

ISTHMIAN TO VOTE WITHIN 30 DAYS



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

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No. 12

Agents Confer In New York To Plan Future Expansion Of Seafarers

NEW YORK, March 18—The

Port Agents of the Atlantic & Gulf District are meeting this week in New York City to chart the course of the Seafarers International Union for the next year.

Their first peacetime meeting since 1941 finds the Agents faced with problems different from those that held the limelight during the war years, and the agenda for the Conference reflects the difference.

The carry-overs on the agenda include the unremitting war that the Seafarers has so far successfully waged against the government controls and restrictions on the merchant seamen and for the transference of these controls to a civilian agency; and the continuance of the organizing drive, particularly of the Isthmian fleet. Both items have top place on the agenda.

EXPANSION

Due for intensive discussion is the expansion of the educational program of the SIU, which already has made great strides in the last year. The *Seafarers Log* which last week increased its size to 16 pages, will get its share of the stage to present plans and proposals for widening its circulation and scope.

The keynote of the conference is expansion — the plans, programs and directives are directed toward the growth and increasing influence of the SIU. Unnecessary expenditures will be pared to the bone, while all attention will be paid to the coming Isthmian election, the organizing of other unorganized seamen, and the streamlining of the union education and propaganda apparatus.

The Conference will be an extensive one, with many other organizational problems due to be discussed. (See the Conference Agenda, in an adjoining column.) All signs point to the most successful conference in the Union's history. Decisions reached will be printed in the *Log*, as soon as the decisions have been approved by the membership.

Although scheduled originally to last for one week, the conference may be extended, if necessary, to allow full discussion and careful formulation of plans and programs.

It is certain that the conference will not adjourn until every angle of the problems, complex or comparatively simple, is considered and weighed. The future of the Seafarers lies in the balance, and the Agents will not treat lightly with that.

ATLANTIC & GULF AGENTS AT ANNUAL CONFERENCE



The Seafarers' Port Agents meet in the New York Hall for their annual conference. In the foreground, center, is John Hawk, Secretary-Treasurer of the Atlantic & Gulf District. Along the left side of the conference table, from front to rear, are: J. Truesdale, Philadelphia; Bud Ray, Puerto Rico; Charles Kimball, Mobile; D. L. Parker, Galveston; and Robert Matthews, San Francisco. At the head of the table are Paul Hall, New York and J. P. Shuler, Asst. Secretary-Treasurer. At the right side of the table, from rear to front, are Arthur Thompson, Savannah; Louis Goffin, Jacksonville; Ray White, Norfolk; C. Simmons, Tampa and Wm. Rentz, Baltimore.

Agenda For Conference

THE Agents of the Atlantic & Gulf District, meeting in New York, face many problems which must be solved to insure the growth and strengthening of the Union and to protect the membership's interests.

Below is the agenda that will govern the meeting, which gives you an idea of what the conference will discuss.

1. Finances
2. Buildings and Halls
3. Operation of Union Apparatus
 - (a) Headquarters operation
 - (b) Port operation
 - (c) West Coast
 - (d) Beef and Negotiations Committee
 - (e) Organizing Drive Reports and Recommendations
4. Education
 - (a) Political trends and ideology
 - (b) General education program
 - (c) Seafarers Log
 - (d) Upgrading schools
5. Constitution
6. Shipping Rules
7. Contracts and Negotiations
8. Government Agencies and Legislation
 - (a) Coast Guard
 - (b) WSA
 - (c) Steamboat Inspection and Navigation
 - (d) Fink halls
 - (e) Merchant Seamen's Bill of Rights
 - (f) Maritime Laws
9. Organization
 - (a) Prospective
 - (b) Probationary books and permit system
 - (c) AFL Maritime Council
10. Strike Discussion
11. Feasibility of setting up a credit union
12. Good and Welfare and General

Washington, March 19.—The National Labor Relations Board today ordered collective bargaining elections for unlicensed personnel aboard ships operated by the Isthmian Steamship Company, and the American Trading and Production Corporation.

The Isthmian election announcement culminates several months of effort by the Seafarers International Union to have an election date set as soon as possible. Both the company, and the National Maritime Union, which is also concerned in the election, had sought to have the election postponed, to get more time to marshal their forces.

The NLRB's order specified that the election is to be held as early as possible, but not later than 30 days after the date of the order.

Persons voting in the election will include all unlicensed personnel in the Deck, Engineering and Steward's Departments. It

will exclude, however, all radio operators, cattlemen, veterinarians, hygienists, supercargo, pharmacist's mates, clerk-typists and other employees of the Staff Department.

ELIGIBLES LISTED

Voting eligibles will be the men who were employed during the payroll period preceding March 19—that is, anyone who was working for Isthmian when the order came through.

The Isthmian seamen may vote to be represented by the SIU, the NMU or no union at the secret elections which will be conducted by the Regional Director of the NLRB.

The NLRB order denied motions to reopen public hearings and a motion by Isthmian for oral argument. This action came as a direct result of the Seafarers' demand that the stalling tactics of the company and the NMU be by-passed and the election be held immediately. Several Isthmian crews also had petitioned the NLRB, asking for immediate elections.

RECOGNITION DEMAND

Early in November, the SIU advised Isthmian that it held pledge cards from a substantial majority of its employees, designating the Seafarers as their collective bargaining agency and demanding full recognition as the sole representative of the men in contract negotiations.

The announcement had climaxed a five-month organizational drive by the SIU to bring the Isthmian men into the ranks of organized seamen.

ISTHMIAN STALLED

Isthmian refused a voluntary election, stalling for time, and the SIU resorted to NLRB election machinery. The NLRB order to-

(Continued on Page 6)

The Secretary-Treasurer Reports To N. Y. Conference

By JOHN HAWK

NEW YORK, March 18—The purpose of this Conference is to thoroughly discuss the problems with which the Union is confronted, as well as proposals the membership has referred to us, and then to draw up concrete plans to handle all the problems for the membership's action.

Our last Agents' Conference came out with a constructive program, the biggest part of which has been very beneficial to the Union.

The program to expand and streamline the *Seafarers Log* that was laid down at the last conference has resulted in high compliments from all sections of the industry and the public in general. Our members are proud of their paper.

We have followed through on our plan to eliminate the WSA Medical Program and we have done just that.

We laid down plans to organize Isthmian Seamen under SIU and appointed a Director of Organization and charged him with

the responsibility of carrying out this program. He has done an excellent job of it and so have all hands, officials and the membership.

The only obstacle in our way now to prove this is the National Labor Relations Board. The board is holding up the election on Isthmian Line ships. The NMU has been discounted and discredited in this drive and the Isthmian seamen are clamoring for an election so they can vote SIU to obtain the top conditions in the industry.

FINK HALLS

Shortly after the Conference we took the power of issuance of seamen's papers out of the hands of the WSA fink hall masters, thus enabling the SIU to recruit its manpower from without the fink halls and putting us in a position to dissolve the fink halls entirely. The WSA fink halls were operating in practically every U.S. port. Now there are only three or four fink halls in

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The Gravy Boats

Now that the compromise Ship Sales Act has been enacted, the shipowners have broken their united ranks—formed for the purpose of pushing through Congress gravy legislation for themselves—and are squabbling over the spoils.

The battle lines have been formed. The unsubsidized shipowners are waging a punitive campaign against the subsidized lines. In the middle is the often-confused, usually-fumbling War Shipping Administration. The unsubsidized lines charge that the WSA is interpreting the interim charter program—in effect until U. S.-owned ships are sold to private companies—in a manner that will advance the interests of the shipping companies which are government-subsidized.

On the surface there seems to be merit in the charges brought by the Association of American Ship Owners, which represents unsubsidized lines. The Association's president, George W. Morgan, says, in effect, he wishes only to provide assurance that there will be no discrimination against the lines he represents in the matter of charters.

But there may be more below the surface.

Let us take a look at the way the shipowners have maneuvered the Ship Sales Act's provisions. On the surface, this too seems a good deal for the shipowners and not too raw a deal for the American taxpayer.

Dry cargo ships are to be sold at 50 per cent of their pre-war cost, plus approximately \$80,000 depreciation deducted for each year of service the vessels have seen. There is a floor price for C-2 type vessels of \$910,000, and a floor price of approximately \$500,000 for Liberties. That looks like the taxpayer will get at least some return on his investment.

But here's the kicker:

Under the bill a shipowner can trade in any old vessel in his possession for handsome allowances—a dry cargo vessel worth approximately \$50,000 in scrap will bring about \$350,000 credit. Thus a C-2 bought at floor price will actually cost the shipowner only about \$600,000—quite a reduction from the two million dollars it cost to build.

These are the provisions the shipowners lobbied were fighting for when they held up the Ship Sales Act in Congressional committees and floor debate from September to March, while world markets lay a-waiting.

The shipowners already had made a sizeable U. S. Treasury grab through their government contracts during the war and through watered appraisals of old ships—approximately one billion, 200 million dollars in the latter category alone.

Take the Lykes Brothers Steamship Co., for example. In 1932 the line bought the SS Effingham from the Government for \$49,633. Between 1933 and 1940 Lykes Brothers was paid a \$326,000 operating subsidy by the government. In 1941 the Government chartered the ship to carry lend-lease supplies and paid Lykes an additional

\$326,000. The vessel sank and Lykes received \$727,000 in government insurance!

The Congressional Record published a hundred similar cases during the fight over the Ship Sales Act, so the Effingham was no exception.

These instances provide a good reason for believing there may be more than meets the eye in the present controversy between the subsidized and unsubsidized lines. It probably will end with the War Shipping Administration providing some sort of lagniappe for the unsubsidized owners to hush them up. Just how the WSA will be able to do that under the Ship Sales Act remains to be seen, but the shipowners usually have been able to manipulate their grabs through that agency very nicely, thank you.

But the really important point of the sub-unsub squabble is that it is delaying an active program for more commerce for the U. S.—more foreign cargoes for U. S. ships. So far none of the shipowners has really gone after new business that will keep the U. S. maritime flag on the sea lanes of the world. They have been satisfied to pick up the Government charters, carrying troops and end-of-war supplies, rather than the long-term business that will mean so much to the future of the United States and its seamen.

Now Is The Time

A front page story in this issue of the Log gives the complete details on the forthcoming Isthmian election. After six long months of continuous pressure and effort on the part of the SIU, the elections are all set.

All this represents a splendid victory for the Seafarers. The danger is that some members will now be ready to sit back on their collective posteriors, figuring that everything is over but the victory celebration.

On the contrary, now is the time for every single member of the SIU to double and redouble any previous efforts he may have expended on the Isthmian campaign.

Now, more than ever, Seafarers must talk Isthmian, breathe Isthmian, and sail Isthmian until the last single vote has been cast.



SQUIBS...

By LOREN NORMAN

Headline-hungry Sewell Avery is due to explode out of sheer frustration any time now, Montgomery Ward workers told each other last week. With Charles E. Wilson and Benjamin Fairless making all the headlines, Avery has been pushed into the background and recently Federal Judge Philip Sullivan robbed him of his last chance—for a while at least—to stay in the running for labor's enemy No. 1. On mandate from the U. S. Supreme Court, Sullivan dismissed Avery's plea to declare illegal the government's seizure of Ward properties in 1944. Just what Avery wanted to prove, now that he has the properties back, baffled the judge and even the Supreme Court. Latest report is that Avery, who is too highly paid to do any menial work, has assigned his lawyers to the job of gnashing their teeth for him.

* * *

Quote of the week: When four midwest plants of the J. I. Case Co., farm implement manufacturer, were closed down by a strike, Pres. Harvey Kitzman of UAW Local 180 declared: "The company now has what it has fought against so long—a closed shop in all four towns."

* * *

When U. S. Steel President Benjamin Fairless asked the President to consult management about prices, wages and profits, many steel workers wondered if his name didn't get transposed. Maybe it should have been Less fair.

CLEARING THE DECK

By PAUL HALL

(The following is the report given by the New York Agent to the Agents' Conference regarding the local situation.)

The Port of New York is in good shape. There are no outstanding beefs and the affairs of the Union are in fine shape.

The membership in this area are more interested in the Union's affairs and problems than ever before. This is a good sign and should be instrumental in the Union in this area making more progress in the coming 12 months than in any previous year in the Union's history.

One of the vital problems, according to the feelings of the membership in this port, is the Union's need for an educational policy and program. This subject comes up at practically every meeting in this port for discussion by the membership, all of them expressing the opinion that we must develop a full and good educational program. It is the membership's hope that the Agent's Conference will accomplish such a job.

Monday Classes

Along with this particular thought, this Branch is now conducting regular Monday night classes. These sessions, on Parliamentary Law, Trade Unionism, Union Procedure and Public Speaking, have been helpful in educating our local officials in all phases of union procedure. It is the intention of the Port officials to expand it to include the rank and file members in this area who desire to attend this school. This will be done as soon as the officials have completed the course. While the Agents are here for the conference, they will attend one of the sessions which will be held for that particular purpose. Normally the classes are held on Monday night at 6:15 on the third floor of the Union Hall.

The future of this Union looks good. First, because of the fact that the membership is taking a high interest in the Union's affairs and problems; second, because of the fact that the Seafarers are now receiving better cooperation from other AFL Maritime Unions. More and better cooperation than we ever got before.

Future Certain

As most of you know, the Seafarers in this port have been in battle several times in the past 12 months. Each time we were victorious in our clashes with the commies, the companies, etc. This has been instrumental in raising the morale of the membership to considerable heights. It is the opinion of the officials here that if this is continued, and the educational program for the Union is expanded, then there is no doubt that in this field the Union's welfare will be protected in the coming year.

Certainly we have the foundation on which to build. We are a militant Union, run by the rank and file for the membership at large. We take orders from no government, foreign or otherwise and we follow no party line. Our militancy and democracy make us a hard combination to beat.

During the coming year we must not lose sight of any of our aims. We will continue our fight against Coast Guard and WSA control of merchant shipping and merchant seamen. These war measures, while doubtfully necessary during the war, are no longer needed. We have gone on record as being opposed to the continuance of these measures, and we are going to fight it through until we win.

Final Drive

The drive to organize the Isthmian Line is now going into the final stages. The NMU and the company cannot stall any longer. Within the next thirty days, an election will be held to determine a bargaining agent for the Isthmian seamen. And the days up to the election are as important as any that went before. The men who sail Isthmian ships deserve the same high wages and good conditions that other SIU seamen enjoy. We have put too much time and effort into this drive to fall down now.

Talk SIU to all Isthmian seamen, encourage all our members who are aboard Isthmian ships to stay there until the election is over. The NMU has proved that it cannot represent its own membership, let alone other seamen. The SIU can, and when we win the election we will give the Isthmian seamen the same service and benefits that other Seafarers get.

This announcement of the election should be the signal for an all-out drive. We know how we stand with the Isthmian seamen. We know that they want to be represented by the Seafarers. The many pledges and letters that we have received from them proves that. If we continue the good work, Isthmian will go SIU, and thereby lay the foundation for further organizing of unorganized lines. The United States is a big maritime power, the biggest in the world, and the men who sail the ships are important. Only by unity can their importance be proved to the shipowners.

GM Indicted For Price Conspiracy

CLEVELAND—The fond belief of General Motors that it is beyond the law took a rude jolt here last week when the corporation along with five other firms was indicted for criminal price-fixing conspiracy under the federal anti-trust laws.

Since 1934, the Justice Department charged, GM and the other defendants "held secret meetings at the Yale Club and Biltmore Hotel in New York

City and at other places" where they "discussed and agreed upon all bearing prices." Named with GM were: SKF Industries, Philadelphia; Fafnir Bearing Co., New Britain, Conn.; Marlin-Rockwell Corp., Jamestown, N.Y.; Federal Bearings Co., Poughkeepsie, N.Y.; Norma-Hoffman Bearings Corp., Stamford, Conn.

"BIG SIX"

The indictment charged that the companies, known as the

"Big Six," produce 95 percent of all the ball bearings manufactured in the U.S. with a total annual sales value of approximately \$200,000,000. The bearings are required in the manufacture and use of machinery and equipment including household goods such as vacuum cleaners, refrigerators, washing machines, and sewing machines; farm machinery, autos, trucks, railroad locomotives, textile and shoe machinery, machine tools, mills, mining machinery, power generating and transmission equipment.

FIXED PRICES

At the price-fixing meetings, said the Justice Department, "the defendants not only fixed the prices they would charge to manufacturers who would use ball bearings in manufacturing their products but also fixed prices charged to distributors of bearings for replacement of damaged and worn out bearings in used machinery and equipment."

The conspiracy had the effect, according to the indictment, "of suppressing competition between the defendants, of fixing and maintaining non-competitive prices for the sales of ball bearings, and of establishing unfair and discriminatory differentials in prices between various classes of customers purchasing ball bearings."

Make Isthmian SIU!

Bisso Beef Goes To Conciliation

NEW ORLEANS—Further action on the strike against the New Orleans Coal and Bisso Towboat Company has been postponed pending the arrival of a United States Conciliation Service Commissioner.

Since signing a contract with the SIU on October 5, 1945, the Bisso Company has continually endeavored to break the conditions of the contract and has refused to live up to any of the provisions.

In addition to this, the company has failed to keep its word to the other towboat operators in the area on the question of uniform prices and procedures in the towing field.

STRIKE VOTED

One by one, all friendly and non-aggressive efforts to negotiate with the Bisso Company were exhausted.

Strike action which was voted by the membership, was set to start on March 13, but on petition of the New Orleans Steamship Association, action was postponed to March 18 to give them a chance to pressure the company into dealing legitimately with the union.

This has also failed and the matter has been referred to the Conciliation Service in Washington, D. C. The arrival of the Commissioner is expected at any moment and all negotiations have been held up until all the facts can be placed before him.

INTIMIDATION

In the meantime, the Bisso Company has carried on a cam-

paign of intimidation of the workers, and has attempted to set up a company union. Reports have been received from men aboard Bisso boats that they have been threatened with loss of their jobs if they do not join the phony union. This is contrary to the provisions of the Wagner Act, and will be brought to the attention of the Commissioner, a Union spokesman stated.

"Out of respect to the Conciliation Department," said Steely White, SIU New Orleans Port Agent, "we will work with the Commissioner 100%. However, if this fails, everybody grab his hat because we're going to have an old-fashioned, drag-out, strike."

GOING AFTER BISSO



Bisso, in New Orleans, is a notoriously hard nut to crack—but the Seafarers is in the process of cracking him. When the New Orleans boys go out on a campaign they go all out. Here we have two scenes of a recent demonstration designed to put the public heat on old Willie.

On top, Brothers Higgs and Barnett dramatize the inequality of the situation. The bottom picture shows some of the slogans that SIU Tugmen used. Pretty effective, what?



QUESTION—Have you ever seen cases of the Coast Guard abusing its authority?

HENRY BECKMANN—Assistant Electrician:

I was on the Cape Edmont of the Alcoa Line and I missed the boat at Manila. So I bummed a plane ride to Okinawa and got there just as the hurricane struck. The Edmont had gone out to sea to avoid the storm, and when she returned, she went to a different anchorage and I couldn't find her. I finally caught the boat just as it pulled out for Japan. I told my story to the Skipper, and everything was okay. But when we got back to New York, the Coast Guard insisted that I go before a Hearing Board. The Skipper would not press charges, and so they had to release me. I guess they just wanted to show us who is boss—for the time being.



ERNEST KAPRALL—Oiler

On the Marine Fox certain men missed watches and were logged for it. That was supposed to be the end of it. Then when we returned to Seattle, the Coast Guard came aboard and insisted on charging all the men who had missed watches. In most cases they placed men on three months' probation, but in my case, they really hit me. And the funny thing about it is that I never missed a watch. The First Mate had a beef against me, and turned me in. The Coast Guard took his word for it, found me "partially guilty" and lifted my papers for three months. Some doings!



PAUL PARSONS—Steward:

After one trip, the Coast Guard came aboard and asked me if I wanted to place any charges against anyone in my department. I told the officer that everything was OK, and that I had no complaint. So, he just turned around and asked the men if they had any thing to complain of about me. He did the same thing with all the Mates and the men under their supervision. I had heard of that kind of goings on, but I had never seen it happen. Well, seeing is believing.



E. R. PENROSE—Steward:

When I was on the Albert S. Burleson, on a run to Rotterdam, we had a couple of beefs that came up. Nothing serious, just the kind of stuff that can be handled by the Delegates or the Patrolman. Well, a Coast Guard officer came aboard and wanted to know the whole story. Kept urging me and the mate to press charges against anyone who had stepped out of line during the trip. He said that the only proper way to control men is to log them and then turn them over to the Coast Guard. We wouldn't have anything to do with him, and so he finally took off.



Report Of SIU Organizing Drive

By EARL "BULL" SHEPPARD

The agents from all ports are in New York for a conference and all of them report progress in the Isthmian drive. This shows that the Seafarers has succeeded in gearing the entire Union apparatus as an organizing machine and this is what must be done to make any campaign a success.

Isthmian ships come into many of the smaller ports where there is no Union and they have to be covered. This takes up a great amount of the time and energy of the shoreside organizers. The full participation of all officials in all ports is needed to keep the drive going at all times. This is being done with the result that no matter where an Isthmian ship happens to go, someone is always no hand to contact the crew.

There continues to be a hold up on the Washington end of the business. A decision should have been rendered and an election ordered a long time ago but still a definite date has not been set.

LETTERS HELP

One of the best indications of success is shown in the large number of letters and pictures that are being sent in direct from the ships. These letters and pictures are necessary and very helpful. A crewmember sitting down and writing a letter will often bring out points he may have overlooked in an ordinary conversation. These little points total up and gives the Union a chance to get a real picture of just what is going on and the situation aboard the ship.

Another gratifying sign is the Isthmian men that come up to the Hall to take out membership books and discuss their problems with the officials and organizers.

These men are getting a first hand view of just how the Union functions, not only on the organizing drive, but also in the conduct of the routine affairs such as beef settling, dispatching, etc.

COMING AROUND

A good response has been obtained from Seafarers ships' crews on the establishment of Isthmian committees aboard these ships. A number of reports show that these committees have been established and are functioning. Already results are being seen with crew members on SIU ships bringing Isthmian seamen up to the Halls to look things over for themselves.

The NMU National Council is now in session and is hurling a lot of hot language around. The general tone of it all is that all of the NMU officials are blaming each other for their general organizational collapse. The thing that must be remembered though is that the NMU isn't going to back up and quit. In these final days of this campaign they will do everything possible to harm the Seafarers' campaign, even to the point of helping the Isthmian Line by disrupting and embarrassing the whole question before the NLRB.

STAY PUT

This makes it more important than ever before to stay on the job both day and night and keep a weather eye open for any phony maneuvers on the part of the NMU. Right now they are working to delay the elections every way they can, but if the Seafarers continue the present tempo

of activity they will be unable to put any stumbling blocks in the way.

The present period can almost be compared to the "war of nerves," as the early days of the recent World War was described by the majority of journalists. The whole idea of the NMU is to stall things along until the present crews have piled off, and then to try and infiltrate aboard the ships. This is a rotten way to do things, as it means depriving the Isthmian seamen of Union

wages and conditions that much longer.

CAN'T STOP US

The whole situation looks good despite the stalling and the phony NMU activities. The thing to do now is to stick aboard the ships come heaven, hell or high water! The Isthmian seamen have already signified their desire to be represented by the Seafarers, and this representation will be won by staying on the job and fighting this thing out to the finish. If this is done, all hell can't stop us.

Steward Sticks To Union Way

As it comes to all good Union men, the realization came last week to Pedro O. Peralta that the democratic process of rotary shipping means a better deal for everyone concerned, a better way of life for seamen.

Pedro Peralta is Assistant Port Steward for the South Atlantic Steamship Co. Last week the company sent for him. He was asked to ship as Chief Steward aboard the Occidental Victory.

Then he idly picked up an SIU booklet titled "This is the SIU."

He thumbed through it. His eyes fell upon a page title, "Rotary Shipping for All," it read. Peralta read the type down the side of the page below a cartoon depicting several seamen standing in line.

This is what he read:

"Rotary shipping means job democracy. The man who registers first gets first crack at the jobs. His name is listed on looseleaf panel files which are kept in the shipping hall for all to see. Once a man ships, his registration card goes into the permanent file and becomes proof that he is an active seaman. No favoritism, no back door shipping in the SIU. Every man in his turn."

Pedro Peralta read it through again. Then he made a decision. He would not take the berth aboard the Occidental Victory. There would be other Stewards ahead of him on the list, and it was their right to accept or reject the Steward's job.

Peralta was a little sad about his decision at first. He knew that many men would have jumped at the chance he had, men who would defend their position as "realistic." But Peralta now views his position as the only realistic one.

"One must live up to the rules one makes for one's Union," he said happily.



PEDRO O. PERALTA

He Looks For Hard Ones

Being a good Union man, working on a good ship was not enough for Charlie Bush, Book 127. He wanted to do more, and after paying off the Water SS Company's Buntline Hitch, he managed to ship on the Red Rover, an Isthmian Line ship.

The Buntline Hitch was a fine vessel, with a Master and Mate that the crew swore by. Both had been paid up members of the SIU before advancing to licensed jobs.

Aboard the Red Rover Charlie is doing the same good job that he does aboard contract ships. He reports that all the Mates and Engineers are right guys and everything is moving smoothly.

Almost the entire crew prefer the SIU already, and Brother Bush expects the Red Rover to be 100% SIU by the time the voting starts.

Here is an oldtimer and a good Union man who is doing a bang-up job aboard an unorganized ship. This is what makes the Seafarers the best Union in the maritime industry.

AFL Calls Labor Rally

Civil Service workers affiliated with the various local unions employed by the City of New York will hold a mass meeting to discuss the administrative budget of the city at Manhattan Center Ballroom at 8 p. m. Tuesday, March 26, the Central Trades and Labor Council, which is sponsoring the event, has announced.

The meeting is designed to show that labor supports the demands for a higher annual wage for all Civil Service employees. The AFL in Greater New York now represents the largest single group of civil service employees in the country.



Port Agents Attending N. Y. Conference

From every important port in the Nation the Port Agents of the SIU are gathered in New York this week for the annual conference which is designed to iron out problems and correlate activities. These are the men you, the Seafarers, elected to represent you in matters of policy, in dealing with the multitudinous problems which have arisen at war's end. In a series of round-table conferences and committee meetings these men are thrashing out those problems. At their conclusion, the findings will be brought before membership meetings in every port. Routine business will be dealt with as it comes up. Important issues will be brought to vote by the rank and file for action. This is the democratic way of handling Union affairs. This is the Seafarers way!



JOHN HAWK—Secretary-Treasurer: We have followed through on our plan to eliminate the WSA Medical Program. Our educational program has helped eliminate all but three or four of the WSA's fink hiring halls, and tone down the Coast Guard gestapo.



J. P. SHULER—Assistant Secretary - Treasurer: Communications have been caught up and it is now so arranged that all communications properly submitted in reference to record, tripcards, probationary books, duplicate books, etc., can be answered on the same day that they are received.



PAUL HALL—New York Agent: The future of the Union in this area looks good. The membership is taking an active interest in the Union's affairs and problems. In addition, the Seafarers now is receiving better cooperation from other AFL maritime Unions than ever before.



STEELY WHITE—New Orleans Agent: Shipping has continued good since the end of the war and bids to continue so. With the group of men we now have spark-plugging the Gulf, plenty of progress will develop in the coming year. We have some really crackerjack Patrolmen down there.



JOHN MOGAN—Boston Agent: The Boston Branch has been covering the area from Searsport, Me., to Providence, R. I., and despite the distances which must be covered, all vessels hitting ports within the area were contacted by Patrolmen or the Agent.



ROBERT MATTHEWS (left)—San Francisco Agent: We have received good cooperation from all SUP officials and we have given them the same cooperation. Assuming that the SIU will win the NLRB election in the Isthmian fleet, we will continue to need representatives on the West Coast.



WILLIAM RENTZ (right)—Baltimore Agent: The Baltimore Branch is in fine shape and running smoothly. All of the local problems have been solved to the satisfaction of the membership, and plenty of members are acting as volunteer organizers when Isthmian ships come into port.



ARTHUR THOMPSON (right)—Savannah Agent: Business in Savannah continues on the upswing, with a majority of South Atlantic ships having hit port in the last few weeks. Charleston also has kept us on the go, though most of the ships hitting that port are manned by SUP crew members.



D. L. PARKER (above)—Galveston Agent: The Port of Galveston is on the upswing. Business is good and shipping good. Quite a few Isthmian ships come in, and they are fully covered by organizers. When they leave, at least 98 per cent of the men aboard are pledged SIU.



C. SIMMONS (left)—Tampa Agent: Everything in Tampa is in good shape. Local ship operators tell me that as soon as WSA releases ships to operators, shipping will really boom. We are currently negotiating with the Florida Power and Light Co. for a contract covering their tugs and barges.



LOUIS GOFFIN (left)—Jacksonville Agent: Jacksonville is in good shape as far as the office and shipping system are concerned. Business isn't too good right now, but if coastwise trade begins to function in the near future, the business of the port will definitely pick up.



BUD RAY (right)—San Juan Agent: Shipping is fair at the Island, with approximately 16 ships running there on a steady basis. As soon as the new crop of sugar is turned loose we expect more regulars. Since the ruling of paying dues before registering went into effect they've been coming in.



CHARLES KIMBALL (right)—Mobile Agent: Shipping is good and it looks like it will continue so indefinitely. There is a shortage of all rated men, and I don't know what I'll do to man all of these Waterman C-2's that are being worked over. Crews that brought them in have moved out.



RAY WHITE (above)—Norfolk Agent: The over-all condition of the Port of Norfolk is in "fair shape." We are pushing ahead in the organizing field and every unorganized ship is thoroughly covered. In the ferry field we have been deadlocked since the State took over the ferry company.



J. TRUESDALE (left)—Philadelphia Agent: The port is in pretty fair shape right now, but if the strike of the United Mine Workers District 50 Tugboats comes off, it seems certain to slow things down quite a bit. We have been unable to find a new hall as yet.

NLRB Calls Isthmian Election

(Continued from Page 1)

day—nearly five months later—is the result.

Seafarers officials who have participated in other elections to decide collective bargaining agents were jubilant at the fact that the date finally had been set.

The Board's order follows:

NLRB ORDER

Petitions requesting investigation and certification of representatives having been filed by National Maritime Union, affiliated with the Congress of Industrial Organizations, and Seafarers' International Union, affiliated with the American Federation of Labor, in Cases No. 2-R-5732 and No. 2-R-6030, respectively, and hearings having been held, both unions appearing in each case; it appearing to the Board that the Companies have each refused to recognize either of the unions for purposes of collective bargaining, and that disputes as to the composition of the bargaining unit have arisen, the Board, upon the basis of both records in their entirety, hereby makes the following rulings and findings of fact:

1. Having considered all matters raised at each of the hearings concerning the question of appropriate unit, the Board defers decisions as to the status of all classifications of pursers, clerks, clerk-typists, yeomen, pharmacist's mates and all other employees who fall within the scope of the "Staff Department" as defined in the Staff Officers' Act of 1939, as amended, pending final determination of Cases No. 2-R-5379 and No. 2-R-5362, which cases involve the two Companies presently before the Board. The aforementioned personnel will therefore be excluded from the bargaining units at the present time, without prejudice to a future consideration of them as a possible addition to the units upon appropriate motion or petition.

2. The motions to reopen the hearings, and the Isthmian Steamship Company's motion for oral argument, are denied.

3. The following units are hereby found appropriate for the purpose of collective bargaining:

(a) Case No. 2-R-5732: All members of the unlicensed personnel on the vessels owned and/or operated by the American Trading and Production Corporation, whether as general agent for the War Shipping Administration or as owners, including chief stewards, but excluding all radio operators, pharmacist's mates, clerk-typists, and all other employees in the Staff Department as defined in the Staff Officers' Act of 1939, as amended.

(b) Case No. 2-R-6030: All unlicensed personnel in the deck, engineering and steward's

departments, including chief stewards, on the vessels owned and/or operated by the Isthmian Steamship Company, whether as general agent for the War Shipping Administration or as owners, but excluding all radio operators, cattle-men, veterinarians, hygienists, super-cargo, pharmacist's mates, clerk-typists and all other employees of the Staff Department as defined in the Staff Officers' Act of 1939, as amended.

4. Separate elections by secret ballot shall be conducted as early as possible, but not later than thirty (30) days from the date of this direction, under the direction and supervision of the Regional Director for the Second Region, acting in this matter as agent for the National Labor Relations Board, and in conformity with the procedures prescribed in Article III, Sections 10 and 11 of National Labor Relations Board Rules and Regulations—Series 3, as amended, among employees in each of the units above found appropriate who were employed during the pay-roll period immediately preceding the date of this Order Directing Election, including employees who did not work during said pay-roll period because they were ill or on vacation or temporarily laid off, and including employees in the armed forces of the United States who present themselves in person at the polls, but excluding those employees who have since quit or been discharged for cause and have not been rehired or reinstated prior to the date of the election, to determine in each case whether they desire to be represented by the National Maritime Union of America, affiliated with the Congress of Industrial Organizations, or by the Seafarers International Union, affiliated with the American Federation of Labor, for the purpose of collective bargaining, or by neither.

Dated at Washington, D.C., this 19th day of March, 1946.

By direction of the Board:
John E. Lawyer
Chief, Order Section

Hawk Reports To Conference

(Continued from Page 1)

the country, and they must go.

The Educational Program has helped us to eliminate some of the fink halls through encouraging and helping our members to upgrade themselves. Our Educational Program must be carried on and be expanded.

COAST GUARD

We have toned down the Coast Guard Gestapo and have taken positive steps to eliminate its jurisdiction over the merchant seamen in any form. We have more work to do on this problem.

We have petitioned Congress to amend the present proposed Merchant Seamen's Bill of Rights. This bill is now being considered by a subcommittee. Open hearings again will be held, so we have more work to do on this.

The Seamen's war bonuses have been taken away, thereby reducing take-home pay. However, before this came about the SIU was instrumental in getting a flat \$45.00 a month increase for all ratings in their base pay.

The War Labor Board has gone out the window, and we are thankful for that, although the SIU has batted 100 percent in the cases it had before it.

CONTRACTS OPEN

All our contracts are now open for negotiations. They were opened by the shipowners themselves, but no proposals have been submitted to us yet. We can look forward to plenty of work on shaping up and negotiating contracts.

Eastern, P. & O. and Colonial are making preparations to operate again in the Coastwise passenger trade. The old contracts with these outfits will have to be re-shaped and negotiated.

The funds of the Union are in good condition. However, our income is bound to fall off, so we will have to cut expenses wherever possible and practice strict economy.

JOINT GABFEST



Down Baltimore way, crew members from three Isthmian ships, the Peter V. Daniels, Baton Rouge Victory and James Ives get together for a little gabfest on mutual problems. This clearly illustrates how they've adopted the SIU way of Union brotherhood.

Small U. S. Sacrifices Will Save Millions From Hunger

WASHINGTON (LPA)—Americans are being asked, voluntarily, to cut their eating of wheat products by 40 percent and of food fats and oils by 20 percent during the next 120 days. This is the appeal of the President's Famine Emergency Committee.

The committee, and a larger council appointed by President Truman, have the task of getting cooperation of citizens in increasing shipments of needed grains, fats and meats aboard. The 120 days will carry the world through the period until this year's crops begin to be harvested.

ALL SHARE

Much of the food saving must be made by the food industry and by restaurants. Much more has to be done by the government to allocate food products and to speed shipments abroad. Many consumer and labor groups are demanding a return to rationing of scarce foodstuffs in order to make sure that all share in cutting down use of wheat, meat and fats, and that foods saved

actually are at the disposal of the government.

But here is what we Americans can do in our own homes: TO SAVE FATS: 1—make better use of meat drippings for cooking; 2—serve fewer fried foods; 3—save and re-use fats and oils for cooking, and render and save fats on meats and bacon grease; 4—salvage all unuseable fats and turn them in to the butcher or grocer; 5—go easy on oils and salad dressing. TO SAVE WHEAT: 1—prevent waste of bread; 2—use less bread at each meal, by using potatoes for instance; use fruits and other desserts instead of pastries and cakes; 3—use less wheat cereals and more oat, corn and rice cereals.

The world wheat crop in 1945 was the smallest since 1929, and was especially poor in Europe, where that war-torn continent produced only 64% of its pre-war wheat crop.

Lewis Accuses Coal Operators

WASHINGTON—The nation's bituminous coal industry through "mismanagement, cupidity, stupidity and wanton neglect" killed 28,000 miners in the last 14 years, President John L. Lewis, of the United Mine Workers-AFL, charged last week in the third open session of negotiations with the operators for a new contract.

In addition to the 28,000 killed the industry "violently mangled, crushed and shattered the bodies" of 1,400,000 other miners, he declared.

In a bitter indictment that charged the operators with a callous disregard of the lives and safety of the industry's 600,000 workers, Lewis said, "We accuse by the record that the industry does not bury its dead or bind up the shattered bones and the mangled flesh of its victims in any adequate, humane or modern sense."

BY THE RECORD

"We accuse by the record," the UMW chief continued, "that the management and stockholders of the bituminous coal industry indulge in systematic and widespread financial exploitation of the families of the dead and practice commercial extortion upon the yet living victims of its industrial violence."

NMU No Place For Me, He Says; Joins SIU

Four years in the NMU taught Ireneo C. Robles that he was in the wrong union. Robles, presently Utility Room Steward aboard the Cape Junction of the Isthmian Line, was placed on the ship by the NMU to help them in the organization drive.

"This is now out," he says. "My organizing from now on will be for the SIU to help bring Isthmian into the Seafarers."

Through his efforts, and the work of Ed Bender, ship's organizer, the First Cook, Second Cook, and another Utility Man have also signed SIU pledge cards.

Robles was born November 17, 1887, at Danao, Cebu, P. I. He spent most of his childhood in Manila, and when he was twenty, he went to Ormoc, Leyte, where he stayed a year before returning to his hometown. This taste of travel gave him the urge to see the world, and so in 1909 he went to Hawaii where he found employment on a sugar plantation.

Robles first went to sea in 1921. At that time the United States Merchant Marine was un-



Ed Bender (left) SIU Organizer, signs up Ireneo C. Robles, formerly with the NMU—until he got the real score.

organized and no effective maritime unions existed to fight for the rights of seamen. After the NMU was organized, Robles joined because he felt that it would help seamen if they had a militant union behind them to help

in the battle for higher wages and better working conditions.

Now he is fed up with the NMU. He is 100% for the SIU, and he is doing everything he can to bring Isthmian into the SIU fold.

NEW FACES

Old members of the SIU have been wondering—aloud—recently about the number of new faces in the New York Hall. Where have the old-timers gone, they ask. The answer may be partially found in the Agents Conference now under way, where many old-timers formerly around the New York Branch are attending from the outposts.

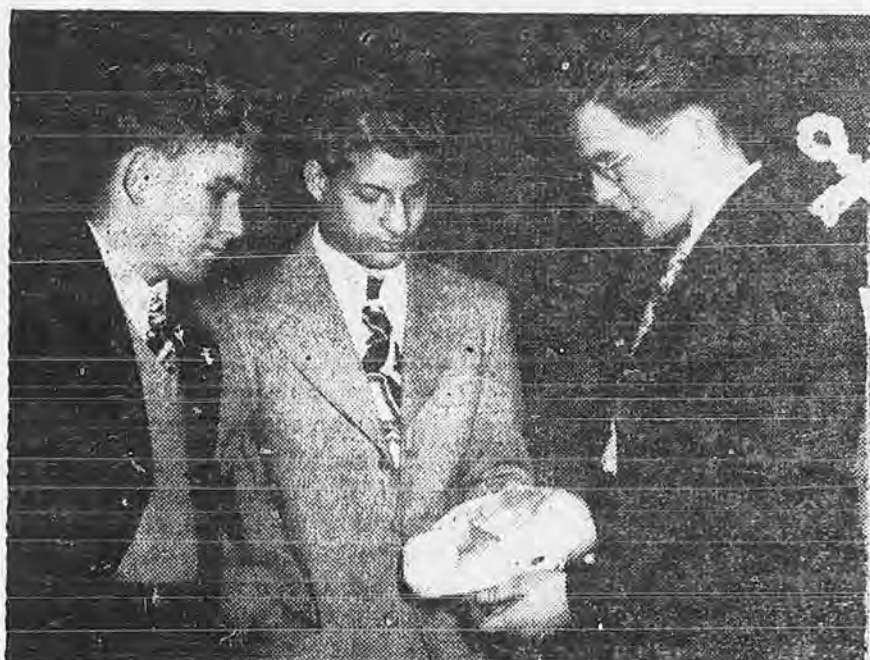
Make Isthmian SIU!

British Seafarers Look Over New York Hall

LAST week three seamen who were paid off the SS Griffco in New York wandered into the New York Hall. We decided it might be fun to follow them around the hall as they looked it over. These pictures are the result.



1. First stop in the recreation room is the "coke" machine. The boys aren't from the Deep South, but they sure went after the cokes. From left, they're Gormandy, Leinonen and Smith.



3. Herb Smith holds the symbol of SIU solidarity as the other boys look on. The bloody cap was the result of clubs swung by New York police, called by the NMU when Seafarers demonstrated during the New York longshoremen's strike.



2. Getting acquainted and swapping a few yarns is always part of hitting a new port. Here the three former Griffco men sit on one side of the table and hear a few from James Gordon, OS; James Plunkett, Second Cook and Bob Drake, Chief Cook.

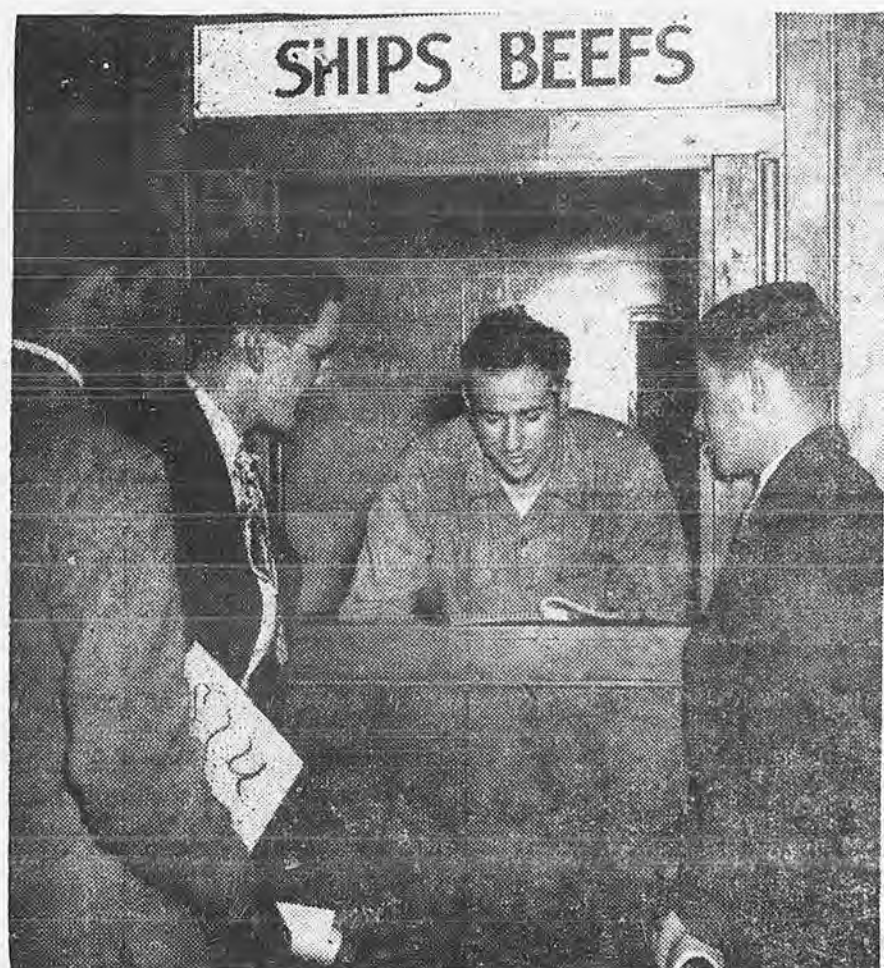
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OF the three men appearing on this page, two, Herb Smith, AB, and Eero Leinonen, OS, are full-book Seafarers. They hail from Vancouver, B.C., and joined the SIU at the Vancouver Hall after their first trips as Tripcards. Both had been in New York once before, but only for a short stay, and didn't get a chance to look over the Hall. The other seaman, Lionel Gormandy, is also a British subject, but he comes from Trinidad. He was on the Griffco on a tripcard, but he's an SIU pledge, and is plenty enthusiastic about the Seafarers.

~ ~ ~



4. The British Seafarers look with interest at the notice board in the Dispatch Room of the New York Hall. Here they probably will spend much of their time until they find another ship.



5. Herb and Eero stop by Joe Algina's window to pay up their dues. Lionel is just tagging along. All of them settled their beefs before they paid off the Griffco.



6. The boys find the SIU's rotary shipping list well worth looking over. They were impressed with this democratic procedure.



7. Dropping into the organizer's room, the boys are given a fill-in on SIU history by Seafarer's Organizer Warren Callahan.

AROUND THE PORTS

Selfish Ones Spoil It For Rest

By CHARLES B. MARTIN

SAN JUAN—I thought that I would drop in for a bit of here and yon around the waterfront, also some talk of what the membership might expect in the near future.

It seems that the ships that are coming to the Island have been giving days off to the members in the port of San Juan, and the boys have been taking off more than was given.

Now on one of the ships that is here, I was talking to the Mate who did not know who I am and he told me positively that the fellows were taking advantage of the other Brothers by not turning too when they were supposed to, and that this trip was the last time he was going to give time off.

If they took time off next trip and he was Mate, he was going to order replacements for them. Now, brothers, he was not drinking when he told me this.

WRONG DOPE

Also some of the membership think that they are supposed to get this time off, and they think that the officers are being hard. But when the ships are turned back to the shipping companies they are going to expect a day's work while you are on articles.

This is straight from the shoulder talk, and I, personally, know

this is the truth. Let's watch our step.

While I was touring the beach which has become a habit with me in my sojourn here, I find we have my opponent, Mr. George Davis, here again. There is talk



that he has a Rancho Grande somewhere around, but I have not been able find where it is.

RUSTTUB SPECIALIST

One of my sidekicks has shipped out they tell me—Mr. Soapy Campbell. But I still have one buddy around to help me keep the grass from growing: old Tex is still here. I will have to leave him here in the Fair Island; that is, if he does not hurry and find one of these rusttubs, as I think that is the only type that fits our style.

The NMU boys find it tough shipping here, but they almost

expect the Agent to come and dig them out of a gin mill to give them a job.

You should listen to the tall stories of these Drugstore Cow-boys that the Transportation Corps has working here. The Gold that they wear would make Captain Bligh turn over in his grave.

Rights Of Seamen Long Forgotten

JACKSONVILLE — Recently a few old book members sitting around the hall here in Jacksonville were discussing income taxes, and our opinion was asked. We reminded these Brothers that some time ago we had written an article about this situation, which was published in the Log. A couple of boys remembered reading this item, and we were asked to write a repeat and add a few items concerning the taxes in reference to the majority of the men in the present day Navy, and that we revert back to pre-war tax systems for the Merchant Seamen.

NO NEED

As a matter of fact we should revert to all pre-war laws for the Merchant Seamen. This would bring about the change in income taxes and put us back under the jurisdiction of the U. S. Department of Commerce, and also get rid of the Navy influence which is the Coast Guard. We

think that since the war is over, we do not need a big war time Navy and manning scale. There are no more convoys; the Merchant ships sail alone and no protection from submarines is necessary.

Of course this all depends on whether the war is over or not, or whether we are preparing for another war in the immediate future. We believe it is time that the President of the United States called the war time emergency over. From actual facts we find that men are reluctant to join the army during peace times, yet we see thousands of young fellows in the Navy, where they really aren't needed. Why not discharge the men that are in the Army of Occupation, and put these dry land sailors in their place.

SAY OUR SAY

We are asked if all this has anything to do with income taxes. Yes, of course, for as long as the Government is taxing us, we help pay the wages of these service men, and we should have some thing to say about where our money goes. Until the Seamen are allowed the privileges which we had before the war; such as no income taxes if we are out of the Country for periods exceeding six months; the end of Coast Guard influence over the Merchant Marine, we will harp on this subject again and again.

While they talk of the rights of the ex-service men, they never mention the rights of the seamen. We believe we had as much to do with the winning of the war as any branch of the military service had, and we should be entitled to the same benefits as they are getting and will get in the future. Over three thousand seamen who gave their lives for their country demand that the Government and the Congress take immediate action to remedy these faults, or they would like to know if they died in vain.



The Patrolmen Say...

SHIPPING GOOD

NEW YORK — Shipping has been very good with about 50 ships paying off and 35 signing in. So the patrolmen have been on the go. We had the R. Coulter in on it and paid off. The Old Man was another little "tin god"—or thought he was, but J. P. Shuler and the Patrolmen who paid off the ship took care of him.

On the Edwin Weed, the Patrolmen said that the Steward brought the ship in very clean, and the entire crew had a good word for the Steward Department.

The McNeely was also brought in very clean.

The counter has been kept very busy by the Draft Boards which are taking every one in sight from 18 to 26. So don't overstay your leave or we'll be hearing from you by way of the Army.

PRIORITIES IN SHIPPING

NEW YORK — Men who are being paid off ships, and who wish to go back to the same ship, must first go directly to the Union Hall after the payoff and register for that ship.

Members are not to stay aboard the ship until signing on. This applies particularly to troopship stewards departments.

In answer to the beef last week about tripcarders shipping before book members: When shipping

cards are called on hourly jobs, the book member has prior rights to all jobs. Bad-standing book members come second; and third come permit cards with assessments paid on their permits.

In event that a book man throws in, and it is found that he has missed his meeting, then he must re-register before he can ship out—he has lost his right to ship on that particular "hour call."

I hope this information straightens things out.

Paul Gonsorchik

CLEAN SHIPS

NEW YORK—Having paid off the Edwin Weed, it gives me great pleasure to comment on the condition in which Brother James Brandon, Ch. Steward, brought this ship in. It was one of the cleanest jobs I have covered in the past few years.

The payoff was clean, too. All hands joined in commending the feeding of the crew for the entire voyage.

The SS R. McNeely paid off March 7, 1946, and I must give praise to the crew of this ship. Brother F. L. Carson, Chief Cook, is very much responsible for the way the crew brought her in.

We had several tripcard men aboard and believe me, they were all good union men. One beef was in the Steward Department, and the entire crew held out until the matter was settled.

Claude Fisher

Port Boston Finds New Building

By JOHN MOGAN

BOSTON—We have just had a pretty slow week in the port of Boston; in fact, the waterfront activities have slowed down so much that the longshoremen are feeling the pinch badly.

There is no accounting for this business slump—the recently rejuvenated Port Committee, whose duties are to bring business to the port, is still talking grandly about building added piers and renovating the old ones.

But one might very well inquire why new piers are necessary when the present ones are

idle. Of course, the slump may be one of those periodic affairs which occur in every port; however, the longshoremen are frankly worried about the situation.

NOT ENOUGH MEN

Insofar as shipping is concerned, though, we still haven't enough men to fill all the jobs available. The tankers use a lot of replacements and are coming in regularly. Then, too, there are



always calls for crew replacements from outports, such as Providence and Portland.

And in Searsport at the moment are two SIU ships and one SUP. These won't payoff until their cargoes are discharged, but in the meantime anyone who can control over civilian seamen, and we get the calls for the replacements.

Our Building Committee has finally located a building which suits our purpose. Recommendations have been made to buy; therefore we should be moving into new quarters come spring. All those members who remember our present Hall and the inadequate facilities therein will have a pleasant surprise when we get the building buffed up and ready for occupancy.

It has always been a raw spot with the membership that the Commies in this port have such a nice building and the Seafarers an old two-by-four Hall. Fortunately, the remedy for this raw spot is now in the making.

The Coast Guard in this port has definitely started a drive to get the old seaman's papers (those issued by the Department of Commerce) away from the seamen in exchange for the new Coast Guard issue.

I have impressed on the members at this Branch that they should retain their old papers, but when a member goes up for an endorsement he is told that unless he exchanges documents he will get no endorsement.

In other words they are now resorting to a blackjack technique in order to overcome the natural reluctance of a man to give up his genuine seaman's papers in exchange for something that can be—and it is hoped—will be of only temporary value.

NO EXCUSE

For there is no longer any excuse for the Coast Guard retaining control over civilian seamen, and in the interest of efficiency, not to mention in fairness to our branch of organized labor, military controls on the shipping industry should be lifted immediately.

But in the meantime, don't give up your seaman's papers, your tools of employment, just because some guy with insufficient points for a discharge from the Coast Guard tells you that they are no longer valid.

Buffalo Sees Sign Of Spring

By ALEX McLEAN

BUFFALO—In many parts of the country the arrival of the first robin is the sign of spring. But the arrival of the first four Brothers this week waiting for the opening of navigation has given this Hall a touch of spring, as did the many stories—long and short—that are sprung across the cribbage board about the many ports visited during the winter.

We shipped 4 Oilers and 6 Firemen this week, expect things to pick up from now on.

The last of the winter grain fleet was unloaded this week. There is a demand for grain, but there is comparatively little at the head of the Lakes Elevators to be moved down by ships to lower lake ports, including Buffalo. Even the coal trade picture is clouded by threats of a nationwide coal strike.

The Automotive Trades Steamship Co., which has been converting the steamers George W. Mead and the George Ingalls into Auto-carriers, expects to start sailing its ships in the automobile trade by April 15th.

John Cullerton and Hugh Duffy, Wheelmen of the SS George Ingalls, are requested to send their addresses to the Buffalo Hall so they may be notified of fitting out date.

GULF COAST TUGBOAT News



NEWS OF SIU TUG AND TOW FLEET IN GULF AREA

By VERNON SMITH

NEW ORLEANS—One of the finkiest towboat operators in the entire Gulf District area is being brought to task by the Seafarers International Union. Willie Bisso, owner and operator of the New Orleans Coal and Bisso Towboat Company, whose labor record for the past forty years has been one of the blackest blots in the south, is beginning to bow before the might of the SIU.

Bisso who has heretofore successfully resisted the efforts of the Inland Boatmen's Division of the National Maritime Union in their half-hearted attempts to force a contract from the company, now realizes that there is quite a difference in bargaining with a strongly militant union that represents the employees aboard Bisso tugs and not commie underlings.

Men Go Overboard For SIU

In line with employees of other towboat operators in the Gulf who have realized through comparison of their working conditions and wages with those enjoyed by SIU members, Bisso employees asked the Seafarers to represent them in their efforts to obtain similar wages and conditions.

The SIU, as a militant and right minded maritime Union that stands ready and able to answer the call of labor, organized or unorganized, responded readily to their plea for help. Within a matter of hours, over ninety per cent of the personnel of the tugs had given SIU representatives authorization to represent them.

As a result, in September of 1945, Steely White of the SIU was able to force Bisso to acknowledge the Seafarers as sole bargaining agent for all personnel on board the company's tugs. On October 5, 1945 Bisson signed an agreement recognizing the SIU as bargaining agent for the men.

Bisso Tries To Renege On Contract

Immediately after this, however, this would-be slicker tried to duck out of the agreement by digging up an old charter issued to a small group of employees aboard the Napoleon Avenue Ferry of New Orleans in 1940, and which through cajoling, wheedling and threats of dismissal, he forced a minority of his men to join. Those who were independent enough to defy Bisso in his labor busting tactics were promptly fired. The SIU after using every means of amicable settlement at its disposal was eventually forced to declare the company on their unfair list.

Wholehearted Support Obtained

A copy of the resolution condemning Bisso for his anti-labor attitude was immediately forwarded to every maritime-connected labor union in New Orleans (comprised predominately of unions affiliated with the AFL) and was enthusiastically received by all of them. All of these unions had in the past, in one way or another experienced trouble with Bisso.

Strike committees were formed. Pickets were thrown about the entire New Orleans waterfront. SIU deepwater men were requested to refuse lines from Bisso tugs and regular shipping from the port of New Orleans was suspended by the Agent until such time as the emergency, as such, was over.

The highly mechanized gear of All AFL unions in the city was thrown against the company. As a result, although the strike is barely two days old, the Bisso fleet is laying idle in the yards and will continue to do so until such time as Willie Bisso, self-styled "Captain" and "Forty years a Politician," agrees to accede to his employees' demands for a decent living and working scale.

Bisso vs. SIU

Here's the breakdown on wage scales and hours as worked by Bisso men and SIU men:

BISSO	SIU
12 hour day	8 hour day
Deckhands—\$121.33 per month	Deckhands—\$165.00 per month
23.00 per week	38.09 per week
4.00 per day	6.35 per day
.33 per hour	.79 per hour
Firemen, Oilers, Cooks—	Firemen, Oilers, Cooks—
\$151.67 per month	\$175.00 per month
35.00 per week	40.38 per week
5.00 per day	6.37 per day
.41 per hour	.84 per hour
Bisso men: no time off	SIU men 48 hour week
No vacation time	2 weeks per year with pay
No overtime payment	\$1.00 per hour overtime clauses
No working conditions	Best working conditions afloat
No representation on beefs	Militant action on beefs

In the final analysis, there is no doubting the outcome of this contest, if it may be called that. The SIU with its two and one half million dollar strike fund, its unlimited source of manpower and its will to win decent living and working conditions for all maritime workers cannot help but win.

THERE'S MORE!!

FOR MORE PORT NEWS,
TURN TO PAGE 14.

Mobile Has Need Of Rated Men

By E. S. HIGDON

MOBILE—Shipping and business last week were very good. At the present time there are

about 25 ships in this port; most of them are in for reconversion, and are expected to be out within three or four weeks. Some of these ships, being tankers, are headed for the lay-up fleet. But we still need a lot of rated men in this port.

Last week one of our Brothers, Pat Honahoe G-115, passed away. Taken sick, he was removed from a ship in the port of Mobile, and admitted to the Marine Hospital. He died a couple of days later. As Brother Donahoe would have wanted it, the membership in the port gave him one of the swiftest funerals, with a real old time Irish wake.

As an official in this port, I want to thank all hands for their consideration and their gift, which helped bury the Brother so nicely. Thanks, too, to the Waterman Steamship Company for their donation for our Brother's burial.

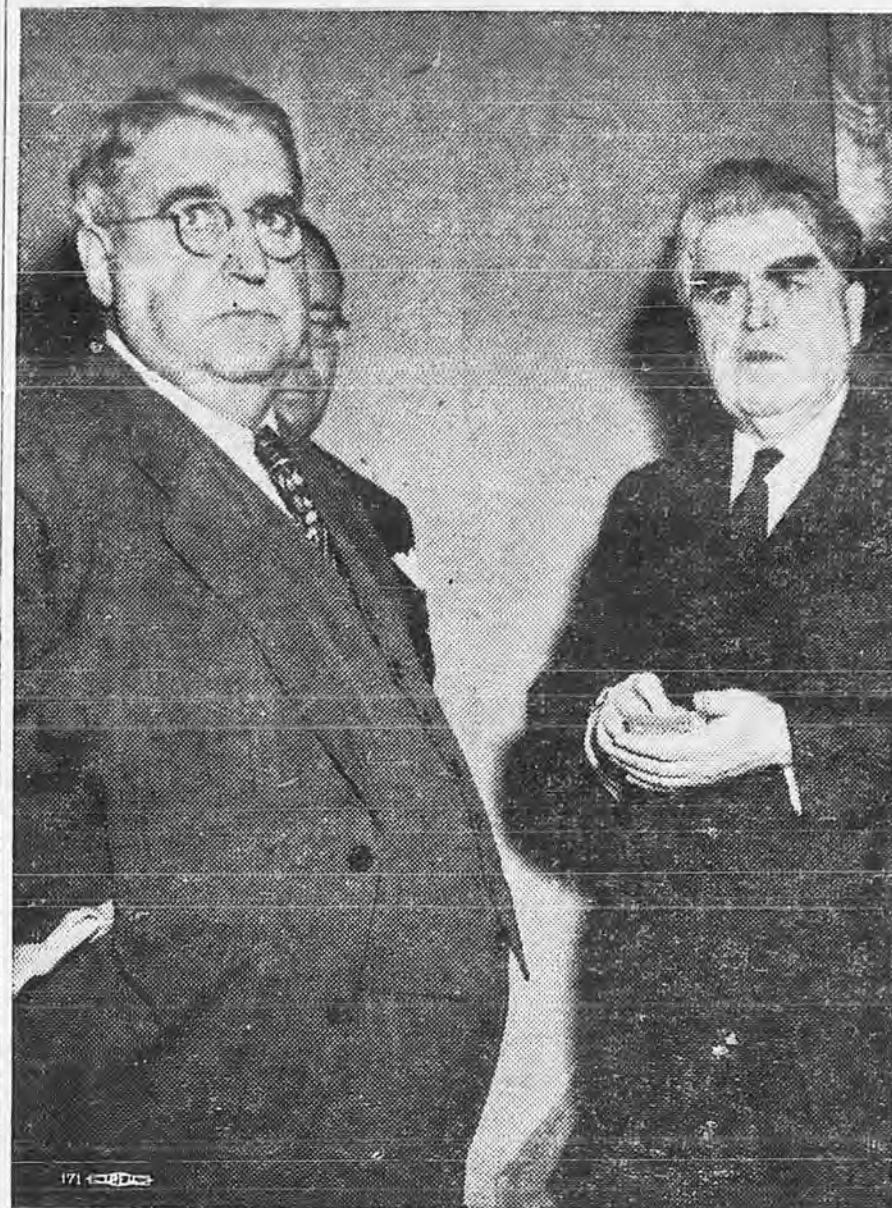
KANGAROO COURTS

After taking office in the Port of Mobile three weeks ago, I had my first experience with the Coastapo, which is used strictly as a kangaroo court here in this port. Names of the two officers heading the court are Lt. Comdr. F. A. Ricker and Lt. Comdr. Robert Murdask, USCGR.

The SS Mission Santa Clara arrived in this port with the log book looking like a Chinese cross-word puzzle, having around 27 logs. About 15 men, including a Mate, and Engineer, appeared before the court.

After a couple of days before the Coastapo these boys were very happy, and on their way back to the West Coast. At the present time Charlie Kimball is at the Agents' Conference, but the port is running along smoothly.

HOW TO MAKE A MINE OWNER UNHAPPY



Every year, comes the Ides of March, the nation's bituminous coal operators start to look harassed. The prospect of having to be locked up with John L. Lewis for several weeks, knowing that in the end the miners always win the best part of whatever they demand, has made more than one coal operator wish he had dedicated his life to chicken ranching instead. With the United Mine Workers chief above is a glum-looking Charles O'Neil, spokesman for the joint operators committee. (LPA)

He's Waiting For The 'Hot' Days

By WM. RENTZ

BALTIMORE—This Port can again report that shipping is very good, and that there are plenty of jobs on board. With this goes an invitation to any and all Seafarers to come down and take his choice.

The strange part of this "good shipping" is that there have not been many payoffs—there were only three in the last two weeks

—but there are plenty of ships coming here in transit, and there are many jobs to be had.

There is not much more to add. Very shortly I shall be off to the Agents' Conference in New York. And after the plans have been thoroughly discussed and finally laid out, and action starts on them, things will start humming in real earnest—and then I'll have something really hot to write about.

GET THE LOG

The Seafarers Log is your Union paper. Every member has the right to have it mailed to his house, where he and his family can read it at their leisure.

If you haven't already done so, send your name and home address to the Log office, 51 Beaver Street, New York City, and have yourself added to the mailing list.

WITH THE SIU IN CANADA



By HUGH MURPHY

VANCOUVER—The SS Griffco of the Coastwise Steamship Company, manned by, and having a union shop agreement with the SIU, has maintained the highest conditions of any ship operating under the Canadian Flag.

The members of this crew deserve the highest commendation. A great measure of respect is due Brother Peter Lucas for his work as ship's delegate and for the manner in which he has carried out his duties.

Latest reports on this vessel are that she has been sold to Honduras interests and the crew paid off in New York. It is understood that some members of the crew will remain with the vessel under the new owners, while others

will return to Vancouver.

The vessel Amur, also of the Coastwise SS Company, has been sold to interests who will operate her with other vessels of their fleet on the China Coast. Her name has been changed to the Far East Carrier.

THE LAW

The CPR Lines, who think they are a "law unto themselves," have recently been reminded that the laws of the land apply to them as well as to others.

This came about when the Princess Victoria left Victoria B. C. for Vancouver without the formality of signing Ships Articles. The matter was brought to the attention of the Union by the crew members, and resulted in the company being taken to task by the Department of Transport.

They were also warned that irregularity must not be repeated.

Crew members should refuse to sail unless regular agreements are signed and in order.

OTHER NEWS

A number of small vessels, built in the United States and turned over to the Chinese Government, have been calling here for cargo. Some of our members have sailed on these ships under SUP agreement.

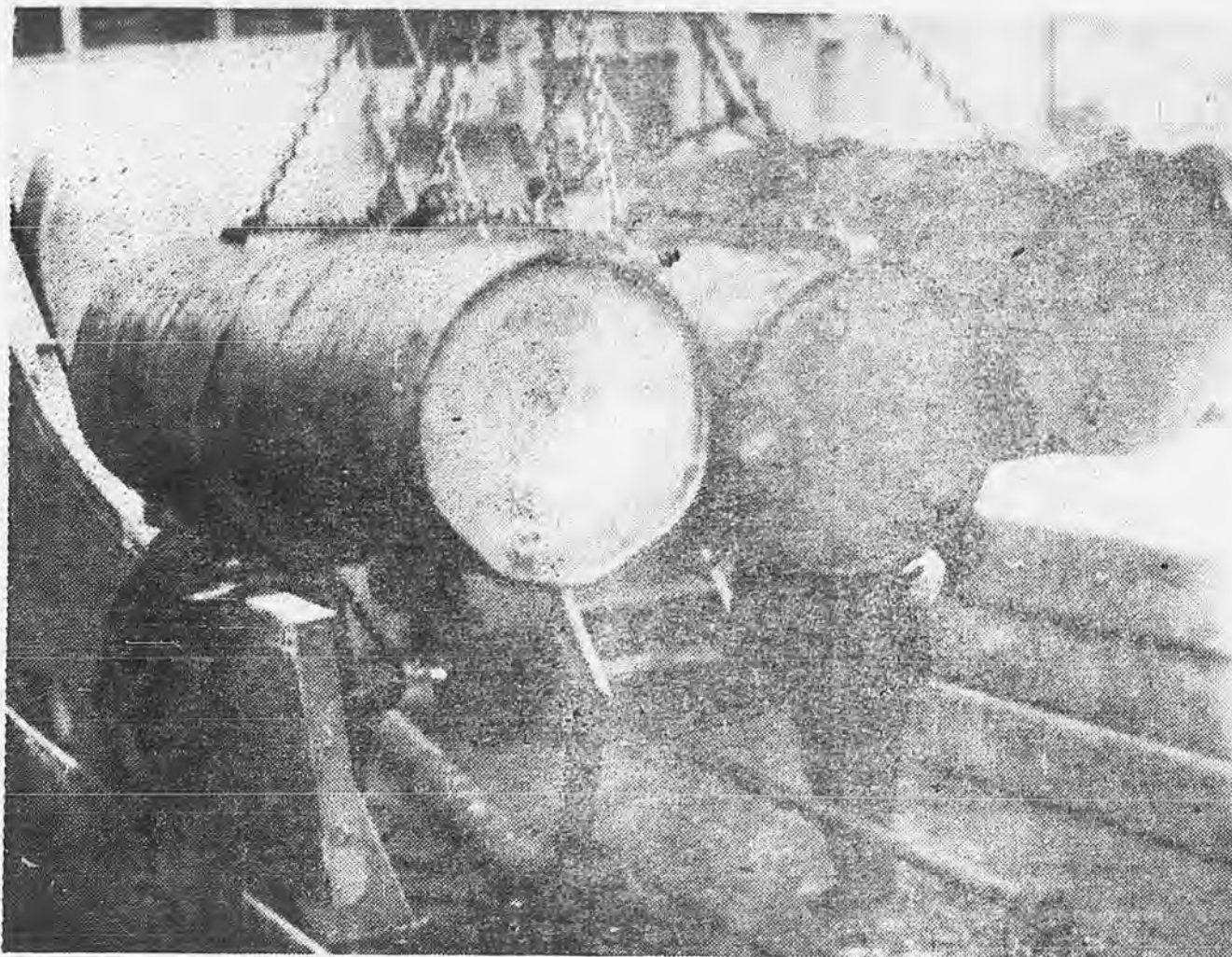
It is apparent that Isthmian ships are predominantly in favor of SIU affiliation, and will most certainly vote SIU in the election.

Linton Robinson, Book 1167, age 60 years, died January 28, 1946, of heart failure. He was ship's carpenter on the Elijah White, interned at Manila.



SHIPS' MINUTES AND NEWS

ROLLING THEM OUT



Well, not exactly rolling them—hoisting the barrels is the expression. But wartime or peacetime, the Seafarers are on the ball.

Jonah Rides On Aycock, Crew Finds

By JACK (Aussie) SHRIMPSON

Somewhere aboard the "Charles B. Aycock" I am convinced we have a Jonah, and no small one at that. Everything that possibly could happen has happened, including murder, collision, storm, and last but not least, being ice-bound in the Hudson. That, dear fellers, isn't too bad a record to hang up for a couple of months' voyage.

We kicked off on December 28 by going up to Albany to load grain, at least that was the general idea, but just off West Point we got jammed in the ice and had to wait for the ice-cutter to come and get us out. We saw the New Year in at Albany and how the hell that town got to be the capital of New York State is a \$64 question. It's my considered opinion that if the State of New York had to have an enemy, Albany would be the place to put the nozzle in.

While coming down the river we got tangled up with a tanker that smacked us gently but firmly in the stern. We had to have quite a sizeable hole cemented up in our tail before we left. Then came crewing troubles, but thanks to what must have been the heroic efforts of Paul and Johnnie, we finally scraped one together and sailed for Italy on January 9.

SOME OLDTIMERS

Oldtimers amongst us included Pop Clarkson, Oscar Kaelep, Mike Wiilik, poor 'Red' Craig whom we buried in Sardinia, Benedict "Klappy-bitch," immortalized in song and story by Frenchie Michelet, and our genial Steward Andy Anderson; all in all, a damn good bunch of SIU men. Of course, we had the usual sprinkling of one or two punk kids in the Steward's Department, who on the strength of a couple of trips to sea and a trip-card, thought that they could do as they liked. But it didn't take us long to straighten them out, and we settled down for the run across.

We picked up "The Rock" on the 14th day out and got our orders the following night—Cagliari, Sardinia. Not a one of us had ever heard of it. It turned out to be a sailor's dream of Paradise, complete with plenty of wine, women, women and women. Prices were low and for once the supply exceeded the demand in everything. The medium of exchange was barter, and nearly all hands abandoned the dollar in favor of the cigarette, candy and soap standard; in fact, the Steward went cross-eyed trying to watch all his storerooms at the same time!

HELPFUL CARABINIERI

Places of historical interest abounded and naturally all hands visited them—they were easily

found thanks to the local authorities who had thoughtfully placed a red light outside each of them. The Second Steward got ambitious and flew to Rome but finished up in the calaboose in Na-



ples, thanks to a slimy rat aboard (not, I am pleased to say, a member of the crew) who blew the whistle and tried to cause as much mischief as possible. From the Second's account of his adventures in Rome it has ceased to be "The Eternal City" and should now be re-named "The Infernal City."

The grair was discharged in six days and we sailed for Casablanca on Feb. 2, but our jinx was still with us. As we cast off our stern slewed round and smacked the quay and bent a blade of the propeller. It was nobody's fault and just one of those things that happen every once in a while, but out of that incident a shipmate was destined to lose his life. When we got outside we found that the ship wouldn't steer properly, and was going round and round in circles (like Oscar trying to find his way aboard after a night out) so back we came and tied up for survey and a diver.

A BROTHER LOST

The Casablanca trip was cancelled and we awaited orders from Naples. On Monday evening, February 4, "Red" Craig, Plumber of Lynn, Mass. (Book No. 30812) went ashore as usual and that was the last we ever saw of him alive. His body, badly knocked about, was found float-

MINUTES OF SIU SHIP MEETINGS DIGESTED FOR EASIER READING

GEORGE W. ALTHIER, Jan. 29—Chairman Korolia; Secretary Craddock. Korolia elected Ship's Delegate. Motions carried: That three delegates see the Captain about turning steam back on on the lower deck where gear is washed. Delegates reported that Skipper agreed; that a copy of the threatening charges made by the First Assistant against the Engine Room Delegate be sent to Union Headquarters for action.

NASHUA VICTORY, Jan. 24—Chairman Nottingham; Sec-

retary Giangrosso. Motions carried: Crew's messman to clean the messroom; crew to back the Steward in regard to messman being logged; messmen to wear white jackets while serving and to refrain from smoking; to notify Paul Hall to investigate Third Cook's wages and to see about overtime for oiler for standing watch while cargo is being worked. Good and Welfare: Engine Delegate to see Chief Engineer about Wiper making coffee.

(Continued on Page 11)

ing in the water the following morning and the Skipper had to go over and identify it. Foul play is suspected, but not proved, and we shall never know for sure what happened. He lies buried in the American Cemetery at Cagliari, Sardinia, and what little we could do for him we did. He was one of the most popular men aboard and represented a type of seamen that is fast disappearing—hard living, hard working, hard drinking—but every inch a man. His death depressed every one of us.

FLYING STEWARD

Later we got orders to proceed to Naples for repairs and on the day we left, the Second Steward again distinguished himself by missing his passage and catching the ship in a Royal Air Force crash ship, in which he somehow managed to bum a ride. He came alongside at a cool 36 knots per hour and received a great ovation. We limped into Naples where repairs were effected and after a speed trial we went to a loading berth to load cargo, passengers,

and Navy personnel direct for the States.

ANOTHER BREAKDOWN

During the 21 days across we had a couple of blows and also a breakdown at sea, during which we just drifted about the Atlantic for 12 hours until the Engine Department got her going again. We finally docked at Norfolk on March 11.

Two union meetings were held during the voyage and a vote of thanks goes to the deck and engine departments' delegates (Pop Clarkson and Whitey Humes) for the way they did their respective jobs. There is talk that this may well be the last trip of the old "Aycock." She is one of the oldest Liberties afloat and although we have cussed and moaned at her, I think there will be some of her crew who will be sorry to see her go to the boneyard. She has done a damned fine war job and has safely carried many SIU crews, and for that alone we should wish her safe anchorage and fair haven in the Port of Forgotten Ships.

Army Lauds Steward On SS Claymont

There have been many tributes to SIU crews from Army personnel returning on ships under contract with the Seafarers. But one of the most impressive was contained in the mimeographed daily shipboard paper gotten out by the troops aboard the Claymont Victory, returning to New York from Le Havre.

The tribute was written by one Lee Newhouse, and was addressed especially to the Chief Steward, M. George Whale, and the 42 men in his department.

Newhouse's story follows:

"Have you noticed the great big fellow you pass in the mess hall every mealtime? He looks like a pretty tough customer, but in our opinion, he does more to make your trip enjoyable than anyone else. Some of you call him the mess sergeant; some of you just wonder . . . and after discovering the job he's got, it's got some of us wondering too!

A WHALE OF A JOB

"The man we're referring to is M. George Whale, Sr.—Chief Steward. He was an infantryman in the last war, and he's never forgotten the kind of show he had to put up with.

"George is married . . . has four children, one girl and three boys and lives in Maspeth, Long Island. As to be expected, he is admiral in his own kitchen—having charge of all the vessels.

"Although the Army pays for the food consumed aboard the Claymont, it is his job to



requisition it, and he alone is responsible for the quantity and preparation. Just to give you an idea of the immensity of his job, here is what George stocked up on when he left New York to pick us up at Le Havre. The following is for a 2-way Atlantic crossing and just skims the high spots, representing only a fraction of the rations:

"17,000 lbs. of potatoes, 72,000 eggs, 3,800 lbs. of sugar, 2,500 lbs. of coffee, 2,300 gallons of fresh frozen milk, 1,500 lbs. of jam, 9,000 lbs. of fresh vegetables, 2,450 lbs. of fresh butter, and an insignificant little item like 34,000 lbs. of fresh meats and poultry! Remember, these are just a few of the items!

"Truly a whale of a job done by a whale of a man, deserving a whale of a hand. Our hats are off to you, M. George Whale, Sr."

SUP Man's Papers Are Suspended By Coast Guard On Phony Charges

A clear case of discriminatory action against an SUP seaman because of his Union affiliations and insistence that the Master abide by the Union agreement was revealed when a Coast Guard hearing officer in Halifax, N. S., suspended for six months the papers of W. Schumaker, Bosun aboard the Thomas F. Hunt.

Schumaker with the full support of the Deck Gang, has appealed the decision of the hearing officer.

Schumaker first was charged with bringing women aboard ship. This did not stand up, so the Master of the Hunt, Charles E. Pottage hung a drunk on duty charge on him—two months and several ports after the incident occurred.

It all started in Rotterdam when the deck Gang was painting in 28-degree weather. The Bosun told them to knock off when it started raining. Captain Pottage hurried up and asked why the men were quitting. The Bosun said the Master could order them back to work if he wished to. The Captain did, but the men refused to go back.

ANTI-UNION TALK

The Captain called Schumaker to his cabin, tried to butter him up with whiskey and soft talk. But the whole line of his arguments added up to a denunciation of Unions, and an attempt to work the men outside the Union agreement. Schumaker, an old SUP man, wasn't having any.

When they reached Halifax the Captain ordered the Bosun to have the men paint in zero weather in a snowstorm. The Bosun refused.

"You're fired," said Pottage.

"Okeh," said Schumaker, "pay me off. But if you do, I've got a month's wages coming from today, and travel expenses back to Frisco where I signed on."

"I'll see you in hell first," the Captain shouted. "By God, I'll have the Coast Guard pull you off this ship."

Next day Schumaker was brought up on charges of having

brought women aboard ship. The Captain's evidence wouldn't stand up there, so he preferred new charges. There were several of them, but the one which decided the Coast Guard hearing officer, Lt. Comdr. F. J. Hinekey, was the drunk on duty charge.

LETTER OF LAW

The WSA Agent was helpful. He testified that there had been no logs against Schumaker when the ship came in port. Crew members who wished to testify for Schumaker were hushed up by Coast Guard officers. Schumaker pleaded extenuating circumstances. He said it had been agreed that half of the officers and men were to be on duty going through the Panama Canal, where the charge was located, and half were to be off duty. He had been one of the men off duty. But the First Mate, with whom he had arranged this, proved to be a company man and backed water when asked to testify.



Hinekey ignored the extenuating circumstances and followed the letter of the law in lifting Schumaker's papers. In supporting Schumaker, all ten members of the Deck Gang signed a letter addressed to the membership of the SUP. Partial text follows:

"Brethren:

"We the unlicensed members of the Deck Department aboard the Thomas F. Hunt wish to make it known that it became apparent to all that the Master and Mate had branded Bosun W. Schumaker an agi-

tator and a radical . . .

"During the vessel's stay in Halifax the Coast Guard was summoned aboard ship by its Master and a mock trial was staged. The Bosun was charged and convicted with being unable to perform his duties because of the influence of intoxicating liquors on January 10.

"We know and testified that this was not the truth; nevertheless, the Coast Guard convicted Schumaker and suspended his papers for six months.

"Throughout the voyage this man took an active part in various disputes and we believe because of his prominent part in these disputes the Master and Mate singled him out as an agitator.

"We hold this man's truth up as a good example of discrimination and victimization in the legitimate course of Union activity, and maintain that this practice of victimization be prevented as far as possible in the future."

Schumaker's appeal for return of his papers is on the grounds that:

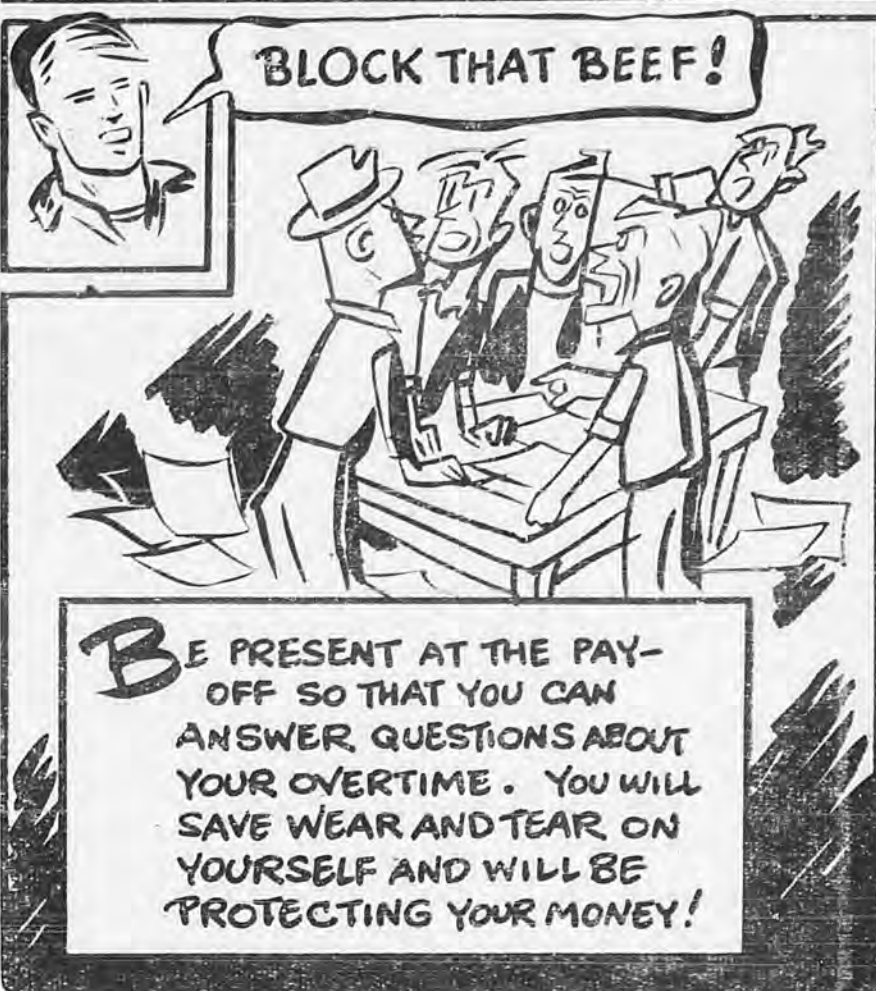
1. The nature of the offense does not warrant suspension.
2. That the charge was brought as the result of a clash of personalities.

In addition to the letter upholding Schumaker, the Deck Department is preferring charges against the Master and the First Mate.

They charge that the Master interfered with the Helmsman, drunkenly threatened crew members with a revolver and fired several members of the crew for no apparent reason, only to revoke his decision the next day.

They charge that the Mate, M. M. Miller, was incompetent, refused to let the Carpenter secure the hatches for sea, left cargo booms swinging when the ship put to sea and failed to have a licensed officer present on the fo'c'sle head while the ship went through Calebra Cut.

SEAFARER SAM SAYS:



Coquille Crew Charges Mate And Captain

Charges were brought against the First Assistant Mate of the SS Coquille for using vile language to the crew. When questioned on his failure to authorize time for sanitary work, he said, "The heads will not be fixed until next trip when the . . . 's get off."

This information is contained in the ship's minutes.

The Mate is also charged with making anti-union remarks, discrimination against wipers in the matter of overtime, and refusing to lash down the oil drums during heavy seas, thereby endangering the lives and safety of crew members.

The Captain of the ship came in for his share of censure as he failed to take on fresh food when it was needed and available.

According to the same minutes, the Black Gang delegate was charged with dereliction of duty in that, after being refused overtime himself, he did not fight for the overtime due other members of the Gang.

ry Walsh. Chief Cook was brought up on charge of incompetency. He was given permission to sign off under "Mutual Consent" and will sign off tomorrow. Motion carried: Not to prefer any charges against this individual as he is not a bad guy and this will teach him to pay more attention to his duties.

FELIX GRUNDY, Feb. 6.—Chairman Willaim Craven; Secretary Fred Shaia. Motion carried: Each department is to use its own heads and showers, and all quarters are to be kept clean. Good and Welfare: Library is to be kept in 12 to 4 watch forecabin, and all books are to be put back after being read; radio in crew's mess is to be turned off at 10:00 P.M. to enable men to sleep; linen to be issued every Friday morning.

VENTURA HILLS, Feb. 7.—Chairman Pat Ryan; Secretary

Am-Mer-Mar Has 'Meanest Mate' Aboard

The crew of the SS Am-Mer-Mar has a new candidate for the title of Meanest Mate, and though the list of candidates for such a title is a long one, it seems a sure thing that this character will be somewhere near the top of it.

The crew has written a motion to be submitted to the chair at the next meeting, listing their grievances against Chief Mate R. B. Grace, Jr. The motion follows:

That the Chief Officer R. B. Grace, Jr., never be allowed to ship on any SIU or SUP ship; that any ship on which he sails as chief officer or master be refused a crew.

Reasons listed for the motion follow.

1. That the Mate has continually turned to with the crew and performed unlicensed personnel work.
2. That he has brought members of the crew up on charges before the Coast Guard, over the head of the Master.
3. That he brought the Bosun before the Coast Guard because he carried out orders of the Mate on watch which were contradictory to his (the Chief Mate's) personal wishes.
4. That he abused the crew and used profane language invariably when addressing crew members.
5. That he used the property and stores of the ship for his personal use, i.e., keeping coffee, cocoa and sugar in his fo'c'sle.

The note to the Log telling of the motion to be brought to the chair is signed by 14 members of the crew of the Am-Mer-Mar.

R. Drurey. Motion carried: All hands against handling lines from any source until notified by respective Unions. Good and Welfare: Talk on importance of SIU and SUP membership supporting Tug Boatmen in their time of need. It was pointed out that we might sometime need their support; another short talk on Unionism and clean messrooms.

Digested Minutes Of SIU Ship Meetings

(Continued from Page 10)

NASHUA VICTORY, Jan. 30.—Chairman Frank Hughes; Secretary Russell Diehl. Motions carried: One man from each department will clean the laundry room; on a vote taken to decide if a certain messman could join the SIU, he was rejected on the grounds of neglecting his duties and incompetence.

§ § §

NORTHERN WANDERER, Dec. 19.—Chairman Jack Farnam; Secretary Harry Dixon. A few men took ill, and with the consent of the crew, were replaced with Filipino. Seven men were advanced.

§ § §

CECIL BEAN, Jan. 6.—Chairman Bura; Secretary Moore. Motions carried: All departments are to use their respective showers; ship's library will be moved to Navy messroom where it will be more convenient for everyone; Deck Department will be given use of starboard gear lockers for stowing foul weather gear.

ANTINOUS, Jan. 7.—Chairman Carolan; Secretary Daire. Motions carried: That someone be delegated to check Steward's supplies and slopchest before next voyage, and that Steward be informed of shortages of this voyage; all Trip-card men be accepted into the Union, that crew's rooms be soogied and painted. Good and Welfare: Someone to ask Captain why he had Messman take glasses and dishes from crew's pantry to the saloon, thereby leaving the crew short.

§ § §

EUGENE E. O'DONNELL, Jan. 16.—Chairman Cole; Secretary Carraway. Motions carried: To contact Union to have disinfectant put aboard; faucets are to be closed tight as there is a shortage of water. Good and Welfare: Upon reaching home, First Assistant is to be looked into for his failure to cooperate with men; fore-castles are to be kept clean; Steward commended for his attempt to keep all men supplied with linen; Steward suggested that all men read the LOG as

it is a good way to keep in touch with Union activities.

§ § §

TRISTRAM DALTON, Jan. 31.—Chairman Harry Nolan; Secretary Virgil Blaszyk. Motion carried: To retain honor system instead of fining members for uncleanness in the messhall. Good and Welfare: Additional light bulbs will be placed in the messhall; full amount of towels and linen will be given out on Sunday; for the benefit of men who were at sea during last shoreside meeting, a brief account was given by Brother Gerry Harris.

§ § §

RICHMOND MUMFORD PEARSON, Feb. 3.—Chairman Gallasy; Secretary Acosta. Suggestion was made that crew members keep feet off tables, dress and eat properly, use ash trays, etc. Motions carried: To have the food cooked better; to have chill and vegetable box cleaned, and meat is to be thawed out in its proper place.

§ § §

NORWALK VICTORY, Feb. 4.—Chairman Barnes; Secretary

THE MEMBERSHIP SPEAKS



'PLOW JOCKEY' RESENTS BEING CALLED DRIVER

Dear Editor:

There is, of course, the famous story of the late Robert Benchley mistaking an Admiral for a doorman in front of a New York Hotel. "Call me a cab," he said. The Admiral spluttered, and indicated that he was a Naval officer, suh! "Okeh," said the irrepressible Benchley, "call me a battleship!"

That one's probably apocryphal, but here's one that really happened down here in Tampa:

A citizen walked up to a be-ribboned Merchant Marine officer in a bus depot and asked him when the next bus left. The phony, high-pressure bum didn't



take it as a natural mistake. He spluttered as much as Benchley's Admiral must have. "I'm no bus driver," he shouted so everyone in the station could hear.

The citizen wasn't dismayed. "Then what the hell are you, in that monkey suit," he shouted back. Everybody in the bus station howled.

Regards to all, until I write again.

Alan E. Whitmer

P.S.:—I have a sneaking suspicion the citizen who approached the "plow jockey" in officer's uniform might have been a merchant sailor.

CLARENCE McCLURE ASKED TO REPORT TO LOG OFFICE

Dear Brothers:

Any seaman who knows the whereabouts of Clarence McClure (picture below) is asked to communicate with him immediately and ask him to get in touch with the editor of the *Seafarer's Log*.



CLARENCE McCLURE

who has an important message for him from a member of his family.

Many thanks, Brothers, for keeping a weather eye out for McClure.

The Editor

SOME HIGHLIGHTS OF OCCIDENTAL VICTORY'S TRIP



These pictures, brought into the Log office by Ed Larkin, give some highlights of the last trip of the Occidental Victory, five and a half months long. It hit Panama, Okinawa, Japan, the Philippines, Singapore, Calcutta and then via Suez, came to New York. At top are the ruins of Nagasaki after the atomic bomb blast. At left are two Nagasaki girls, whom the Seafarers found quite hospitable, and below them Wipers Dan Ungareen, Ed Larkin and Earl Wilson (from top to bottom); at lower right are (from left) Charles La Quere, AB; Ed Larkin, Wiper; Irving Segal, AB; and Ben Cadman, AB.

BROTHER THINKS LOG IMPROVING; ASKS CRITICISM

Dear Editor:

I'm enclosing the minutes of the meeting aboard the SS Jean Ribaud, along with a poem by some future Edgar Allen Poe, which I think may be of interest to members if you can clean it up a bit.

Congratulations are in order for the continued improvement of the *Log*, and it is with considerable interest that I give it a thorough perusing aboard ship. That is the time when I can really get around to absorbing the various items. All I can think of in the way of improvement is the need for more constructive criticism by the membership.

So here's hoping to see it always on the upgrade.

Frank S. Mitchell, Sr.

SICK BROTHER ASKS MEMBERS TO WRITE HIM

Dear Editor:

I would very much appreciate it if you would ask some of my shipmates to write to me, as I am going into the Marine Hospital in Cleveland, Ohio, for a rupture operation, and I'd like to hear what goes on while I'm on my back.

Nick Mutin



NMU HOSPITAL PATIENTS DON'T CROW ANY MORE

Dear Editor:

In your listing of me in the Marine Hospital at New Orleans in the *Log* recently, the name was spelled incorrectly. It should be C. Janulevics.

I would also like to say that the NMUers who used to crow about getting better benefits do not crow any more. They were getting \$2.50 a week, while we get \$2.00 a week. But they got



a new constitution (or confiscation) which cut it down 50 percent.

If they did that to their Brothers who are patients and paid money in for hospital benefits, I wonder what kind of an outfit they have now.

Let them holler for unity. It just goes to show that there is a little too much friction inside the outfit, and soon it's gonna fall apart. All we have to do is spread and keep spreading, and they will fall by the wayside.

Well, so long for now. Please get in my name correctly, so my drinking partners will know how I'm spending the winter.

C. Janulevics

EX-SOLDIER URGES PASSAGE OF BILL OF SAILORS RIGHTS

Dear Editor:

As a discharged soldier who served overseas, I would like to express by opinion on a Seaman's Bill of Rights for those men who have no benefits for themselves or their families.

I have seen those men in the line of duty, and sure we soldiers and Marines over there were indeed glad when a merchant ship came with supplies and ammunition with which we had to fight and eat.

They are really the forgotten heroes of World War II. I urge the public, their friends and relatives to see that a bill of rights is passed to insure those men and their families a benefit to live while their men are home on a much needed rest.

Many of us are home and the war is over for us. But the merchant seamen were at war before us and are still doing their duty bringing our boys home and feeding Europe. I urge one and all to write their congressmen and senators to vote for the Seamen's Bill of Rights, H. R. 2346, now in committee. They certainly deserve to have a bill similar to ours, known as the G. I. Bill of Rights.

Ex-Pfc Elmo A. Sanchez

BROTHER CASEY GIVES THE SCORE TO LOW RATERS

Dear Editor:

Sometimes the fates have been kind and more often very, very rough on the Merchant Seamen, so when you hear some blow-hard, gas-hound, or know-it-all guy popping off about the seamen, just tell him to look up the record of the American Merchantmen in every war this great country of ours has been involved in.

The writer is a bona-fide seaman and is darned proud to wear the Union button of the Seafarers International in his lapel at all times to show people that he is not only a merchant seaman, but endeavors to the best of his ability to be a good Union man at all times. I sailed before the war, during the war and am sailing after the war, otherwise I'd not write this article and request the *Log* to publish it.

Certainly, we can argue pro and con from now until doomsday in re: what the American Merchant sailor has done in the past, present and what he will do in the future, but official statistics will show that approximately 8,000 seamen lost their lives in the service of their country, nearly a thousand are prisoners of war, thousands were injured and of those, many are completely disabled, and many more have become mentally incapacitated, some temporary and others permanently, from the ravages of war. The aforementioned shows the percentage, yes indeed, a large percentage, who were either killed, hurt or disabled from approximately 200,000 licensed and unlicensed merchantmen who served our country in the war.

The merchant sailor has not, and does not ask for the world with a fence made of golden nuggets around it, but merely asks for decent living conditions, decent wages and a right to live our lives in the good old American way. We can have the above and also keep it by teaching the younger element in the maritime field, the American way of



Unionism—which is in the writer's opinion and the majority of seamen—"THE SIU WAY."

No one can deny that we, the seamen, were a vital and necessary cog in the war machinery of this past struggle. No one can deny that the seamen did their share in helping to win same, so if anything good has been born from World War number two, due credit should be given to the merchant seaman. Quite a few of them did not know the meaning of war; yet they volunteered to aid in sailing the ships that carried the necessary implements of war, in order to do their bit for their country.

It makes a person damned mad when he says that he is a real merchant sailor and some gazuni pops off about how soft and etc. we had it during the past fracas. Many sailors, as well as the writer, have seen shipmates die on



BROTHER WANTS TRANSPORTATION TO AND FROM JERSEY SHIP

Why not see that the company pays the transportation back and forth to the ship when it is in port when the crew has to eat and sleep off the ship.

In other words, I was on a ship, the SS Burleson, in North Bergen, N. J. and all of us had to eat and sleep off the ship and to get back to our rooms which we had in New York City it cost us 30 cents one way and the round trip is 60 cents. In a week that adds up to \$3.60, counting six days in the week. So why not see that the company pays our transportation back and forth to our rooms when not sleeping on the ship. I personally think this is a good beef.

John Pritz

Answer:—Sorry, Brother, but your beef isn't valid. There is nothing that says you must put up in New York. Get yourself a room in Jersey.

BROTHER RAISES QUESTION OF FIRST AID KITS NOT BEING SUPPLIED BY SHIPS

The Last few trips I've taken the ships have not had any first aid kits. Now that leaves us seamen open to venereal diseases. Isn't there some rule saying that they should have them? Can you take this matter up with the companies?

Ed Gross

Answer:—Shipping companies are supposed to provide first aid kits on every ship. Look for them when you get on, and if they are missing, report it to the Hall.

board ship, many die in the waters of many oceans and sea after being torpedoed, bombed, or by hitting a mine and also have seen shipmates die in hospitals, but each and every one to a man, would have denied that he was a hero, or cared to be called one, but did know that it was a lack of fear because he was fighting for his country and would do the same again if he could have lived.

An instance of that was when: A certain ship was torpedoed in the Carribean, and an oldtimer

was floating around in the water without a life preserver on. A young kid (on his first trip under the SIU banner) jumped into the water and put this oldtimer on a raft and then got on the raft himself. The oldtimer tried to thank him for saving his life and here is his reply: "Forget it pal, as you would have done the same for me, and before this war is over, you may have the chance, for we seamen are in this thing to the finish."

So in conclusion, we must see that the Merchant Seamen get a just deal all around, and we must

The USS Is Weeping; NMU Dries Its Tears

Dear Editor:

Have you heard the news, Brothers?

The NMU is still playing the stooge for certain agencies. This time it is the United Seamen's Service, an organization well known to all of us who sailed during this war.

The leaders of the NMU are trying to tell the seamen how beneficial this outfit is to us, and are asking us to sign a petition to keep the outfit in business.

But we haven't forgotten the type of "benefits" they gave us. Their "seamen's clubs" in various ports, especially in areas under military control, were just another medium to keep the seamen under the military thumb. We paid, and paid dearly, for our flop and each meal in those clubs. The food was lousy—the bunk a couple of boards, with a sack of hay, and if we moved into a private home or hotel, where we could live decently and cheaply, they would have the MPs pick us up. In other words they treated us like dogs, just like the shipowners did before we made our Unions strong enough to fight them.

The managers of these joints are mostly men who got the soft jobs through connections, friends of the shipowners who influence the policy of the USS and their mother outfit, the WSA.

These despotic characters run the business without any consideration for us, and if we squawk they always have a MP handy to pick you up and bring you up to the Provost Marshal, where you probably would be charged with "subversive activities and agita-

also try and educate those people who do not know, or do not care to know, that the men who sailed the ships back and forth on all waters were a necessary cog in winning the war, and have proven themselves a real part of this great country of ours. We can do this by talking SIU to these youngsters and oldsters whether they be Seamen or workers ashore.

D. S. (Casey) Jones

tion," and as these military judges more than likely have been wine and dined at your expense by the USS representative, you usually would wind up in an Army stockade until you were shipped back.

And THIS is the outfit that is now asking our support so they can keep up these activities. We and the other taxpayers are paying these people to kick us around whenever we are unlucky enough to get stranded in a port under military rule.

AND THE NMU LEADERSHIP IS SUPPORTING THESE PEOPLE!

Can these armchair artists, who never had to take the abuse that is heaped upon a seaman by representatives of the USS and military authorities in foreign ports, really get a seaman in his right mind to sign a petition that can only result in heavier shackles for himself?

I doubt it. It is time now for all of us to realize that the only way we can regain our rights as civilians wherever we go, is by



getting rid of these would-be seamen's "patrons," and refuse to recognize the authority that they have so arbitrarily assumed over seamen.

Let us all get together regardless of what Union we belong to, and tell the public how these people are taking the taxpayers' money, getting high salaries and fat expense accounts, without any benefits to us, the seamen, whom they are supposed to "serve," according to their fancy name.

We ask only one thing: That we are allowed to live like John Doe, the average citizen, without any interference or bullying by petty bureaucrats like the men who run the USS.

Whitey Lykke

SOMEONE LOOKING FOR A SEAFARER, NAME OF GRAND

Dear Editor:

I have been trying to locate a friend who is a member of your Union.

He shipped on the SS Frederick W. Galbraith, a Liberty ship, about December 20, 1944, as Chief Steward. He is Russian-born and a member of the Naval Reserve. His name, I believe, is Grand.

I may be mistaken about his name because he left the ship at Humboldt Bay, New Guinea, before I had a chance to get his address.

J. E. Simms

Editor's Note:—Anyone who knows Brother Grand can write to Simms c/o MM&P, 90 West Street, New York City.

Log-A-Rhythms

THE FINAL ANSWER

By JUD GARMON

Let there be no more questions hurled,
No more arguments throughout the world,
No more debates, for I'm here to tell
And offer proof that there is a Hell.

Hell? Yes, a Hell on earth.
Take my statement for what it is worth.
Hear my story and then you'll see
What Hell on earth can really be.

I was sent to a ship in the Port of Mobile,
An NMU freighter, of rusted steel.
I came aboard ship at three-forty-five,
Went ashore at six, more dead than alive.

The Mate saw me coming, grabbed hold of my neck
And immediately put me to chipping the deck.
And said, as he landed a kick in my rear
"There's no coffee time or overtime here."

Then the Steward came by and said "Pardon, Sir,
"The cat just died, and unless I err
"We'll have fresh meat in the stew tonight."
Then he left me there in an awful fright.

When chow time came there was rat in the stew
Which I find quite typical of the NMU.
And as I picked the weevils out of the bread,
"You'll have to get used to it," the Messman said.

The Fo'castle was dirty and covered with lice,
And the galley was full of roaches and mice.
Then the Captain said a Log was mine
For knocking off at four-forty-nine.

That was enough and I said I was through.
And that I never more would ship NMU.
So I went to my foc'sle to get my gear,
But the Bos'n had hocked it to purchase some beer.

That fed me up with the whole phony deal,
And I hated that ship from mast to her keel.
So I said "to Hell with the NMU,
I'm going right over to the SIU."

Then came along the Patrolman, a Big Baboon,
Who looked half Ape and the other half Goon.
About six of his tribe was with him too
And he said, "I hear you are going SIU."

So he reached out and grabbed me tight,
And when they finished I was a sight.
So I took what was left of my broken frame
And cursed NMU to eternal shame.

LATER

Now I just got back from a six-month trip,
Good chow and overtime, an SIU ship.
Now take my word, I'm telling you,
If you want a good deal, JOIN the SIU!

JUD GARMON, SUP T.C. 5440

Urge NMU To Oust Commies

By LOUIS GOFFIN

What was predicted in the past has now come to pass. In the dissension amongst the top officials in the NMU, who are now clawing at each others throats, we see old "Ham Head" Curran trying to get out from under. His stooging days for the commies are now coming to an end. Is he wise to himself?

We doubt it. The commie element has lost its grasp, and the rank and file of the NMU membership is getting wise to the phony setup they have had to contend with. Now is the time for the rank and file to unload all this commie deadwood.

They now have the opportunity to call it a day as far as outside politics and phony donations are concerned, and become a real democratic seamen's union, such as the SIU and SUP are.

READY TO HELP

We, the membership of the SIU, have always been on record to aid and assist our fellow seamen in their organizing attempts. We stand 100% behind them now in their housecleaning job.

To the rank and file of the NMU, we say: Get rid of this communist control, elect real rank and file Union Seamen as your officials. Remember that without the membership no union can exist.

For years you have been compelled to knuckle down and take orders from a gang whose only thought was to carry out the or-



ders of their masters from Moscow. At no time did they have your welfare at heart.

You are American Seamen, not seamen belonging to a foreign power. The biggest majority of your officials are communist party members, and the party comes first, last, and always with them.

NOW IS TIME

Now is your time to get rid of them. In union there is strength, and if you all get together and force them out, you will come out of this mess as true American Seamen. You will be respected by all true labor organizations and have the knowledge of a job well done. A job done not only for yourselves, but for all seamen, everywhere.

To you, again we say: The SIU and SUP, the only true democratic seamen's unions, are with you 100% in your efforts.

ATTENTION!

If you don't find linen when you go aboard your ship, notify the Hall at once. A telegram from Le Havre or Singapore won't do you any good. It's your bed and you have to lie in it.

Philly Second Port For Jobs

PHILADELPHIA — Last week many ships paid off, among them the Black Rock of the Moran Line, a deep-sea tug which was out six months. The Black Gang had a beef over \$2100 in disputed overtime. We went to bat for them and the money was collected when the ship paid off.

The Scripps, of Alcoa Line, paid off on March 14. The company did not notify the Hall, but told the men that they would payoff on March 15. Men should not payoff under any circumstances unless the Union representative is present. In this way all beefs can be settled at the payoff in Philadelphia.

Philadelphia is now the second port as far as shipping out of men goes. Last week 179 rated men shipped out. Rated men can get a job at any time in Philadelphia.

TUG STRIKE

A tug strike was started by District 50, United Mine Workers, on March 15, and this might slow things down for a few days. The SIU will not scab on this strike, and has promised its cooperation.

The strike is a jurisdictional dispute between the UMW and the MEBA. The strikers have been diverting a lot of ships out of Philadelphia. It looks like no settlement is coming right away.

Ski Janowski has been brought up by the Coast Guard on phony charges. A CG officer claims that Ski cussed him out. We've got a lawyer working on it, and we're going to find out if they can take a living away from a man on phony charges.

Young Men Seek Careers At Sea

By WILLIAM STEVENSON

DULUTH — Well, even the weather man can be fooled in this north country. He said the temperature would go below freezing, and he woke up in the morning with a hot sun shining down on us.

With the spring weather here the boys are starting to leave for other ports. They have itchy feet and they know that this port is not too good in the spring as only a few boats lay up here.

Some young fellows, juniors I guess you would call them, have been coming in for papers. They want to try their future on the sea, and make a fortune, if it can be done.

MORE COMING

I am getting a lot of calls now in regards to the package freight line starting up soon. As far as I know, the SS Arthur Orr is the only one to carry freight so far. Others, however, are sure to follow.

I had a letter from a brother in Nebraska who wanted to know when we started shipping here. So you see that it is not only the hometown boys who want to run these ships here on the Lakes.

When you are passing through this place, going east or west, be sure to stop in and say hello. Long time no see some of the brothers.



Learning themselves—but good anyway, here are a group of Seafarers, getting the lowdown on the organizing business. When they get through they'll go out to Isthmian, and tell the boys in a professional way. With the election coming within a month their work has increasing importance. How about you?

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.

Bucko Gets One Month In Which To Repent

PHILADELPHIA — Striking a messboy during a drunken rage proved to be a costly action for the Skipper of the Alton Cary, American Range Line, which paid off here on February 1.

The vessel was carrying five refugee women from Europe, and the Captain did all he could to make their trip enjoyable and comfortable. He even went so far as to have the Steward serve them personally, and he gave parties for them frequently.

During one of these parties he became drunk and complained that the crew was making too much noise and disturbing his fun. He thereupon went into the crew messroom, and in the process of throwing his weight around, he struck one of the Messboys in the face.

At a hearing before the Coast Guard authorities on February 2, this bucko skipper was found guilty on all charges, and he was suspended for one month and placed on three month's probation.



Proposed Changes In Great Lakes Constitution To Go To Vote

Recommended changes in the constitution of the Great Lakes District of the Seafarers International Union will be shortly placed before the membership for approval.

The proposed amendments were reported out of the committee elected by the membership for this task.

Following are the changes recommended:

(1) Page 14, Article IV, Section I, shall be amended to read as follows: Members intending to remain on shore indefinitely, or sail as licensed officers or in any capacity not listed in the Deck, Engine or Steward Department may retire from active membership and shall be granted a retiring card upon payment of dues for the current month, assessments, fines or other indebtedness to the Union, but under no condition shall a retiring card be issued during a strike or lock-out.

(2) Page 18, Article XII Nomination and Election of Officers Great Lakes District. Section A, shall be amended to read as follows: That he is a citizen of the United States of America or the Dominion of Canada or eligible to such citizenship.

(3) Page 37, Article XXI, amend Section II to read as follows: The Initiation fee shall be Twenty-five (\$25.00) dollars and shall accompany the application for membership, and the dues shall be two (\$2.00) dollars per month, payable in advance.

The Secretary-Treasurer shall be authorized to set a lower initiation fee for Organizational purposes.

(4) Page 41, Article XXIV amend Section IV to read as follows: Members who enter Hospitals in good standing shall be entitled to Hospital supplies or the equivalent thereof in cash, not to exceed Two (\$2.00) dollars per week for a period of not more than Fifty-two (52) consecutive weeks, provided (1) he is a patient in a United States Marine Hospital, or (2) while a patient in any other institution for the cure of the sick, except when confined for mental alienation, provided such institutions are located at Headquarters, in any

Branch of the Union, or in the immediate vicinity thereof. Any case not covered by the above in which hardship can be proven shall be brought before the membership for their consideration.

(5) Page 42, Article XXIV. Amend Section VII to read as follows: If a full member in good standing is buried by relatives or any other organization in which he has been a member, without such relatives or organization duly notifying the Union of such members death before interment, no benefits shall be paid by this Union. The Funeral Benefits shall be paid by this Union. The Funeral Benefits in any case shall not exceed Two Hundred (\$200.00) Dollars.

(6) Add clause for Three Dollars (\$3.00) Annual General Fund Assessment.

Galveston On Map To Stay

By D. L. PARKER

GALVESTON — The Agents' Conference began this week, and this is the fourth one I have attended since I started pie-carding. In all sincerity the agenda that was drawn up for this conference is the most progressive one in which I have ever had the privilege to participate.

You can readily see that all of the Agents attending have brought new ideas and thoughts to the conference, which I am sure will help to promote progress, unity, and enlightenment to the new members who are coming into the Union. And I am sure that, at the conclusion of this conference, we can all say that it was one of the best yet.

The Port of Galveston is, indeed, on the map to stay. Our shipping has picked up at least 50 percent in the last year. The port is self-sustaining and from all indications it will continue to be for a good many years to come. We average 20 to 25 ships and payoffs are about three to five per week.

We are very short of rated men, especially Cooks and ABs.

BULLETIN BOARD

—Unclaimed Wages—

STMR. L. S. WESCOAT	Davis, Gordon	1.22	Menkavitch, Jos.	8.82
Checks for the following for back pay are being held at the offices of Great Lakes Transport Corporation.	Dayton, Wayne	7.43	Morgan, Robt.	8.46
Atler, S. B.	Doherty, James	3.99	Nauman, Elmer	.58
Belknap, Homer	Grady, Henry	2.08	Paskier, George	5.72
Boncel, Anthony	Hanratty, Henry	14.91	Rekst. Edward	8.64
Buschel, Jos. M.	Heinbuch, Peter	13.76	Richardson, W.	.67
Cease, Charles	Hoffman, Edward	3.81	Slife, Douglas	5.69
Conrol, Matthew	Jarvis, Joseph	6.83	Smith, Howard	4.29
	Klass, Aloysius	23.61	Svensden, Wm.	5.25
	Lande, George	14.85	Trappy John	12.37
	Lewis, W.	3.71	Wedemeier, Robt.	19.06



BOSTON

SS G. W. ALTHE
D. Korlia, \$1.00; B. Slaid, \$1.00; R. Meyvankson, \$1.00; A. Horne, Jr., \$1.00; J. Manpin, \$1.00; H. Savine, \$1.00; J. Barnett, \$1.00; H. Frierson, \$1.00; J. Smith, \$1.00; B. Brock, \$1.00; Wm. Kennedy, \$1.00; M. Tremie, \$1.00; A. Freirson, \$2.00, (and \$2.00 for cigarettes for Brothers in Ft. Stanton); L. Lang, \$1.00; M. Van Ryswisk, \$1.00; C. Craddock, \$2.00, (and \$2.00 for cigarettes for Brothers in Ft. Stanton); V. Duck, \$2.00; A. Kubickie, \$1.00, (and \$1.00 for cigarettes for Brothers in Ft. Stanton); S. Evans, \$1.00; G. Vanderpopuliana, \$1.00, (and \$2.00 for cigarettes for Brothers in Ft. Stanton); H. Karlson, \$1.00; W. Williams, \$1.00; H. Olmsted, \$1.00. Total—\$26.00.

INDIVIDUAL DONATIONS

O. Jones, \$2.00; J. Crawley, \$1.00; E. Webster, \$2.00. Total—\$5.00.

NO PORT

SS FRELINGHUYSEN
John R. Settle, \$1.00; W. Fajans, \$1.00; Leo A. Allen, \$2.00; R. A. Garlick, \$1.00; Robert Paustian, \$1.00; Wm. Garber, \$1.00; Pat Holden, \$1.00; R. F. Wilson, \$1.00; Norman Thompson, \$2.00; Norman Kramer, \$1.00; A. Simonarage, \$1.00; A. Driessens, \$1.00; E. Eckholm, \$1.00; R. Barba, \$1.00; C. Rinelli, \$1.00. Total—\$17.00.

NEW ORLEANS

Geo. H. Reier, SS Marie Maloney, \$7.00; SS Wm. Christiansen, \$3.00; M. J. Mouton, \$2.00; M. Neal Jr., \$1.00; D. R. Joyner, \$1.00; E. R. Henry, \$1.00; L. P. Marsh, \$1.00; V. F. Mascari, \$2.00; V. F. Mascari, \$2.00; J. R. Burton, \$1.00; Fred Bloomer, \$1.00; R. O. Spencer, \$1.00. Total—\$26.00.

BALTIMORE

INDIVIDUAL DONATIONS
E. Lord, \$1.00; L. Guzzi, \$1.00; Rosol, \$1.00; V. L. Sikes, \$1.00; P. T. Hill, \$1.00; W. L. Briers, \$1.00; D. N. Talbot, \$1.00; R. L. Ferron, \$1.00.

PHILADELPHIA

Crew of SS B. Rock—\$30.00.

INDIVIDUAL DONATIONS

R. Mills, \$1.00; C. Cramp, \$1.00; A. Kutawsky, \$1.00; D. Cushino, \$8.00; H. Jennings, \$5.00; A. Kexina, \$2.00; A. Mariani, \$1.00; J. Duzzi, \$2.00; W. Freeman, \$2.00; J. Culledge, \$2.00; C. Duncan, \$2.00; F. Jones, \$2.00; A. Lemmo, \$1.00; R. Olsen, \$1.00; W. Parish, \$1.00; L. Worden, \$1.00; G. Gionet, \$1.00; B. Lessecrith, \$1.00; J. France, \$1.00; D. Waters, \$3.00; J. Grosh, \$1.00; W. Motten, \$1.00; D. Markel, \$2.00; D. Pail, \$1.00; W. Evans, \$1.00; F. Knox, \$1.00; W. Repply, \$1.00; A. Smith, \$5.00; J. West, \$2.00; A. West, \$5.00; Pardee, \$2.00; A. Dupree, \$2.00; H. Rabun, \$2.00; G. Prince, \$2.00; J. McDonald, \$2.00; D. Parrish, \$2.00; W. Cook, \$1.00; E. Gernier, \$1.00; M. Teicher, \$1.00; H. Orman, \$1.00; H. Thompson, \$1.00; J. Auger, \$1.00; W. Ashbrige, \$1.00; M. Pierprinski, \$1.00; J. Kivanas, \$1.00; H. Kirk, \$2.00; T. Noble, \$10.00; D. Ling, \$5.00; J. Ading-

ton, \$2.00; F. Christy, \$2.00; J. Weitzel, \$2.00; J. Dawine, \$2.00; J. Duffel, \$2.00; A. Jones, \$2.00; N. Renfer, \$2.00; H. Williams, \$2.00; J. Bohne, \$2.00; J. Blanchard, \$2.00; M. Payhart, \$1.00; I. Tocan, \$1.00; T. Wixter, \$10.00. Total—\$159.00.

NORFOLK

INDIVIDUAL DONATIONS

R. Pierce, \$10.00; John K. Knapp, \$1.00; Gerald Searpath, \$2.00.

JACKSONVILLE

Individual Donations—\$21.00.
SS Newberg—\$14.26.

NEW YORK

INDIVIDUAL DONATIONS

P. P. Ruda, \$2.00; J. Kovachic, \$2.00; E. Nilson, \$2.00; W. J. Wolfe, \$1.00; J. D. Harris, \$2.00; E. J. Jordan, \$1.00; E. L. Krotzer, \$1.00; I. Cumberland, \$2.00; R. Gregg, \$2.00; J. Doyle, \$1.00; P. J. Richards, \$3.00; R. B. Coen, \$2.00; E. B. Jensen, \$2.00; G. Seibert, \$2.00; Joe B. Farrow, \$2.00; W. Nachman, \$1.00; R. Dawson, \$1.00; J. Bergstrom, \$1.00; J. Hibbert, \$1.00; P. Eastman, \$1.00; L. Melanson, \$2.00; H. Vickery, \$2.00; O. Kleppberg, \$1.00; L. Chezzo, \$2.00; R. Argo, \$2.00; J. W. Alstatt, \$2.00; J. Distefano, \$2.00; J. Longo, \$1.00; J. Lawrence, \$1.00; George E. Blight, \$1.00; H. D. French, \$2.00; A. Runnuel, \$1.00; M. Winstein, \$1.00; R. Bailey, \$1.00; F. Schmitt, \$6.00; Calvin R. Hullum, \$1.00; H. E. Nelson, \$1.00; A. A. Erdman, \$1.00; Henry Gillard, Jr., \$1.00; Walter N. Cyrek, \$4.00; G. Stanter, \$1.00; R. Gachette, \$2.00; M. Nesslanson, \$2.00.

SS OLIVER LOVING

C. W. Snyder, \$2.00; D. D. Kobreck, \$1.00; F. Rakas, \$2.00; L. J. White, \$3.00; T. Ulinski, \$3.00; E. G. Tasko, \$2.00; J. R. Misaner, \$3.00; J. Quigley, \$3.00; B. Smoljan, \$3.00; G. Chambres, \$2.00; A. Mihalic, \$11.00; J. Davis, \$6.00; N. Fraser, \$1.00. Total—\$42.00.

SS SMITH VICTORY

D. L. Schroeder, \$1.00; T. R. Gatheral, \$2.00; SS Smith Victory, \$7.00; Alex James, \$2.00; H. E. Zwicker, \$2.00; T. D. Kidd, \$2.00; Thomas J. Shea, \$2.00; N. W. Rogan, \$1.00; A. Kelpier, \$2.00. Total—\$21.00.

SS BUNTLINE HITCH

SS Buntline Hitch, \$21.50; E. Erickson, \$1.00. Total—\$22.50.

SS B. L. RODMAN

D. L. Chenoweth, \$2.00; W. King, \$2.00; G. W. Kyle, \$2.00; E. Wetzel, \$1.00; T. J. Koppenburg, \$2.00; E. H. Desher, \$2.00; R. M. Zimmerman, \$2.00; W. R. Dyer, \$2.00; A. Meshefski, \$3.00; R. W. Peaslea, \$2.00; A. C. LaShare,

\$2.00; W. Hurley, \$1.00; G. A. Thompson, \$3.00; K. Neilson, \$2.00; J. W. McCahlin, \$2.00; W. Pupchik, \$2.00. Total—\$32.00.

SS HAMPDEN SIDNEY VICTORY

R. H. Grandell, \$1.00; E. G. Gross, \$1.00; L. R. Johnson, \$1.00; K. W. Stebbins, \$2.00; R. Tucker, \$1.00; W. J. Doyle, \$1.00. Total—\$7.00.

SS DEL OURA

C. L. Culner, \$2.00; C. C. Cornett, \$1.00; B. M. Nixon, \$2.00; W. H. Butts, \$3.00; J. May, \$3.00; N. Larsen, \$2.00; A. Aruanites, \$2.00; W. W. Greer, \$2.00; J. W. Black, \$1.00; H. L. Hill, \$3.00; J. W. Butts, \$2.00; C. E. Domingue, \$5.00; B. C. Browning, \$1.00; F. E. Abrahamson, \$2.00; E. F. Neidlinger, \$7.00; A. Gren, \$5.00; W. Hamilton, \$1.00. Total—\$44.00.

SS CITADEL VICTORY

W. Sperry, \$1.00; R. Marcinak, \$1.00. Total—\$2.00.

SS MCNELEY

R. Peters, \$2.00; C. R. Spear, \$2.00; J. Niemiera, \$2.00. Total—\$6.00.

SS J. BLAINE

D. Whittaker, \$1.00; E. H. Keen, \$2.00; T. McGin, \$2.00; E. W. Sweeny, \$2.00; F. Morton, \$2.00; S. Jondora, \$2.00. Total—\$11.00.

SS ELEAZOR WHELOCK

C. J. Quinn, \$3.00; Lawrence O'Connor, \$2.00; Adolph Budraigis, \$2.00; Frank P. Heckisson, \$3.00; Manuel Maldonado, \$1.00; E. Spanas, \$2.00; O. Bowman, \$1.00; John Kidder, \$2.00. Total—\$34.00.

SS CAPE TEXAS

J. R. Pagan, \$1.00. Total—\$1.00.

SS PURDUE VICTORY

George E. Taylor, \$2.00; F. A. Dollbaum, \$1.00; Charles Knowles, \$2.00; James Wilcott, \$3.00; F. G. Townsend, \$1.00; E. R. Braden, \$2.00; W. Sexton, \$2.00; E. T. Allen, \$2.00; H. E. Stridylk, \$2.00; John F. Ross, \$5.00. Total—\$22.00.

TOTAL—\$605.76.

PERSONALS

CHARLES De SHANE RONALD KNOX

Please get in touch with Ray Thorne, your delegate while on the Coastal Stevedore, at 640 N. Alexander St., New Orleans, 18, La.

Will the following men when in New York please come to the 6th floor of the Hall and bring their Union books?

Terres, Jorge Rentas, Brooks, Daniel E., Aquiar, Jose, McGrath, John T., Messerschmidt, Kai Svend, Viruet, Pedro A., Floyd, J. W., Smith, A. F.

NOTICE!

The books of Robert S. Russak, and Don G. Cameron are being held at Headquarter's offices in New York.



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LEONARD CAHILL
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E. E. Jolly, 12 hrs., Herbert Newberry, AB, 1 days pay.

Can be collected at office or by writing to American Hawaiian Steamship Company, 90 Broad Street, 2nd floor, New York, N. Y.

SS JOSEPH I. KEMP

The following men have transportation amounting to \$125 each: Donald L. Smith; Kristian Staale-son; Alton B. Wheler; Gaines D. Hedges; Ralph W. Wilkins; Ralph A. Rohrer; Lyle A. Brannan; Bruce L. Clayton; Boleslar A. Beierilo; Dwight E. Yentzer; Merrel E. Spence.

The money will be kept at the office of the American Liberty SS Corp., 75 West St., N. Y., for the next few days, after which vouchers will be sent to the addresses given at the time of sign on.

SS PENDLETON

The following men may collect their disputed Overtime by writing the Los Angeles Tanker Corp., 365 W. 7th St., San Pedro, Calif.

Philip Pratt, Sr., 38 hrs.; Fidel Nevarez, 89 hrs.; Lel Sasser, 85 hrs.; Richard Hadeen, 49 hrs.; Jerry Graham, 20 hrs.; T. E. Barlet, 486 hrs.; A. S. Blankinship, 297 hrs.; W. Warden, 29 hrs.; J. H. Pope, 64 hrs.; A. Skaar, 24 hrs.; H. D. Brooks, 24 hrs.; V. Johnson, 56 hrs.; R. Pack, 24 hrs.; Walker, 24 hrs.; J. Graham, 46 hrs.

ANOTHER SIU CREW—THE THOMAS CRESAP



Yes, sir! They're all SIU. Kneeling (from left): Manahan, AB; Ships Organizer Pat Keenan, AB; Miller, MM; Goodman, OS; Buckler, OS. Middle row: Atkins, MM; Anderson, Oiler; and Ships Organizer Petrovich, Oiler. Rear: Tart, AB; Strickler, AB; Novatney, AB; Morgan, AB; Koenig, Oiler; J. Baumgartner, Utility; C. Baumgartner, 2nd Ck.; Roland, OS; and Harrison, FWT.

THOMAS CRESAP DECK GANG



Here's the Deck Dept. of Isthmian's Thomas Cresap. They're all for the SIU, and waiting impatiently for that election to begin so that they can have Seafarers representation on their beefs plus an SIU contract in their pockets.

SIU Organizer Shows Red Rover Crewmen How To Win Their Beefs

NEW YORK—When the Skipper of Isthmian Line's Red Rover decided to give the crew members only a ten dollar port draw, it didn't take volunteer organizer Charley Bush long to change his mind for him.

Bush, who is Bosun aboard the Red Rover, told the Chief Mate that if he and his men didn't receive a decent draw, he'd hit the gangplank and the men would all follow him.

The Mate must have let the Skipper know what was what in no uncertain terms, for when the time for the draw finally came around, no word was mentioned about cutting down to \$10, and the crew received what it had requested, dished out by the Captain and his helpful wife.

According to Charley and a number of other Seafarers on board the Rover, she's all shipshape. With the exception of one, lone, misguided NMUer aboard, it's a solid SIU-pledged ship, and several of the men have taken out SIU books at the special charter rate of \$17, with some

others expected to do so when the Rover returns.

CAMERA BUG ABOARD

One of the men on the ship, Neibling, is a regular camera bug with plenty of gadgets and equipment for his minicam, plus one hundred feet of film, good for 1200 pictures. By the time the Red Rover hits U.S. soil again, he should have some swell shots of the crew in action both aboard and ashore at the various ports of call.

The Rover is expected to be gone about five or six months with the first stop at Alexandria, and with Haifa, Port Said, Bombay, Karachi and Calcutta also on her itinerary. With a good Chief Cook on board, the men should have a pleasant voyage. According to one lad, "Our Chief Cook cooks chicken out of this world. Yes, sir! It really tastes like more!"

Along with the good news that the Isthmian election to determine the Union bargaining agent will start within the next thirty days, we wish this swell Isthmian crew, "Bon voyage, and the best of luck, fellows."

Why Isthmian Men Flock To SIU

Why are Isthmian seamen flocking to enroll under the banner of the SIU? Is it because membership in the SIU costs only \$29.00 per year in dues and assessments, plus the initiation fee of \$17.00? No, that can't be it, since the NMU charges \$30.00 per year, plus a \$17.50 initiation.

The answer must lie in another direction. It is for other, more concrete reasons that Isthmian seamen are attracted to the SIU. They, like all American seamen, are interested in joining a union that guarantees them democratic control of the organization.

They wish to have no part of a union that uses their hard earned money to further the interests of a foreign political group. They want to have a voice in the affairs of the union, and in the expenditure of union dues and assessments.

In the SIU these rights are theirs from the first moment they join.

COMMIE TOOL

The NMU can no longer masquerade as a union. It is nothing more than the trade union arm of the communist party, and has been doing the will of the commies since the day it was organized. It is a union that was organized by the communists, and will be broken up by them, without qualms, if it fails to carry out the party line.

But membership in the SIU means more than just membership in a democratic American union. It means equal partnership in an organization of over 62,000 men, and worth more than \$3,000,000. The SIU has closed shop contracts with 129 companies, controlling more than 1500 ships. These agreements contain the best conditions that seamen have ever known.

MANY BENEFITS

These benefits are not tin. They add up to rank and file control, high wages, good working conditions, militant representation, and the support of the largest seamen's union in the maritime industry. You don't fight alone when you belong to the SIU.

Isthmian seamen who join the

SIU will also derive other profits in addition to those outlined above. They will be entitled to burial expense from the union, they will receive regular hospital benefits while in the hospital, and they will have the free use of the facilities of all halls owned by the SIU.

The SIU has been growing steadily. It is not a house of cards, without a foundation. The Strike Fund alone amounts to more than \$1,000,000, and although we have recently purchased new halls in three different ports, the Building Fund stands at more than \$500,000. No money can be spent from these funds without

the consent of a two-thirds majority of the membership, on a secret referendum ballot.

Compare this last item with the NMU conditions whereby all dues, and various "voluntary" assessments, go into a general fund, and can be spent at will by the officials of the union without the consent, or even the knowledge of the membership.

The officials of the Seafarers are from the rank and file. They were not placed in high office by a political party to dictate policy. They have sailed under wartime conditions, and they know intimately the problems each seaman faces.

The men of the Isthmian Line are not blind to the facts. In increasing numbers, the unlicensed personnel is signing up with the Seafarers. They resent the stalling tactics of the NMU which has held up the election to determine a bargaining agent for the Isthmian Line. When the chips are finally down, and the men stand up to be counted, "Isthmian too will be SIU."

Here's The Score

WHAT IT COSTS TO JOIN SIU IF YOU ARE NOT AN ISTHMIAN SEAMAN

Current Month's Dues	\$ 2.00
Initiation	25.00
Seafarers Int'l Fund	2.00
Building Fund	10.00
Annual Strike Ass't.	12.00
(4 years @ \$3.00 per year)	
Strike & Org'l Fund	5.00
Hospital Fund	2.00
Strike Fund	10.00

TOTAL\$68.00

All assessments in the SIU were passed by a secret vote requiring a two-thirds majority.

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WHAT IT COSTS TO JOIN THE SIU IF YOU ARE AN ISTHMIAN SEAMAN

Current Month's Dues	\$ 2.00
Initiation	15.00

TOTAL\$17.00

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WHAT IT COSTS ALL SEAMEN TO MAINTAIN MEMBERSHIP IN THE SIU

Yearly Dues @ \$2.00 per month	\$24.00
Annual Strike Assessment, Yearly	3.00
Annual Hosp. Fund	2.00
YEARLY TOTAL	\$29.00

A GROUP OF RED ROVER MEN, BROOKLYN



This group of seamen from the Red Rover, Isthmian Line, is all for the Seafarers. Kneeling (reading from left): Nungesser, MM; Fletcher, OS; Anzalone, Wiper; Berkshire, Oiler; Ships Organizer Bush, Bosun; Kokenspäger, Oiler. Second row: Anderson, MM; Mejia, AB; Hawkins, Oiler; Hoag, FWT; Leuschner, AB. Rear: Paraday, AB; Hansen, FWT; Howard, OS; Hultberg, OS; and Schloemer, AB.