.

These men were welcomed just the same as any other Isthmian eaman, and were told that they had nothing to be ashamed of or to make amends for. They had voted the way they saw fit without any pressure from the Seafarers, and they were just as welcome in the Seafarers as though they had never voted.

Needless to say this doesn't apply to the high-pressure paid organizers who have been feeding genuine Isthmian seamen with lies for months.

GOOD UNION MEN

Isthmian seamen are joining the Seafarers every day, and the gratifying thing about it is that the big majority of these men are either staying on the same ship or immediately shipping on another Isthmian ship.

This proves that they are good Union men, a real asset to the Union, out to finish the job they have started and done so well thus far.

The Isthmian drive has been a proving ground which has succeeded not only in developing

the members who started and carried on the drive, but has in addition brought into the Union many capable new members who will actively lead the future campaigns.

The real test of a union's success in any campaign is the consolidation of every gain. Winning the Isthmian elections would mean very little if the Union failed to push the advantage.

By active struggle, the Seafarers can negotiate a contract that can well be the model for all others.

KEEP ORGANIZING

The SIU is going to win the Isthmian election hands down, but the job of organizing doesn't stop when the voting is over. Many of the men sailing these ships were unable to vote, others voted NMU or didn't vote at all because they didn't know the score. There are even men who voted for "No Union" who can be made into good Union men.

All of these men have the right to enjoy the benefits of Seafarers membership. They are Isthmian seamen and they will ultimately be SIU men.

The job of the Union man aboard ship is to teach these men what Seafarers membership really means, so that they will be able to do their part in the period of negotiations.

For that matter organization never stops. There is always something to fight for and the Seafarers membership are the men who can do the job.

Chief Makes Own Finky 'Rules' So Seafarers Collects For Crew

(Continued from Page 1)

of each watch, and no later than five o'clock.

7. Firemen will wipe front of boilers where they have spilled oil on same, and clean drip pans under fuel oil service pump, and under fuel oil burner manifold, and sweep floor plates in front of boilers every watch.

8. Oilers shall wipe off hand rails, gratings, floor plates, and main Journal Bearings (Stbd side) around main engine of any excess oil at end of each watch.

9. The Firemen shall clean all the burners in both boilers each watch, a total of eight burners. They shall also clean fuel oil suction and discharge strainers every watch.

10. In the future, Oilers shall make 20 minute rounds on the Main Engine, and shall take temperatures near the end of each watch.

THOMAS HACKETT,
Chief Engineer.

REAL REASON

Following the posting of these unnecessary and dictatorial rules, the crew instructed the Engine Delegate, Martin Gross, to see the Chief Engineer and the Skipper.

Brother Gross saw the Chief Engineer on April 11. In his own words, according to a sworn signed statement, here is what happened:

"On April 11, 1946 about 6 p. m. I approached the Chief Engineer and asked him whether the directive he posted in the engine room would aid in the more efficient running of the engine room and fire room. He replied **No! That the reason he posted the directive was to make it tough for us, because of legitimate overtime we turned in.**

"I told the Chief Engineer, that to the best of my knowledge, our work (Firemen and Oilers) was satisfactory and we could not see why he should post a list of rules of that type. The Chief Engineer admitted our work was satisfactory but that the directive would stand.

"I later stated the above in the presence of the Captain, Purser and Chief Engineer. The Chief Engineer did not deny the above statement."

When the boat got into New York Harbor, the crew was fit to be tied. The payoff found the SIU crew well represented.

For the extra time and work caused by rules Number 5 and 8, each of the Firemen and Oilers received two hours of overtime per day.

Jimmie Hanners, the Patrolman who handled the payoff, said, "It will be a long time before that Engineer tries to throw his weight around with a Seafarers crew. We hit them right where it hurts them most—in the pocketbook."



QUESTION: What was the biggest beef you ever saw settled by the SIU?

EUGENE WEINGARTEN—OS

The best settlement I ever heard of was the one on the Lou Gehrig. The men on board stood watches while the ship was in port in Rouen and Le Havre, but when the payoff came, the company claimed that the watches were stood at sea, and were therefore not overtime. After a bit of negotiating, the money was finally collected. The crew split over \$25,000—that ain't hay. We worked for that dough, and the Union collected it for us. That's really doing a job for members.



CECIL E. WHIDDEN—AB

When we were in Manila the Skipper refused to give us any liberty. He said that the Army would not grant liberty to seamen. We sent a man to the Army and they said that it wasn't true. So the delegates advised us to put in for overtime. Back in Norfolk we found that the Captain was not completely wrong, and the Patrolman worked out a compromise. In my own department alone, I know that each man collected 100 hours overtime. That was the biggest beef settlement that I was ever in on.



WILLIAM JENKINS—Steward

The money collected for unloading cargo during the Normandy invasion was the one I'd call the biggest. I got a little over a hundred dollars, but some of the men in the engine and deck departments got a lot more. Of course, they were helping to unload cargo, whereas I just got overtime for the extra food handling at night. It was pretty rugged going for a while, but after the first week, things kind of eased off. The SIU has collected plenty of money, but this was the biggest that I ever benefited from.



JEROME ERBSTEIN—OS

In my estimation the biggest beef the SIU ever settled was the one on the foreign transportation rider. The tremendous sums of money spent for transportation will now come out of the pockets of the companies, instead of from the seamen. This victory proved to the shipowners that they could not lick a group of militant seamen who were organized in a solid Union. This was a big settlement, both in money and prestige. Seamen everywhere will benefit.



SIU And AFL Defeat Company Union Bid For New Bedford Seamen

(Continued from Page 1)

the line, and the SIU contract became void, Jason called a meeting of the new "independent" union in the Central Labor Union building. The new owners of the line were present at the meeting.

Jason proposed a new contract to the membership then. But the seamen wouldn't go for a sell-out contract. They had been Seafarers too long, so they knew a phony deal when they saw one.

So Jason petitioned the State Labor Relations Commission to have Local 59 of the Chauffeurs and Helpers certified as collective bargaining agent for the employees. His petition was filed on March 18.

JASON FLEECE

The SIU went into action immediately. By the time the first hearing was held on March 27, the Seafarers had forced the Teamsters Union to declare that Jason was acting on his own, and for an independent union, rather than one affiliated with the Teamsters International.

Jason was forced to amend the petition, from Local 59 Chauffeurs and Helpers, to read as follows: New Bedford, Woods Hole, Martha's Vineyard and Nantucket Employees' Association of the Massachusetts Steamship Lines, Inc., affiliated with the New Bedford Central Labor Union, AFL.

This was a frank admission that it was a company union. Jason had been hoist by his own petard, forced into an admission that he was heading a company union and undermining an AFL affiliate—the SIU.

SIU IN ACTION

But Jason still had an ace in the hole. He still had the company union ostensibly affiliated with the New Bedford Central Labor Union.

SIU representatives contacted Raleigh, the New England AFL representative, along with William F. Brophy, former attorney for the National War Labor Board, Boston Region. In addition to representing the SIU, Brophy was acting for the Masters, Mates & Pilots, and the ILA, whose contract also is voided through the formation of the company union.

Raleigh wired President Green, reporting the situation, as presented by Hawk and Brophy, and Mr. Green wrote back, in part, as follows:

"It seems to me that we should call upon the officers of the New Bedford Central Labor Union to disassociate it (the independent union) from the Central body. Therefore, I suggest that you confer with the officers of the New Bedford Central Labor Union and that you point out that the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America lacks authority to organize licensed and unlicensed seamen into either a Teamsters Union or an independent union and for that reason you call upon them to disassociate the independent union from affiliation with the New Bedford Central Labor Union.

"Furthermore, I call upon you to get in touch with the Teamsters' Representative having jurisdiction in New Bedford to disavow this union, to disassociate

it from membership in the Teamsters Union or to give it support as an independent union."

The line had been drawn clear and hard.

Raleigh wrote to Jason as follows:

April 18, 1946

Mr. S. P. Jason, President
New Bedford Central Labor Union
129 Union Street
New Bedford, Mass.
Dear Sir and Brother:

This office is in receipt of a communication from Mr. William Green, President of the American Federation of Labor, relative to the New Bedford, Woods Hole, Martha's Vineyard & Nantucket Employees' Association of the Massachusetts Steamship Lines, Incorporated, affiliated with the New Bedford Central Labor Union, AFL.

President Green, in his communication, advises that the New Bedford Central Labor Union has no right to take into its membership any delegates representing any Independent Union. For your information, we quote to you Article XI, Section 1 of the Constitution of the American Federation of Labor, under which your New Bedford Central Labor Union is governed:

"Article XI—Local Central Bodies—Section 1. No Central Labor Union, or any other central body of delegates, shall admit to or retain in their councils delegates from any local organization that owes its allegiance to any other body, National or International, hostile to any affiliated organization, or that has been suspended or expelled by, or not connected with a National or International organization of their trade herein affiliated; nor are delegates to be seated from locals of National or International organizations which are not affiliated to the American Federation of Labor, under penalty of having their charter revoked for violation of their charter by the President or the Executive Council subject to appeal to the next convention."

President Green further states, in his letter, that the employees of this particular steamship line in question have International Unions, affiliated with the American Federation of Labor, namely, the Seafarers' International Union; The Masters, Mates & Pilots International Union; and the Radio Officers Union of the Commercial Telegraphers International Union, of which these people could become members. It is our understanding that they were members prior to the formation of this so-called "Independent Union."

We now order you, and the other officers of the New Bedford Central Labor Union, to disassociate this Independent Union

from the New Bedford Central Labor Union, American Federation of Labor, and they be not harbored or represented by anyone using a title as a representative of the New Bedford Central Labor Union, AFL. This request must be complied with immediately, or the charter of the New Bedford Central Labor Union will be suspended, until such time as it is complied with.

Realizing that the New Bedford Central Labor Union comprises over 35 unions of different International Unions, affiliated with the American Federation of Labor, we know that they, as affiliates, do not want to force this kind of action. This is not a matter of one or two people to consider. It pertains to the entire labor movement of New Bedford. Therefore, let it not be the snap judgment of a few people in an attempt to commit the New Bedford Central Labor Union to a drastic action which they will later regret.

It is our understanding that there is a hearing before the Massachusetts State Labor Relations Commission on a petition for certification of this Independent Union on Monday, April 22.

We want to inform you that a copy of this communication is being forwarded to the Seafarers International Union, for their information.

Hoping this request will be complied with immediately and this office so notified; and that no further action will be required on our part, we are

Faternally yours,

Edward A. Raleigh,
Acting New England
Regional Director

So the company union is back where it started: as a company union unaffiliated with the Central Labor Union, and with no connection with the Teamsters Union. And S. P. Jason is in the soup with the State and National AFL. He has shown himself irresponsible as a labor leader, using his authority and the organizations he represents to further his own ends and those of steamship officials.

SIU GRATEFUL

SIU officials expressed gratitude to the Teamsters Union, the Central Labor Union of New Bedford and the Massachusetts and National AFL for their frank recognition of Jason's double dealing, and their support of the Seafarers in the matter. They said Jason's actions were no reflection of any of the Unions with whom he is affiliated, but represented only the machinations of a greedy, unprincipled individual.

The Seafarers, meanwhile, is preparing to bring the seamen of the Massachusetts Steamship Lines back into the fold. Many of the seamen who went along with the company union will recognize the falsity of their position, and will be ready to come back, for crews have been reduced drastically and working conditions have gotten worse, although the company crawled by giving slight wage increases. Others must have the facts of life explained to them before they can see which side their bread is buttered on. The SIU is ready to show them the way.



NMU Scuttles Beefs, Ex-Members Charge

Phony Collections A Feature Of NMU

"I was a member of the National Maritime Union," said Alberto Sanchez, "and really got a belly full of the policies and officials of that outfit." According to Sanchez, "They paid no attention to any of my beefs, and never furnished me with proper Union representation."



"Joining the Seafarers was the best move I ever made,"

Brother Sanchez continued, "Because it's a democratically operated Union with full representation for the membership on all legitimate beefs. SIU Patrolmen are interested solely in settling beefs and getting your cabbage for you. They don't give a damn about phony appeals for the Russian Society to Rescue Senile Rats, or other equally foolish can-shaking outfits."

In conclusion Sanchez said, "Such a union of labor-fakers as the NMU should not be allowed to exist at all. They merely collect your dues and 'donations' under false pretenses, and give you no beef settlements in return."

NMU Wasn't Batting For This Seaman

"As a member of the NMU," William Fincken asserted, "I noticed plenty of things that weren't on the up and up. However, I was willing to overlook these matters as long as my own personal beefs got the proper kind of attention. That might sound selfish, but it isn't meant that way."



"I finally quit that Union because of a beef with a new Chief Engineer aboard the R. J. Reynolds," continued Fincken. "I wanted to stay on as the Reynolds was a good ship, and I had it all shipshape after two trips. When the Chief got after my job, the NMU representative at Houston told me he could do nothing about it. So, I left the ship."

Fincken further claimed that this was the finish for him in the NMU as well, because he didn't want to remain in an outfit which couldn't properly represent its members, and which couldn't protect them from company stiff intimidation such as he'd undergone from the Reynolds' Chief Engineer.

Concluded Fincken, "I looked around for another maritime union which didn't have any of the NMU's faults, and had plenty of benefits instead. I'd heard about the Seafarers, how democratically run the Union was, and about their contracts. After joining, I found out that there was as much difference between the NMU and the SIU as night and day. Give me the SIU brand of daylight."

Ten Men Who Joined The SIU Recently Tell Why They Left The Curran Ranks

IN the past few months, many former NMU members have come over to the SIU as members because they couldn't get representation or beefs settled by that outfit. These men got the run-around on overtime beefs, they were intimidated by bully officers, they were forced to wait several weeks at a time for jobs.

THAT'S why they quit the NMU, and joined the SIU!

IN numerous instances, these seamen were forced to wait for jobs while friends of the piecards were being shipped out the back door. Other men claimed they got no action on their legitimate beefs, and were forced to fight alone, or lose plenty of cabbage through lack of representation. Still others had stories to relate about how the union representatives were in open collusion with company stiff.

THESE are plain, unvarnished statements signed by former NMUers who left that outfit and joined the SIU on account of unsettled beefs, unstable working conditions, and other intolerable conditions. They were unsolicited, offered in good faith by men who joined the Seafarers to secure the kind of a Union which represents all of the members, all of the time, on all legitimate beefs. Here they are; read 'em for yourself!

He Finds Seafarers Really Democratic

"I was a member of the National Maritime Union working on the rivers out of New Orleans," Wilton Le Blanc said, "and I received very unsatisfactory representation from them. My beefs were never satisfactorily settled."



"I want to become a member of the Seafarers as I believe it is a Union which is thoroughly democratic, respecting the wishes of the membership at all times," declared Le Blanc. "I've found out that the SIU does not use the members to advance any particular political philosophy, but fully represents the members on overtime beefs, logs, and that's what I want. I had enough of that stuff in the NMU—pushing the commie line all the time."

NMU Will Collapse By Action Within

"Since 1937, I've been a member of the National Maritime Union," Daniel F. Graves attested, "having picket cards from all strikes in the maritime industry during that period. My book number is 16131."



"When I joined the NMU along with other active and bona-fide Union men," said Brother Graves, "I was of the opinion

that it was created by and for all Union men that joined it, and was to be run by the members. Beginning in 1938 the comrats began to infiltrate the Union with more and more power being given to the officials and less and less for the rank and file to say about the guidance and affairs of the union. In addition, mem-

bers received little or no representation on beefs."

Graves continued, "I have been going to sea for quite a number of years, have always been a Union man and intend to remain so, but not under the banner of the NMU! I am fed up with being dominated by a few comrats who do not know the meaning of unionism, and care less."

"During the past three or four years," asserted Graves, "I have come into contact with quite a few SIU crews. Talking with them, and comparing working agreements with them, I found that the SIU has better contracts and agreements than the NMU has ever had, or expects to have, and sees that these contracts are enforced."

According to Graves, "There are a lot of rank and file NMUers fed up with that outfit who are coming into the Seafarers, and it is only a matter of time before the NMU will collapse as a result of the termites boring from within."

Back Door Shipping Replaces Rotary Rule

"My book number in the NMU is 14111," Joseph Gordon reported, "and I have been a member of that organization since February 3, 1937."



However, I've had enough of that phony bunch, and have finally found a real militant maritime union in the Seafarers International Union.

"I know that the NMU is phony," Gordon went on, "because they ship men out of the back door all the time. The rotary shipping system the way they use it is a rotary shipping system for their friends."

"In my opinion," concluded Brother Gordon, "it looks as though the average NMU member has nothing whatsoever to do or say with the operation of that union. It's altogether different in the SIU. In the Seafarers, everything is run by the rank and file members, with the members receiving good representation on all good beefs."

He Got Run-Around On Overtime Beefs

"I'm a former member of the NMU, but now I'm shipping with the Seafarers International Union," Brother Albert Mutschler said.



"When I was in the National Maritime Union, I got the royal run-around on my overtime beefs a couple of times," Mutschler declared. "That was enough for me. I joined a Union which represents

the members at all times, and isn't afraid to demand that tough Skippers wipe the logs off the books wherever justified. Since joining the SIU, I've also had decent representation on my overtime beefs, collecting all of it in two different instances."

"Whenever I run into any Isthmian seamen, other unorganized men, or NMU members," Mutschler promised, "I'm going to give them the real lowdown on my experiences, and urge that they join the Seafarers."

All NMU Operations Called Inefficient

"The National Maritime Union never cooperated in any way whatsoever," Harold M. McLin declared. "When I was a member of that



phony outfit, I paid my dues regularly, but never received the kind of Union representation that a member should expect. Instead, they always gave me a big song and dance story about what

they were going to do, or what they had done in the past."

"My reasons for finally quitting the NMU and joining the SIU were based on these items plus the additional fact that the

overall operation of the NMU was, and is, completely inefficient," stated McLin. "My experiences so far as an SIU member have confirmed the wisdom of my decision to join, and I am perfectly satisfied with the way my beefs are being handled now."

NMU Leaders' Ideas Not Membership's

"Having been a member of the NMU for almost two years," Gustave Redman, NMU No. 64279, declared, "I really wanted to get out of that outfit in a hurry."



"That organization is nothing but a communist party front with little or no beef settlements," Redman continued. "My life at sea was made miserable by their screwy ideas, their or-

ders, and their politics. However, the ideas of the National Maritime Union leaders are certainly not those of the seamen as a whole, nor do they represent the opinions of the majority of the membership."

Redman stated: "I made one trip on an army transport prior to joining the NMU, and then joined because I've always been a Union man. My father is also a Union man, having belonged to the Bakery and Confectionery Workers Union. Before going to sea, I belonged to the Brewery Workers Union."

"I joined the Seafarers International Union because I learned that it is the one Maritime Union that represents the members, and fights for wages, working and living conditions for the seamen."

Party Line Cause Of Disaffection

"In 1938," Richard Kavanaugh asserted, "I joined the National Maritime Union, and sailed under their contracts and conditions until the present time."



Kavanaugh continued, "I've watched it degenerate from what once appeared to be a good rank and file union to its present status of a propaganda instrument for Soviet Russia

with little or no representation on members' beefs. They (the NMU leaders) change their line so often to conform to the Soviet, that you'd have to be a corkscrew to follow their devious paths."

"I no longer cared to be associated with this colossal double-cross of the merchant seamen," declared Kavanaugh, "so, I left that outfit, and joined the SIU. There, I found no foreign political line being followed, and I also discovered how much better the SIU contracts were, and how much better the SIU members were taken care of in the settlement of their beefs. Yes, the SIU is the Union for me, and I'm certainly glad I changed!"

(Continued on Page 14)

Seafarers' Skating Star Winds Up Successful Season

Seafarer Jack Parker, Book No. 27693, climaxed his most successful ice skating season by winning the large silver trophy awarded by the Brooklyn Ice Palace Speed Skating Club to the most improved skater of the 1945-1946 season. This trophy, plus those already won by Jack this winter, makes a total of four trophies and 18 medals for the season just completed.

Born in Utica, N. Y. back in 1924, Brother Parker, who now makes Rome, N. Y. his home town, started on his winning ice skating ways at the age of 13 when he won his first speed skating contest.

ON SUNKEN SHIP

Jack gave up his skating during the war to a great extent, when he joined the Seafarers some three-odd years ago. During his seetime, he was on the William J. Palmer of the South Atlantic SS Company when she sunk in the Adriatic Sea on August 4, 1945. The Palmer was hit by a sonic mine, and went down in less than 25 minutes with a complete loss of cargo but no loss of lives.

Having donned his skates only a few odd times during shore leave while the war was on, Parker found it necessary to do some real training when he decided to resume competition. Entering the City Championship races at Rome, Jack succeeded in copping the crown after winning the Half Mile and One Mile Senior Men's events and securing two first place medals and two trophies.

CLEAN SWEEP

Competing in the races at Syracuse, the SIU flash made a clean sweep of the events by coming home in front in the 200 yard, 440 yard, 880 yard and One Mile speed trials, and winning the meet point trophy.

Entering the Rhode Island State Championship meet at Providence, Brother Parker succeeded in taking the 200 yard event, but only placed in the other speed races.

Skating as a member of the Brooklyn Ice Palace team in various indoor meets around Brooklyn and New York, Jack succeeded in winning a total of 10 medals and the trophy already mentioned for his indoor efforts.

As proof of the fact that Sea-

The SIU Spirit!

Seafarers are Brothers in spirit as well as in name. The following contributions were made this week by various Seafarers to ailing SIU members in hospitals:

From the crew of the SS Francisco Quinone, \$11.00 to the Brothers in the Fort Stanton Hospital.

From the crew of the SS Fort Donaldson, \$16.30 to the Brothers in the Fort Stanton Hospital.

From Brother N. Larson, \$10.00 to the Brothers in the New Orleans Marine Hospital.

From the crews of the SS Venore, SS J. McDonough, and SS W. Bevins, a total of \$39.00 to be distributed to the Brothers in the Baltimore Marine Hospital.

That's the true Seafarers Spirit!

THE WINNER



Jack Parker, the Seafarers' skate flash, displays some of the trophies he won in ice competition.

farer Parker comes from a family of competitive scrappers, Jack's young sister, Rosemary, won two second place medals in a row while competing in the speed trials at Rome. Rosemary has been under her brother's expert coaching since the age of nine, and is now 12 years old.

All in all, during his lifetime of competitive ice skating, Jack Parker has managed to win a total of six trophies and 50 medals. And he still has a few years of competition left before hanging up his skates for good, so Jack can be expected to have plenty of souvenirs to show his grandchildren.

The Marine Workers Industrial Union published a monthly paper called the "Marine Workers Voice" and under the name of the Waterfront Unemployed Council published a mimeographed scatter sheet called the "Dog House News."

Masthead of the Marine Workers Voice proclaimed that they were affiliated to the Trade Union Unity League, American section of the Red International of Labor Unions, which in turn was the Profintern—The International Trade Union secretariat in Moscow with affiliate centers located in various ports throughout the world.

COMMIE HALLS

They maintained halls and "Stew Pits" in the major ports and their permanent membership, which at its height in 1934 amounted to only some 2,500, consisted in the large of permanently employed waterfront hangers-on.

Their halls were miniature communist party headquarters and served as the waterfront center for all the Communist organizations such as the International Labor Defense, Workers International Relief, Friends of the Soviet Union, Anti-Imperialist League, Unemployed Council and other language, national and racial organizations.

The National Secretary of the MWIU was Roy B. Hudson, now labor editor of the Daily Worker, official Communist paper.

Other prominent members of the MWIU, who seldom went to sea but were maintained ashore by the C. P. were: Al Lannon (alias Al Vetteri); Thomas Ray; Howard McKenzie; Blackie

Myers; Joe Curran; Daniel Boana and many other who are today officials of the NMU.

Lest we forget, two of the

the National Guard to supplement the police whose clubs and tear gas had not driven a single picket off the waterfront.

BLOODY THURSDAY

On July 5, 1934, "Bloody Thursday," was the "battle of Rincon Hill," the San Francisco Police moving in battle formation with tear gas squads, riot squads, night stick companies and all of them armed with pistols, moved on the unarmed pickets. Union martyrs, HOWARD SPERRY and NICK BORDOISE were murdered under a hail of bullets and 109 militant strikers were wounded.

July 5th is an official holiday of the AFL unions of San Francisco, an official holiday for all the affiliated unions of the Seafarers International on the Pacific Coast and also for crews of Atlantic and Gulf contract ships which are on the Pacific Coast on that date.

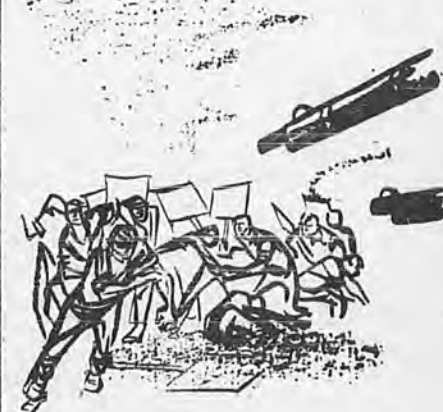
The shipowners "vigilantes" were at work, vigilantes more vicious than those of the gold rush days. Despite this terror, the picket line continued to move and the ships laid idle. All of the power of the shipowners, the state National guard, and the city police failed to swerve the strikers a single inch.

The shipowners in desperation called for more aid and it came in the form of the late General Hugh S. Johnson who in his first statement, labelled the strike of the starving, underpaid seamen and longshoremen as "Civil War."

STRIKE ENDS

The strike was officially called off on July 31, but much remained yet to be done. The rank and file seamen under the leadership of Harry Lundeberg, now President of the Seafarers International Union, handed down the ultimatum. "We will return to work when all hiring is done through our Union hiring halls, when wages and conditions are guaranteed through contracts with our Unions."

A few die-hard union officials continued apathetic and conciliatory to the shipowners. They had to be weeded out by Lundeberg



and the rank and file, and they were in short order.

The strike was over but ships remained crewless as long as shipowners tried to ship through their offices or from the fink halls. The road to the conditions of today was opened. The blood, hunger and sacrifice of 1934 had not been in vain.

It was in this strike of 1934 that NMU Secretary Ferdinand Smith was found guilty by a NMU trial committee of scabbing on a Luckenbach ship. Draw your own conclusions of the morals of the NMU leadership.

(Continued Next Week)

History of the Seafarers



most infamous were Ferdinand Smith of the NMU and Jack Lawrenson, Vice-President of the NMU who was organizer of the scab "good fellowship club."

This is the outfit and there were the leaders that formed the NMU. Following their repudiation in 1934 when the unions of the ISU won the labor representation elections by an overwhelming majority, the MWIU was officially liquidated at a meeting, held in Communist Headquarters at 50 E. 13th Street, presided over by Roy Hudson and attended by Earl Browder.

The 1934 Strike

The culmination of the long years of hard work and perseverance since May 1, 1921 came on March 5, 1934. The International Longshoremen's Union, AFL, of the Pacific Coast demanded an increase of fifteen cents an hour, from 35 cents to \$1.00.

The date of the strike of the seamen is hard to determine but under the leadership of the Sailors Union of the Pacific, the strike spread like wildfire up and down the Pacific Coast from ship to ship and port to port until the entire maritime industry was paralyzed.

The official date of the calling of the strike is recorded as May 9, 1934 and its official conclusion as July 31 of the same year.

The term "official" is used because the strike was preceded by a series of job actions and many more actions were necessary after the pickets were recalled before full union recognition and control of shipping through union hiring halls was established.

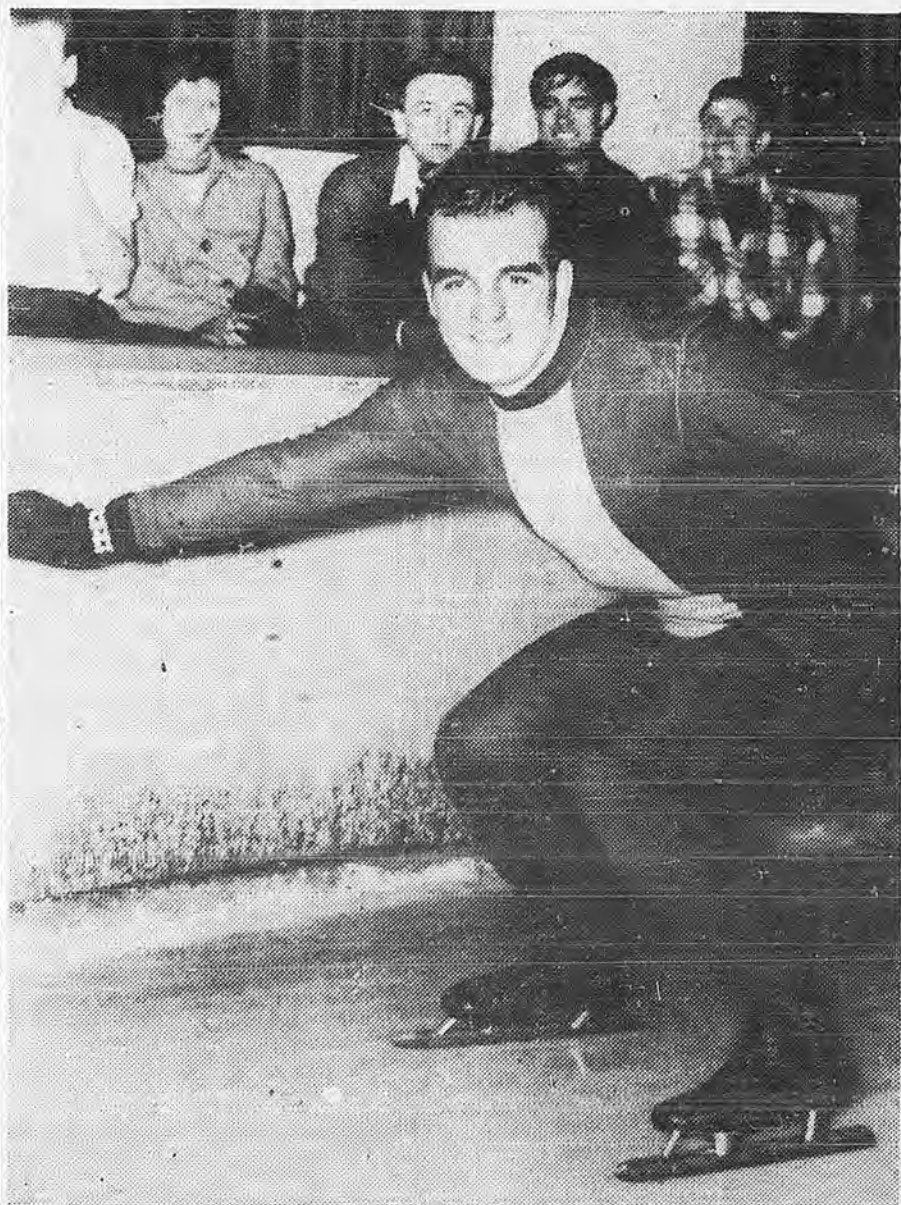
Never before in the history of trade unionism has a strike been marked with a greater militancy and sacrifice. At that time we had no strike funds, no treasuries, no large membership and only a few scattered halls. The Pacific Coast nights are never warm, yet shivering, underfed pickets maintained their picket lines twenty-four hours a day.

Facing them was the greatest array of strike breaking apparatus ever seen before in any strike. The police were out en masse the first day, breaking heads on any excuse and in many cases outnumbering the pickets.

THE ESTIMATED COST TO THE SHIPOWNERS IN THEIR ATTEMPT TO BREAK THE STRIKE AND SMASH THE UNIONS WAS \$1,000,000 A DAY.

Then on July 5, 1934 Governor Merriam of California called out

ONE TO MAKE READY



Brother Parker is poised ready for a quick start on the ice track. He has met America's best skaters in competition, and his trophies attest to his skill.

AROUND THE PORTS



Move For Company Union Beaten

By JOHN MOGAN

BOSTON — The Port has just seen a pretty slow week, what with a half dozen ships dumping the crews on the beach while the riders were being negotiated. And even after the riders were okayed, WSA continued to maintain only skeleton crews aboard the affected vessels.

Upon checking this situation with the operators, we found that the "skeleton crew" business is WSA policy with regard to ships awaiting assignment, so that another angle has now been added to decrease employment opportunity for American seamen.

In Portland are three SIU ships (Wm. Phipps, Wallace Tyler and Charles Keefer) and two SUP ships (Ovid Butler and Fort Donaldson, tanker). All except the tanker had rider trouble, with the payoffs held over from day to day.

At this writing only the SS Wallace Tyler has paid off; the others are scheduled to pay off as soon as rider beefs are straightened out. Brothers Parr and Sweeney are standing by in Portland trying to get favorable rulings.

TWO FOR ONE

In the case of the SS Ovid Butler (SUP) the Federal Court has notified the Shipping Commissioner that the crew is entitled

to two days' pay for every one that the payoff is held up by the company.



Boy, what a relief it is going to be for everybody when the ships start coming in with the rider just negotiated and won by the SIU!

To date, WSA has not driven a nail in either the Yarmouth or the Evangeline. These are the ships which were reported in these columns some months ago, too optimistically, as being readied up for possible Easter cruises. If it is next Easter now, it will be a surprise!

FAKER BEATEN

In the matter of the Massachusetts Steamship Lines, Inc., which had us a bit excited up this way, SIU has won another victory. The New Bedford labor faker who was forming a company union was told in no uncertain terms to cease and desist from aiding and abetting a company union.

The AFL, both State and National, really went to work on this case, and the final result is that the Teamster's Agent yester-

day withdrew his petition to represent this union, and the case was dismissed by the NLRB.

However, enough disruption took place among the seamen while the case was on to require a first class organizing job to get these ships under SIU contract again.

ISTHMIAN VOTE

Another Isthmian, the Sea Scorpion, arrived in Boston this past week and was voted. This ship left five months ago without sufficient organizing work on her; hence the 50-50 vote obtained on her was a tribute to the organizing activities of the SIU men aboard her, especially since one of the votes they swung to SIU was an NMU book man for five years.

The next Isthmian to be voted in Boston will be the Lynn Victory, which will arrive within four or five days.

There are about a dozen ships around right now, between Portland and Boston. If they start to crew up at once our manpower surplus will be no more. But there is a noticeable tendency to marry the ships on the part of the Stewards and Cooks, a tendency which shows that the Stewards Department gang is well aware of manpower situation caused by the laying up of so many troop-

Well, it remains to be seen whether the Hall will be big enough on next Wednesday to hold all the Brothers idle in Boston.

Philly Blocks WSA Move

By J. TRUESDALE

PHILADELPHIA — The business about the WSA Competency Cards is not yet completely dead. We now have a Calmar ship in here on which they are trying to pull a fast one.

The company insists on a Steward who has such a card. The WSA Commissioner was aboard to sign on the crew, and we insisted that the Stewards Department sign on first.

They refused to agree to this, and so no one signed on. As this is being written, the boat is still tied up, and it will remain that way until the WSA and the company get wise to the fact that they can't push us around.

The business of the Port is looking up. We have had a few ships payoff here in the past week. One of them, the Alcoa Cutter, gave us a hot time because of a rider that was a honey.

Our new Hall and recreation room are in fine shape. We hope that this will cause members to continue to take an interest in the Port from now on.

Make Isthmian SIU!

NO NEWS??

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

CHARLESTON
NEW ORLEANS
SAVANNAH
TAMPA
HOUSTON

The Patrolmen Say...

Crew Cooperates

We had a little bit of excitement in paying off the SS Edwin Moore. The Waterman Steamship Company red-pencilled the overtime, and then failed to have a representative present to help settle disputes.

The Skipper had a habit of logging the men for the most minor infractions, and this didn't help. On one occasion he logged three men because one of them borrowed a table from the guncrew quarters. The Captain could not figure out who took the table, so he fined all the men who shared the same forecastle.

He also logged two or three men for not knowing the exact location of fire stations after he had changed the stations at least three times during the voyage.

We asked the Captain, the Port Purser, and one of the Port Captains to take the responsibility of trying to settle disputes with us so that the ship could be paid off, but they declined.

The crew refused to payoff for a period of four hours, and then the Purser decided that he would take the responsibility, and so we were able to payoff.

The cooperation received from the crew was 100 percent. We were able to have five minor logs lifted, and this was due mostly to help we got from the men involved, and from the delegates.

R. E. Gonzales
James Purcell

No Picnic

Signing on the Frostburg Victory, Alcoa Steamship Company, was really a picnic. First we had a beef about the Stewards Department trying to sign on without first clearing through the Union Hall. Then we had some charges brought up against the Second Steward. The charges were dropped, and 16 men, including the Chief Steward, were pulled off the ship and told to pick up their books at the Union Hall. That settled the problem, and the rest of the signing on took place without further trouble.

Paul Gonsorchick
R. E. Gonzales
James Sheehan
Claude Fisher

Beef—New Type

Wonders never cease. I was sent to sign on the crew of the John P. Poe, Bull Line, and when I came on board I called all three delegates together to

Repatriated Crew Gets Good Deal

By ROBERT A. MATTHEWS

SAN FRANCISCO — Business on the West Coast has dropped somewhat. Shipping is very slow in all ports. We paid off one of those crews last week that every piecard dreams of. This was the crew of the Grace Abbot, Calmar.

The ship was out over eleven months and was finally turned over to the Japs in Yokahama. The crew was repatriated on the Stephen Porter, Eastern, to San Francisco, where they were paid off.

Every bit of disputed overtime was collected and in addition we collected the following repatriation monies: Eleven days at \$5.20 per day while awaiting a repatriation vessel; \$75.00 for the voyage home; three hours overtime daily for the crew doing

sanitary work coming home; and first-class transportation, wages, and subsistence back to New York.

I would like at this time to commend the entire crew of this ship in general, and the engine delegate in particular, for the fine way in which they conducted their business throughout the whole voyage and payoff. They kept a complete record of everything that happened, which made it very easy to settle all the disputes.

Also in for payoff were the Henry Sanford, Overlakes; the Marine Dragon, Waterman; and the Stephen Porter, Eastern SS Company. These three ships paid off in San Francisco with all beefs settled.

Joe Wread reports from Seattle that two Waterman ships, the Maiden Creek and City of Alma paid off up there with all disputes settled and transportation paid back to the Gulf.

Saturday, I got word that the Aberdeen Victory, Waterman, was due in San Pedro for payoff, and as per request from the crew, I went down there. We settled all disputes and the ship is still waiting for payoff.

This ship signed articles in Mobile in February and made a Far East trip. She signed on with



nine months articles and final port of discharge in the Gulf. This is exactly the same articles that there was such a beef about in New York and which still hasn't been settled. I will report further what happens on this deal after she pays off.

The longshoremen and the waterfront employers are still slinging mud at each other before the Fact-Finding Board which was appointed to hear their case. There is no indication at this time as to what the Board's recommendation will be in this case.

instruct them on the new rider and other details.

Before I could get a word in, the Delegates told me that the crew would not sign on unless the Purser could stay aboard for another trip.

This hit me right between the eyes. I had never heard such a beef before, and so I called the whole crew together to get the right score.

Here is the story: The Purser was a very efficient pharmacist and a very helpful and cooperative sort of guy. Besides that, he was a clean cut fellow who could not be used as a stooge, and the crew wanted him to stay aboard. The company claimed that it was a company matter, and that the Skipper had asked for a replacement.

While the discussion was going on—and the proceedings lasted for three hours—the new Purser came on board, complete with bag and baggage. The old Purser pleaded with the men to sign on, and as he left the ship, the crew did sign on.

As I said before, wonders never cease.

Claude Fisher

Sign On Delayed

I had to hold up the signing on of the Williams Victory, of the Smith and Johnson Line, until they would attach the proper rider to the articles. After we waited from 1 p. m. to 3:15 p. m., the company finally got smart and gave in.

Howard Guinier

New Contracts Signed On Lakes

By ALEX McLEAN

BUFFALO — Secretary-Treasurer Fred Farnen and I, along with Ship's Delegates William Hill and Daniel Thomas, met with George and Philip Hall, owners of the Steamer Canadiana, for the purpose of negotiating the new 1946 contract. We received the following wage scale:

| | per month |
|-----------------|-----------|
| Wheelsman | \$221.00 |
| ABs | 218.00 |
| Ordinary | 171.00 |
| Firemen, Oilers | 218.00 |
| Watertenders | 218.00 |
| Coal Passers | 176.00 |
| Steward | 305.00 |
| Second Cook | 210.00 |
| Mess Waiters | 171.00 |
| Dishwasher | 171.00 |
| Night Cook | 188.00 |
| Maid | 100.00 |

All these wages are plus subsistence.

At a meeting held aboard the Canadiana on April 25, the new wage scale was accepted by a vote of 28 to 2.

April 25 was sure busy because on that day we also met with Mr. Hammond, President of the Gravel Products Company, and his lawyer, Mr. Coffey. Another good contract was signed for the personnel aboard the Niagara. Shipping here remains very slow. Bulk freighters that called for crews are now sending them home.

Fred Farnen, the newly elected Secretary-Treasurer, got a hearty welcome—of course, he is now back in familiar territory as he was once Buffalo Agent.

Seafarers' Solidarity Beats WSA In Competence Card Move

By WM. (CURLY) RENTZ

BALTIMORE—After a silence of three weeks due to the Agents' Conference in New York, I find the port in fine shape. Rex Dickey, who acted as Agent while I was at the conference, had the port in good shape when I got back.

I hope my efforts at the conference are as beneficial for the Union as his help was here and that goes for all the Patrolmen we have here in the Port of Baltimore. They are a grand group of men, and remember, they are here to help you in your beefs, so don't be afraid to talk to them. They are seamen who have been through the same things that you have and can help you from their experience.

We have been having quite a little time here in Baltimore these last few weeks in regards to the riders on the different ships and we have made good progress so far. The companies have come through!

COMPETENCE CARDS

The coal strike has quite a few of our ships tied up due to the lack of coal. We got a lot of stuff when we refused to let men sign on as long as competence cards



were demanded from the members of the Stewards Department. But when they found the rest of the crew standing pat and refusing to sign on, they changed their minds fast. This is true of all men who ship out of Baltimore—they really stick together and get what they go after. The companies here know that by now.

I, as Agent, am proud to represent a group of men such as we have here, and I can truthfully say that it is to men like these that the credit should go for making the Port of Baltimore what it is today—the best port on the East Coast!

I finally convinced the Calmar Steamship Co., this week, that they must hire their Stewards from the Port of Baltimore out of the Hall if the ship is here in Baltimore and not call New York or some other port. It has been this practice which is responsible for the company's reputation for running poor-feeding ships. I hope they wise themselves up soon as the men are getting so they don't want to ship on them for this reason. Can't say I blame them, as I don't like to starve either.

GOOD RIDER

In closing I would like to say a few words about the work the organizers are doing. Last week, in an unofficial manner they got one of the best riders on an Isthmian ship that could possibly be had. They don't know what defeat means. I have found them talking to Isthmian men all hours of the day and night—helping them on their beefs and talking

Union to the men who are not SIU members.

From the amount of rated men they are getting they must be good talkers. In fact, when they aren't busy on an Isthmian ship they are down around ships that we haven't yet got to organizing, passing out literature.

Well, fellows, this is enough for this week. We'll be sending in more on Baltimore from now on as we are really on the ball down here, with shipping still very good.

Let Us Have 'Em

The Log wants at once the names and addresses of bars, clubs frequented by seamen, particularly in foreign ports, so that they can be put on the Log mailing list. With the postal delivery to ships snafued, this remains the only practical way of getting the Union paper into the memberships hands.

So do it today—send us the names and correct addresses of your favorite places all over the world, with an estimation of the number of Logs they can use.

SIU IN A BIG WAY—THE HAWKINS FUDSKE



Recently voting while docked at Staten Island, Isthmian's Hawkins Fudske rang up a resounding 89 percent vote for the Seafarers. Yes, sir, she's another in the long line of Isthmian ships joining the victory parade of the SIU.

Puerto Rico Has Jobs For Tropical Beachcombers

By BUD RAY

SAN JUAN — Shipping has picked up since the New York ships are running in again and all hands are happier as this gives them a chance to get a few pesos in their pockets.

We have now got a closed shop

agreement with the Bull Insular Lines to do chipping, scraping, scaling, painting, and general maintenance work while any of the Line's ships are in the Island, and in the past week 35 men have got this work.

Usually each ship uses from 15 to 25 men so if you go on the

beach down here now there is plenty of opportunity to always have your rice and beans and a flop.

Waterman talks favorably, so maybe we will have the same contract with them. There will be at least three ships in a week, which should give about 60 men work while their ships are in.

PLENTY OF TRAFFIC

In the past week, six ships were in: the Washington, Cape Trinity, Cape Romain, B. A. Follansbee, Cape Mohican and the Cape Nome and all of them made some jobs.

This week, we expect the Cape Corwin, Cape Texas and the Coastal Mariner, and the Cape Faro should be in from the Gulf.

We are getting them from all sides—trying to change books and to join the Union where the members get representation and not a lot of conversation.

MORE TALK

In the last week there have been two MFOW men in, three MCS and we have quit counting NMU members as they are to numerous to mention. Editors Note:—See page five for more of same. It's getting to be quite a parade.)

The shaft alley gossip at the present time is that the Alcoa is to buy out the New York Puerto Line. How true this is I can not say; but give a seaman time on the beach and he will get more of this gossip going than a half dozen old Beetle's on a back fence can have under way about the newly married pigeon across the way.

At the present time we have 44 men on the beach in all ratings. In the past week there was shipped 15 men in all ratings, so you can see that things aren't so tough down this way if you really want to go.

And that is more than I can say for some of the Carioca Boys who have been with us for quite some time.

So for the gang who likes to enjoy life at its best—we will be looking for you in the near future.

WITH THE SIU IN CANADA

The Seafarers International Union of North America has repeatedly laid before the Federal Government, proposals for the revision of the Canada Shipping Act which would bring it more in line with the Navigation Laws of the United States and eventually a Seamen's Bill of Rights.

Recently further representations were made, and cover the questions of:

(1) Abolition of "Advance Note" system, and the substitution of Slop chests on Canadian vessels.

(2) Definite ruling on "Cash Draws" made by seamen on wages due, when in port similar to U. S.

(3) Crew accommodations on shipboard, similar to U. S.

(4) Abolition of "Shipping Fees" extorted from seamen for signing on, and off, ships articles of agreement.

(5) Watches, Hours of Labor, Legal Holidays, (8 hr. day). Same as U. S.

(6) Sick Mariners — complete revision of Section 308 of the Canada Shipping Act which covers sick mariners, and the coverage of all seamen regardless of whether their vessel sails foreign or coastwise.

(7) Manning Scale—The declaration of the Government on the question of manning scales for all vessels, and "requirements, qualifications, and regulations as to crews," Certificate of Service as Able Seaman. Penalties for Undermanning.

(8) Duplicate certificates of discharge, to be issued free of charge when originals lost through shipwreck.

These are only a few of the many vital questions affecting seamen in Canada which are kept before the Government by the SIU and will be persistently brought before them until revised to our satisfaction.

Seamen in Canada need the SIU more today than at anytime in the past. Shipowners have already started their campaign to break down their conditions to the level of slavery, they have never been much above this level and will have to organize into the SIU if they hope to stop the shipowner and win for themselves a decent and higher standard of living.

There is Security In Unity!

Charles Marcotte, AB, left at St. Pauls Hospital, Vancouver,

B. C., from the vessel Cranston Victory extends sincere thanks to the delegate, and deck crew, of the Maryville Victory for the cigarettes sent to him.

The Patrolman took these to him and they were sure a God-send, as he was sick of smoking Limey cigarettes. Many thanks again, Brothers.

Evidently the boys delivering the small so-called "China Coasters" to Chiang Kai Shek from the United States are having a bad time. It is reported that the company handling these ships has been very lax in living up to its agreement. However, the matter has been referred to Headquarters and no doubt will be rectified without delay.

Staff Officers Association Opens New Office On East Coast

TO ALL PURSERS:

We are taking this means of notifying you that the Staff Officers' Association has just opened an office on the East Coast. It is desired that you contact this office by mail, phone, or in person at your earliest opportunity. It is to the benefit of all that you do this as soon as possible.

It would be of much help and greatly appreciated by the American Merchant Marine Staff Officers' Association if the Deck Delegates would inform all Pursers on board their respective ships.

The office is located at 21 Bridge Street, Room 508. Phone: Bowling Green 9-5245.

Let us hear from you.

TOM HILL
Representative

Kelso Victory Scores 87 Per Cent For SIU

Seafarers Bormann, Second Cook; Fuches, and Jones, Asst. Electrician, did a bang up job as ship's organizers aboard the Isthmian ship, Kelso Victory, by bringing her in almost solid for the SIU. Estimated figures gave the Seafarers the overwhelming vote of 87 percent of the ship's total ballots.

Kelso crew members commended Captain Burbanks as being a good Skipper—one of the best they ever sailed with—a good Joe who was strictly informal, and knew each member of the crew by his first name.

According to a number of the men who have sailed Isthmian before, this is a notable exception to the usual rule of Isthmian's tough, bucko Skippers.

FAST CROSSING

On the return trip from London, the Kelso would have broken the Atlantic crossing record for cargo vessels of that type, if she hadn't run into a fog bank off Nantuckett Light. Until the time she hit the fog, the Kelso was maintaining a speed average of 18.5 knots, but was forced to cut down so that the trip average was 17.5 knots.

The Skakway Victory, Alcoa, had an unofficial race with the Kelso, but came in a bad second. Spotting the Skakway a cool seven hours start from London, the Kelso still managed to beat her in by 10 hours.

Some of the Kelso lads managed to while away their spare time on the New York trip by warming up their assorted soup bones, and borrowed half a dozen baseballs from the Skipper. Having lost several of these to Davey Jones, the crew intends to repay the Captain by sending him some replacements from New York in return for his generosity.

"DONALD DUCK"

Chief Electrician Duncan, who was the NMU ship's organizer aboard the Kelso, received the self-explanatory nickname of "Donald Duck" from the crew. They got the biggest kick imaginable from his antics, especially the high pressure outfit which he wore to London to impress the English gals, whom he considered fair game for his monkey suit.

Cartoonist Bob Niedermeyer, AB, who is quite talented in the art line, drew several very effective cartoons which members of the crew posted on the bulletin board. One of them was really a dilly, showing Duncan's proboscis in close proximity to the Chief's shoe—or words to that effect. Did the boys get a laugh out of that one!

In his desperate efforts to garner a couple of NMU votes, Duncan promised a couple of the Wipers that they'd receive Asst. Electrician ratings on the next Kelso trip. Incidentally, the Jr. Engineer who carried an NMU book, didn't vote, and the boys all wondered why.

One of the ABs, West, smashed his finger during fire drill, according to some of the members. He's a fairly light man, and was holding the nozzle when the Chief turned the pressure on suddenly. As a result, he was thrown up in the air, and fell to the deck, and his hand was smashed. SIU representatives are pressing his case in order to see that he gets a proper settlement.

Most of the present crew

aboard the Kelso is remaining on for another trip. In fact, several of the boys drew so heavily on their pay, that they don't have much coming. One man only has about \$1.95 to come. Such is life.

Well, men, you did a swell job on the Kelso. Keep her that way, and she'll be a pride and joy to the Seafarers. Bon voyage!

The Two Stooges Get Theirs

By BEN REES

NORFOLK—Shipping has picked up some during the last few days, but as yet it is still slow for unrated men, especially for the Steward's Department. There are quite a few boneyard jobs coming in and the boys make a few standby jobs which keeps them in beer money.

We are expecting four ships next week, and to date there is no word that they are going up the river; so it looks like we will clear out the hall again.

The SS Frank R. Stockton of the Calmar Steamship Company paid off here last week and we encountered another bucko Skipper and a sea-lawyer Purser, for which this Company is so famous.

There were quite a few trip-cards aboard the ship and the "two stooges," as they were named by the crew, thought they had the bull by the tail.

They proceeded to fill up the log book and do everything they could to hardtime the crew. But the delegate, Raymond Ferreiro, an oldtimer, gave the men excellent advice and they just sat quiet until time of payoff.

Then Ferreiro and the Patrolmen went before the Commissioner and all logs were cancelled and the "two stooges" were promptly read off before the entire crew.

Isthmian Engineers Try To Intimidate Baton Rouge Crew

Alternately bullying and cajoling, the Isthmian Chief Engineer aboard the Baton Rouge Victory tried to persuade crew members to join the NMU. This bucko Chief told Black Gang men that if they joined and voted for the NMU, he'd see that they got plenty of overtime.

In addition to the Chief, the 1st was also down on the pro-SIU men in the Engine gang. While down in Panama, this individual had some crew members on top of the boilers cleaning down, and also had them in the bilges on their hands and knees with hot water. He promised the boys plenty of hot jobs—more evidence of attempted intimidation.

In spite of these bad conditions, ship's organizers Colditz, White, and Taylor did a splendid job on the Baton Rouge, and brought her into port for the voting in fairly good shape, teaching those birds that SIU men don't scare easily, in the face of coercion, intimidation, or what have you. Seafarers can take it, and they can dish it out, too!

SHE'S AN SIU VICTORY—THE KELSO



These Isthmian crew members of the Kelso Victory are proudly displaying that SIU sign on Pier 17, Brooklyn. Even though she didn't vote 100 percent SIU, the Kelso did go 87 percent, and that ain't hay, Brother!

Kneeling (left to right): Peters, Johnson, Gaedt, Parks, and Holmes. Middle: Harmes, Hill, Hazelwood, Schultz, Figini, and Ray. Rear: Bennett, Lamb, Fuches, Welch, Parkinson, Parrett, and Hubbard.

Safer At Sea!

This has nothing to do with the sea, except, perhaps, to show seamen the hazards of shoreside life.

No sooner had he been pronounced married when bridegroom Leroy Wandsneider, of Sussex, Wis., keeled over in a dead faint. Before the echoes could die out, he was joined on the floor by his brother and his attendant.

They were revived by the bride and her attendants.

Commy Red Tape Precedes Hiring

(Continued from Page 5)

Brother Powell, who recently joined the Seafarers, said, "I dropped from the NMU ranks because there was too much red tape about getting a job through that outfit. Not only did it take you several weeks to find a job, on account of the over-stuffed membership rolls, but they very seldom had proper representation aboard the ships in order to settle beefs. When they did furnish the representation, about half the time it was so inferior that it was no good."

"My idea of a good union is one which takes care of its members' beefs, and tries to get a square break for the seamen. They don't do that at the NMU, that's why I left, and joined the SIU," Powell went on. "I'm satisfied with the kind of representation that I'm getting now, and I don't mind telling the whole world."

At last good weather has hit this port and quite a few of the boys are attending the ball games. Others go up to Central Park for a real sailor's holiday—rowing on the lake.

Business and shipping have remained good since the settlement of the foreign transportation rider

R.R. Patrolmen Tie Up Galveston

By D. L. PARKER

GALVESTON — The Port of Galveston is tied up as tight as a drum. The National Association of Railway Patrolmen, is out on strike for union recognition.

They met with the company some few days ago and got them to agree to raise their wages and shorten their working hours and days. But they could not get the company to negotiate a contract in writing. So they put out a picket line on April 27.

The SIU, the longshoremen and other crafts are giving the strikers 100 percent support. E. H. Thornton, general manager of the company, is crying the blues, saying that the poor people in European countries are starving to death and that, with all the ships now tied up by the strike, food cannot be delivered to them.

It is damn funny that he has just thought of this matter at this time. I don't suppose that he ever gave a thought to his own men, who were working for him at starvation wages seven days a week, 12 hours a day—with no vacations, or any form of

medical attention if they become ill.

Sez I, "Strange animals in this cold cruel world, eh?" Sympathy, he asks for. He will get it in the form of an iron-clad contract, which his men will present to him when he sees the light.

I've got a beef to make! In this port we are so hard up for Stewards that we have to ship anyone that we can get, and we are getting some rum-headed guys who are a disgrace.

I don't mean the old-timers, for we have some very good, Union-minded Stewards sailing. I am referring to those birds who go aboard the ship drunk and stay that way for days.

Then suddenly they decide that the rest of the Stewards Department is no good, and anytime after midnight they will awaken the crew and tell them they are all fired. These guys are TC men and you can imagine what happens to them.

For the time being this port is getting busier every day and we try to keep the beefs as low as possible. So far we've made some progress.

Ships Lay Up For Bargain Sale

By JOE ALGINA

NEW YORK—The Government is laying up a number of ships in Tarrytown and that should help solve the housing problem in that vicinity. Of course, in a few months the companies will be buying the vessels back at one-third their present value, but this type of steal is not new to big business—and it is not the first time that the Government has helped big business to "chisel" the taxpayer.

At last good weather has hit this port and quite a few of the boys are attending the ball games. Others go up to Central Park for a real sailor's holiday—rowing on the lake.

Business and shipping have remained good since the settlement of the foreign transportation rider

beef, and we are proud that all beefs are being settled at the payoff.

I think that now is the time for us to start thinking about, and preparing for, a strike in the industry. Like all other workers, the seamen will probably have to hit the bricks before any gains can be made.

Last week's report had something in it about obtaining hospital records. Well, the fellow we had in mind, Mike Fyke, finally collected his money, but it was a tough one all around.

We hope that men will remember to get hospital records when forced to go to the hospital in a foreign port. It's your money, protect it!





Buntline's Old Beefs Still Ride

Crew members of the MV Buntline Hitch have blisteringly denounced the Waterman Line for its laxness in shipboard conditions and practices. The company neglected repairs after they had been pointed out on three occasions.

Winding up a trip on March 3, the crew revealed the existing conditions in a statement to the Log, citing a pressing need for repairs, which, if listed, would run from stern to stern.

Chief items in a state of disrepair were faulty stoves, conked-out boiler, leaking port holes, to say nothing of the tile trouble. Nor was there a fog bell or whistle to blow in freezing weather. Water was unnecessarily rationed, the crew added.

DISREGARDED

The company had ample time, to properly attend to these matters, the crew avers, for attention was called to them on each of three previous trips. Even the Captain's plea, added to the crew's clamor, failed to stir the company to action. The crew said the Captain did everything in his power to obtain the much-needed repairs.

Also exposed was a chiseling company attempt to slash overtime on the last trip for the same work on which it approved overtime pay on the three previous sailings.

VOICE OF CREW

One of the crew, P. H. Parsons, apparently voicing the sentiments of his shipmates, had this—among other things—to say:

"... Our seaman should not suffer, freeze or starve aboard the vessels now that peace is here. Nor should we have to bow to phony decrees preventing installation of peace time equipment by the WSA.

"Neither should we bow to last-moment slashing of OT by the Waterman officials when they pass the same time on previous trips.

"We should also have an extra man to make beds and clean toilets as we do on other ships..." Amen, Brother.



BURNT ISLAND HEADS FOR BONEYARD



LINE IS BUSY!



Here's a tricky shot of some of the crew members of the Sea Flasher, made by a crew member as she put in at Norfolk.

SS Griswold Is A Ship To Bypass, Boys

The Captain and First Mate of the Roger Griswold are careful to stay within the law, but they are certainly doing everything in their power to make the trip as unpleasant as possible for the unlicensed personnel. This information is contained in a letter from the crew dated April 7.

So far, they have ordered the lookout to stand on the weather side when the weather is cold and raining, threatened to log a man for not turning to on overtime, ordered the men to chip and scrape the decks during rainy weather, and threatened to throw the Deck Delegate out of the

saloon when he asked for mail for the crew.

While the ship was on coastwise articles, everything was all right. Once the crew signed on foreign articles, and was out at sea, the picture changed.

PICTURE CHANGED

When the Deck Department was working at night, the 9 o'clock lunch was not brought to them. The Deck Delegate was sent to the Skipper to find out what the trouble was. When he was told that it was not supposed to be furnished, he showed the Skipper that it was included in the agreement. At this point, the Skipper said, "Don't throw the agreement up to me."

Crew members who sailed with this Captain in the past say that the last Deck Delegate was told the same thing.

The First Mate has taken his cue from the Captain and is also making life miserable for the crew. He has taken authority away from the Bosun, and has had the other Mates doing Carpenter's work to prevent the payment of overtime to the crew.

LUMP IT

All of the above have led to many protests, but the Captain answered all beefs by saying that the day had come and gone when crews should be satisfied with their ship and officers.

Some of the orders of the Captain and Mate have obviously been given to show the crew who is boss. Some, such as ordering the men to use the after ladder

Captain, Engineer Louse Up Good Trip

The Edwin Moore of the Calmar Line paid off this week after a six month trip. Except for several petty loggings and a few disputed overtime hours, the crew was also concerned in reporting to the Union the disagreeable behavior of Captain Vandergriff, Chief Engineer Richards and the Steward.

Several men, for example, had contracted a venereal disease. Sulpha pills were automatically issued to them. The ship's supply of penicillin was denied the crew. The Captain refused to use any of it because he was saving it for pneumonia cases.

When the ship left for the States, the Chief Cook discovered he also had the disease. He told the Steward about it. The Steward ordered him to keep on working, regardless of what the crew would think or do about it, if they knew. In New York the Cook told the crew he was receiving penicillin treatments at the Marine hospital and how he had notified the Steward during the voyage of his condition, etc.

NO COOPERATION

One night a Fireman went ashore. He met the Second Engineer who was drunk. The Engineer started shouting at him. Then he hit the man several times and finally hit him in the head with a bottle. Returning to the ship, the Fireman woke the Captain for first aid. The Captain raged and stalled around and finally treated him. The next day

there was a notice posted stating that anyone disturbing the Captain again would be logged and placed in irons.

Several days later, this same Fireman complained of a headache but still went below to work his hours. The Captain and the Chief Engineer suddenly came aboard drunk and raised holy hell. The Chief went below and noticed the Fireman sitting down resting his head on his arms. The Fireman was subsequently logged for sleeping on the job and was also broken down to Wiper.

GUNNERY LEVY!

The latest notice by Captain Vandergriff was here in New York, stating his request to the crew to pay him \$10.00 because some of the men were found in possession of guns. In order to settle the fine levied by the Customs against him, he wanted the crew to pay. However, it was a different story to several crew members in the Customs Court. The officials told them they were not being fined and they did not have to pay any money to the Captain.

Speaking for the crew, the following members: George Le Beau, Harry Grace, Bill Duns-worth and George Chauvin have expressed the hope that no SIU crews ever have the bad luck of sailing with this Captain, with his never ending phony notices and petty loggings or with this Chief Engineer who often enough tried to catch an earful of the crew's affairs.

Crew Spells Out Reasons For Retaining Second Cook

The crew of the Belle of the Sea has gone on record asking that the Union see that the position of Night Cook and Baker is reinstated on C-2 ships. That in itself is hardly noteworthy, for many crews have expressed themselves on this point. But the Belle crew has taken the trouble to document its case completely from the standpoint of dollars and cents—an item which should appeal to the operators if anything would.

The minutes of the shipboard meeting of March 23, as submitted by Chairman Al Howells and Secretary James Atkins, point out that the Chief Cook's responsibilities are too great to warrant his doing this job and obtaining maximum efficiency, too.

The Third Cook, the crew said, has to devote full time to cleaning and washing; therefore he only in going to and from the bridge, or giving each man only one carton of cigarettes per week, are petty tryannies that are practised by dictators.

The present crew of the Roger Griswold is unanimous in advising other Brothers to stay away from this ship when a call for a new crew comes in. And as they put it, "A new crew will be needed for this scow if the Captain and First Mate stay aboard."

has no time to learn cooking. This makes it hard to obtain the proper type of man for this position.

BAKES AT NIGHT

Due to the capacity of ovens on C-2 ships, baking during the day interferes with the normal work load; therefore, the Second Cook and Baker has to do this sort of work at night. This, naturally, militates against efficiency during the day.

Here's where the Belle of the Sea crew lays it on the line:

Reinstatement of the position of Night Cook and Baker would involve an additional cost of \$157.50 a month. Overtime for baking and incidental work in a haphazard way will involve approximately \$100 a month. The crew feels that the advantages will cover the outstanding expenses of \$57.50 per month, with a far more satisfactory crew resulting.

TO LIST PRICES

The shipboard meeting also carried a motion to list prices paid for souvenirs and curios for the crew's benefit.

Other action taken included: a list of repairs to be made in triplicate for the Patrolman, the head of the department involved, and the incoming delegates; to leave fo'c'sles clean and tidy at end of voyage.

Digested Minutes Of SIU Ship Meetings

WILLIAM MACLAY, April 7—Chairman Jack Osse Jr., Secretary P. D. Stainton. Motion was carried to accept all reports concerning the Union status of each man. Motion carried to have every man leaving dirty dishes on messroom tables pay a 50c fine, to be sent to Fort Stanton Hospital; to have copy of these minutes sent to Mobile Branch from Aruba, NWI.

BLUE ISLAND VICTORY, Chairman (Bosun); Secretary George Lazorisak. Good and Welfare: Motions carried: The Union's attention be brought up concerning the quarters aft; new mattresses purchased for the crew; all departments cooperating in keeping laundry clean; to repair or obtain a new iron; requesting the Cook for warmer food at mealtimes and to have potatoes at breakfast time; and proper locks, lockers, ventilation and heating facilities be secured.

FROSTBURG VICTORY, March 20—Chairman John Meghrian; Secretary Chad Hagberg. New business: Discussion on why the Jr. Engineers were moved from topside down below and why the two day men received a private fo'c'sle, also a beef about two Steward Dept. men using the hospital as a fo'c'sle. Good and Welfare: Beef about having to eat Army stores instead of fresh food. A discussion on why the Steward Dept. Pantry and their ship's baggage locker is being used as a paint locker. Motions carried: The slop chest price list to be presented to the Commissioner and Union Patrolman for inspection; and the fumigation of the ship before the new crew arrives.

WILLIAM MOULTRIE, April 5—The Steward reported his requisitions are open to the Delegates to estimate an adequate supply of stores. The crew refused to cross picket line formed by tugboat strikers and longshoremen and truck drivers in sympathy with them. Decision was made to move the

library from the cleaning locker to gunner's messroom which is now a recreation room. Suggestion was made for the Delegates to see the Purser about supplying adequate penicillin. Motion carried to have all fines go to the Log and Hospital funds.

FALLEN TIMBERS, April 3 Chairman J. Templeton; Secretary J. Kenigan. Beef discussed on the galley-man being discharged. Steward explains why, stating it was agreed with the Hall the man would get off in Charleston. Members decide two Galley-men should not have been hired, and if he is discharged, then transportation and full month's pay are due. Captain says this beef has to be settled by the Company Agent. Discharged Galley-man states he didn't come on as an extra man but as a replacement for the other galley man. Motion carried to have the Captain clarify the restriction of the ship in New Orleans and the disputed overtime for this. Captain states he can't pay overtime for restriction of ship unless the company allows it.

FALLEN TIMBER, April 15—Motions carried: To hold up the payoff until all disputes are settled and the Union Patrolman arrives; to have proper ventilation for the summer months and the scuppers and drains fixed. The Engine Dept. decided that the purser's overtime sheet be checked with the crew's before Purser leaves for the office. Deck Dept. discussed a beef on why the ship sailed with men short in two departments.

TOPA TOPA, April 13—Chairman Guy Whitehurst; Secretary Newell Gilliam. Delegates reported all overtime in order except for eight hours on carpenter work. Full cooperation was asked of the Engine Dept. towards helping the Wipers keeping the head and showers clean. Beef was discussed about passengers interfering with men on watch in purchasing Slop Chest articles

at the same time as the crew. Motion carried to have delegates see the Captain about correcting insufficient Slop Chest stores, and for more buckets issued to men doing sanitary work.

GEORGE G. CRAWFORD, Jan. 22—Chairman S. Watson; Secretary W. Trolle. A pep talk on Unionism was heard and enjoyed. Motion was carried for a ten cent fine for violations of cleanliness rules, proceeds to be donated for the Log. There was a food report by the Steward and a request that the crew take it easy on certain items. The crew agreed to conserve the night lunch for the watches.

BUTTON GUINNETT, Mar. 17—Chairman John Parie; Secretary M. Polise. New Business: Meetings to be held each Sunday while at sea; the Deck Engineer gave lecture to trip-carders on having them understand Union rules and principles. Good and Welfare: The rationing of eggs was discussed. Steward claims that most of the eggs were from last trip and a quarter part of them were found bad. Men who ate four eggs were advised to obtain more eggs from those who did not eat eggs. Suggestion was made to turn extra linen in to the Steward.

BUTTON GUINNETT, Mar. 23—Chairman Harry Woods; Secretary M. Polise. Motion was passed to send signed petition to the Union about the crew refusing to sail until ship was stored. Articles were signed on Feb. 2, 1946 and the stores were not put aboard until March 2, in the third port. Union Agent and Patrolman were aboard in Galveston and Houston about these stores. Good and Welfare: Bill Thompson handed out drinks in celebration of his birthday. The ship's Baker made a delicious cake for him and all drank to his health, wishing him a happy birthday. Delegates were: Edward J. Clark, Robert T. Burns and Charles A. Miller.

SEAFARER SAM SAYS:

ELIMINATE THOSE BUM BEEFS!

Most bum beefs arise out of uncollectable claims for overtime. Eliminate them!

1. Give complete information — the time you started to work — the time you finished.
2. Where the work was done — in port or at sea.
3. Whether the work was in excess of eight hours or during your regular working period.
4. Keep your overtime sheet up to date. You can't remember details a week or so after you did the work.
5. Make sure that a duplicate copy of overtime is kept by the head of the department. The purser also has copies.
6. Write legibly. If you can't write — print!
7. Tell exactly the nature of the work. This is very important.
8. Tell who turned you to.

CUT AND RUN

By HANK

Chief Cook George E. Charlotte and Steward Pete Pavich just paid off from a four month trip aboard the Frederick Dau, with their beefs settled. . . . James Manning and Earl "Snuffy" Smith are probably waiting for more shellbacks to anchor

a certain item in the galley . . . "Rum and Coke" Willie West beefing the other day about lots of things. Especially about the Loopers who ride the loop like chickens with their heads cut off! . . . We didn't see Ray Diskson around for a few days. Did he grab a ship? . . .



soon in this town—so they can get together and have a real old fashioned voyage! . . . Deck Engineer Weaver Manning must have worried his hairs gray trying to find the tanker he's on, which is anchored somewhere in the harbor. Not only was this two days of a Lost Weekend for him but it seemed the steamship stiffs had lost their ship, too!

Abe Sprung who just shipped out, told us that he had met Harry Bernay, a few weeks ago. He also says there's a rumor that AB Tommy Holmes is working as a bartender down in New Orleans. . . . It seems that Paddy Logan had a beef about something but he probably had it settled by now. . . . Chicago's pride and joy of an oiler, Tommy Hannan, will be sailing soon on the Cape Borda down South America way. Say, Tommy, are you playing any more pinochle, and beating "Mac" for all those games?

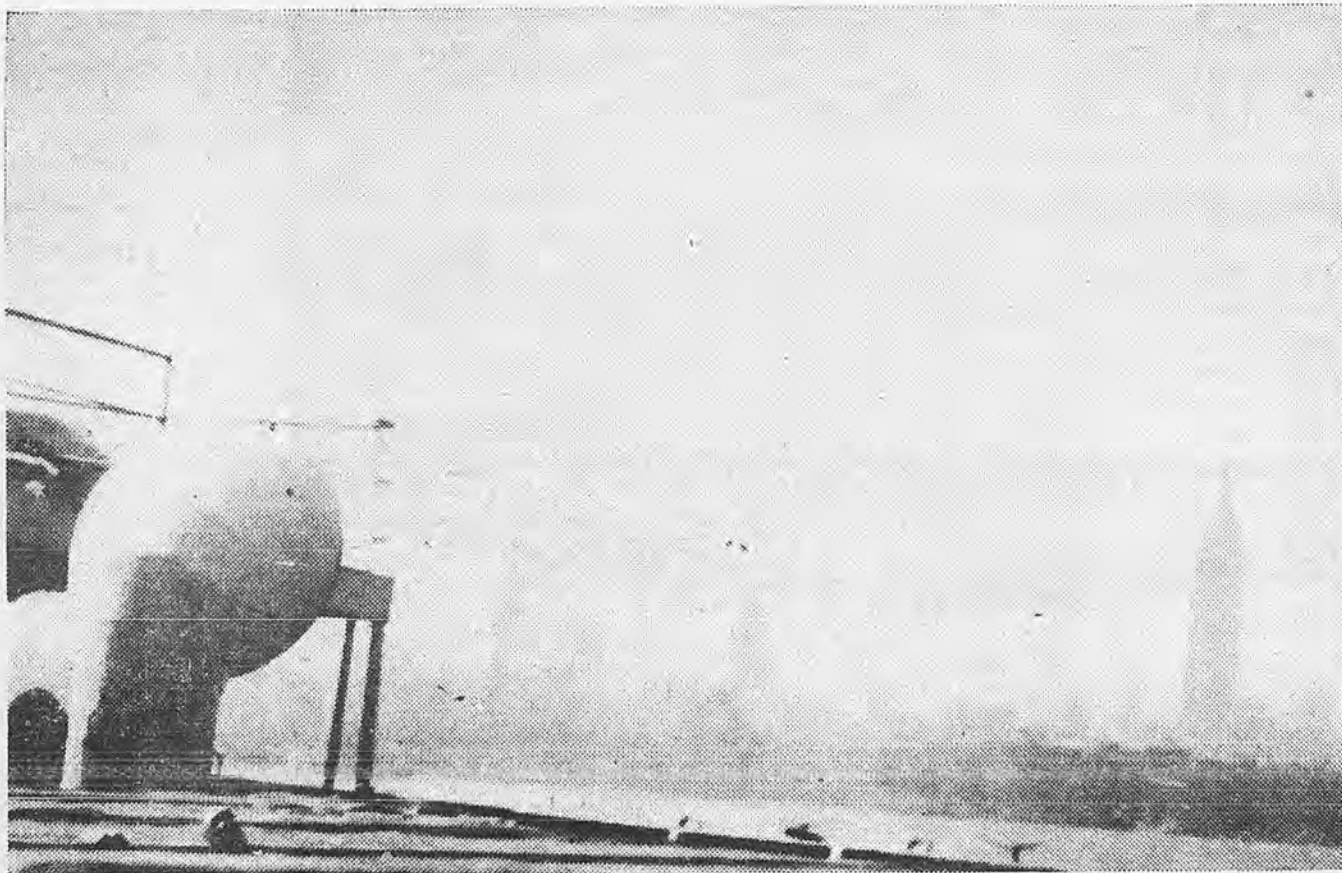
Jimmy De Vito, who is aboard the Giles, Mississippi, told us that he finally got the papers for the kid . . . We overheard a certain humorous and famous cook remembering when Kitty Hawk, the Engineer, was so hungry for

Somebody wants to know where John Bananas is right now? . . . We're going to ask Buster Helvin, who had been doorman for a few weeks now and then, where his pal, Teddy Hess is right now? . . . Sometimes the Irish miss a day when the jobs pop up on the board. That's what happened to Jimmy O'Connor, while his pals were waiting for him.

Our shipmate, Salvatore Frank, and his pal, Johnny Sullivan just paid off a short trip on the William Tillman. Frank's blowing his top about the guy who still hasn't sent him the three-numbered bill he had borrowed . . . Robert Mouseller, who is hospitalized with a broken back, Dexter Warrel and Brother Abrams, did a swell organizing job with a cooperative crew on the Isthmian ship, Sea Scorpion . . . Jimmy Lilly, from Mobile, who was Engine Delegate and Deck Maintenance Fred Pittman, are plenty happy from their smooth ten-month Calmar trip payoff. Fred said that if Duke Dushane had somehow covered the payoff it would have been complete . . .

Our thanks to Bosun William Murrell for the swell Isthmian organizing on the Nicaragua Victory! . . . Although we don't know Jack Lawrence, there are others who do. Well, we just heard he's in town, that's all . . . Somebody told us about that little Steward, Joe Ryan, and all those white pants he bought some time ago. Joe must have seen our SUP Brothers with their white caps and somehow thought he could sell them those white pants!

NEW YORK SKYLINE FROM THE DECK OF THE JOHN MOSBY



For some homesick Brothers, this shot, taken from the deck of the SS John Mosby as she lay at a Greenpoint dock, may stir nostalgia. For some of the boys who've been on the beach a while, it may not mean a thing. At any rate, here she is: the New York skyline. That's the Empire State Building at the right.

THE MEMBERSHIP SPEAKS



BROTHER ASKS UNION MEN TO JUDGE HIM

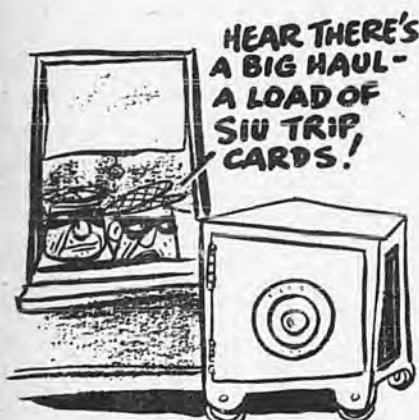
Dear Editor:

I have been requested to note a recent experience, which caused much internal disruption amongst a few of our Brothers. First of all, I wish to impress upon you that personalities haven't any place in our Union, and if we have any sense of stability, it will never turn us from honest judgment of our problems.

Please do not judge me for being vindictive for the following. I trust that I may be of some help to some of you in what I am about to relate.

On my ship at the first of our voyage were troubled with pilfering. Therefore, two men in my department asked me to hold in safe keeping their personal belongings, consisting of \$100.00, two sets of seamen's papers, and last, but not least, two Probationary Union Boobs. I accepted their belonging and secured them in a locked drawer under my settee.

During the trip our Department Delegate had asked these men for their books and for some reason of their own they refused to show them to the Delegate—(so the Delegate stated). The Delegate mentioned to me several times that the men were reluctant to show him their books.



I told him that I had their books, and that they had been entrusted to me for safe keeping. I also told him that I would be glad to show him their books, when they gave me permission to show them.

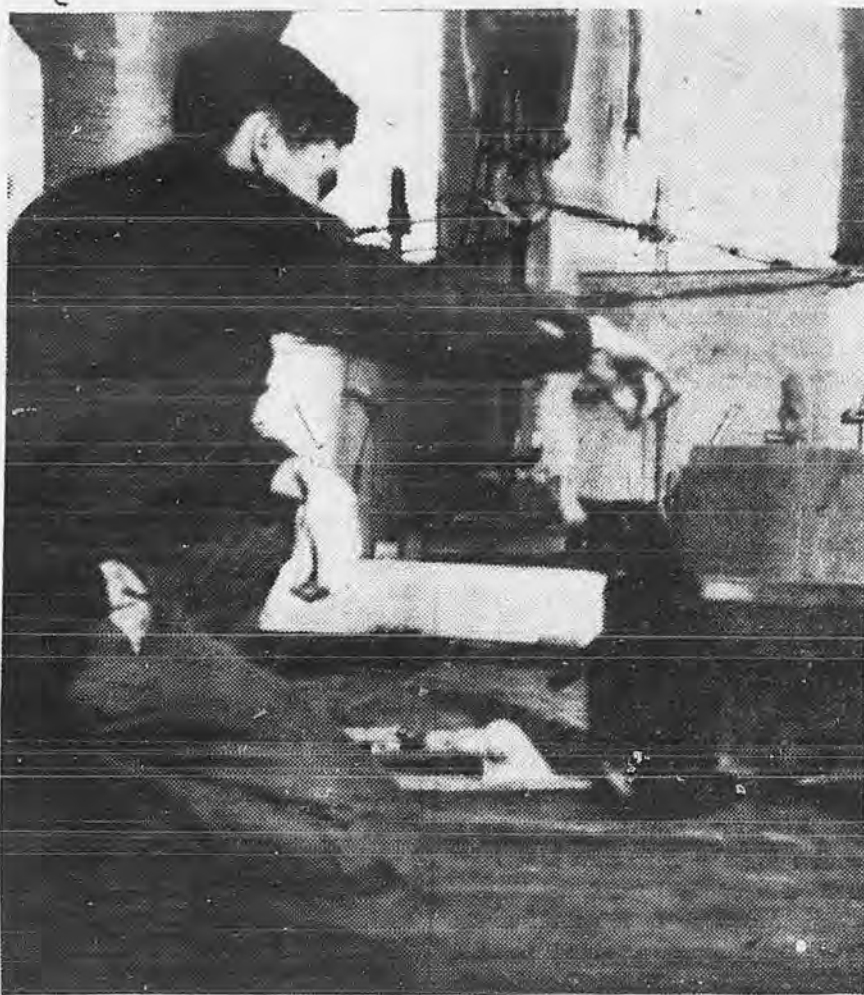
They gave me their things to hold in safe keeping, and I was not going to break a trust. If they chose to refuse to let the Delegate see their books, that was a decision of their own, and they should be made to answer for their actions. I was in no way involved. My position in the matter was clear and simple. I also told the Delegate that I was sure the men had good standing Probationary Books.

As I write this, I am under the impression that Delegate and the two men above-mentioned had personal differences.

The Delegate, I understand, is trying to bring charges against me for non-Union activities for holding the above-mentioned books. Yes, he saw my Book the very first time he requested it. He claims that I should have turned the men's books over to him without their permission, in spite of the fact that they had given me their things for reasons of safety.

Now, I leave it to the Brothers: Did I do right by keeping

SEAGOING 'BLACKIE' IS ACCOMPLISHED



This is Blackie, the mascot of the SS Norwalk Victory, who recently whelped a litter of four on the Assistant Electrician's bunk, at sea. Here she demonstrates her prime accomplishment: sitting up with folded paws, like a dog, to beg for food. Brother Windy Walsh, who sent in the photo, says "she sits that way until you feed her, too."

their books, and waiting for the men's okay for release, or should I have broken a trust that was given to me as man to man.

To have complied with the Delegate's request would have been a violation of trust, and a failure to discharge my responsibility honorably. It is not to be regarded as an issue between the Union and me.

Book No. 25268

(Brother's name withheld on request)

Editor's Note: How about it, Brothers? Let's have some letters from you regarding this. Let's hear about what you think of the angle.

CH. STEWARD EARNS COMMENDATION OF GRACE ABBOTT MEN

Dear Editor:

This is to commend Brother Mariano DiPierro, Chief Steward aboard the SS Grace Abbott. This ship sailed from New York on a trip which lasted eleven months.

He has been found to be the most capable and most efficient member of the crew. He has to the best of his ability tried to obtain the necessary fresh foods and commodities for the good health and welfare of the crew. In many instances he had to go to much trouble to accomplish this end.

Under his direction, the Department has always been in a sanitary condition, and he has had to work very hard to replace a bad First Cook sent to us by the RMO in Panama.

This is to certify that Brother DiPierro is a 100 percent mem-

ber of the SIU, and it is a pleasure to have him as a Brother in the SIU.

H. H. Neth, Steward Delegate;
George W. Robey, Eng. Delegate;
Wiley F. Todd, Deck Delegate.

SIU CREW MAKES A DIFFERENCE IN SHIP CLEANLINESS

Dear Editor:

This letter was received at the Philadelphia Hall. It comes from the Chief Mate of the Matthew B. Brady. It seems to me the membership would be interested in knowing the difference a real SIU crew makes in a ship's cleanliness.

Red Truesdale

The letter follows:

To The Philadelphia Local:

Signing on a Deck Crew is one thing.

Paying off a Crew is another thing.

On December 8, 1945, this vessel signed on a crew from your Local.

This Ship was in a very disgraceful condition when they signed on. I do not think that I have ever been in an American Ship that was in a worse condition.

On April 17, 1946, we are paying off this crew.

At this time this ship is a clean ship and all its deck gear is in shipshape order.

I want to go on record as appreciating the cooperation of the entire Deck Crew, especially the Old Timers, good sailors and Union Men.

Neil C. Steyer, Chief Mate

CREW OF PEARSON DISCLOSES BEEFS ON CH. ENGINEER

Dear Editor:

Why do we sail under an antagonistic, oppressive Chief Engineer? It isn't that we are so foolhardy we develop an attitude of unconcern; neither do we anticipate changing his long-nourished, undesirable characteristics. It is always because we were unable to force the inevitable until articles were signed and the voyages underway. However we would like to remove these blind patches from the eyes of the crews who follow us by a forewarning in our Log.

Merely to enumerate a few of our grievances we might mention that when Engineers, the crew or both were doing maintenance work, the Chief was always on the spot to oversee and reprimand, invariably finishing up the job himself. Who readjusted the feed-check valves, forced draft speed, or added extra feed when he came below? Who made it a point to make a round below on the minute just before coffee time and immediately thereafter to check on the day worker's time off? Who called the watch in port with the never-ending threat, "log you 4 for 1?" Who was it that never missed a day throughout the voyage sounding the settlers as a double



check, after the Second Asst. had pumped them up? We ask who made it so evident that he considered all the Engine Department incompetent of their duties? It was Chief Engineer Alexander Korb.

There is no harmony and little romance in the Black Gang when they feel that they are being watched at each of their duties, when a large percentage of their overtime must be entered on a disputed overtime sheet, and what is acceptable must be debated for.

We became accustomed to seeing the Chief standing on the boat deck to assure himself the Oiler made his round to the steering room. Neither was it unusual to find that he was standing in the fireroom grating at any interval throughout the night, peering down at the men on watch.

Few Second Assistant Engineers have made a two months voyage without adding any boiler compound whatsoever, or making a boiler water analysis. This one did. Why—because the Chief did that on another watch. Few Chief Engineers do the majority of the maintenance work at sea that would otherwise be overtime, or trace down grounds and renew fuses while the Third Assistant is on watch. Maintenance work done by the Chief Engineer was not recorded however. It was entered in the official log on

Log-A-Rhythms

The Rooster's Revenge
(Anonymous)

Early on an Easter morning
Little Miss Virginia Meggs
Found a score of highly-colored,
Somewhat gaudy Easter eggs.

Now in a nest out in the barnyard
Where the old hen stretched
her legs

Generous little Miss Virginia
Placed these pretty Easter eggs.

Some were pink and others yellow;
Some were green and some were blue.

Three were striped, the color purple;
Some were dyed a crimson hue.

Came the rooster, crowing loudly,
Strutting as a rooster should,
Joyful in anticipation,
Proud of coming fatherhood.

By his nest he drew up proudly,
There his handiwork to view,
For he knew his mate was setting,
Knew the hatching day was due.

Sad the day and sad the moment,
Sad his terrible surprise;
Joy fled from his heart in horror
At the sight before his eyes.

For in the home nest of his lady,
Whom he would have sworn
was true
Were the eggs of green and yellow,
Pink and brown and red and blue.

Long the rooster stood in silence,
Then decided bitterly
Naught was left but to avenge
His violated sanctity.

So with the courage of an eagle
Next door did the rooster fly;
Battle-ruffled were his feathers,
Blood was in the rooster's eye.

The rooster's mind was firm, determined;
The rooster's jaw was set and grim.

And the nextdoor neighbor's peacock
Got the hell whipped out of him.

the 8-12 watch, but erased by the Chief with orders to make no such entry again.

The minor petty afflictions upon the crew is what causes so much dissension. For instance, changing light bulbs to a lower candle power throughout the ship and creating a disturbance about the crew using too much steam to boil out clothes.

When a vessel continuously replaces each member of the Engine Department after a single voyage except the Chief Engineer it should speak well enough for itself. We would only like to add, "thanks for a short voyage" with our beloved Chief Engineer Alexander Korb and to wish the traditional "Godspeed" for the return voyage to those who follow us, with a sincerity from the bottom of our hearts.

Crew of the R. M. Pearson

UPGRADING SCHOOL WOULD BENEFIT OPERATORS, TOO

Dear Editor:

May I suggest to these mess-room strategists (the kind who are always yelling "phony") that we meet aboard ships these days, that they read the minutes of the last Agents Conference held in the Port of New York. The proposals and resolutions acted on at this conference are most certainly a credit to the officialdom and the membership they represent.

I notice in the Secretary-Treasurer's report he states that negotiations are soon to be opened with the shipowners. Now is the time to submit your proposals and quit the beefing. All the griping in the world will never get the job protection and conditions so important in maintaining a smooth organization.

There are numerous clauses in the various agreements that could be clarified, such as the hiring clause in the Calmar agreement, the Oilers' working rules in the Overlakes agreement, number of men in the Steward Department, etc.

Your negotiating committee represents you and the conditions you are to work under, and if you don't get behind them I



don't know how you expect to come out of these negotiations with sound agreements and clarifications.

Brother Paul Hall, New York Agent, has suggested a strong educational program. I agree with him wholeheartedly. For the past several weeks I have been visiting ships with Brothers Simmons and Kelly here in San Francisco and the importance of an educational program becomes clearer to me with every ship I go aboard.

In too many cases we find Delegates aboard ship who are not familiar with their duties, and days are put in straightening out minor beefs. I have also been aboard a few Isthmian ships and have found that we are going to have to train organizers, not only in the history of the SIU, but also of the NMU, if we are going to compete with their Commies. It doesn't take much thinking to see the importance of carrying out a strong educational program.

As I have stated previously, negotiations are to be opened soon and I am of the opinion that an Upgrading School would give us no end of aid when our representatives sit down at the table with the shipowners.

If we can convince them, we are training our members to become competent and efficient seamen, that is half the battle. A good competent crew can really cut down the operators' shipyard expenses, and it would be beneficial to the organization if we can give them this type of personnel to man their ships.

I know we have men in the organization who could take over instructors' jobs in this school and make a much better job of

it than the Maritime Service ever did. I think we have already proved that by the type of men we have turned out of the SUP Upgrading School here in San Francisco.

Above all, I believe the proposals adopted by this Conference proved that at all times the interest of the membership was foremost in their minds.

Tommy Murphy

POWELLTON SEAM PUTS STEWARD ON THE FIRE

Dear Editor:

As the Powellton Seam nears the port of Baltimore, Maryland, we take the opportunity of digesting the minutes of the past three meetings held aboard ship.

The meetings were held on March 14th, April 1, and April 16. Attendance at the meetings have been 19, 20, and 21 members of the crew respectively.

At the first meeting there were considerable small items discussed. The largest percentage of these has been attended to, but there are still some of them that will have to wait until the ship goes into the shipyard for annual inspection.

At the second meeting, the Steward and his department caught fire from all angles. It was brought out that he was not cooperating with the crew in the manner in which he should. Cleaning, food situation, and the failure to put out perishable goods while they were still in an eatable condition were fully discussed and the Steward promised his cooperation to the fullest. He will leave the keys to the storerooms with the Chief Cook. This he has failed to do in the past, thus causing many inconveniences to the members of his Department in securing the proper implements with which they could do their work.

At the third meeting, the Steward and his department were again on the pan. He has failed to cooperate, not only with the crew, but with the members of his department. Many of the same conditions discussed at the two previous meetings were repeated, but the Steward seems to have the attitude "that while the ship is in port, to hell with the crew." In one instance, replacements came on board in the port of Baltimore—these men could not secure clean linen for their bunks because the Steward was the first one off the gangway with the keys in his pocket. This occurred in the morning, and no one saw him until the next day.

Before closing this letter, we want to take pleasure in passing this bit of news on to our Brothers who are on the beach. Although the ship is on a coastwise run, you will go a long way on the seven seas before you meet as cooperative officers as we have sailing on the Deck and in the Engine room. For one, the Captain has been the most cooperative in respect to the crew's suggestions.

Charles Cramp, FWT. Ship's Secretary; George Talley, Bosun, Ship's Chairman.



IN APPRECIATION OF THE VERSES OF A. SHRIMPSON

Dear Editor:

I greatly enjoy reading your paper which comes to my house each week for my step-son who is away at sea. I keep them in chronological order for him and my wife complains that she sees *The Log* at supper table while the boy is away and *The Log* at breakfast table when he is home (confidentially, I think she reads it at dinner when we are both out!)

May I ask a question. Who is Jack (Aussie) Shrimpton? Every now and then I see a short humorous article or a piece of well turned verse under his name and if he is one of your regular writers let us have more of him.

I am something of a minor authority on nautical verse (I teach English Literature at school) and I want to assure you that his verse is more than good. He



had obviously steeped himself in the classics and his style is very much akin to that of John Masefield, the greatest of all English nautical poets.

To be perfectly honest, from the point of view of poetry, much of the other verse you publish, while having admirable Union sentiments, leaves much to be desired to the critical eye of a pedagogue, but then of course I realize that you do not cater to many aforesaid pedagogues.

Anyway, good luck to your paper, and more power to your Union.

R. C. Lovelace.

Editor's Note: We, too, value Brother Shrimpton's contributions highly, whether prose or verse. We should like to assure Pedagogue Lovelace that we shall always use any of Aussie's stuff when, and if, it comes in.

ORE STEAMSHIP COMPANY'S NEW SHIPS ARE FINE

Dear Editor:

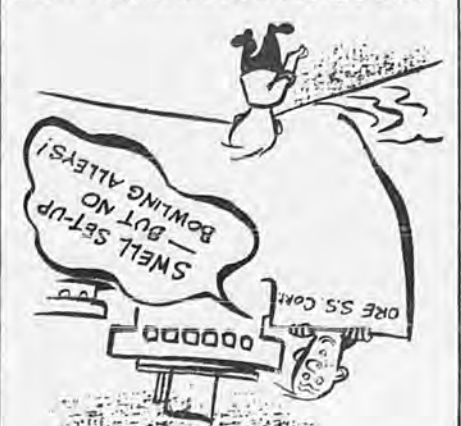
During the past ten months, the Ore Steamship Co., has put two new ships in operation on the run to Cruz Graude, Chile. The SS Venore was the first new ore carrier to be completed and is now winding up her eighth round trip, whereas the SS Marore is at present on her maiden voyage. According to latest reports four more of these vessels are to be constructed in the next two years. These ships carry about 25,000 tons of ore and make the trip to Chile and back to Baltimore in approximately 25 days.

The fo'cs'les are for three men and are roomy. Each has its own shower and toilet. There is a lounge for letter writing, reading, and card playing. The messrooms are large and well equipped. There is no "catwalk" on deck. Instead, below the well deck on each side, is a tunnel leading amidships and up to the fore-castle head.

The engine and fire rooms are cooled by natural and forced draft ventilation, so it is never

very hot, even going through the Canal. The Delegates for the three departments have been doing a good job to see that all men are shipped through the Union hall and instructing new men about the Union and work in the various departments.

Finally, a word about the skipper, Captain Robert Mason. He was in command of the SS Beth-



ore for a great many years, is well liked and respected by everyone, and if we had more Skippers like him sailing our Union ships, life at sea would be much pleasanter.

The Crew of the SS Venore

CAPTAIN RAISES LEGITIMATE BEEF ON CREWING SHIP

Dear Editor:

The following is a copy of a letter sent by the Skipper of the SS Rufus W. Peckham to the SIU Agent in New Orleans. The crew requested that it be reprinted in the *Log*.

New Orleans
March 29, 1946

SIU Agent

Port of New Orleans

Dear Sir:

I am skipper of the SIU ship Rufus W. Peckham, a Bull Line Liberty. Since I've been aboard last January 1945, we have had fine crews. Almost without exception they were a credit to the ship and the SIU as well.

But there is a development which I noticed in this port that I think you ought to try to check. Boys are being assigned to a ship, going down to the ship, then going off without notifying either the ship's officers or the Hall that they don't want the ship. We had several cases like this, and this hurts us all. It delays the ship, and delays your sending replacements, because neither the ship nor the Hall realizes that replacements are needed.

I'd like to suggest that you bring this up before the membership in order to prevent fellows walking off without notification.

Very truly yours,
Capt. E. J. Ritchie

ARMY BROTHER ENCOURAGED BY UNION MILITANCY

Dear Editor:

I am now receiving the *Log* regularly and once more I am up on my Union. It makes me feel good to know that our Union is working to organize more companies and men, because I know that when I leave the Army I will return to a bigger, better and more prosperous Union, thanks to my "no-quit-ting" Brothers.

I would like you to find a place in the *Log* to tell my shipmates to write to me, Pvt. Harry Price, Jr., 15207252, Co. A., 102nd Btn., 81st Reg., Camp J. T. Robinson, Arkansas. Best wishes for a better Union.

Harry Price, Jr.

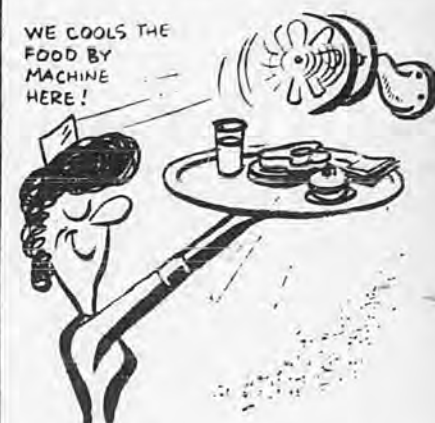
STATEN ISLAND MARINE PATIENT AIRS SOME BEEFS

Dear Editor:

As a bed patient in the U.S. Marine Hospital at Staten Island since January 15, 1946, I would like to call your attention to the insufficient food served in this place. The food when served, is very often cold, garnished with stale bread, washed down with cold coffee. If you complain to the officials, I understand you receive a bad conduct mark on your record! At least, so I am told.

It seems to me there must be a way to improve at least the quantity of the meals and to be sure to serve them hot.

As a rated member of the Steward Department I believe I understand the serving of food and in my opinion, food can be served hot, regardless of quantity or quality. With so much



publicity about the starving people of Europe, why not donate some of the generous government's grants to improve the lot of patients who are absolutely depending on the food served to them.

I wonder if the patients are still to be fed at pre-war rates? That would explain a lot. I am spending a lot of money here for food brought in to me in various ways. I am spending money which I can not afford to spend, being confined in a four-bed ward. I have no contact with other Seafarers. There are about 20 of them, but I am sure they feel the same way about it.

Medical care and treatment from my limited observation, is excellent. But a hungry patient is not a cheerful one. I don't know

what can be done to improve the conditions for our present and future patients. But surely something should be done, or does a great nation like ours forget so quickly the glowing promises made to seamen, when we were the first line of offense during the war?

We, as Union men, should put pressure at the right places, for we are still the outcasts when it comes to benefits, such as compensation, unemployment benefits, or don't we pay enough taxes? Well, dear editor, I sure am thankful for the *Log* and my weekly allotment. It is about the only bright spot I can look forward to, since I, like many other Seafarers, have no folks nearby to come and visit me.

I would like to see this letter in print, thereby inviting comments of previous and future patients. Yes, future patients, because it can happen to you, too. So let's start the ball rolling, thanking you for past favors.

William Bause

Make Isthmian SIU!

Coast Guard Tried To Force Seamen To Fink In Manila Strike

To the Editor:

We arrived in the Canal Zone two days ago and received our first news of what the Union is doing about the Coast Guard, etc., since we left the States last December 6th. Well, we had trouble with their phony lashup in Manila last February and that is the reason for this letter.

In the first place, after we left Frisco, we arrived in Tacloban, Leyte, the day before Christmas. Although the ship was safe at anchor we were refused shore leave by the Captain.

A couple of days later we started to discharge cargo and still no shore leave. As a result of this, everyone on the ship put in overtime for the time they were restricted.

When we finally got to Manila, the Coast Guard was called aboard by the Chief Engineer. The first one on the list was the 2nd Engineer.

The Coast Guard boarding officer, Commander Thompson, looked over the Engineer's overtime and told him that all the overtime he put in for being restricted in Tacloban was no good and he had better strike it out.

TOUGH BOY

He also said that he (Comdr. Thompson) had sailed for 18 years and never got any overtime and he didn't see why anyone else should get it. When the Second tried to explain his union agreement, he was told to shut up and not to answer back or he would lose his license so fast it wouldn't even be funny!

The next one to go before this "joker" was an ordinary seaman, Jim Rosgen, for refusing to take orders from the Chief Engineer.

The way this came about was: Rosgen was painting on the boat deck where the Bosun had put him. The Chief Engineer, however, tried to knock him off and start him painting a different place.

Rosgen refused to be ordered around by the Engineer, who had no business ordering anybody in the deck gang, in the first place.

TAKE ORDERS!

When Rosgen was brought before the boarding officer he tried to explain that one of the rules of his Union was that the deck gang should only work for the Bosun.

Commander Thompson then said: "The Coast Guard don't recognize any union. That union will get you into a lot of trouble."

He also told Rosgen that in the future, he would take orders from the Chief Engineer or any other office aboard.

Well, there wasn't anything done about either one of these cases but it wasn't very long before we had more trouble with the Manila Gestapo again.

When the longshoremen's strike was called in Manila last February, most of the ships crews had agreed not to do any finking, regardless of what the Army or the Coast Guard said.

The first morning of the strike, all ships were notified by the Army that the deck gang would have to turn to at six a. m. to open hatches, trim gear, etc., so that when the Army stevedores,

who would be aboard at eight o'clock, they would have everything ready to start working cargo.

GESTAPO SWOOPS

Our crew and seven men on the ship alongside of us (the Miona Michael) flatly refused to turn to unless the safety of the ship was involved.

Bright and early after this happened, the Coast Guard in typical Gestapo fashion, swooped down on the Miona Michael with a bunch of subpoenas and started passing them out to the seven men who refused to fink.

The following day the hearing was held and I attended to see



what kind of a deal it would be.

During a break for a smoke I got talking to the officer who was prosecuting the case, and told him that according to their agreement (NMU) they were not supposed to do that kind of work and the order was illegal.

Right away he told me the Coast Guard does not recognize a union agreement. The only thing they go by is the law. Well, the hearing started again and we saw how one-sided it was, so we asked for a postponement until we could get further legal advice.

CASE DROPPED

The postponement was granted and we immediately went to the Philippine Lawyers Guild and asked for help. They put two of their best lawyers on the case and refused any payment for their services.

Well, the case was never heard

again, due to it being so phony and the fact that all the seamen got together and were ready to fight it.

A few days later a Coast Guard officer was flown out from the States. He gave the seven men involved their papers back and told them it was all a big mistake.

We thought we were finished with the Gestapo for awhile but no, they had their sights trained on me next.

A day or two before the strike started the phony Chief Engineer, whom I mentioned before, called me a "son of a b—" and I popped him for it.

There wasn't anything done about this for about a week but after the Coast Guard found out about my strike activities, one of them came aboard and closeted himself in the Captain's room with the Captain, Chief Engineer and the Clerk.

About an hour later he came out and handed the Chief Mate a subpoena to give to me.

THEY TRIED HARD

I was charged with striking a superior officer, the Chief Engineer, and for good measure, they trumped up a charge that I had threatened the Clerk.

This last charge was false, and I had three witnesses who were there when it was supposed to have happened.

The threatening charge was finally not proven when they saw that they could not intimidate my witnesses. But don't think they didn't try!

This is all we had had to do with the Gestapo so far. I thought you would be interested because of the fight you are putting up now to get rid of this menace.

I still say that the seamen helped win the war in spite of the Coast Guard and their tactics. Also the seamen don't intend to lose their hard-earned conditions on account of the Coast Guard.

Theodore W. Paproski, Jr.,
SUP 3196

SS Marquette Victory



SHIPS' DESTINATION INFO COMES FROM COMPANY OFFICE

Please see that a closer check is kept on the destination markings on ships up on the board. Some of them are marked "unassigned," despite the fact that the Journal of Commerce carries their destination in its pages, or that the companies usually will give more information if they are called from time to time. We are convinced that the above beef is important and should be rectified as soon as possible.

T. Horan
John Fallis
John Lukaz

Answer: The dispatchers do what they can. The destinations are given as supplied by the operators. If the ship is marked "unassigned" it is because the companies themselves give us that information. The companies are called from time to time for additional information which, if supplied, is marked on the board. In addition, the "maritime intelligence" page of the Journal of Commerce is posted on the bulletin board daily. Okay?



During the six years that I have been a member of the Seafarers International Union I have seen it engage in some hard fights and emerge victorious in almost all instances. These however, have been but minor skirmishes compared with the savage battle that it is now entering, for today we are battling for our very organizational existence.

Make no mistake about it, Brother, the War Shipping Administration is rigging to do a job on this Union. They have in their corner all the fabulous reserves of almost incalculable millions, an army of subservient publicists, and all the prestige of a great arm of the United States Government.

We have seen that these people are ruthless fighters... that they will go to any lengths to keep swilling at the public trough.

We know that they will even connive at the subversive activities of acknowledged enemies of the American way of life, as long as these Communist-minded enemies of the American people are content to confine their activities to gnawing away at some other timber in the governmental structure and will leave the WSA bureaucrats free to gobble their pie in blissful economic security.

ANY MEANS

We know that they are not above swindling the American people of the fruits of their labor in order to perpetuate their bureaucratic existence, because we have but to glance at General Order 53 to find an instance of unadulterated boondoggling... a project whose sole excuse for being is that it provides jobs for the faithful and somebody for the bosses' to boss.

Now we find them showing their hand... revealing the methods by which they propose to break this Union, because they have answered our legitimate demands by reallocating our ships to the National Maritime Union, an acknowledged Communist-controlled organization.

We find ourselves today in the untenable position of a Union struggling to free itself from bureaucratic interference in order that it may be free to bargain with the operator as it always has for wages and conditions compatible with the American way of life, and being worried and yelped at by a mongrel form of governmental bureau that is not above calling in the jackals on the fringe of labor to prolong their miserable parasitic existence.

SAME GAME

It is inconceivable that a government, that has just passed through the mortifying experience of having the scrap metal that it sold to an Eastern Power dropped on its silly head from a placid December sky, would now stand idly by and watch a bureau of that same government strengthen the hand of people with pretty much the same idea in mind.

Yet that is exactly what this government is doing when it permits the War Shipping Administration to reallocate the ships of the militant Seafarers International Union to the subversive National Maritime Union.

I am convinced that we have no alternative, Brothers, that we

must fight. So I advocate fighting now when we are at the peak of our strength. If you see that a man is going to hit you, the smart thing to do is to hit him first.

A "Sunday" has won many a fight, so let's not be above coping one now when the bread of our children is the stake in the fight.

JUST RIGHT

We have justice and honesty of purpose on our side. All we ask is the right to negotiate for living wages and conditions with the operators and for freedom from the wholly unnecessary trammeling of a power-hungry bureaucracy. Our record can stand the most minute examination.

We have nothing to hide. All of our dead have died in freedom's cause—either to free our country from foreign tyrants or Our Union from domestic oppressors. We have spent nobody's money but our own, and that sparingly, and we have advocated no "ism" save Americanism.

The record of the WSA, on the other hand, cannot stand any probing at all. Some of the things that they have done stink to high heaven and it will take but little probing to bring it to the attention of the most skeptical nose.

So, Brothers, I am voting here and now to go out on picket lines with a lot of sticks and start stirring.

NMU Challenges Isthmian Votes

(Continued from Page 1)

tween the NMU and doubtful. Figures on the Franchere and the Girard have already been given. So it's easy to see that of the nine ships voted this week, the SIU took seven, and the NMU took one, with the remaining vessel doubtful.

Of the 55 ships already voted from the Isthmian fleet so far, only two have been lost, six are considered doubtful, and the balance have gone to the SIU by a safe margin.

Simply on the basis that certain ships were predominantly for the SIU, their votes are being challenged. What's behind this?

It must be a smokescreen thrown up by NMU misleaders to soften the blow to their members that the quarter million or so of gold that they spent on Isthmian was merely thrown away.

How can the present NMU officials expect their membership to continue swallowing the line of guff that they've been fed for so long? Even a worm turns sometime, and certainly the long-suffering rank-and-file members of the NMU as fellow seamen can't be considered as worms.

The votes of Isthmian seamen for the Seafarers as the Union of their choice will continue to roll over NMU opposition just as the juggernaut rolls over the suppliant Hindus in India. It's nothing more nor less than the inevitable reckoning of justice being dealt out by seamen who know the score, and won't be fooled by propaganda and phony actions.



BULLETIN BOARD

MONEY DUE

SS ROCKLAND VICTORY

The following men paid off in Houston on April 5, have money collectable at the Waterman office, 19 Rector St., according to Blackie Colucci: Jack Stewart, Jack Westfall and H. Thurman.

SS HART CRANE

Men have three days War Bonus coming. This can be collected at: Mr. Garland, Alcoa

Steamship Co., 17 Battery Place, New York.

SS THOMAS LYONS

The crew can collect the pay due them for the 13 hours they were restricted in Boston.

SS BUTTON GWINNETT

A check from the South Atlantic Steamship Line is at the Norfolk Branch for Edwin T. Dixon, Oiler.

SS HART CRANE (Voyage No. 7)

War Bonus for the entire personnel for three days at \$2.50 per day may be collected at company office.

SS ALEXANDER V. FRASER

V. Kelpss, 19 hrs.; M. Foster, 12 hrs.; A. Thomas, 7 hrs.; C. Akers, 15 hrs.; B. Bales, 6 hrs.; F. Lippsey, 7 hrs.; M. Self, 10 hrs.; J. Pool, 9 hrs.; W. Smith, 18 hrs.; R. Weinkauf, 4 hrs. Collect at Pope & Talbot Inc., 19 Rector St.

NOTICE!

When in New York please bring your Union Book to Headquarters.

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| Vincente, Villacian | 3299 |
| Kirby, Jack | 852 |
| Anderson, Christian | 24167 |
| Bennett, alvador | 4387 |
| Cromwell, Edward | 1135 |
| Hummel, William | 1839 |
| Luizza, Michele A. | 7190 |
| Martello, Joe | G-303 |
| Smith, J. C. | 1293 |
| Morrison, James | 2995 |
| Estwick, Henry | 1142 |
| Acunto, Henry Anthony | 47426 |
| Acunto, Henry Anthony | 45483 |
| Brooks, Carl | 45463 |
| Brooks, Carl | 45476 |
| Elorin, Lazaro | 243 |
| Rogan, Joseph T. | 24890 |
| Reddick, R. | 2242 |
| Laeder, Kennt | 42488 |
| Stankeiwics, Vincent L. | 22363 |
| Saunders, James | 457 |
| Murrell, W. | G-19 |
| Bilinski, John | 4105 |
| Arrera, Leonard | 1832 |

NOTICE!

The following brothers have mail at the Norfolk branch. Please call for your mail as soon as you hit this port.

HOWELL MCLENDON
JOHNNY J. HAGINS
PAUL S. TRIBBLE
WILLIAM ZAMPELL
R. W. TINDELL
JESS W. RINGO
REX W. RINGO
Telegram at Norfolk for Calvin F. Rice.

\$4.00; R. L. Huddock, \$3.00. Total—\$48.00.

SS W. GILES

R. Lucarello, \$3.00; N. Daniels, \$1.00; D. Wilpie, \$1.00; R. A. Ambers, \$2.00; C. J. Nouak, \$1.00; T. Pitti, \$1.00; J. Mondez, \$2.00; W. H. Koeppen, \$3.00; F. Kozub, \$3.00; G. Tucker, \$2.00; R. W. Murry, \$2.00; G. O. Pettus, \$3.00; R. Achenbach, \$2.00; G. Witkowski, \$1.00; C. P. Wigger, \$3.00; L. Frost, \$3.00; C. Torres, \$2.00; J. H. Dickinson, \$2.00; J. Riese, \$2.00; G. C. McGill, \$3.00; W. C. Craven, \$3.00. Total—\$45.00.

SS M. LAMAR

G. Maumann, Jr., \$5.00; W. R. De Haas, Jr., \$3.00; M. Gross, \$1.00; Paul Sanford, \$2.00; R. Acabeo, \$2.00; L. Ramos, \$2.00; F. Costentino, \$2.00; P. W. Drewes, \$2.00; J. J. Kotcha, \$2.00; J. R. Landry, \$2.00; J. B. Jones, \$2.00; E. Brezina, \$3.00. Total—\$28.00.

SS CONRAD KOHRS

R. Bissett, \$2.00; Sejio Ocasio, \$2.00. Total—\$4.00.

SS WM. MOORE

Thomas L. Moller, \$1.00; eorge Chavin, \$1.00; L. L. Wilson, \$1.00; H. Grace, \$1.00; J. M. Skinner, \$1.00; J. D. Goodgame, \$1.00; James C. Pinkston, \$1.00; J. E. Hall, \$2.00; W. S. Gilbert, \$1.00; Joe L. Phelps, \$1.00; Thomas Mueller, \$25.00. Total—\$36.00.

SS CAPE CORWIN

J. C. Friedericks, \$1.00; B. B. Spears, \$1.00; G. Johnson, \$1.00; W. B. Jodar, \$4.00; C. Gladhill, \$1.00; E. J. Glacier, \$1.00; J. B. Ritter, \$1.00; C. H. Crump, \$1.00; W. Woldhauser, \$2.00; James Demas, \$1.00; J. F. McHale, \$4.00; J. E. Popejoy, \$2.00; T. Whiter, \$1.00; V. E. Kane, \$1.00; F. R. Miller, \$2.00; R. Christensen, \$1.00; K. C. Zickefoose, \$1.00; Mck. E. Moles, \$1.00; S. S. Colon, \$1.00. Total—\$28.00.

SS CAPE TEXAS

C. Nieves, \$1.00; J. C. Evans, \$1.00; J. A. Goglas, \$1.00; Warren B. Jodar, \$1.00. Total—\$4.00.

Grand Total—\$960.00.

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

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| Kenoff, Norman | 33227 |
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| Davidoski, Francis R. | " |
| Miller, J. | 47007 |
| Murphy, E. | " |
| Banius, J. | 40705 |
| Dusevitch, Edward M. | " |
| Siles, Anthony | 42751 |
| Woods, Ralph | " |
| Serrahn, Fred A. | 44985 |
| Loftus, Ralph | " |

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The following members are to pick up their Books and Retirement Cards at the Norfolk branch:

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| Thomas Turner | 44931 |
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| James W. McFarland | 23634 |
| Henry B. Crees | PB. 47493 |
| Alvin Carter | PB. 36893 |
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| DuPont A. Clarence | 41928 |
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BOSTON

H. Dennis, SS A. Clay, \$2.00. Crew of SS Alexander Clay, \$9.00. Total—\$11.00. S. Brown, \$5.00; M. Rahn, \$2.00; C. Dasha, \$1.00; D. Hodge, \$1.00; R. Sasseville, \$1.00; E. Brown, \$5.00; C. Jensen, Jr., \$2.00; R. McCarthy, \$1.00; D. Williams, \$1.00; M. Kostrivas, \$1.00; M. Basar, \$2.00; C. Zobal, \$2.00; P. Huss, \$2.00; J. Mitchell, \$1.00. Total—\$27.00.

BALTIMORE

SS PETER FINLEY DUNN

H. Gabaree, \$1.00; R. Windham, \$1.00; F. Allen, \$1.00; E. Anderson, \$1.00; R. Florider, \$2.00; J. Urban, \$1.00; F. Burpee, \$1.00; T. McKince, \$1.00; Robert Johnson, \$2.00; J. Letvinchch, \$1.00; G. Cutter, \$2.00; J. Fisher, \$2.00; A. Princeu, \$2.00; V. Makwawiz, \$2.00. Total—\$20.00.

PHILADELPHIA

John J. Hollywood, \$1.00; P. C. Langford, \$1.00; Eugene McClain, \$1.00; F. Valenti, \$1.00; B. Meek, \$1.00; J. Baker, \$2.00; O. Russo, \$2.00; P. Goldberg, \$2.00; Hicks, \$6.00; W. Telmachoff, \$2.00; A. Keane, \$2.00; Goldsmith, \$9.00; A. Miles, \$2.00; R. Gosa, \$1.00; J. Shefulski, \$1.00; A. Bettisi, \$1.00; F. Ray, \$3.00; H. J. Jackson, \$3.00. J. Wilson, \$2.00; W. Walker, \$1.00; W. Blanton, \$2.00; P. Langlanis, \$2.00; H. Weatherthers, \$2.00; H. Talbort, \$2.00; B. Pearson, \$2.00; S. Price, \$2.00; M. McLaughlin, \$5.00; Marshall, \$2.00; R. Reynolds, \$1.00; B. Crews, \$2.00; D. Clifford, \$1.00; W. Saylor, \$1.00; C. Bebbworth, \$2.00; J. Smith, \$3.00; L. Jackson, 3.00. Total—\$76.00.

INDIVIDUAL CONTRIBUTIONS

W. Plauche, \$5.00; J. Orman, \$2.00; J. A. Caruke, \$2.00; L. J. Sangiolo, \$1.00; J. P. Palmer, \$2.00; E. Johnson, \$2.00; W. Bohlman, \$2.00; E. A. Duda, \$1.00; A. Kotsehis, \$2.00; L. Bieit, \$2.00; A. B. Ily, \$2.00; G. N. Marguerite, \$2.00; W. Denny, \$3.00; C. Nelson, \$2.00; J. K. Viitainoza, \$2.00; C. H. Monsees, \$2.00; James Rowan, \$2.00; P. Driscoll, \$2.00; E. Olsen, \$2.00; M. J. Zohler, \$2.00; J. Garcia, \$2.00. E. Torres, \$2.00; F. Hayden, \$2.00; T. E. Richardson, \$2.00; E. Dziak, \$2.00; J. R. Mars, \$10.00; Z. Fassadourian, \$10.00; J. P. Burchfield, \$3.00; F. Besney, \$2.00; J. Schols, \$2.00; W. Meyers, \$2.00; F. Daggett, \$1.00; E. Cattis, \$3.00; P. Scott, \$2.00; J. Branchi, \$2.00; Celberg, \$2.00; A. Pontoni, \$11.00. Total—\$101.00.

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A. Maameur, \$2.00; R. Aberneth, \$2.00; D. K. Portwood, \$2.00; D. D. Stockholm, \$2.00; A. C. Gillan, \$2.00; S.

Barker, \$2.00; B. W. Stancil, \$2.00; F. Englebert, \$2.00; E. C. Blankenship, \$2.00; N. F. Lascara, \$2.00; G. E. Wilkins, \$2.00; R. S. Miller, \$2.00; C. G. Moore, \$2.00. Total—\$26.00.

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C. F. Pye, \$1.00; A. Christiansan, \$1.00; R. S. Harmon, \$1.00; W. L. Trout, \$2.00; P. J. Sullivan, \$1.00; John Eaton, \$3.00; S. Integra, \$1.00; E. R. Smith, \$1.00; J. Kalmic, \$1.00; T. Moore, \$2.00; D. Palumbo, \$2.00; M. Todd, \$1.00; D. N. Anderson, \$2.00; J. O'Hare, \$2.00; J. B. Manning, \$1.00; W. H. Bergmann, \$1.00; F. Flischer, \$2.00; W. W. Wetbrook, \$2.00. Total—\$27.00.

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Robert C. Love, \$4.00; Stanley Cabel,

\$4.00; E. Kerselring, \$4.00; Karl Kramer, \$4.00; Mariano Menor, \$4.00; Joseph Cassella, \$4.00; William Costello, \$4.00. Total—\$28.00.

SS M. MELONEY

SS M. Meloney—Crew, \$8.00. Total \$8.00.

SS W. DAVIE

W. J. Dwarancyk, \$2.00; J. F. Lanahan, \$2.00; R. S. Conter, \$2.00; W. Robey, \$2.00; L. M. Dolan, \$3.00; A. M. Fusco, \$1.00. Total—\$12.00.

SS W. WOLFSKILL

P. E. Driver, \$1.00; B. J. Swain, \$2.00; T. H. Nelson, \$2.00. Total—\$5.00.

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R. Toker, \$2.00; William Sheppard, \$1.00; F. Blizzard, \$1.00; R. Bitner, \$1.00; T. Thompson, \$2.00; A. Merlino, \$2.00. Total—\$9.00.

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\$25,210 Is Collected On Falsified Ship's Log Beef

SIU Collects \$21,345 On Beachhead Beef

SIU Forces Postponement Of Competency Card Action

SIU Victorious On Foreign Rider Beef

Union Action Brings \$5,653 To Eight On Frank Stockton

Wins

\$45 Wage

Seafarers Overthrows WSA Medical Program

SIU Gets Tugboatmen Record Pay Boost

FIRST...

IN WINNING CONDITIONS!

THAT'S WHY -

FIRST...

WITH ISTHMIAN SEAMEN

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.

☒

Vote SIU!

Seafarers International Union of North America A.F. of L.