

SEAFARERS LOG



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

Vol. VII.

NEW YORK, N. Y., FRIDAY, JUNE 22, 1945

No. 25

Atlantic War Bonus Is Cut

Ignoring the appeals of the SIU not to sabotage the living standards of the seamen, and listening to the bleat of the profit-hungry shipowners, the Maritime War Emergency Board this week cut the Atlantic area bonus from 100 percent to 66 2/3 percent in the north eastern section and to 33 1/3 percent in the central and southern sections (see map below).

The cut was illegal, since the Board has never been granted authority to do anything but arbitrate disputes between management and labor over the bonus increases. But the failure of the NMU to line up with the rest of labor in fighting the Board's

Three SIU Men Decorated For Their Extreme Heroism

WASHINGTON, June 22—Three SIU seamen, who risked their lives to save their comrades were the recipients of service awards during the month of May, it was announced.

Paul Irwin Valentine, 2nd Cook and Baker, and Ensign George E. Baker, one-time OS, were awarded the Merchant Marine Distinguished Service Medal. Only 113 of these citations have been made since the beginning of the war. Fireman William A. Sullivan won the Meritorious Service Medal, one of the 11 thus far awarded.

Paul Irwin Valentine, Second Cook and Baker aboard the SS Daniel Huger, Mississippi SS Co., whose home is at 280 South Sandusky St., Tiffin, Ohio, was awarded the DSM with this citation:

"For heroism beyond the call of duty.

"His ship was subjected to a two-hour high level bombing attack by seventeen enemy planes. As a result of a near miss, bomb fragments pierced the hull and the cargo of high octane gasoline exploded. Despite heroic efforts to combat the flames two to three hundred feet high, the fire was soon out of control and the ship was abandoned. Upon arrival of the shore fire brigade it was decided to try to save the ship with foamite. It was necessary to have a few men return to the ship, enter the adjacent hold, and play a hose on the heated bulkhead to prevent the raging fire from spreading. Second Cook and Baker Valentine was one of four

(Continued on Page 6)

jurisdictional grabs in the past, and the strong behind-the-scenes support given the Board by shipowners and brass hats, means that the Board now has the power to sabotage the living standards of the rank and file seamen.

The cut is scheduled to start as of July 15, 1945. The Board has pledged itself to keep a bonus "floor" of 33 1/3% for the duration of the war. Following is a break down of the various bonus areas throughout the world.

CLASSIFICATION I 100% BONUS—\$100 MONTHLY MINIMUM

Voyages or portions of voyages while within waters in the area bounded on the north by 60° north latitude; on the east by the 180th meridian; on the south by 13° south latitude; and on the west by 80° east longitude to its intersection with the coast of continental Asia and thence following the coast of continental Asia to its intersection with 60° north latitude.

CLASSIFICATION II 66 2/3% BONUS—\$80 MONTHLY MINIMUM

Voyages or portions of voyages while within all waters not included in classifications I, III or IV.

CLASSIFICATION III 33 1/3% BONUS—\$40 MONTHLY MINIMUM

Voyages or portions of voyages, not included in Classification IV, while within the following waters:

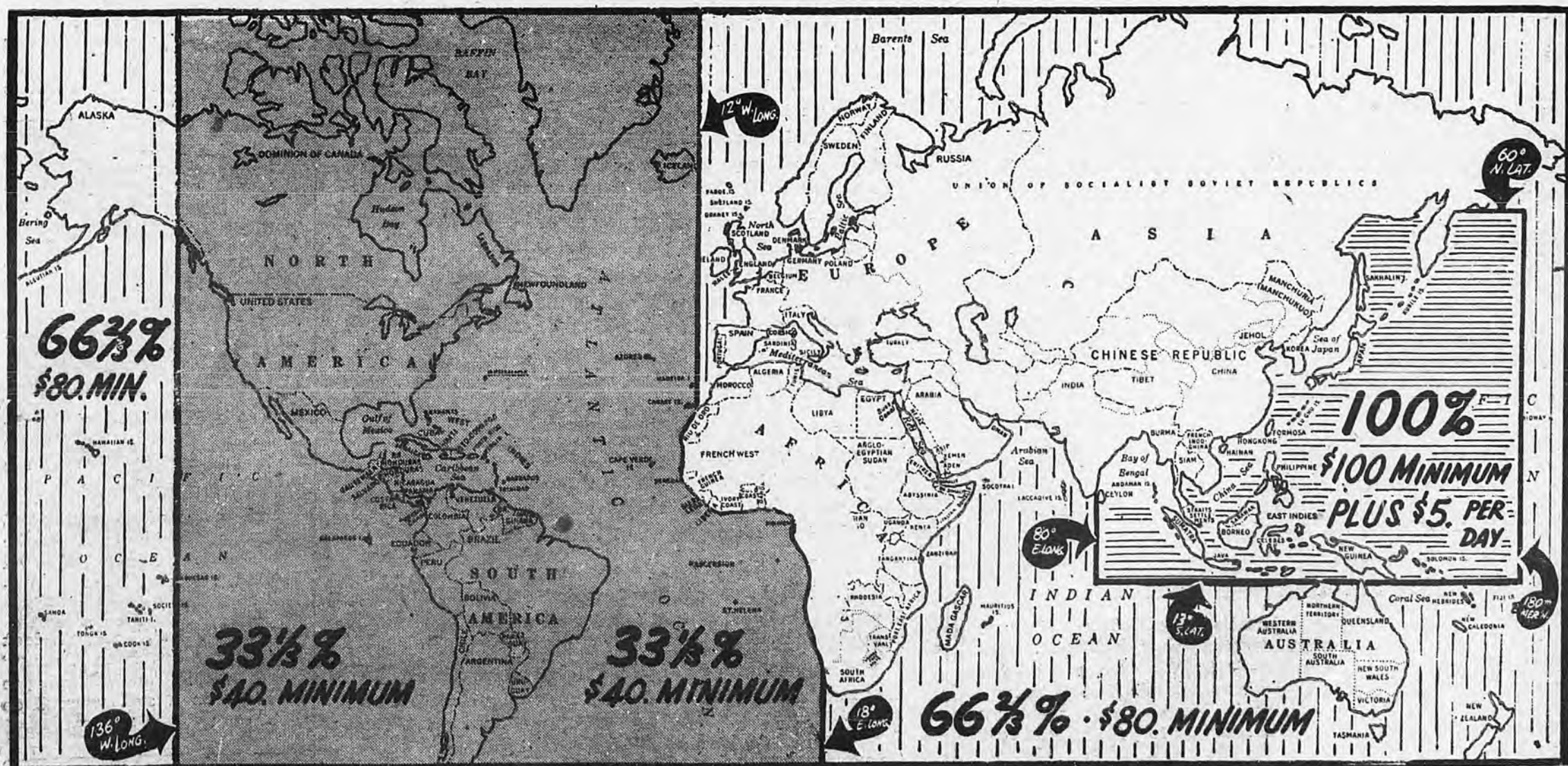
- A. The Pacific Ocean east of 136° west longitude.
- B. The Atlantic and Arctic Oceans west of the line following 12° west longitude to its intersection with the northwest coast of Africa, thence following the northwest and west coast of Africa to its intersection with 18° east longitude, and thence following 18° east longitude.

CLASSIFICATION IV NO BONUS

Voyages or portions of voyages while within inland waters of the Western Hemisphere. For this purpose the Western Hemisphere is defined to include North America (except Alaska west of 136° west longitude and the Aleutian Islands), Central America, South America, the Hawaiian Islands, and all islands within the areas described in Classification III.

SEAMEN'S FRIEND

Among the friends of organized maritime labor is Congressman Welch of California. As member of the House Committee on Merchant Marine & Fisheries, he requested the MWEB to delay any bonus cut until basic wages were increased. The text of his petition, which was ignored by the Board, appears on page six.



SEAFARERS LOG

Published Weekly by the
SEAFARERS INTERNATIONAL UNION
OF NORTH AMERICA

Atlantic and Gulf District

Affiliated with the American Federation of Labor

At 51 Beaver Street, New York 4, N. Y.

HAnover 2-2784

⚓ ⚓ ⚓ ⚓

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

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

MATTHEW DUSHANE - - - - - Washington Rep.
424 5th Street, N. W., Washington, D. C.

Entry As Second Class Matter Pending

267



Peacetime Conscription

The House Military Affairs Committee has closed its public hearings on a proposed peacetime military conscription bill. The bill was supported in the main, as might be expected, by the professional militarists of the country—the ranking officers of the Army and Navy—and “Citizens Committees” of Wall Street brokers and industrialists.

The opposition to a peacetime draft came from the churches, schools and colleges, and from every shade of labor opinion—with the exception of the communists.

The AFL spokesmen before the committee stated their opposition to compulsory military training, and declared that in any event the matter should not be considered until the servicemen of this war have returned home, and are able to add their voices to the discussion.

It has been pointed out that military conscription in Europe has proven no deterrent to war; that even in the more democratic countries — Switzerland and France, among others—conscription armies have been used as a strike-breaking weapon. If anyone is in doubt as to the uses of a large standing army—let them look at the American scene—even today.

In Chicago several thousand teamsters, independent as well as AFL, have gone on strike for the second time in 30 days, tying up 12,000 trucks (emergency deliveries are being made).

On the third day of the strike the Army took over and soldiers drove the trucks for the union-hating employers. In the words of Ellis T. Longenecker of the Office of Defense Transportation, who took over for the government, “You can’t beat the U. S. Army. The Army will break the strike.”

But Mr. Longenecker goes even further than that. He is going to refer the names of all strikers under 38 to the draft boards. He hopes to have the men drafted and assigned to drive the very trucks they quit.

We don’t know who Mr. Longenecker is, but we think he has read too much of certain writings by the late Adolph Hitler and Benito Mussolini.

Turning the government into a strikebreaking agency is not a new idea. The labor haters have been advocating it for years. That is why they are in favor of peacetime conscription.

That is why we are against it.

NOTICE TO ALL HANDS

To cut down on beefs and make the payoffs smoother; to know what is legitimate overtime, study your agreement. Keep an accurate record of your overtime, with date, exact hours worked, nature of work and by whom ordered. If possible, have the head of the department sign it. Keep separate sheets for “okay” and “disputed” overtime. Hang on to your records until payoff.

Remember: written evidence makes it much easier to settle your beefs at the point of production.

An Ode To The WLB

(Written on the Third Anniversary of the Board)

Clash the cymbals, beat the tabors,
Blow the bugles, rattle sabers,
Shout the news in accents bold:
Today the Board is three years old.
Was ever an infant less tender and mild
Than this, F. D. Roosevelt’s most terrible child?
Not a moment of peace has it had in its life;
It was nurtured in discord and weaned upon strife.
Indeed, like Minerva’s, its birth was aberrant;
For it sprang, armor-clad, from the brain of its parent.
Through a war-weary head rests upon its young shoulders,
In its childish breast, lust for the battle still smoulders.
So, on its third birthday, let’s all give a cheer
And wish it God speed in the coming new year.
But lest we forget the close squeaks of the past
When we thought its next breath would be also its last,
I’ll recall its ‘scapes’ the most deadly breach
And celebrate them in this lyrical speech.

Recall for a moment that ominous date,
When the President floored us with nine-three-two-eight.
From April the eighth till the twelfth of May,
We twiddled our thumbs and collected our pay;
We issued no rulings, we processed no cases;
We answered all queries with shrugs and blank faces;
And then out of boredom, for worse or for better,
We sent to our public this bitter form letter:

“Dear Mr. Zilch, we are writing to you
Because we have nothing else better to do.
Our skill and experience the President spurns;
Instead, he relies on a fellow named Byrnes.
Our noblest efforts, we’re sad to relate,
Have been basely subverted by nine-ihree-iwo-eight.

“So please be advised that your wage application
Has been painlessly put to death for the duration;
And your personal fortune is now in the power
Of a genius who dwells in an ivory tower.
So great is the strength of this man in a crisis
That he now has control of all wages and prices.
He resides in a room full of technical tracts,
Hermetically sealed from all practical facts;
While there he will sometimes go into a trance
And perform his exotic ‘Inequities Dance.’
And then, with Ben Cohen as his sole recorder,
He’ll shout out some wild new Executive Order.

“And so, Mr. Zilch, you can see where we’re at—
The War Labor Board is now hors de combat.
If you’re grimly determined to raise a big fuss,
For God’s sake call Byrnes and don’t bother us!”
But to rebound with vigor from shocks such as these
Was mere child’s-play and fun for our young Hercules.
From Jimmy it wangled the May 12th directive,
And doggedly pursued its dual objective:
To serve as an umpire, without fear or fervor,
And to sit, oh so lightly, on the wage rates of labor.”

—Voice of 212

HE GAVE A FOUR STAR PERFORMANCE

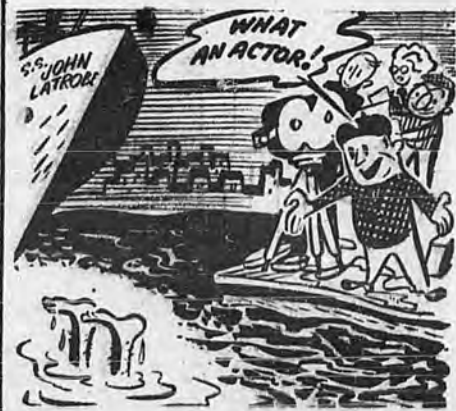
There is more than one way of crashing the movies, but Walter Stanberry, member of the gun crew on the SIU Liberty John H. Labrobe, certainly did it the hard way. He went for a swim.

Last week the East River in New York was ablaze with klieg lights, and swarming with directors, technicians, cameramen and actors. The government was making a documentary film about the waterfront.

The SS John Latrobe was at Pier 27, right in the middle of the activity. Stanberry was on watch, with nothing to do but to nurse a shrouded 5 inch gun which pointed toward the Pepsodent sign on the Jersey shore. So, he decided to watch the movie making.

The action reached a climax, Stanberry leaned far over the side, so as not to miss anything, then he slipped and went over the side into the black water.

He managed to wrap himself around a slippery piling, and shouted for help. But the actors



were so busy acting, and the directors so busy directing, that no one even heard Stanberry for a full ten minutes.

Finally, one of the waterfront coppers pulled him out, and he was taken to the Brooklyn Naval Hospital, suffering from exhaustion.

“After this I ain’t going to look at anything but Lana Turner,” Stanberry said, “and I’m going to be sittin’ in a seat when I do that.”

Keep In Touch With Your Draft Board.



By PAUL HALL

SHAKING THE CAN

There came in recently a ship on which the Skipper had been shaking the can for what he called a "Proposed Seamen's Bethel." One of our members gave this guy 5 bucks for which he got a receipt.

Seamen are targets for lots of can shaking rackets and always have been. This, however, is a brand new type and to our knowledge has not been used before. All members should view with suspicion any person, or group of people, putting the lug on them for money, regardless of the claim made for the cause.

It is a funny thing—seamen are the lowest paid skilled workers in the world, and what wages they do get they have to fight like hell for every step of the way. It looks as though when some of these people, including some companies, need a few bucks to start some racket they go to work on the seamen's sympathies and pockets first of all.

If any member runs across people of this kind, get as much information as you can and bring it straight to the union hall so it can be investigated.

COMING: A BIGGER LOG

The *Seafarers Log* is going to come into its own very soon. Plans are being made now to increase the size of the *Log* again, and to add more features. Johnny Bunker, one of our members and the same fellow who wrote "The SIU At War," is back in port and is going to assist in shaping up these new features for the *Log* and give the Editors a hand in general, making our paper the best on the waterfront.

In accordance with the resolution passed and concurred in by the majority of the membership, the *Seafarers Log* will be mailed to the home of every member who requests it. In addition, the *Log* will be mailed to every SIU ship as well. If you want the union paper mailed to your home, let us know.

WE MAKE FRIENDS, ETC.

The organizing campaign in Isthmian SS Company is beginning to show real signs of progress. The Isthmian men are now coming into our union halls regularly. Isthmian crews returning from their first trip since the drive started, call at the SIU Hall in the same manner as the Seafarers members do. The reception given the Seafarers by these men has been very gratifying and all members of the SIU should feel proud of the fact that, not only Isthmian men, but all unorganized seamen look to the Seafarers for guidance and leadership on the waterfront.

Our strength is becoming greater every day among all unorganized seamen and with the continued interest of our rank and file membership, as well as the cooperation and hard work on the part of the Seafarers officials, it will only be a question of time until Isthmian comes under the Seafarers banner.

This is the first time that the Seafarers has met head-on in direct competition with other maritime unions in the organizing field, and the outcome of this drive should be interesting, and should provide a peek into the future to see just what union is going to be **THE** union.

Since the Seafarers has started on the offensive in the maritime industry, we have increased our membership and financial resources and generally streamlined and tightened the entire organization. This means, naturally, we will be able to travel at a much faster clip on the waterfront.

SHOW 'EM THE WAY

In view of the bonus cut, it is more important now than ever before that the SIU hits the waterfront with all the strength that it can gather to bring the entire industry into the fold of the Seafarers.

This industry is not big enough for several major unions in the post-war period. First of all, fewer ships will be operating than as there are now. Then, too, some of the maritime unions in the field today are selling out the seamen as fast as they can and many seamen, particularly those on the NMU ships, are losing faith in waterfront unionism.

If this feeling grows to any extent, even though the NMU is a dual and hostile union, it will make all NMU men union haters. This would be bad for all unions.

WHAT CAN WE DO ABOUT IT? First of all, we can encourage these men to stay within that organization and make an effort to upset the leadership, to try to change the NMU policy to one of bonafide unionism. Secondly, all Seafarers members should carry the word of this outfit to every NMU ship and every NMU member who desires it, and show them by examples what a true maritime union is like. The Seafarers must show the way for the entire industry.

After this is accomplished, and only then, can all seamen on all ships enjoy union conditions—**THE SEAFARERS WAY!!**

Strike Wave Grows As Labor Battles Union Busting Campaign

Strike actions are on the increase all over the country. This is due, in the main, to three reasons: the inability or unwillingness of the WLB to act on wage increase requests based on mounting prices; the layoffs of workers and the reduction in take-home pay due to cutbacks; and the evident attempt of some employers to take advantage of labor's no-strike pledge by violating contractual agreements with the unions.

ALL ATLANTIC SHIPPING LOSSES NOW REVEALED

WASHINGTON, June 13—1,154 American ships were lost between the outbreak of the European war and V-E Day, it was revealed today, at the cost of 6,066 merchant seamen dead, missing or captured.

Overall Allied merchant shipping losses totaled 4,770 vessels, —2,570 of them British—aggregating 21,140,000 gross tons, a fleet more than three times that this country had in 1941, though less than half of that flying the American flag today.

The most extensive destruction was in the North Atlantic, where wolf packs of U-boats prowled against convoys, sinking 219 ships until curbed by fast expanding Allied air and naval power. Next the Caribbean Sea was the most popular hunting ground for the submarines, with 122 of our vessels lost there.

The blackest days for the merchant seamen were in 1942, when enemy action was at its height and the percentage of losses among seamen were higher than

among the armed forces. During the year 318 ships were sunk, with the highest losses of the war reached in June, when 49 American vessels were sent to the bottom.

The bulk of American tonnage destroyed—570 ships of 5,431,456 deadweight tons was sunk by subs, mines and air attack. The other American vessels—mostly small ships totaling only 845,621 tons deadweight—were lost in marine accidents resulting from convoy operations, blackouts reduced navigation aids and other wartime hazards.

Although sinkings were progressively lessened as protective measures became effective, submarine warfare remained unabated up to the very day of victory. In the first four months of this year an additional 22 ships were lost.

Not included in these figures are American-owned ships under foreign flags, or merchant vessels operated by the Navy and designated as military losses.

VOTING REGULATIONS FOR N.Y. & ILL.

Members of the Seafarers from Illinois and New York who are eligible to vote will be interested in the following information on the voting requirements of these two states.

ILLINOIS: The war time voting law does not include merchant seamen. However, there is a general absentee ballot law which offers seamen a chance to vote. A man must register in person as a voter. Those so registered should write to their county clerk requesting a form for application for a ballot.

This year there is a special primary election in the 24th Congressional District on July 31st, and a special election for the same district on November 6th. In order to be counted the special primary ballot must be received by the county clerk by July 31st, and the ballot for the special election must be received by the county clerk by November 6th.

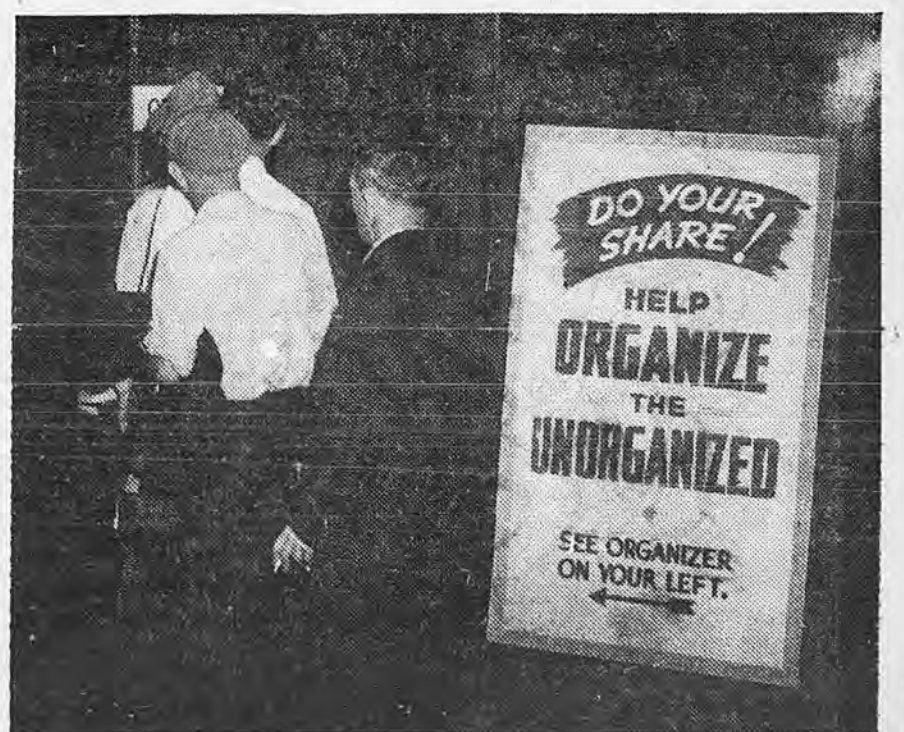
The 24th Congressional District includes the following counties: Clay, Edwards, Hardin, Gallatin, Hamilton, Johnson, Massac, Pope, Saline, Wayne and White.

NEW YORK: A general election will be held this fall to elect

Justices of Supreme Court, Mayors of cities, and Town and County officials.

A merchant seaman away from home may vote by absentee ballot. To do so, he must register in person, applying for an absentee ballot at that time. Voters in towns of 5,000 or less do not need to register. To be counted the ballot must be received by state officials by noon, November 5th.

ORGANIZING THE UNORGANIZED



There is plenty of rank and file interest in the SIU organizing drive. All the members realize that a strong SIU is the only hope for post war jobs, wages and conditions. And to help make the SIU strong, they are offering their services as volunteer organizers. Here is a typical line-up of volunteers outside the organizers office in the New York hall. How about you, brother—have you done your part?

Keep In Touch With Your Draft Board.

New Booklet On Parliamentary Procedure Now Off The Press

Do you stammer when you get on your feet? Do you know what a gavel is used for, besides tapping a keg of beer? Do you get goose pimples before a crowd? Can you start a fire by rubbing two motions together?

In short, what do you know about running a meeting? Well, if you know as little about these things as we did before reading the new SIU educational booklet, "Order!", you, too, will want to read it. (adv't)

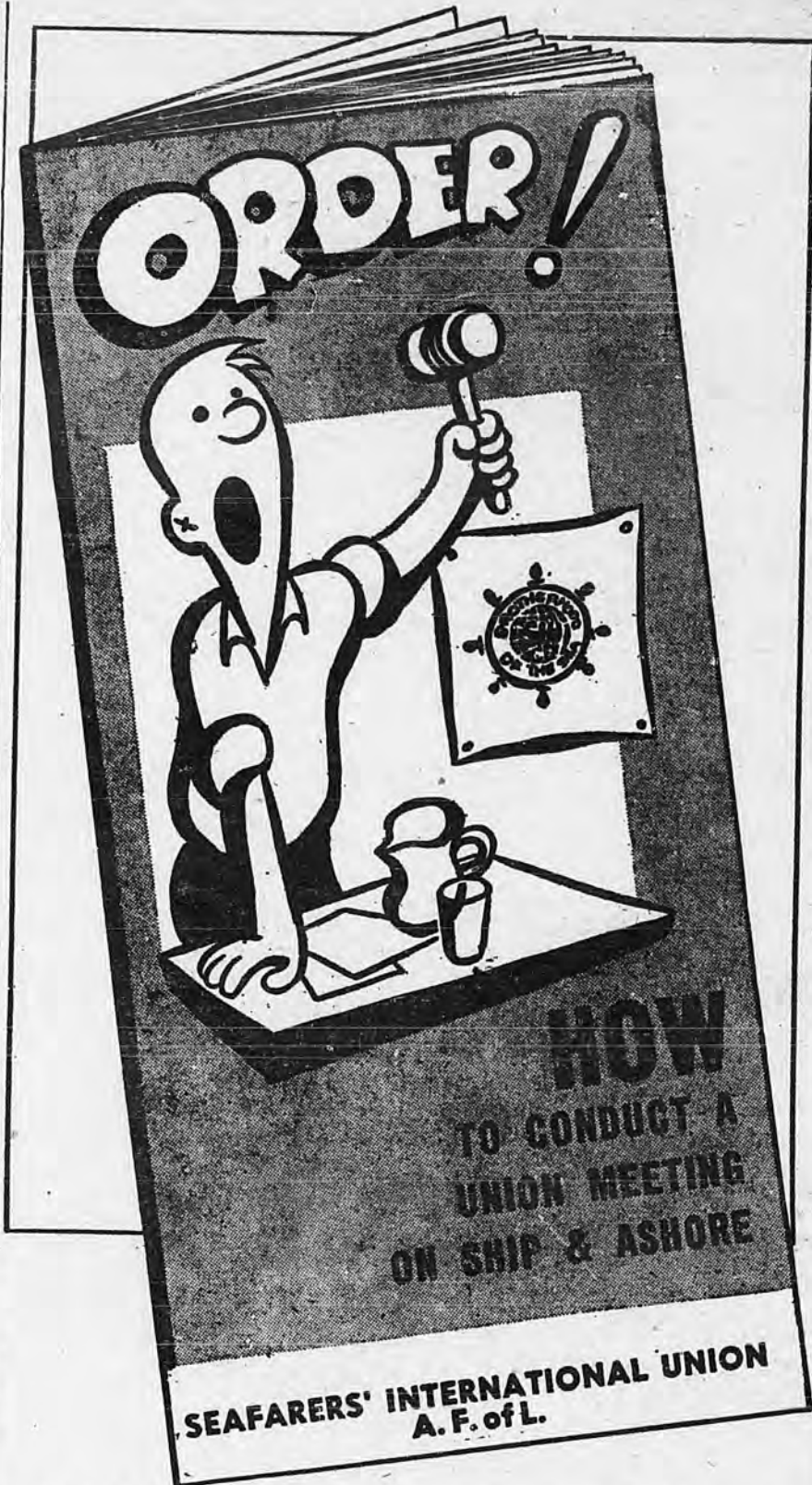
"Order!", subtitled "How to Conduct a Union Meeting on Ship and Ashore," is the fourth of the educational series put out by the Educational Department of the Atlantic & Gulf District. Written by an expert in his field, and illustrated by Bernard Seaman, it will tell you everything you want to know about parliamentary procedure.

It explains very simply the rights and privileges of every member at a meeting, what he can do, and when, and how he goes about doing it. To prevent a meeting from degenerating into a mob scene, with everyone speaking at one time, certain rules of order have been laid down, clearly defining the procedure to be used at any particular moment.

In addition to explaining the technicalities of a "point of order," "tabling a motion," and "appealing the decision of the chair," the new booklet tells how to make a motion, how to amend it, and the rules of discussion, and many other necessary bits of information.

"Order!" performs a appreciated task by giving valuable hints on how to prepare your speech, so that it is connected and coherent. It also gives agendas for meetings, ship and ashore.

Sound interesting? Get yourself a copy. Free at the union hall.



This is the cover of the new SIU Booklet, "Order." Profusely illustrated with cartoons, the booklet gives the method of holding business-like and democratic meetings aboard ship and ashore. Every union man should have one.

Some Of The Illustrations In Booklet "Order"



Above are two illustrations from the new booklet, "Order!", put out by the Educational Department of the Atlantic and Gulf District, as a guide in conducting meetings on ship and ashore.

The character on the left is showing how not to act at a meeting, by violating the cardinal principle of the Seafarers, democracy for all. On the right is the cartoon illustrating the text on the making of motions and amendments. Amendments, the booklet points out, are made for the purpose of clarifying a motion, but can be overdone.

"Order!" is published free for the membership of the SIU. Come down to the hall and get your copy today.



QUESTION: What new feature would you like to see in the *Seafarers Log*?



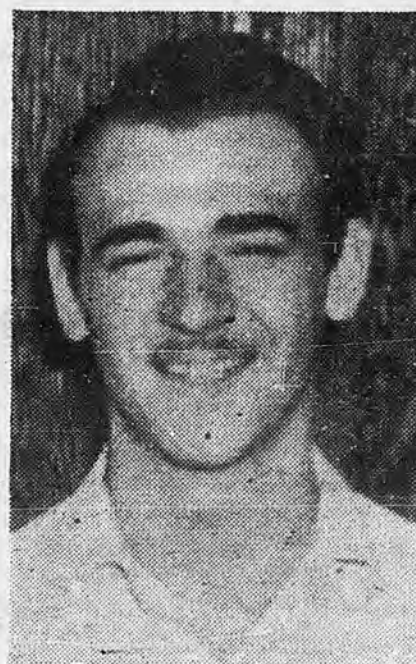
CHARLES ROZHON, Deck Engineer—I think the present features are enough. I cannot think of anything new I'd particularly like to see.

However, I think there ought to be more stories on the SIU ships and membership. The fellows are all interested in what is happening to their friends and buddies. The one drawback or being a seaman is that you are so often out of touch with your friends, sometimes for several months at a time. The LOG ought to give more space to this kind of news.

WILLIAM BOND, Oiler — I'd like to see more news of outside unions. Knowing what the other unions are doing and how they are going about it can help the SIU in its struggles. It will also give the seamen a more rounded labor education. Seamen are not a group apart from the rest of the workers. What happens to them affects the seamen very much. I think they should be made aware of what is happening throughout the labor movement. I, for one, want to know and I think that the LOG should give as much space to this feature as it can.



HAROLD C. ANACKER, FOW—What the LOG should do, in every issue, is to run a summary or index of the outstanding events of the past month or two, and give the dates of the LOG in which these stories appeared. The LOG is the only way we have of keeping in touch with the things happening in the maritime field. When we get off a ship, without having seen a paper in months, we always ask the Patrolman to tell the news. He always does, but he can't possibly cover everything by memory. A new feature of this kind would solve the problem.



J. H. LEE, Jr., Engineer—The LOG could be really helpful to the membership if it ran a listing of places to go and things to see in every port. A seaman coming into a strange town doesn't know where to go to have a good time and like as not will run into a clip joint. It's mostly guess work. If the LOG could run every week a directory of places — dances, bars, etc.—it would be doing the membership a good service, by seeing that they had a reasonable chance of having a good time, and by steering them clear of clip joints.





AROUND THE PORTS

SS Frances Lee Stars In Comedy Of Errors

By ARTHUR THOMPSON

SAVANNAH—Last week, when the Francis Lee was in, I had some trouble getting men for the Stewards Department. Two of the men paid off and some extra men were needed because she was supposed to carry troops back. The call came in as soon as the ship hit the dock, and the men were wanted in a hurry as the ship was supposed to leave immediately.

I had only a couple of men registered in the Stewards Department, so I called Charleston for help, and had to ship a couple of WSA men, much as I hated to, because the time was short.

The ship left on time, but didn't get far. The next morning she was back at the dock, and she had a beef about rationing water. I went down and saw the skipper and read the law to him and everything was apparently squared away.

Shore leave expired at noon and the ship was due to sail that night, but Fate stepped in again and held it up. She was still there all night and during the early hours Sunday they were testing the engines. Either the lines were too old or the engines too powerful; but, whatever the cause, one of her lines parted and before they could stop the engines the other lines parted, and the ship shot across the river and got stuck in the mud.

One of the sailors, whose name we couldn't get, was ashore at the time and when he saw the ship pulling away from the dock he dove overboard and started after it. The current got him and carried him downstream. It was about 2:30 A.M. and rather dark and the current in the Savannah River is nothing to sneeze at.

Fortunately for our hero, he finally bumped against something hard and held on. The Coast Guard picked him up hugging



the screw of another ship downstream. When the tide rose, a couple of tugs pulled the Lee off the mud and she was tied up again with no harm done, and our hero none the worse for his adventure.

The part that struck me funny was the fact that the men were kicking about not having enough water to take a bath in.

Next day a girl came into the office in a rather perturbed state of mind. She had a letter from the FBI concerning her husband. It seems he shipped out and failed to report for his physical before the ship sailed, as he was ordered to by his local board. I went to the FBI in Savannah and gave them all the details in the case. They said they would turn it all over to the draft board who would then act on it.

The guy did no intentional wrong and probably nothing will be done about it. At any rate, nothing can be done until the ship returns. I don't think it can be stressed too strongly, however, that failure to comply with orders from your draft board can get you in plenty of hot water.

Agent Jack Parker called from Tampa for some men for a new ship and I managed to round up eight of the men. They were given transportation by the WSA and six of them came through, but two of them missed the train.

I said it before and I'll say it again: This kind of carrying on is bad. Transportation is something we had to fight for, and if we abuse it we may lose it. Aside from that the Agent in Tampa didn't get the amount of men he expected and may have had to take non-union men on the job. This is no time to flood the union with too many newcomers.

Every new man who comes in means so much longer you have to wait to ship out and this may reach serious proportions in time to come.

The MV Check Knot finally got squared away. She's leaving for Charleston and Norfolk and has not signed foreign articles yet. I went aboard to take a gander at her. The quarters are pretty good and there aren't many booms since she has only three hatches. The engine room looks good, but the material in the construction looks cheap. Some of the bulkheads in the house are made of a kind of plastic which doesn't make a very neat job.

The mattresses are filled with what looks like horse hair, and I'm sure they won't last long. Of course, she may turn out to be a good ship and we certainly hope so, but that remains to be seen. The mate is an SIU man and has a good name. The chief engineer seems to be okay also, and the Steward is not a company man. He's been in the union for quite a while, has a full book, and was well liked by the crew of his last ship.

NOTICE FOR ALL AGENTS

If any members are laid up in the Marine Hospitals in your port, send news of them to the Log. A regular department giving news of the men in the hospitals will be printed as soon as this information starts coming in.

Not only the union brothers in the hospitals want such news, but the men on the ships want to keep track of their shipmates who are laid up. Send a weekly report.

The SUP ship, the SS Elwood Meade, just came in and we have to put on a full deck crew.

Two Robin Line ships are due in this week and one of them is in transit and the other is a pay-off. I hope I'll have enough men to fill the job.

SEE BUSY WEEK IN N.O.

By E. S. HIGDON

NEW ORLEANS—This port is busy with ships in transit—there aren't many signing on or paying off here, but the city is crowded with seafarers from the SS Seatrain New Orleans, the SS Kegum, SS James I. McKay, the SS Charles S. Haght, SS Wm. Brewster, SS Richmond P. P. Hobson, SS Moldova, SS Sam Houston, SS George A. Marr, and the SS Mordova. New Orleans knows there's a war on and that seamen are doing their damndest to keep the U.S. on the winning side.

Good progress is being made in our organizing drive. Soon that "Brotherhood of the Sea" banner—with all the membership co-operating as they have been—will be flying even higher than ever before.

NOTICE ALL PORTS: Do not ship Henry H. Rowell, Messman. He just paid off the E. Scripps of the Alcoa SS Line, with a record not to be proud of. He stayed drunk all the time he was at sea and also hit the Chief Cook on the head with his favorite cup. The Chief Cook had to have several stitches taken in his head, so if you want to keep out of a tangle with this guy—keep him off the shipping list.

The SS T. Merriman, Bull SS Line, paid off here in New Orleans with a small beef in the black gang. They complained that the oiler did all the overtime work and now the company won't pay off for overtime. The case is hanging fire—but we expect settlement soon. Now the army is going to take her over. The Merriman is a ship the merchant seamen will hate to lose, for she is a nice, clean cement ship that men were glad to get a berth on.

The government takes over the above, but is releasing two more

Postwar Conscription Seen As Move Against Unionism

By WILLIAM MCKAY

BALTIMORE — Shipping has been very good in the Port of Baltimore and from the looks of things it will continue that way. There are indications that we are going to have a lot of grain shipping, which will be a change from the scrap iron that was sent out of this port in pre-war days.

The local pie-cards have been kept very busy, not because of the many ships paying off, but for the simple reason that Captain Perkins and a few other company representatives insist on hanging fire on the most simple beefs.

We note that the law makers are going to pass a bill allowing the defense workers \$25 a week when they lose their well paid jobs but, of course, merchant seamen and veterans are not considered in this bill since the work they have been doing evidently is not considered defense work.

It is time we were getting together on a matter like that to beef out loud, for as far as the politicians are concerned all you are going to get out of this mess is what the merchant seamen and

veterans got out of the last war—a good old kicking around with a few dirty old clubbings thrown in to boot.

There is a great deal of speculation going on as to whether it is in the best interests of the country to have a postwar military training period for our young men. In our opinion, the ability of the average American to absorb military training in a much shorter period of time than the men of other nations, shows that we spring from a nation of fighters who had to battle for their very existence when they founded this country.

We are inclined to think that this postwar draft was hatched in the minds of some of our bigger industrialists to use it as a weapon against labor. It has been done before and as the British would say: One never knows, does one?

Most of our men and material being deployed from the European theatre direct to the Pacific zones will go via the Panama Canal, and friend shipowner and their WSA stooges are getting ready to establish a pool of seamen in the Canal area.

It might be a good idea for the SIU to think about sending a representative down that way, because within a few weeks beefs coming from the direction of the Canal are going to be loud and long.

The Baltimore hall improvements are about finished and we are hunting up some decent chairs and other furniture so that the men can relax. One of the new rooms is being reserved for a library and reading room, and we are interested in getting all the worthwhile books we can to stock it.

If you have a couple of books or so to spare send them along to us.

AB Seamen Needed Way Down Deep In The Heart Of Texas

By D. STONE

GALVESTON—This week has been pretty busy. We only had 2 payoffs, but there are a lot of ships in transit that want replacements. As there is only a handful of men on the beach here and in Houston, we have been forced to call New Orleans and Mobile. It has been impossible to get enough ABs, so any AB who wants to ship out will be more than welcome in this port.

We had such a rain storm here the other day that they could have launched anything up to a Victory ship right in front of the hall. Brother Lyyke and I had to use a pair of oars to get the car down to the Union Hall.

It is good to note the progress being made in the organizing drive by the SIU. We will, of course, do everything possible to make every unorganized man in this area an SIU man. The membership, especially the younger element, is very much interested

in this organizing drive.

We wish to thank the crew members of the following ships for their contributions for flowers for the funeral of the late Brother James A. Nelson who was buried here in this port by the Union on May 30th: SS Thomas Sully, SS Wm. Pace, SS Geo. W. Alter. Also Hy Block and J. L. Nissen of Galveston, who made individual offerings.



Ship's Officer Suspended For Assaulting Messman

By J. P. SHULER

Business in the Port of New York stepped up a little this week with 22 ships paying off and 21 signing on.

The SS Prospector of the Alcoa SS Company, paid off here in an Army Base, and two Patrolmen managed to get aboard her. This is the fourth SIU ship that has attempted to pay off in an Army Base in New York in the last two weeks.

The crew of the SS Blue Island Victory paid off, but all of the other crews held fast and demanded representation. The result was the ships paid off in the company offices. The operators realize that the crews must have representation at payoff. They have all agreed now to arrange the payoffs of all ships that are in Army Bases in an office, so that the Patrolmen can be present.

The shipowners and the WSA have been patting themselves on the back and admitting what good guys they are, and how considerate they are going to be to the ting up early and going to bed soldiers that are being returned home after a long hard war in Europe.

They have arranged it so that these soldiers, who have been get-late for the past three years, now will have nothing more to do than clean toilets, mop decks, handle heavy boxes of food stuff, clean up garbage and act as menial servants from 6 a.m. until 9 p.m. each day.

Of course, the fact that the practice will eliminate a merchant seaman from the payroll, and line the shipowner's pocket with a few more dollars of the taxpayers' money has nothing to do with the situation.

There are many who will re-

member Tommy Howard (known to crews that have sailed in the foc'sle with him as "Tommy the Tattler"), a good Waterman SS stiff, who beat up a mess boy in St. Johns and was jailed for it.

Tommy is now at his old game again. But what a difference! No jail this time. Not even an entry in the ship's log. Why? Mr. Howard is the first assistant engineer aboard the SS Warrior—an officer.

The Merchant Marine Hearing Unit of the USCG boarded her on arrival here and followed the usual procedure of questioning the captain and officers. The captain and officers regarded the episode so insignificant that it was not mentioned. But Jorden, the Messman involved, didn't take it so lightly. He knew the policy of the SIU was not to put charges against anyone as long as it could find another solution to the problem.

So he brought his beef to the Hall. Charges were placed against Howard. He appeared before the Merchant Marine Hearing Officer with a staff of lawyers and witnesses that reminded one of the old Capone days. For such an insignificant charge, this seemed strange.

Attorney Ben Sterling represented the Messman, Jorden, at the hearing and evidence was brought out in the testimony of all eye witnesses that Howard struck Jorden with a salt shaker, a can of milk and his fist.

According to the testimony of Captain Morgan Hiles, 3rd Assistant White and 1st Assistant Tommy Howard, what had once seemed a small incident was now the case of the First Assistant protecting himself from a violent berserk pugilist who intended to

N. Y. MEETINGS IN WEBSTER HALL

New York Branch meetings are held every other Wednesday evening, 7 P.M. at Webster Hall, 119 East 11th Street, between 3rd and 4th Avenues. To get there take the 3rd Ave. Elevated and get off at 9th St. or the East Side IRT Subway and get off at Astor Place.

No cards will be stamped after 7:30 P.M.

SIU Members Are Honored

(Continued from Page 1)

who volunteered to risk his life in an attempt to save part of the cargo, which was so necessary to the continuance of war operations. That the fire was eventually brought under control and most of the cargo saved, was due in no small measure to his outstanding bravery.

Ensign George E. Baker, USMS, of 11718 Cloverdale Ave., Cleveland, Ohio, won his DSM while serving as ordinary seaman aboard the SS Matt W. Ransom, Smith & Johnson SS Co., the citation reading:

"For distinguished conduct under especially hazardous conditions.

"While the crew was abandoning the sinking ship in which he served, following enemy torpedo

feloniously assault him. However, this testimony of the Captain Bligh Brigade was not very convincing to the Hearing Officer. The result? Howard had his licenses and certificates suspended 2 months with 8 months' probation.

This should be a warning to some of those would-be feuhers who would hide their cowardice behind an officer's rating.



attack, the falls of a lifeboat were fouled with the result that the boat filled with water and its occupants were thrown into the sea. The men immediately swam toward other lifeboats, but the Chief Engineer, who had only one arm, clung to the life net spread over the ship's side. All efforts to get him to another lifeboat failed, whereupon Baker voluntarily climbed down the net while the ship still had considerable headway—released the Chief Engineer—swam with him to a nearby lifeboat, and assisted him into the boat. In performing this gallant act he imperilled his own life, but managed to keep afloat until he was picked up a half hour later.

"By risking his life in saving a disabled shipmate under especially hazardous conditions, Baker

upheld the fine traditions of the United States Merchant Marine."

Service in an emergency aboard the Liberty ship John C. Calhoun, Calmar SS Co., won the MSM for Fireman William A. Sullivan, of Whistler, Ala., his citation stating:

"While moored on the outboard side of a heavy laden ammunition ship, the SS John C. Calhoun, loaded with high octane gasoline was set afire by an internal explosion. Though the fire was raging toward the engine room, and the danger of new explosions was ever present, Sullivan, the Chief Engineer, his three assistants, and the Third Mate refused to abandon ship, and, with utter disregard for their personal safety, remained aboard throughout the night fighting the fire until it was successfully extinguished."

Congressman Welch States The Case For Seamen

(Congressman Richard J. Welch comes from California and is a proven friend of the SIU-SUP. When the Maritime War Emergency Board announced that it was contemplating a cut in bonus, Welch filed a statement on behalf of the seamen, asking that no cut be made effective until the basic wage scales could be upped. The voices of the shipowners were too strong to buck, however. Following is the text of Welch's statement, as submitted on May 26 to Edward M. Cauley, Chairman of the Board.)

May 25, 1945

Throughout the twenty years of my Congressional service I have been a member of the Committee on Merchant Marine and Fisheries of the House of Representatives. This has brought me into very close touch with every phase of our maritime interest. As you will recall, I took an active part in the development and enactment of the Merchant Marine Act of 1936, and I am particularly anxious that no steps ever be taken that will bring the re-

turn of the deplorable conditions which existed prior to its passage.

The following language appears in the statement of principles which led to the establishment of the Board:

"In order to afford a procedure for settling questions relating to war risk compensation and insurance . . . such questions shall be settled in such manner as shall most certainly assist in the prosecution of the war . . .

"Insofar as areas, war bonuses and insurance are concerned, it is regarded as desirable and necessary that a uniform basis for each item covering the entire nation and the entire industry be reached."

In the beginning through collective bargaining the maritime companies and unions arrived at a bonus agreement on the basis of an increase in "take home pay." There was complete agreement on the part of all concerned as to the dangers involved during war-time, and a provision was written into contracts providing \$5000 in-

surance coverage. This was a "war risk" insurance. The War Shipping Administration took over the handling of this insurance. It developed that these first war risk insurance policies only gave protection to merchant seamen against direct act of war, and when this weakness was discovered, a second form of policy was issued.

The splendid service rendered by our merchant seamen has been a major contributing cause to our successes. Some 6000 of them have given their lives in the present conflict and they have won a place in the heart of every American. Their record demands that every possible protection should be extended to them. However, this second war risk insurance policy has been limited in its scope by administrative interpretation. The result has been that many deserving cases have received no protection. I strongly recommend that steps be taken to rectify this situation. Congress has given its sanction to these insurance policies by the passage of two acts (Public Law 17 and 449). It seems desirable

that HR-2346, known as the "Seamen's Bill of Rights" and HR-1899, known as "Seamen's Unemployment Insurance Bill," are desirable to give full meaning to these public laws and to war risk insurance. I am therefore doing everything I can to bring about their passage.

The so-called "war bonus" paid to our merchant seamen is in fact a wage increase given, for the purpose of maintaining an adequate labor supply. Seaman'ship requires special skills. Incentive must be retained to insure an adequate supply of competent merchant seamen. This is no time for taking action that will in effect lower their wages. The very nature of their employment makes them subject to occupation from one ocean to another. They must at all times be available for voyages anywhere in the world, regardless of the war. Thus the matter of "war bonus" is an industry-wide matter that cannot be limited to any single ocean.

I therefore strongly recommend that there be no downward revision in the war bonus

(a) until our merchant seamen have a wage adjustment which has been approved by the War Labor Board or (b) until the War Labor Board has agreed to the reopening of the agreements made with licensed officers, despite the fact that they do not expire until six months after the end of the war. When such wage agreements readjusting wages shall become effective for ALL merchant seamen, consideration can be given to reducing the "War Bonus" in ALL areas equal to the amount of any wage increase granted.

By carrying out the two recommendations I have made above to give adequate war risk insurance coverage and retain the war bonus, I believe the Board will more fairly meet the economic requirements of our merchant seaman and at the same time discharge its responsibilities in our war effort to the public by encouraging the necessary manpower to man our ships.

Very sincerely yours,
(Signed) RICHARD J. WELCH
M.C.



BULLETIN BOARD

—Unclaimed Wages—

Mississippi Steamship Company

M

Morris, William J.	2.23
Morrisey, John T.	3.20
Morrison, Vernon M.	8.40
Morrow, J.	9.02
Morrow, Joseph T.	248.16
Morrow, Roy N.	11.88
Morse, Howard	15.82
Mortensen, Martin C.	133.19
Mosedale, R.	1.21
Moseley, A.	5.09
Mosher, William F.	27.29
Moss, George D.	10.74
Motes, Louis J.	.63
Motler, W.	2.47
Mouton, O'Rell P.	17.14
Moyne, R. H.	82.15
Mracko, Frank Stephen	150.00
Mularz, Frank A.	12.52
Mulholland, Robert	4.02
Mullen, Edward J.	134.61
Mulley, James	11.66
Mulligan, Donald F.	6.91
Mulligan, Leo V.	3.28
Mulrey, Arthur J.	4.50
Munday, David E.	16.10
Mundy, Munrow R.	3.61
Munnerlyn, Chas. J.	8.78
Munyer, Harry J.	22.93
Murdo, R.	2.89
Murphy, David V.	17.64
Murray, Chevalier C.	9.44
Murray, Francis	3.17
Murray, John C.	.80
Murray, John T.	12.58
Murray, Joseph B.	18.80
Murry, Paul	42.94
Murphy, Peter	2.11
Muscatto, Charles A.	2.11
Muskat, Edward	14.52
Mustakas, G.	23.17
Myer, Clayton H.	23.17
Mylonas, Peter	3.94

N

Naasik, John	4.57
Magle, J.	1.16
Nash, Frederick J.	5.83
Natale, Alfredo	1.75
Naugle, John G.	.35
Naylor, Edwin L.	7.33
Neal, Alfred	6.56
Neal, G.	.79
Nealon, J. P.	6.00
Neveille-Neil, George V.	7.12
Nielson, Charles	5.50

MONEY DUE

SS GRACE ABBOTT Voyage No. 7

Herman Close, Jr., \$2.52; Earl R. Tucker \$1.68, H. C. Bloxone, Steward, \$19.35; N. W. Jorgensen \$31.42, R. V. Keyoth \$24.89, A. A. Abrams, Jr. \$1.68, J. W. Polaski \$3.15, L. C. Abrams \$5.05, G. Rudat \$1.68, C. Gross \$20.20, J. A. Payne \$26.16, A. A. Barstow \$33.81, C. Labrose \$49.00, E. J. McDougall \$21.65, C. F. Eastman \$1.27, C. Lugo \$31.80, W. Velasquez \$28.59. Collect at Calmar SS Company Office.

SS SIMON WILLIARD

Ship paid off in Jacksonville. The following men have money due, as follows: R. O. Dione, 5 hrs; F. St. Cyr, 5 hrs; J. Aiello, 5 hrs; W. Harvey, 5 hrs; M. Peret, 5 hrs; K. Nielson, 5 hrs; R. Davis, 5 hrs; T. Vlahos, 1 hr; J. De Caires, 1 hr; D. E. Snyder, 16 hrs; J. W. Redding, 16 hrs; A. Kula, \$5.25; J. Cruz, \$5.25; P. Cardona, \$5.25. Collect at Waterman SS Co., 19 Rector St., New York.

Nelson, Arthur M.	100.00
Nelson, Charles F.	.79
Nelson, Eldred E.	.63
Nelson, Harry G.	1.65
Nelson, John A.	24.48
Neskey, Steve	16.39
Nesser, Wm.	3.24
Nesser, Wm. F.	8.02
Newak, Joseph J.	2.97
Newberg, Walter	8.91
Newton, C.	.01
Newton, Clarence Osborne	18.82
Nicholson, E. S.	16.73
Nick, Jules T., Jr.	2.47
Nickens, John C.	8.53
Ncles, Paul	.24
Niedt, Norman A.	5.83
Nielson, Nils	1.98
Nieves, Francisco	11.49
Nihoff, Archibald	1.38
Nikonowicz, Walter	2.23
Noah, Wilbur	3.40
Noble, Albert	2.23
Noel, Harold L.	10.08
Nogas, Edmund	.99
Nolan, Robert	2.69
Nolan, William V.	1.32
Nordell, James L.	4.22
Noren, Donald R.	20.74
Nosidlak, Frank S.	8.69
Novaes, Delmar	4.92
Nunez, Eugenio	4.98
Nunez, Gaillermo	1.77
Nunez, J.	.02
Nurmi, Tauno E.	4.98

O

Oak, A.	8.53
O'Brien, E.	7.48
O'Brien, F.	11.03
O'Brien, J.	1.10
O'Brien, Paul D.	89.29
O'Brien, William G.	20.62
O'Brien, William T.	3.76
O'Callaghan, Michael	24.98
Odom, Claude	12.17
Odom, Ernest L.	.50
O'Dowd, Geo. M.	121.26
O'Hara, Earl	.04
O'Keefe, Joseph James	2.07
O'Kussick, J. J.	4.50
Olander, Erik	13.83
Olden, Thomas	8.53
Olivier, Benjamin P.	.33
Oliver, Edward H.	2.38
Oliver, Ralph D.	18.06
Oller, Ernest	2.84
Oller, Juan	7.29
Olsen, Charles	5.08
Olsen, Christopher	29.14
Olsen, Hans	12.96
Olson, Edwin J.	8.91
Olson, Ernest A.	9.40
Olson, William David	5.35
Olson, William L.	9.27
O'Malley, Leo B.	3.88
Oneaha, Joseph L.	5.11
O'Neill, Joseph A.	1.98
O'Neill, R.	3.23
Oninby, J.	2.42
Orlando, Hirschel A.	8.53
Orme, Nathan	6.45
Orr, Wm. T.	1081.48
Ortalano, J.	3.71
Ortega, Alfred, Jr.	3.81
Ortez, P.	.43
Ortiga, Robert T.	3.55
Ortiz, R.	15.83
Oryall, Floyd A.	98.75
Oser, O.	.40
Oser, O. O.	37.65
Ostolazo, Guillermo	7.89
O'Toole, Rex B.	32.99

Overholt, Charles D.	.90
Owens, Irving N.	5.69
Owens, J. F.	21.19
Owens, Marvin G.	129.86

P

Paaao, Wm.	9.05
Pace, John R.	.53
Padolin, Isia	5.29
Page, Frank M.	5.59
Page, Waldo	23.50
Pallay, Stephen A.	1.98
Pallaro, S.	7.11
Palmer, C. T.	2.00
Palmer, Francis G.	11.88
Palmer, John	1.50
Panhurst	10.23
Panlon, M.	.01
Panter, Bruce A.	.79
Pantoja, Jaime	5.83
Pappas, John	4.31
Parrata, Rafeel	20.30
Parish, Charles J.	148.99
Parish, Edward A.	55.21
Parker, James	2.42
Parker, John A.	5.69
Parker, L.	31.03
Parker, Lee	9.24
Parker, Richard M.	19.87
Parodes, Rudolph W.	3.38
Parrett, Thomas R.	2.97
Parsons, James C.	24.45
Partain, J. W.	5.94
Pasinovsky, J.	19.25
Paska, John	7.52
Pastrana, Damase	5.07
Patin, Ralph	1.58
Patterson, E. A.	.99
Paugh, Dorsey	2.84
Pauuoda, Edward T.	2.13
Paul, Morris	28.41
Paulson, William E.	5.72
Payne, George	1.07
Payne, Gordon L.	5.03
Peace, Wm. T.	1.58
Peak, Alan P.	.74
Pearson, Wayne W.	.74
Peck, J. H.	1.14
Peckham, Dale O.	16.98
Peckham, Sherman B.	38.52
Pedersen, Bjourne	.95
Pedersen, H.	10.53
Pedersen, Otto	2.67
Pedroza, F. M.	44.71
Peed, Louis W.	12.97
Pekkola, O.	10.89
Pelikeze, Stanislaw	8.69
Pellay, Wm.	34.97
Percelay, Earl M.	3.76
Percival, Robert Louis	10.90
Perdue, James W.	9.45
Perez, Adolfo	1.06
Perez, Julio	1.52

PERSONALS

WILLIAM L. HART

Please get in touch with Charles T. Gaskins, Rt. 1, Box 495b, Dover, Florida.

WM. CHARLES G. LINGARD

Your seaman's passport and operating engineers union book are being held for you at the New York hall baggage room.

WILL P. SCALO

Book number 41411, see Fred Hart, Steward Patrolman, at the 5th floor of the New York hall.

Perkins, J. W.	4.45
Perkins, Mac M.	5.38
Perpente, E. J.	96.29
Pereth, Luis	1.51
Perry, Saul	4.06
Peret, Mitchell	.70
Peters, F.	16.09
Peters, T.	5.95
Pieters, Wilhelm	10.92
Peterson, Carl E.	28.24
Petersen, Charles E.	98.75
Peterson, J.	14.81
Peterson, Lawrence R.	13.54
Peterson, William J.	3.96
Petterson, Karl V.	10.90
Petit, Michael	15.09
Petrianos, Stevros J.	26.04
Petro, Paul	.33
Petterson, Algot	3.71
Pharo, Joseph	5.64
Phelps, Allen D.	8.08
Phillips, Richard B.	1.39
Piacitell, Vincent M.	3.76
Pichet, Ralph A.	4.92
Pickle, Jesse R.	7.11
Picou, John W.	5.52
Picou, Rene	4.90
Piedra, Charles A.	74.41
Pierce, Renwood	2.23
Pierre, S.	1.69
Pihl, Royal P.	9.34
Pinkham, Joe	2.08
Pino, Beltram	9.39
Pirnie, John	40.17
Pirog, Anthony J.	16.28
Pitney, Eddie J.	11.49
Pizzeck, Guido	.74
Placador, Joseph	3.56
Platts, Fred H.	17.77
Plumbe, James O.	22.34
Plunkett, Thomas G.	.99
Podgornik, Baldomir	2.45
Polask, J. W.	7.52
Polome, Rein	14.46
Pollock, Leonard D.	2.23
Politis, Gustave	9.75
Pomkaez, Frederick	7.99
Ponson, John H.	2.84
Pope, Milton S.	4.22
Popovich, John	2.39
Porter, Fred W.	11.74
Porter, Vernon L.	3.56
Porter, William W.	.33
Porter, Wilson Woodrow	3.63
Powers	6.58
Powers, Louis J.	9.99
Powell, Odell P.	3.23
Powers, Richard W.	1.78
Pradat, T. A.	2.38
Pratt, William C.	.74
Precious, Donald A.	.78
Pregeant, Abel L.	38.85
Presnall, Chris	19.30
Preston, George W.	.75
Price, G. K.	98.75
Price, William G.	2.97
Price, Winfred L.	50.23
Prichard, Chad	8.74
Priddy, Donald J.	18.17
Priest, Wells B.	.79
Pringie, P.	1.27
Prisament, Martine	4.74
Prodoff, Lewis	4.27
Prude, Claude	1.48
Prudhomme, Joseph H.	117.50
Pudinski, Leon	5.97
Pullen, R. W.	3.38
Pjokis, J.	27.57
Pullin, Billy French	45.99
Pullen, Joseph R.	30.05
Purdie, J. J.	6.14
Purdee, Earl L.	9.27

Puum, Konstantin	.84
Pyhus, Alex.	11.88

Q

Quillan, Edgar J.	7.52
Quinly, D. F.	1.27
Quinby, Wm. S.	2.23
Quinn, John O.	8.40
Quinones, Anastasio	6.83
Quinn, Robert E.	32.17

R

Rabinowitz, Benjamin	16.59
Rackley, Paul W.	16.00
Radford, Mike	1.07
Radzvila, Frank	40.10
Ragas, Norman	2.31
Ragland, Wm.	39.46
Raherta, S.	.20
Ramey, Harold	12.61
Ramin, Walter	7.11
Ramos, F.	13.79
Ramvich, Henry Erling	209.79
Rancic, Leonard	23.26
Rando, Frank, Jr.	2.85
Randolph, Claude N.	3.16
Randolph, Wayne G.	2.11
Rank, Dean O.	.33
Rankin, W.	1.27
Ranta, Eugene	39.46
Rappaport, A.	33.18
Rapport, Haris K.	1.98
Rappmundt, Paul	2.23
Rasmussen	3.23
Rast, Howard	1.98
Ragerby, Alex	45.86
Ratcliffe, Robert	11.14
Raverta, Stanimer	13.01
Rayford, Raymond W.	26.41
Rayne, James V.	4.27
Reagan, Wren	5.00
Reams, R.	13.25
Rech, Warren	.74
Recker, Edward A.	3.55
Redmond, William T.	4.98
Reed, Charles	4.98
Reed, Ernest	.79
Reed, John A.	2.14
Reep, Therman	1.42
Reese, Vance B.	2.13
Reeves, Oliver D.	4.98
Reffitt, C.	1.98
Regan, J. T.	4.64
Reid, F.	3.42
Reid, Roger A.	.60
Reisbeck, E.	13.13
Remarine, Bern	1.00
Ressler, F. (Francis P.)	13.69
Restucher, H.	.59
Rith, F. (Reth, Frederick B.)	5.69
Rever, A. (Alexander)	9.95
Reyes, J. W. (John W.)	.33
Reynolds, E. V., Jr.	72.52



SIU HALLS





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







ISTHMIAN MEN! HERE'S ONE OF YOUR SHIPMATES.....


THIS MAN RECENTLY WALKED INTO THE SEAFARERS HALL IN NEW YORK  AND JOINED THE UNION.

HERE IS WHAT HE SAID:  " I'M THROUGH WORKING FOR ISTHMIAN;  - THAT IS, UNTIL THEY ARE ORGANIZED AND FORCED TO STRAIGHTEN OUT WAGES AND CONDITIONS. I WAS ON THE S.S. ZANE GREY.

 WE WERE FORCED TO STAND SO-CALLED SECURITY WATCHES - AFTER A FULL DAY'S WORK - AND NO OVERTIME . EGGS WERE RATIONED  - NOT BECAUSE THERE WEREN'T PLENTY OF THEM, BUT BECAUSE THE STEWARD WANTED TO SAVE DOUGH .

I WAS ON THE S.S. STEEL INVENTOR . THERE WAS NO FRIGIDAIRE, AND THE OLD FASHIONED ICE BOX WAS OUT OF ICE MOST OF THE TIME.

THE FOOD  WENT BAD. THEN I JOINED THE S.S. ANNISTON CITY . WE GOT NO OVERTIME FOR DUMPING GARBAGE. THE SHIP WAS HUNGRY AS HELL  AFTER 4½ MONTHS ON THE ZANE GREY I RECEIVED A TOTAL OF ONLY 90 HOURS OVERTIME.

AND WE GET KICKED AROUND PLENTY AT PAYOFFS . FROM NOW ON I WANT A UNION PATROLMAN TO REPRESENT ME IN MY BEEFS WITH THE SHIPOWNER! "



SEAFARERS INTERNATIONAL UNION