

SEAFARERS WARNS BRITISH AFL WILL BOYCOTT SHIPPING



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Brotherhood Of Marine Engineers Gets AFL Charter From Seafarers

In response to requests from hundreds of rank-and-file licensed engineers, seeking economic protection and membership control of union affairs, the Seafarers International Union granted a charter to the Brotherhood of Marine Engineers, AFL, on May 12. The newly-formed Brotherhood has already become active in behalf of its membership, and has notified 51 steamship companies that the BME represents a majority of the licensed engineers aboard their ships. The BME also called upon the companies to set an early date for contract negotiations. The charter granted to the BME was the second one given this month to a maritime group of workers by the SIU.

Previously, the Marine Allied Workers, with jurisdiction over workers in Atlantic and Gulf coast ports, came into the International.

Under terms of its charter, the BME will be completely autonomous and, if its membership so desires, may withdraw from the SIU and affiliate directly with the AFL.

Announcement of the chartering of the new affiliate was made by Paul Hall, First International Vice President of the SIU and Secretary-Treasurer of the SIU Atlantic & Gulf District, who stated that the charters were granted in response to pleas for union protection from thousands of workers in these fields.

TEMPORARY HEADQUARTERS

The Brotherhood of Marine Engineers now maintains temporary headquarters in New York at the SIU Headquarters.

In serving notice on the half-hundred steamship companies for contract negotiations, the Brotherhood of Marine Engineers stated that a large majority of licensed engineers aboard the companies' vessels have "become fed up with the anti-union actions and political policies of the Marine Engineers Beneficial Association, CIO. As a direct result they have formed a union within the framework of the American Federation of Labor known as the Brotherhood of Marine Engineers."

In making public the letter to the steamship companies, the BME declared that announcement of the Brotherhood's formation resulted in a flood of applications for membership. Consequently, it said, the Brotherhood is acting quickly to obtain the kind of union protection the licensed engineers are demanding.

It also stated that marine engineers in general wish a chance to negotiate their own contracts for a change. In the past they have had to put up with contracts worked out by such well-known partyline lawyers and economists, as attorney Lee Pressman, who has been associated

with communist run unions for years.

In the letter requesting immediate negotiations, the steamship companies were told, "in the event you make any agreement with the MEBA beyond June 15, 1949, the date your present contract expires, you will do so at your peril and contrary to the wishes of the majority of the licensed marine engineers employed by you."

At the time of the petitioning, John Owens, Executive Secretary of the AFL's Maritime Trades Department, officially welcomed the BME as the waterfront trade union group's newest member.

Owens declared that the Brotherhood of Marine Engineers would have the full backing of the AFL Maritime Trades Department in its negotiations with the shipowners.

The complete text of the BME's letter follows:

"The large majority of the licensed marine engineers actually
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Program Of BME

1. Creation of a strong Brotherhood of Marine Engineers, utilizing the great strength and fraternal bonds possessed by the American Federation of Labor through the powerful AFL Maritime Trade Department.

2. Increasing the wages and improving the working conditions of all Marine Engineers to levels commensurate with the skill, responsibility and dignity of their profession.

3. Maintenance of a democratic organization of, by and for Marine Engineers which is completely free of any and all political influences, especially the influence of the shysters and "fellow-travelers" of the Communist Party.

4. Building an organization of Marine Engineers which will service its members by assuring them the full protection of their contracts, issuing regular reports and publications, and acting as a responsible body at all times.

5. Negotiations of contracts for Marine Engineers by Marine Engineers—not by lawyers and other outsiders.

ECA Moves To Enforce Cargo Law

The Economic Cooperation Administration is taking steps to enforce the recently enacted law that at least half of all Marshall Plan-financed recovery cargoes be carried in United States ships.

Under terms of a regulation effective immediately, 50 percent of foreign aid materials must be shipped on American ships, otherwise the ECA will not pay for the goods or the shipping costs.

JUNE 30 DEADLINE

Arthur Syran, ECA's transportation director, has recently returned from Europe, where he explained the new rules to shipping interests and officials of the Organization for European Economic Cooperation. The latter organization acts as agent for the ECA abroad.

Nations receiving benefits under the European aid program

have three months, ending June 30, to meet the 50-50 tonnage requirement.

The law which the ECA regulation will now enforce was passed by Congress on April 14, and governs the shipment of cargoes financed from funds provided for continuation of the European Recovery Program until July, 1950.

A "watch-dog committee" has been set up by Representative Schuyler Otis Bland, Chairman of the House Merchant Marine Committee, to see that the 50-50 shipping provisions of the ECA law are fully observed, to protect American seamen and ships from being sacrificed in favor of low cost foreign flag operators.

The percentage of American flag ship participation in the transportation of Marshall Plan cargoes was the cause of con-

siderable debate during Congressional hearings and discussions on the ECA law.

The 50-50 division, as it now appears in the law, was given guarded approval by the SIU, which put up a vigorous fight for protection of American ships and jobs as the measure was being shaped up.

A&G Tripcards

All Seafarers now paying dues on tripcards are requested to forward their cards to SIU Headquarters, 6th Floor, 51 Beaver Street, New York for exchange to permits. Seafarers may call in person or communicate with Headquarters by mail.

The Seafarers International Union of North America will tie-up every British ship that enters an Atlantic or Gulf coast American port, unless the misguided, communist-inspired strike action by British dock workers against Canadian ships manned by members of the SIU, Canadian District, is brought to a halt.

To make certain that there would be no misunderstanding of the situation in London, Paul Hall and Morris Weisberger, speaking as Vice-Presidents of the SIU and co-chairmen of the AFL Maritime

Trades Council of New York, cabled the threat of counter-action to the Prime Minister of Britain's Labor Government, Clement H. Attlee, and called upon him to stop the illegal, commie-led, wildcat walk-out in British ports.

The SIU officials told Mr. Attlee that they would give him time to reply before instituting the boycott. The full text of the cablegram was released to American and British newspapers and wire services.

CITE FACTS

Hall and Weisberger said that they had been requested by their Canadian affiliate "to take steps to tie up all British shipping in the Atlantic and Gulf ports, unless the British dockers, now misled into wildcat action by communist propagandists, agree to handle ships contracted to the SIU, Canadian District."

The two AFL officials told Mr. Attlee that they had no desire to take such action unless it became absolutely necessary. They pointed out that the SIU, Canadian District, was under legal contract to man the ships.

The cablegram said that it was the aim of the communists to sabotage the Marshall Plan and that the AFL Maritime Unions would not permit "a political maneuver by fifth column disruptors" to prevent the SIU, Canadian District, from fulfilling its contract.

Weisberger and Hall cited a circular from the International Transportworkers Federation in which the situation was described as part of a political campaign to which the ITF was opposed and that it was in no way an industrial issue. They emphasized their belief that the British dockers who have tied up Canadian ships were acting on false information given them by communist propagandists.

COMMIE INSPIRED

The tying up of several Canadian ships in British ports is the result of propaganda issued by the communist-led Canadian Seamen's Union whose leaders attempted to halt the sailing of Canadian ships after the SIU, Canadian District, signed an agreement with the owners of Canada's east coast merchant marine.

The action was unsuccessful except in a few foreign ports. The Executive Council of the AFL, meeting in Cleveland recently, recommended that the Canadian Seamen's Union be ousted from the Trades and Labor Congress of Canada. Earlier, President William Green, of the AFL, cabled a request to the

(Continued on Page 16)

SEAFARERS LOG

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Welcome, BME

For the second time within the past few weeks, we are privileged to welcome into the Seafarers International Union a group of maritime workers vitally interested in improving its economic status through the medium of sound trade unionism.

Less than two weeks ago, the granting of an AFL charter to the Marine Allied Workers opened the way to union benefits and protection to vast numbers of unorganized workers linked closely to maritime on the Atlantic and Gulf coasts.

The MAW has now been joined by the Brotherhood of Marine Engineers, which has also received an AFL charter in response to demands from licensed rank-and-file engineers, who have long been dissatisfied with the kind of union protection available to them.

These highly significant developments point up the fact that workers in maritime and related industries now recognize that trade union success in maritime can only be scored under the banner of the AFL.

The licensed engineers have learned that the political objectives of a small, dominating communist clique always rate priority over the economic needs of the rank-and-file. This has been the case wherever communists have controlled union affairs. For the engineers this unsavory situation now becomes part of their past history.

In the AFL Brotherhood of Marine Engineers, these men will now go forward on a program dedicated to their economic betterment and free of the vicious influence of anti-democratic and self-serving politically-minded leadership.

To our newly-affiliated Brotherhood, we offer a hearty welcome.

Show Of Violence

Victor Reuther, educational director of the United Automobile Workers Union, was shotgunned in the living room of his Detroit home during the evening of May 25, 1949. As a result of the attack his right eye has been removed by surgeons. The gunman is still at large.

Walter Reuther, president of the United Automobile Workers Union, was the victim of a shotgun blast in the kitchen of his Detroit home on the evening of April 20, 1948. The blast shattered his right arm. The would-be murderer has not been caught.

William Lurye, organizer for the International Ladies Garment Workers Union, was mortally wounded on May 10, 1949, when killers ganged up on him in a telephone booth in the lobby of a busy New York office building. Lurye died a few hours after the attack. The murderers are still free.

In each instance, sizeable rewards were offered for information leading to apprehension of the assassins. So far none has been claimed.

The tactics of union haters have changed. They don't scare off the unions with clubs and phony ordinances, murder is now the order of the day. But are the murderers of union men to be above the law?

Three times assassins have crept up on their victims with intent to murder and three times they have escaped apprehension. Despite a lot of shadow boxing by the police departments of Detroit and New York nothing has happened.

Murderers of union leaders, it appears, are strangely elusive persons.



Men Now In The Marine Hospitals

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

NEPONSET HOSPITAL

- R. A. BLAKE
- L. BALLESTERO
- J. S. CAMPBELL
- V. W. CHESNER
- J. T. EDWARDS
- I. H. FRENCH
- E. FERRER
- V. JIMINEZ
- J. T. KEMPT
- K. G. LUNDBERG
- C. L. MOATS
- W. SEARS
- H. SELBY
- J. SILLAK
- Q. TULL
- L. TORRES
- T. WADSWORTH
- G. WOODS
- F. ZESIGER

NAVY HOSPITAL Long Beach, Calif.

- J. ROLING
- WM. L. PARKS
- M. J. FOLAN
- J. MARTINEZ

BALTIMORE MARINE HOSP.

- L. OWENS
- G. BEKKEN
- W. VAUGHAN
- G. A. CARROLL

- J. SCHALLER
- G. P. BUSH
- C. G. SCHUNK
- L. WILLIAMS
- H. R. MATHISEN
- J. R. TILLEY
- W. G. ALSTON
- F. KORVATIN
- K. L. ROBERTS
- F. J. DEALIVERIA
- S. RUZYSKI

NEW ORLEANS HOSPITAL

- E. E. GROSS
- E. R. MESSINA
- E. MASSEY
- J. DENNIS
- ROTZ
- LANDRY
- ELLARD
- L. WILLIS
- N. L. WEST
- W. McDONALD
- THILMONGE
- G. W. MEANEY
- C. RAYFUSE
- J. PATTERSON
- C. BROWN
- DICKINSON
- J. BALLMAN
- V. LAWRENCE
- A. ARVANTIS
- K. L. GUNDERSON

Hospital Patients

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

Mimeographed Postcards can be obtained free at the Social Service desk.

- J. C. GALARZA
- B. C. RESKO
- F. L. ROCHON
- J. J. KEYS

FORT STANTON

- J. LIGHTFOOT
- A. McGUIGAN
- D. McDONALD
- J. SUPINSKI
- W. H. ROBERTS
- J. ASHURST

STATEN ISLAND

- J. TURNER
- T. M. BROWN
- M. J. LUCAS
- N. NORPMANS
- C. W. GOODWIN
- J. SMITH
- D. GELINAS
- V. D'ACO
- R. E. QUINN
- S. RIVERA
- V. GROVER
- A. KING
- D. HERON
- J. J. DEVINE

MOBILE HOSPITAL

- J. P. BUCKELEW
- J. B. BERRIER
- J. STEELE
- E. JARRETT

SAVANNAH HOSPITAL

- C. BUTLER
- G. LASS
- W. STEWART
- L. C. COLE
- WYCHE

SEAFARERS HAILED AS 'CREDIT TO THEIR UNION'



These SIU members aboard the SS Irenestar drew glowing praise from their Skipper, Capt. Alexander Roth, and government officials in Catania, Sicily, for their sterling performance as seamen. Capt. Roth said they were "by far the best group of men" he had ever sailed with.

Skipper Praises Men Of Irenestar As Best Crew He Ever Sailed With

Seafarers manning the SS Irenestar are "not only a credit to their Union," but they are also helping the United States to regain its position as the number one maritime nation by the quality of their shipboard work, declared Captain Alexander Roth, the vessels' master, at the completion of Voyage No. 1 in Baltimore last week.

Hailing the Irenestar crewmembers as "by far the best group of men, both personally and professionally," he had ever sailed with, Captain Roth, in a letter to the SIU, added that he had been told by government officials in Catania, Sicily, "that this was the finest American ship that had been in their port in years."

Captain Roth's letter follows:

Enclosed please find pictures that were taken at the request of the ship's delegate aboard the SS Irenestar, Voyage 1, on a passage from Mobile, via Houston, to Catania, Sicily, and back to Baltimore in April and May of this year.

There are two group pictures of the entire unlicensed crew; the eleven members of the deck crew; the eight members of the stewards dept.; the eight members of the black gang; and one stowaway. If you print any of these pictures, I would appreciate a copy of the "LOG" in which it appears.

Relative to the above unlicensed personnel, I would like

to make the following comments: I have been Master of a number of vessels, and had numerous crews of the various Unions sailing with me. Of all these groups of seamen, this crew has been by far the best group of men, both personally and professionally. These men were not only a credit to the Union to which they belong, but also to the ship they sailed on and the flag that flew over them. I was told by various City and State Officials in Catania, that this was the finest American ship that had been into their port in many years.

All forward looking men in the marine industry, both on labor's and capital's side, know that one of the ways of regaining our position as the number one maritime nation is by raising quality of the men operating the ships. If the crew of the SS Irenestar on her first voyage are an example, the SIU is certainly doing its share towards attaining that object. In conclusion, I hope I have the pleasure of sailing with men of this calibre many more times.

Yours Most Sincerely,
Capt. Alexander Roth, Jr.

Asks Discussion On Compulsory Vacations

By RICHARD MARTINEZ

In view of the fact that shipping has leveled off and will probably stay at the present level for some time, I am in favor of the resolution passed recently at a Mobile membership meeting. This resolution calls for everyone on board ship, who has been a member of the crew for one year, to take his vacation.

Anyone who has been on a ship for a year should have a few dollars saved and should be able to take a vacation, and thus allow someone else to take a berth.

It is true that on freighters you won't find many who have been aboard for a year, but on passenger ships it is different. It is a practice among many to stay aboard for that length of time, or longer.

FOR EVER AND EVER

In fact, there are some who have been crewmembers on passenger ships since they first came out of the yards.

Many of these men are good Union men in every sense of the world, but I do know of some who have actually become company-minded as a result of their long stay aboard.

Under these circumstances, it has become apparent that cliques have developed on some of the lines. They take no part in union activity, they do not vote, nor do they aid on the picket-lines.

It is for these reasons that I recommend study of the problem by the membership. I have discussed the Mobile resolution with many of the Brothers, and I learned that many of them are in favor of it.

I mention this because we must give some thought to the future. It is possible that some time later in the year the Arnold Bernstein Steamship Company may have a passenger ship or two in operation.

By having compulsory vacations, the job turnover will be greater and, of course, we'll

have more trained men available for the luxury liners of the future.

I am against cliques on ships. A united crew makes a ship work smoothly, but a clique will keep the men divided. This is not good unionism.

Some of those who are against the compulsory vacation after one year say such a rule would relieve them of job security.

But what about the men on the beach? They want jobs, too. And they are also entitled to job security.

I would suggest that this question of compulsory vacations after one year be taken up at shipboard meetings and discussed thoroughly by all hands, so that every member will know the score.

Remember, our contracts provide for one week's paid vacation for a man after he's been aboard a company's ship for one year. Those who are staying aboard for longer than a year are taking the vacation pay and holding the job as well.

RULES CHANGE

Also to be remembered is the fact that a rule for making vacations compulsory after a year of employment aboard one vessel, as recommended by the Mobile resolution, would necessitate a change in the shipping rules. Under the Union constitution, changes in shipping rules can only be effected by a referendum vote in all ports.

My viewpoint on this question is based on my experience aboard one of our passenger ships. It is my opinion, and that of others who agree with me, that jobs should be for everyone and that cliques should not dominate any ship.

I would also like to suggest that in addition to the discussions at the shipboard meetings, members interested in either side of this question should write their opinions to the LOG.

Alcoholism Is Great Problem For Industry

By JOSEPH I. FLYNN

With an estimated 65 percent of all alcoholic addicts—skilled and unskilled—regularly employed, management and business are awakening to the problem alcohol presents to them.

In Chicago, recently, a conference was held on the significance of Alcoholism in Industry. A great deal of interest was shown by business when the following figures were brought to light.

Of the estimated 3,000,000 alcoholics in an adult population of 87,000,000—2,060,000 are regularly employed.

Of these, 1,370,000 are males employed in manufacturing plants, by construction companies and public utilities. The amount of women alcoholics is 15 percent of the total figure.

The alcoholic in industry loses an average of 22 working days a year—a total of 29,700,000 working day lost from the effects of alcohol alone.

These figures do not include

non-productive time of those not regularly employed, lower efficiency due to hangovers, poor examples for fellow workers thus weakening morale, and accidents.

It is estimated that this costs business over a billion dollars a year.

In the City of Chicago, there are an estimated 26,000 alcoholics costing the taxpayers of that town \$3,160,000, ninety percent of which is spent by the police, house of correction and the courts.

Each alcoholic costs employers of this city \$555.56 a year. In any city in the US the cost per alcoholic to his employer averages \$500.00.

The alcoholic is annually responsible for 1,500 fatal accidents at work, and 2,850 fatal accidents at home, in public places and in traffic—an accident rate of 321 per 100,000, twice that of the non-alcoholic.

The life span of the alcoholic is reduced approximately 12 years in comparison with the abstainer or ordinary drinker.

Imagine here the money spent

by insurance companies, workmen's compensation, law suits and welfare organizations.

The alcoholic as a skilled, experienced worker or executive is another cost and a great loss to industry. Analysis of 338 employees disciplined for drinking showed the following years of service: 125 had from 1 to 4 years; 84, 5 to 9 years; 55, 10 to 14 years; 31, 15 to 19 years; 20 had over 25 years of service.

It is impossible to put a dollar and cent value on the knowledge and experience these men represent to their respective companies.

And so the alcoholic, his attendance at work undependable, work poorly done, is fired. No business can be run with this type of help. He joins the throngs of others on skid row.

This group of fallen employees represents a consumer lost, for none buys clothes and food. He is a liability to the entire community, his productive power is wasted. This is an additional cost of a billion dollars to business. Although these are estimated

figures, and it's true that a comprehensive study of this particular problem is lacking, the knowledge thus far gained proves that alcoholism costs industry billions of dollars—not to mention the cost in unhappiness, accidents, death, misery, broken homes and heartache.

Education on this subject will bring the realization clearly home to management that facing an issue is much less expensive than remaining apathetic.

Interest in turn will bring better treatment methods, more vigorous research, saving not only money but workers, experience, knowledge and brain power.

Like all welfare approaches to management, the problem of alcoholism in industry is up against great obstacles. In the final analysis, it will be the workers themselves who will demand adequate studies and proper treatment.

Science in approaching this problem in industrial management is not appealing to humanitarian feelings; it is pointing out good business sense.

ATTENTION!

The slop chest is your corner store while you are at sea. You can't take your trade someplace else if the slop chest doesn't have what you need.

Ship With A Million Readers — Colabee Sails Newsprint Run

By JOHN BUNKER

(The following article appeared in the Christian Science Monitor of April 4. The author, John Bunker, now on the staff of the Monitor, is a retired member of the SIU, and formerly was on the staff of the SEAFARERS LOG. The article is reprinted with the Monitor's permission.)

More than 1,000,000 newspaper readers depend for their daily editions on the SS Colabee, "the newsprint express."

New England built and skippered by a master mariner from Ayer, Mass., this 29-year-old veteran of the seas holds a unique place in the American merchant marine, freighting huge rolls of paper that keep the presses running for one of the world's biggest circulation tabloids, the New York Daily News.

The Colabee is now on her way from Boston to Baie Comeau in the Gulf of St. Lawrence for the first newsprint run of the season. Capt. W. R. Millington of Ayer, Mass., hopes that the last drift ice will be slogging its way down the gulf by the time he crosses the 45th parallel and heads up the windy Cabot Strait past the Magdalens today or tomorrow.

After carrying sulphur all winter, the Colabee laid at Commonwealth Pier, South Boston, last week, being cleaned out and dolled up in a bright dress of white, buff, and black.

"Just like a dainty old lady," said Bos'n Harry Jaynes of Boston, big-chested sailor who thinks "old-timers" like the Colabee are worth any two of the "fancy" ships they've been building during the past decade or so.

NO JIVE HERE

His view is shared by second mate Glen Hawkins who says the Colabee rides the waves just as daintily as she looks. "Not like these new ships," says Hawkins. "They act like they're full of 'jive'...bounce all over the place in a heavy sea."

Compared to the SS Willis Vickery, a big C-4 freighter that also lay at Commonwealth Pier last week, the Colabee looked very modest and plain, like a simple country lass alongside a sophisticated debutante from the city.

Small though she is compared with newer ships, the Colabee still is running, long after other vessels of her type and vintage have either gone to the wreckers or been "sold foreign," because she's economical to operate and tough to sink.

The Germans thought they had sunk her during the war.

A submarine torpedoed her off Nuevitas, Cuba, in 1942, gnawing a hole in her side big enough to drive a street car through.

Many of the crew were killed but the Colabee, though she was loaded with sugar, just wouldn't sink.

Two days later, a salvage tug came by and towed her into Tampa, Fla. After having been repaired, she carried bauxite for the rest of the war.

Despite the fact that quarters on the Colabee are tiny compared to ships like the Willis Vickery, the officers of this "old-timer," such as chief engineer James Rehr and third mate Fred Johnson of Haverhill, Mass., have been aboard her for the past three years.

Part of their reason for liking the ship is chief cook "Kingfish" Nelson of Richmond, Va.

"I don't remember how many ships I've been on," says the "Kingfish." "It sure has been an awful lot."

His specialty is southern fried pork chops. Captain Millington claims the "Kingfish" is one of the best cook afloat... Maybe the best."

CONTINUOUS CAREER

Built at Portsmouth, N. H., for, but too late to participate in, World War I, the Colabee has had a continuous career in the sugar, coal sulphur, paper, and bauxite trades, operating year after year partly because her old-fashioned, "up-and-down" reciprocating steam engine is economical and never breaks down.

The Daily News and Chicago Tribune, owners of the Colabee as well as the huge Baie Comeau paper mills in Canada, could have traded the ship in for a much newer vessel, but they say "no thanks. They cost too much to operate."

The Colabee's crew, all members of the Seafarers International Union, is composed mainly of men who have been going to sea for five to 20 years.

"One of the best crews I've ever sailed with," says the skipper.

"But then," he adds, "this is one of the best ships, too. She deserves a good crew."

Delta Line To Build Combination Liner

The Mississippi Shipping Company's Delta Line has been granted a construction subsidy for a \$14,000,000 combination passenger-cargo vessel. Invitations for bids will be sent out by the Maritime Commission in the near future.

The new 14,000 gross ton ship, with accommodations for 234 passengers, will operate between US Gulf coast ports and the East coast of South America. She will carry a crew of 190.

Gear-Grabbers Hurt Union

The membership of the Seafarers International Union has consistently reaffirmed its position that gear-grabbers can't be good Union men. Any individual who stoops to pilfering gear such as coffee percolators, linens, etc., which are placed aboard SIU-contracted ships for the convenience of all hands, is, above all, guilty of a malicious disregard of his shipmates' welfare.

Crew conveniences on most SIU ships today are not there by accident. They are there because of the Union's successfully-fought struggles to bring greater benefits and comforts and to provide decent conditions for the membership while out at sea.

These hard-won conveniences are for the benefit of ALL HANDS. They ARE NOT to be appropriated by any individual for his own personal use. Violators of the membership's welfare will be dealt with in accordance with the firm stand taken repeatedly by Seafarers in all ports.

A HAPPY GANG OF SEAFARERS ON THE COLABEE



Crewmembers of the newsprint-toting Illinois-Atlantic ship gather on deck for picture after docking in Boston, following a run to Baie Comeau in Canada. Picture was submitted to the LOG by Johnny Bunker, former Seafarer, now waterfront reporter for the Christian Science Monitor.

The Patrolmen Say—

Good Example

NEW YORK—It's a far cry from the old days aboard Isthmian ships, especially aboard one that paid off in New York last week. The ship was the Steel Advocate, and the payoff amazed all the men who had sailed in the fleet before.

The vessel came in after a month's voyage without a single beef or a minute of disputed overtime. We realize that this is almost unbelievable, but it is an unvarnished fact nevertheless. It actually happened.

COOPERATION

According to the Ship's Delegate, J. McKenzie, this smooth state of affairs was the result of the excellent relationship and high degree of cooperation between topside and the delegates.

The example set by the men of the Steel Advocate should spur crewmembers in the rest of the Isthmian fleet to work according to the terms of the agreement. In this way they will eliminate many of the petty beefs that have been plaguing these ships.

A salute and a tip of the cap to the crew and the officers of the SS Steel Advocate.

James Purcell
Blackie Cardullo

New Transportation Rule

The recently-concluded coastwise referendum resulted in the adoption of a new transportation rule effective immediately in all Atlantic and Gulf District ports. The new ruling, which the membership favored by a vote that ran three to two, provides as follows:

"When transportation is due a crew under the terms of the contract, those men who desire to stay on board the ship can do so, providing they do not collect transportation. Those men desiring transportation can collect same and upon receipt of the money shall get off the ship and replacements for those vacancies shall be shipped from the Union Hiring Hall."

CSU Goons Running Wild

With members of the Canadian Seamen's Union switching in droves to the SIU Canadian District, CSU communist leaders are stepping up their campaign of terrorism in a vain attempt to stem certain defeat.

In one recent week, four members of the SIU Canadian District and one Atlantic and Gulf District member were victims of communist goon squads in Sanada.

Two Canadian District men off the SS Seaside, Jimmie Robinson of Winnipeg and Gordon MacDonald of Moose Jaw, were attacked in the Vancouver home of a friend at one o'clock in the morning by four CSU men armed with clubs.

At Lapointe pier, Ovide Schmidt and Morris Adler were beaten by CSU goons as they left the Seaside.

Both were treated at Vancouver General Hospital for chest and face injuries. Two CSU men are being held by police in connection with the attacks.

In Montreal, Seafarer Edward Creelan of the SS Steel Admiral, was assaulted by six CSU goons with lead pipes as he left a waterfront tavern to return to the ship.

Attacked from behind, Creelan was knocked down by blows on the head. As he lost consciousness, his attackers jumped on his



EDWARD CRELAN

hands, smashing bones in his left hand.

The pattern of violence was established by the communists early in the strike, as they began a campaign of sneak attacks on Canadian seamen. The beating of Creelan was the first time an American Seafarer has been attacked, and shows how desperate the commie goon squads have become.

HERE'S WHAT I THINK...



QUESTION: The recent announcement that charters had been granted to the Marine Allied Workers and the Brotherhood of Marine Engineers by the Seafarers International Union was received with considerable enthusiasm by workers within their jurisdiction. What do you think of this development?



CARL LAWSON, Bosun:

In the near future the expansion of the SIU, through the chartering of affiliates, will make us one of the strongest maritime bodies in the world. We will extend to other workers the conditions we in the SIU enjoy and our program of straight trade unionism will drive the communists and fellow-travelers out of the maritime industry. The chartering of these two new unions is one of the best things that has ever happened within the SIU. I feel that the majority of engineers and allied workers will welcome the chance to better their conditions and wages in the SIU.



STEFAN TRZCINSKI, Ch. Ck.:

I think this is an important development and a step forward for all concerned. The American Federation of Labor's Maritime Trades Department is gradually strengthening its position and becoming the most important labor group on the waterfront. As a result, all who are members of organizations affiliated with it will find it to their benefit. This development will have a stabilizing effect upon the industry, because with more and more unions bound together for the common good, activities can be coordinated very successfully.



A. T. ARNOLD, Bosun:

I wish that we in the SIU had had the opportunity to join a strong, democratic established union when we were first forming our organization years ago. I am an oldtimer, and I know that the fight would have been much easier and shorter had we been given strong maritime backing. With the Marine Allied Workers and the Brotherhood of Marine Engineers, it's an opportunity for these organizations to join with a strong union and receive the protection and prestige that the SIU has earned from everyone it has ever dealt with. I'm sure these fellows will welcome the organizing drive of the SIU.



EMIL NORDSTROM, DE:

I believe it is a good move to bring other affiliates into our organization to give them the conditions and representation we enjoy. At the same time their numbers make us that much stronger. Brotherhood is our motto, and we are making a real brotherhood of seamen and maritime workers by bringing the men into our union. I believe that these fellows will be happy to see the SIU enter their fields to organize. Joining hands with the engineers will probably eliminate some of the thorny problems that arise over different contract dates. I'm happy to see the SIU continue to grow.



ED. W. ADAMKO, Ch. Stwd.:

My opinion is that the more maritime workers there are united under one roof, the better will our chances of winning better conditions and protecting the gains we have already made. I think it is a very fine thing that a great many licensed engineers have decided that the Brotherhood of Marine Engineers is the organization for them. They've probably have seen that the American Federation of Labor maritime unions have made the greatest advances. All of us should be glad that the engineers want to come into our group.



ALVIN (Salty) SEE, AB:

I'm all for it. I think it bears out the fact that the American Federation of Labor is widely recognized and appreciated for its ideals in behalf of its organizations' members. The granting of these charters means that the maritime section of the AFL and the SIU will be stronger and command more prestige. With more allied affiliates, the AFL maritime unions can cooperate even more closely for the benefit of all. For our own membership, and those of the newly-affiliated unions, a stronger brotherhood in maritime is very desirable.



JACK DIETRICH, FWT:

The Marine Allied Workers and the Brotherhood of Marine Engineers are one hundred percent welcome in the SIU, AFL. Those are my sentiments and I think it's the view of the majority. I am glad to see that the engineers have at last decided to get away from the leadership that wrapped them up in political stuff and got them nothing. I think this development proves that the AFL is the kind of organization, with a sound foundation and non-political leadership, that can provide the union benefits these men have needed for so long.



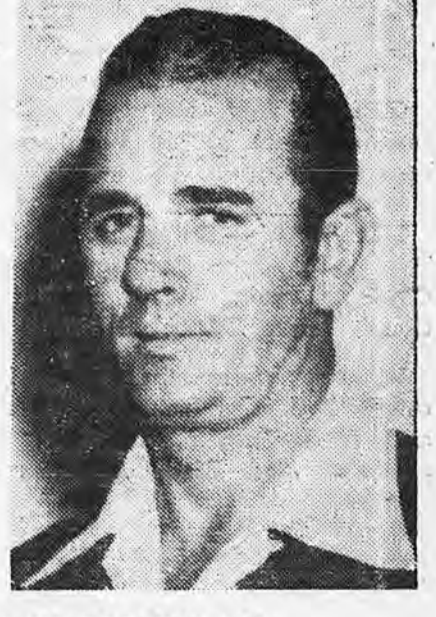
MITCHELL MILEFSKI, Ch. Ck.:

I think this news is very good. For one thing, it helps strengthen our own Union. It also strengthens the position of the members in the newly-affiliated groups. The more maritime workers there are in one strong group, the better everything will be for all hands concerned. It's a very good thing to have all workers—or as many as possible—in our trade organized and cooperating under one banner. We can all be working together that way, and accomplishing more. We should welcome these people into our group and wish them the best of luck.



L. KRAWCZYK, Waiter:

Coming into our organization, these new affiliates will start off with the advantage of being a part of the SIU, a name that is well respected on the waterfront of the world. They will better be able to work for better wages and conditions, if the operators know they have the backing of the SIU and the Maritime Trades Department. I feel that the one union that can rid the maritime industry of the communists is the SIU, and the Brotherhood of Marine Engineers will find they have a strong ally in the SIU when they tackle any job to better their way of living.



C. W. PALMER, OS:

In our line of work it is important that as many maritime workers as possible get under one banner, thereby forming a strong organization and receiving the respect they deserve. I hope for the day when seamen will form a union of all maritime workers. The step of the SIU in giving charters to two new affiliates is a step in this direction. The engineers will be glad to be rid of the communist strength in their ranks and enter a bona fide organization. Many engineers are former SIU men and will welcome the chance to get back into a militant organization.

Minutes Of A&G Branch Meetings In Brief

WILMINGTON — No meeting because of lack of 25 bookmembers for quorum.

§ § §

SAN JUAN — Chairman, T. Lockwood, 24564; Recording Secretary, T. Banning, 3038; Reading Clerk, P. Dunphy, 46214.

Motions carried to accept New Business of meetings held in other ports. T. Banning, Port Representative, reported that Agent Craddock had requested a leave of absence, which has been approved by the Secretary-Treasurer. Banning will be Port



Representative during his absence. Banning reported all ships in port in good shape with the only beef on the Elizabeth. Members urged to continue to write their Congressmen in Washington. Good and Welfare: P. Dunphy volunteered to make up the shipping list. A discussion was held on port rules and general Union matters. One minute of silence for departed Brothers.

§ § §

SAN FRANCISCO—Chairman, A. Michelet, 21184; Recording Secretary, W. D. Otto, 34661; Reading Clerk, A. Bailey, 7410.

Motions carried to accept minutes of meetings held in other ports. Agent reported shipping as poor. Reported that several men went north to Tacoma, where the Pontus Ross and Irvin Cobb paid off. Prospects for immediate future do not appear bright, Agent reported. Motions carried to accept and file Secretary-Treasurer's report and Tallying Committee's report on transportation rule voting. One minute of silence observed for departed Brothers. Good and Welfare: General discussion on various Union topics. Meeting adjourned with 65 members present.

§ § §

GALVESTON—No meeting because of lack of 25 bookmembers for quorum.

§ § §

NORFOLK—Chairman, J. S. White, 57; Recording Secretary, Clyde Garner, 49929; Reading Clerk, James Bullock, 4747.

Minutes of meetings held in other Branches read, accepted and filed. Headquarters' report accepted and filed. Agent re-



ported that, although shipping has been slow, he expects it to pick up, as several companies are bringing ships out of the boneyard to enter into the coal trade to Europe. General topics of interest to the membership were discussed under Good and Welfare. Meeting adjourned with 80 members present.

§ § §

BALTIMORE—Chairman, W. Rentz, 26445; Recording Secretary, D. Stone, 1996; Reading Clerk, A. Stansbury, 4663.

New Business section of minutes of meetings held in other

A&G Shipping From May 4 To May 18

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	28	14	19	61	14	16	10	40
New York.....	125	121	124	370	105	90	90	285
Philadelphia.....	36	30	37	103	35	29	28	92
Baltimore.....	134	92	70	296	97	78	45	220
Norfolk.....	38	25	14	77	8	7	6	21
Savannah.....				(No Figures Available)				
Tampa.....				(No Figures Available)	6	6	8	20
Mobile.....	69	53	55	177	67	58	51	176
New Orleans.....	72	72	149	293	95	81	138	314
Galveston.....	44	33	25	102	81	58	41	180
West Coast.....	57	48	29	134	43	26	30	99
San Juan.....	11	13	11	35	8	10	6	24
GRAND TOTAL.....	614	501	533	1,648	559	459	453	1,471

ports read and accepted. Motion carried to post and file all West Coast and Great Lakes minutes. Motion carried to forward all ships' minutes to SEAFARERS LOG for publication. Eighteen men excused from meeting for various reasons. Motions carried to accept Headquarters' and Tallying Committee's report on transportation referendum. No New Business and no Good and Welfare. Meeting adjourned with 352 members present.

§ § §

PHILADELPHIA — Chairman, Donald Hall, 43372; Recording Secretary, J. Sheehan, 306; Reading Clerk, J. McPhaul, 289.

Motions carried to accept minutes of previous meetings held in SIU Branches. Communication from Mrs. Nowery enclosing a note of thanks to the SIU read and accepted. New Business. W. Peerpenski to be changed from Deck to Stewards Department. Motions carried to accept Headquarters' report to membership



and financial report. Good and Welfare: Membership went on record to accept donations for new television set for Hall. One minute of silence for departed Brothers.

§ § §

BOSTON—Chairman, M. Morris, 5725; Recording Secretary, E. Dakin, 180; Reading Clerk, B. Lawson, 894.

Motions carried to accept and file minutes of meetings held in other SIU Branches. Motion carried to post and file all West Coast and Great Lakes minutes. Motion carried to accept Agent's report. New Business: Motion by Greenridge, 1863, to non-concur with that part of Headquarters' report seeking to take money from the Building Fund until membership has been told the amount. Motion carried to accept the balance of the Headquarters' report. Motion carried to have a delegate attend the Massachusetts Federation of Labor Convention. Ben Lawson elected. Motion carried to have the Agent buy and have installed seven new window glasses and a new front door, plus ten fire extinguishers. One minute of silence for Brothers lost at sea. Good and Welfare: Discussion on permitmen having permits for long periods of time without being able to get books. Meeting adjourned with 120 members present.

NEW YORK—Chairman, J. Algina, 1320; Recording Secretary, F. Stewart, 4935; Reading Clerk, R. Matthews, 154.

Motion carried to accept Headquarters' report and concur in recommendations. Motions carried to accept minutes of regular and special meetings held in other Branches. Agent reported better than average shipping, and issued warning against men throwing in for jobs for which they do not have endorsements. Communications from several members asking to be excused were read and referred to Dispatcher. One minute of silence observed for departed Brothers. Charges against two Brothers read and referred to a Trial Committee. No New Business and no Good and Welfare. Meeting adjourned with 991 members present.

§ § §

NEW ORLEANS — Chairman, Warren Wyman, 200; Recording Secretary, Bill Fredericks, 94; Reading Clerk, Buck Stephens, 76.

New Orleans' previous minutes read and accepted. Charges read against two Brothers and referred to a Trial Committee. Minutes of meetings held in other SIU Branches read and filed. Agent Sheppard reported that business of port was in good shape and no beefs were pending in the port. Agent reported that UFE film was available to

ships' crews for \$40 per print. Agent reported that, inasmuch as supreme quorum was present, members should act on recommendation regarding the port of San Juan. Upon instructions of Secretary-Treasurer, Buck Stephens is to go to San Juan to work in conjunction with Craddock and return with recommendations dealing with the port. Craddock reported that San Juan could be run by only one man, a Port Representative. Tommy Banning to act as Port Representative. Motion carried to accept and concur in Brother Sheppard's report and the recommendation regarding the port of San Juan. Patrolmen reported on payoffs, sign-ons and beefs aboard ships contacted. New Business: Communication from 25 bookmembers of Del Sud read, requesting that Ernest Sauls be reinstated in SIU as a permitmember. Charges expelling Brother were erroneous, crew reported. Motion carried to concur in crew's request. Motion



carried to refer to a committee the Headquarters' request for reopening the case of Joseph Kozlowski. Motion carried that 24 hours after a member ships his number be scratched from the shipping list. Good and Welfare: Discussion on compulsory vacations. Meeting adjourned with 397 bookmembers present.

MOBILE—Chairman, L. Neira, 26393; Recording Secretary, James L. Carroll, 14; Reading Clerk, H. J. Fischer, 59.

New Business of meetings held in other ports accepted and filed. Agent reported that shipping would continue slow during coming week. He also reported that several contractors have submitted bids for renovating building and he hoped to have definite plans for the next meeting. Tanner stated that SIU would be represented at Alabama State Federation convention, and if



any members would like to attend as visitors they were welcome. Resolution concurred in on Electricians. Motion carried that jobs be shipped on the hour. Tallying Committee's report accepted. Good and Welfare: Suggestion made to move drinking fountain. Meeting adjourned with 250 members present.

§ § §

SAVANNAH — Chairman, J. Drawdy, 28523; Recording Secretary, C. Rice, 40707; Reading Clerk, E. Bryant, 25806.

Secretary-Treasurer's report read and accepted. Agent reported activity in port during past two weeks. Minutes of meetings held in other ports read and accepted. Tallying Committee's report accepted. One minute of silence observed for departed Brothers. New Business: Motion by C. Moss, carried, to repair water fountain in Union Hall. Motion by Bryant, carried, to donate \$50 to the Savannah local of the Retail Clerks Union, AFL. Discussion on motion revealed that SIU had been working with Retail Clerks in Savannah, who have been organizing the city's large department stores. Several men and women, parents of small children, have been fired and need aid. Good and Welfare: Members discussed what could be done to help the clerks get organized. Meeting adjourned with 120 members present.

Lay-Ups, Drydocks Cut New York Shipping

By JOE ALGINA

NEW YORK — Shipping was fair in this port during the past ten days, and would have been better had all of the ships that hit port taken crews. Some of the arrivals paid off here and then went into lay-up or the shipyard.

Our second Calmar ship in this port in over a year, the Pennmar, paid off and went into the shipyard. The William Caruth, Trans-fuel, paid off and laid up for awhile.

Regular payoffs were the Frances, Kathryn and Marina, Bull; Seatrain Texas and Seatrain Havana; Algonquin Victory, St. Lawrence Navigation; Evistar, Triton; Steel Advocate and Steel Voyager, Isthmian; Fairland and Bret Harte, Waterman, and the Robin Hood, Robin. The Bret Harte, in from a six months trip, is now headed for the Gulf lay up fleet.

Sign ons were the following: Raphael Semmes, Bret Harte, Waterman; Chrysanthstar, Triton, a tanker reconverted to a freighter; Robin Kirk, Robin; Marina, Frances, Kathryn, Bull; Seatrains Texas and Havana, Steel Voyager, Isthmian.

SHIP PROBLEMS

A couple of points concerning transportation need commenting on, to clear up some of the misunderstandings that have come up on ships recently.

On a ship that is laying-up, and the crew is due subsistence and transportation, the crew is eligible to collect the money right at the payoff. They do not have to wait 30 days, as is the requirement following a regular payoff where transportation is due.

Also if a man is due transportation money at the end of a trip, and chooses instead to

waive the money and stay aboard, that man can continue sailing on board the ship until he wishes to payoff.

If at the final payoff the man is eligible for transportation money, the fact that he waived it on an earlier voyage has nothing to do with his later claim.

For example, if a man joins a ship in the Gulf and it pays off in New York, the man can waive transportation money. Then later if the ship returns to New York for a payoff, the crewmember can accept transportation money and pile off, if the ship is not returning to its original area within ten days. This should clear up this matter.

The waiver allowing aliens to constitute 25 percent of a crew has been extended for another year. However, aliens with five years seetime should make every attempt to get their citizenship as soon as possible.

BROTHERHOOD OF THE SEA



The Seafarers Int'l Union

Recently the Seafarers International Union of North America chartered two new affiliates, the Marine Allied Workers and the Brotherhood of Marine Engineers.

These two unions, formed in response to a demand for AFL protection by the engineers and the workers in allied marine trades, join an expanding SIU family. Accordingly, it is appropriate at this time to outline again the structure of the SIU and its affiliates. This section of the LOG is devoted to a description of how the SIU and its affiliates are organized.

One thing comes clear: The various units, Districts and Local unions, which compose the SIU family are completely self-governing. Each unit elects its own officials. The International organization does not exist to rule the several member unions but to serve them.

The communist elements on the waterfront have been doing their sorry best the past few years to create the impression that our International Union has dictatorial powers over the affiliates. As usual, the communists have been lying, as if that could be much of a surprise to anyone.

Of course, the communists know they are lying, but that is their way of operating. In addition, the communists know that the SIU is their No. 1 enemy on the waterfront.

It was the SIU which stopped the communists during the days of their greatest powers from taking over the waterfront lock, stock and barrel. Naturally, the communists are ever ready to spread any slander their hatchet-men can think up to smear the SIU. They don't get away with much, however, as the steady expansion of the SIU demonstrates.

It should be remembered that the Seafarers International is dedicated to trade unionism—not political unionism. The cornerstone of trade unionism is democracy, or rule by the membership.

Not only do the Districts and Locals of the SIU retain complete autonomy, but in each unit it is the rank-and-file who have the final say-so on all District and Local affairs.

This is something the communists never can understand. They can't understand why it works.

But if they need any proof that it does work, let them take another look at the growing strength represented by all the units of the SIU family. In fact, they'd better get that look in fast because it's going to be just about their last one. The communists aren't going to be around much longer.



History Of International

The Seafarers International Union of North America was born in November of 1938, when the AFL presented a charter to the Sailors Union of the Pacific for the purpose of organizing seamen and maritime workers on all coasts into one body. The Sailors Union, originally founded in 1885, formed the SIU when it refused to go along with the communist-dominated National Maritime Union.

The Atlantic & Gulf District became a part of the International, evolving from the AFL Seamen's Union. At the same time the Great Lakes District was chartered by the International. Within a year a charter had been granted to the Canadian Seamen's Union. The CSU was subsequently expelled when it refused to repudiate its communist leanings. The Canadian District was reformed a year later with its nucleus in the British Columbia Seamen's Union.

During this period, local, state and regional groups of fishermen and cannery workers came into the International and were united under the SIU banner. In 1948, the Inland Boatmen's Union, affiliated with the CIO, broke the hold of the communists and affiliated directly with the SIU.

Within the past few weeks the SIU has granted charters to two new affiliates, the Marine Allied Workers and the Brotherhood of Marine Engineers.

At the end of nearly eleven years of action, the SIU has grown from a union of several small Districts and independent groups into a powerful body embracing over 90,000 marine, fishery and cannery workers in the United States, Canada and Alaska.

Structure Of International

The Seafarers International Union of North America is simple but compact in structure.

The SIU is composed of a number of separate units, some of them having the status of Districts, others the status of Local Unions.

Each District or Local is an autonomous organization in its own right. But all are linked together through the International Union, because seamen, fishermen and other workers in the maritime industry know that they can obtain and maintain high wages and conditions only if they have a strong, well-coordinated Organization behind them.

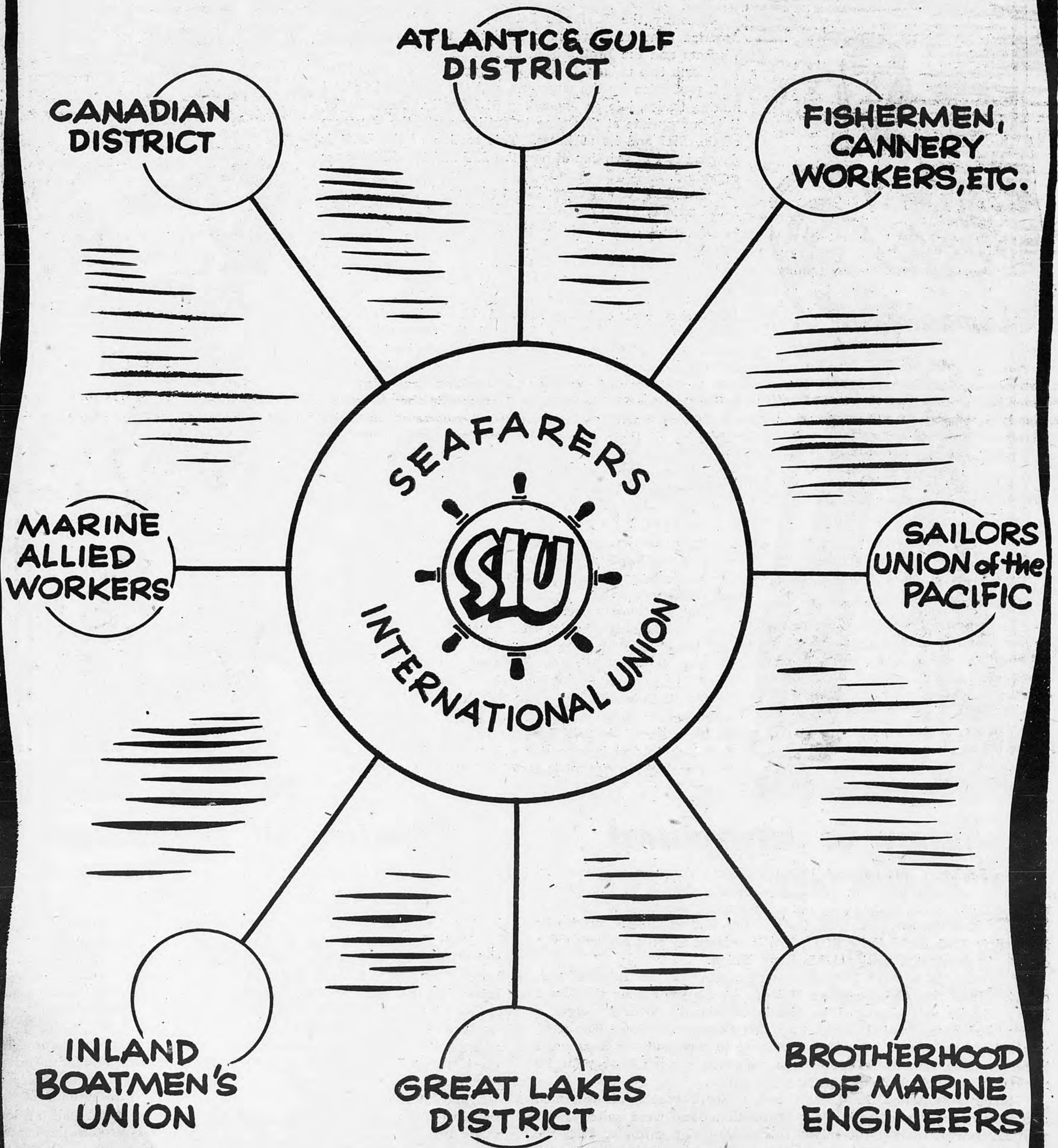
The chief executive officer of the International is the president. In addition, there are eight vice-presidents and a secretary-treasurer. The president, the vice-presidents and the secretary-treasurer sit as the Union's executive committee. The secretary-treasurer is the only paid officer.

The International constitution specifies that the International officers be elected by the convention which the president must call at least every two years. The Districts and Locals send delegates to the convention on a per-capita basis. The convention itself acts as a legislative body on matters affecting all the member unions.

The present officers were elected by the Fourth Biennial Convention held in Baltimore at the end of March. They are:

President, Harry Lundeberg; Secretary-Treasurer, John Hawk; First Vice-President, Paul Hall; and Vice-Presidents, Leslie Ballinger, Mrs. Andrea Gomez, Patrick McHugh, Lester Caveny, Morris Weisberger, John Fox and Cal Tanner.

STRUCTURE of the Seafarers International Union of North America



"United We Stand!"



Components Of International

In addition to local, statewide and regional units of cannery workers and fishermen on all coasts of the United States and Alaska, the Seafarers International Union of North America is composed of seven other completely autonomous maritime affiliates, which make up a force of over 90,000 workers.

The units and their principal officers are:

Atlantic & Gulf District, Paul Hall, Secretary-Treasurer

Sailors Union of the Pacific, Harry Lundeberg, Secretary-Treasurer

Great Lakes District, Fred Farnen, Secretary-Treasurer

Canadian District, David Joyce, Secretary-Treasurer

Inland Boatmen's Union, John M. Fox, Secretary-Treasurer

Marine Allied Workers, Lindsey Williams, Secretary-Treasurer

Brotherhood of Marine Engineers, Secretary-Treasurer, to be elected.

Two of the Districts of the SIU are recent additions: the Marine Allied Workers and the Brotherhood of Marine Engineers, both expected to shortly become strong pillars of the SIU family. A third unit, the Canadian District, through a recent drive in Canada, has become the most powerful maritime union in that country and has greatly added to the strength of the International.

The various Districts of the SIU cover the entire coasts of the United States and Canada. Moreover, the SIU's strength is felt throughout the United States' network of inland waterways and Great Lakes. Wherever workers are engaged in work connected with the maritime industry, affiliates of the SIU are there helping to bring them better conditions and wages.

How International Operates

The International Executive Board of the SIU, elected at the regular biennial conventions, is composed of the President, Secretary-Treasurer and eight vice-presidents, and is responsible for the handling of tasks which affect the International as a body.

When legislation is before Congress which affects the welfare of any of its component organizations the SIU's Washington representative is on hand to defend their interests. The SIU was strongly represented in the recent fight to keep American ships hauling 50 percent of ECA cargoes, and the SIU has contributed greatly to the never ending battle to repeal the Taft-Hartley Act.

In other matters, the International works closely with member Districts when they are involved in strikes or organizing campaigns. Often the International sends organizers in to help a District, as was done in Canada recently.

In conferences on affairs affecting the SIU on a world-wide basis, the International is always represented. The SIU maintains a delegate with the International Transportworkers Federation, and is working closely with that body on the proposed Panamanian boycott. An International representative was in attendance at the Safety of Life at Sea Conference held in London in 1947. At that meeting many steps were taken toward making life at sea less hazardous.

Autonomy Of Districts

Each component Union of the Seafarers International Union of North America is a self-governing organization.

Each Union has its own constitution, its own elected officers, its own shipping rules and its own committees.

In each Union, the members establish their own policies by democratic procedures, without interference from other districts or locals, and without interference from the International. In fact, the constitution of the International nowhere binds the member Unions to definite policies of any kind.

Members of the various units of the Seafarers International Union of North America recognize that each Union has its own problems, problems which are characteristic of the particular maritime trade in which the Union holds jurisdiction.

For instance, fish cannery workers do not sail 'round-the-world' freighters, and do not possess intimate knowledge of seamen's problems. At the same time, few seamen know much about the problems faced by fishermen or fish cannery employees. Obviously, it would be presumptuous for workers in one section of the maritime industry to tell those in another exactly how to carry out their day-to-day routines.

However, there are many problems common to all maritime workers—whether they sail deepsea ships, sail fishing boats, work in fish processing plants or in other sections of the industry. This is where the International enters in the picture.

Moreover, the International stands ready at any time to come to the aid of a member Union in organizing, negotiating contracts or anything else **when the member Union asks assistance**. In fact, all Districts and all Locals of the Seafarers International Union, as well as the International itself, are always ready to help each other.

Benefits To Districts

Over and above the representation the International gives the Districts in national and international matters affecting the various Districts, the International also benefits the Districts in specific cases where called upon for assistance. In no case, however, does the International step into a District's activities unless specifically requested.

In the recent campaign by the Canadian District the International, at that District's request, assisted in planning the organizing campaign and advanced money to carry out its work and establish new halls. The International also lent money to the Cannery Workers of San Diego, when that affiliate underwent expansion last year. Almost all Districts have benefitted from the International's financial aid at some time or another.

The International was responsible for sending an International officer into the field to investigate the possibilities of organizing workers in trades allied to maritime. The success of this move is shown by the recent affiliation to the International of the Maritime Allied Workers, a thriving waterfront organization along the Atlantic and Gulf coasts.

Not so readily seen, but equally as important, the International constantly strives to carry out a program for a better merchant marine for the United States. Specifically, the International has for the past few years devoted great effort toward the revitalization of coastwise and intercoastal shipping, both which suffered greatly as a result of the war.

International's Affiliations

The Seafarers International Union, which in itself is made up of affiliations of districts and local unions, is also an affiliate of three mighty national and international organizations.

First, the SIU is a member of the AFL Maritime Trades Department, an organization representing 200,000 organized workers in all branches of maritime. With the SIU in the Maritime Trades Department are the International Longshoremens' Association, the Masters, Mates & Pilots, the Radio Officers Union, and locals of the International Brotherhood of Teamsters. Through the MTD the SIU has received direct backing in many waterfront disputes.

The SIU is also affiliated with the American Federation of Labor, which represents almost 8,000,000 organized workers in the United States and Canada. Other member unions of the AFL demonstrated their solidarity with the SIU on many occasions when they gave support to the SIU. Their aid was strongly shown recently when they united with the SIU to battle the proposal which would have seriously curtailed American ship participation in ECA shipping.

Third, the SIU is a member of the International Transportworkers Federation, a worldwide organization of millions of maritime workers. At present the ITF is cooperating with the SIU in its battle to rid the merchant marine of Canada of communists.

In addition to these far-flung organizations the SIU maintains membership in central and state labor bodies, where labor problems of a local nature are dealt with jointly.

SIU CONSTITUTION guarantees district autonomy, internal democracy, and mutual aid!

DISTRICT AUTONOMY GUARANTEED!

SECTION II. Unions chartered direct by the SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA shall adopt their own constitution and by-laws. Provided: The constitution and by-laws of such districts and such locals shall conform to and shall not conflict with the Constitution and By-Laws of the SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA.

PLEGGED AGAINST DICTATORSHIPS - FOR DEMOCRACY!

SECTION V. The following pledge shall be given by newly elected officers:
 "I hereby pledge that I will faithfully perform the duties of the office to which I have been elected; that I will observe, enforce and support the Constitution and laws of the SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA to the best of my ability. I swear on my honor that I am opposed to the teachings of Communism, Nazism, Fascism, and all other 'isms' opposed to the democratic form of government and will fight these elements to the limit. I believe in the democratic form of government and will to work for the best interests of the members of the SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA, so help me, God."

ARTICLE VII FINANCE

SECTION I. The SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA shall receive from affiliated district and local unions the following sums:
 1. The sum of 10 cents per month per member as per capita tax.
 2. Payment of per capita tax shall be based on dues collected and shall be determined on the basis of the financial reports submitted.

LOWEST PER-CAPITA TAX OF ANY UNION!

SECTION VII. Funds of local unions and district organizations shall belong solely to such locals or districts and shall not be subject to seizure or levy by the SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA, except insofar as may be necessary to protect the right of the SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA to per capita tax, percentage on initiation fees, and assessments collected by any local for the account of the SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA.

FUNDS OF DISTRICTS CONTROLLED BY DISTRICTS!

Recognizing that strong organization on an international scale is the only means by which seamen, fishermen and fish cannery workers can hope for relief from the many evils attending our calling, and for the purpose of furthering organization, strengthening it where it already exists and bringing into closer relation the component parts of our calling and permanently uniting us to secure the recognition of rights to which we are justly entitled.

6. Other income shall consist of such assessments or contributions as shall be recommended by the Executive Committee or convention and endorsed by a two-thirds secret referendum vote of the membership.

NO ASSESSMENTS UNLESS PASSED BY 2/3 REFERENDUM VOTE!

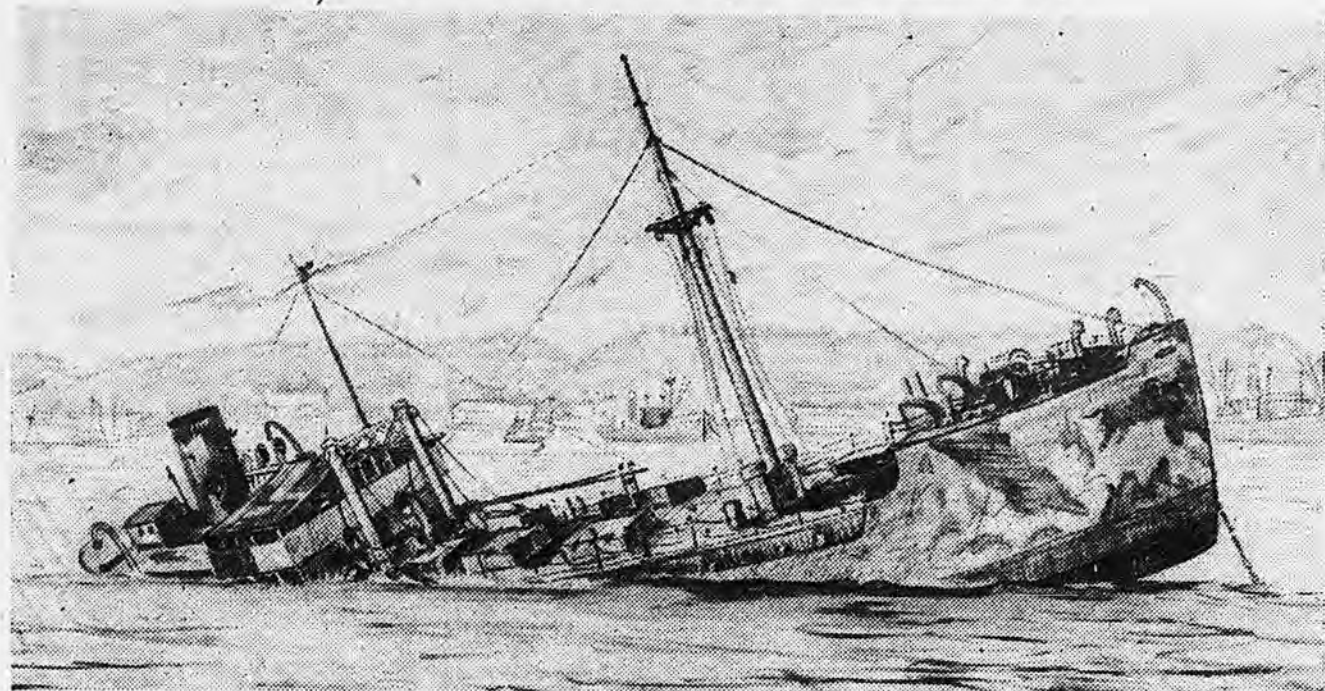
PREAMBLE PLEDGES MUTUAL AID!

THAT IS WHY THE SIU HAS GROWN INTO THE MOST POWERFUL UNION IN MARITIME!



SHIPS' MINUTES AND NEWS

WAR DEBRIS IN SINGAPORE HARBOR



Seafarer-artist Norman Maffie depicts the remains of a Japanese coastwise tanker lying on the bottom of shallow harbor anchorage in Singapore. Sketch was made during a recent trek to the Far East aboard an Isthmian ship.

Robin Line Vessels Receive Pure Milk, Say Statements Of South African Dairies

Statements from three South African dairies attesting to the purity of the milk sold to Robin Line crews were submitted to the LOG this week in answer to a story in the "Capetown Argus" claiming that the milk in South Africa was not pasteurized and the cows tubercular.

The statements were forwarded to the LOG by the crew of the Robin Goodfellow, which paid off this week in Baltimore following a voyage to South and Southeast Africa.

The newspaper item came to the attention of the crew when it was reprinted in part in the

SEAFARERS LOG on March 4. In the LOG story Stewards were urged to forego fresh milk in South Africa because of the "Argus" story, which reported that dairy men in South Africa do not want to go to the trouble or expense of installing the pasteurizing equipment necessary to render milk fit to drink. The clipping also reported that "there

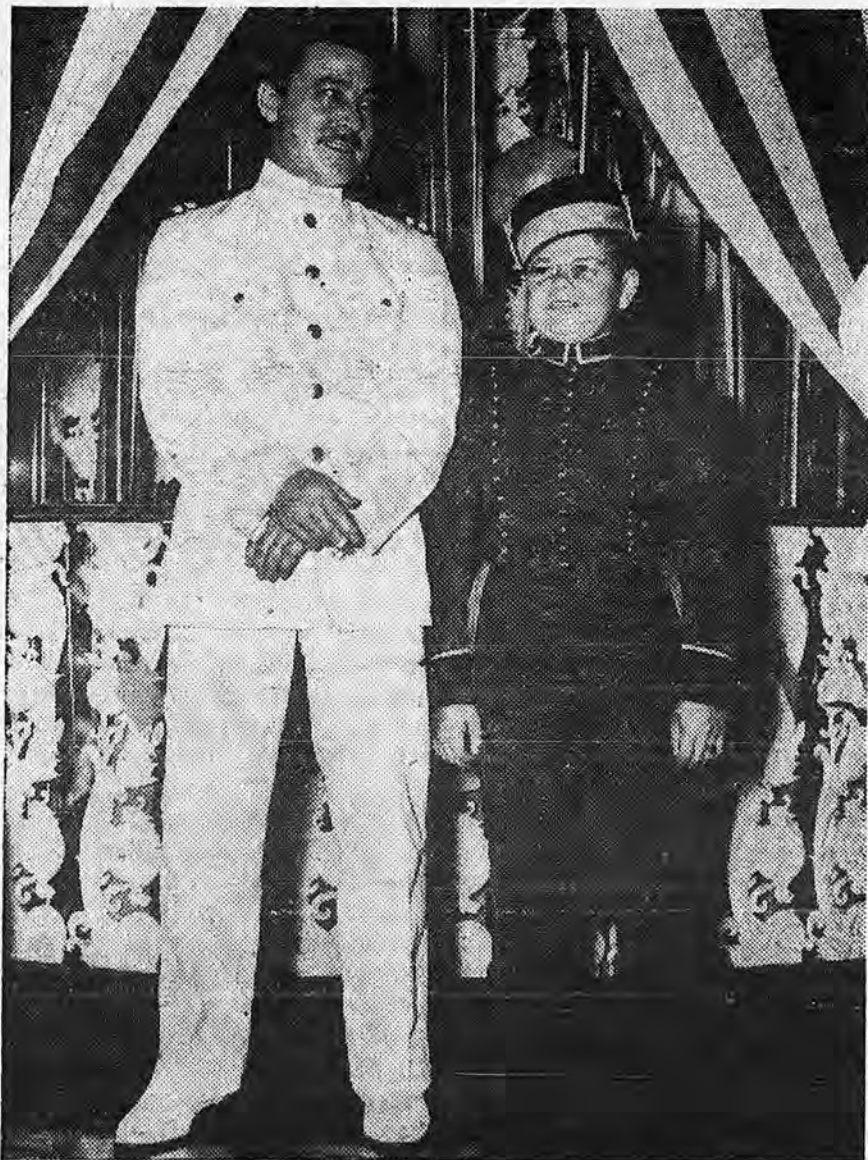
is not one herd of cattle supplying milk for Capetown dairies that is entirely free of tuberculosis." The situation was reported as being worse on the East Coast of Africa.

Though the Goodfellow crew did not obtain statements from Capetown dairies, they obtained notes claiming pasteurization of all milk sold by three dairies, two in Durban and one in Port Elizabeth. All three dairies noted that their milk is pasteurized and inspected regularly by government and corporation inspectors. The milk is claimed to meet the standards laid down by the local health laws. No comment was made by the dairies on the "Argus" report that tuberculosis was widespread among dairy herds.

Chelsea Dairy Limited, of Harrower Road, Port Elizabeth, noted that only pasteurized milk is supplied to shipping concerns by that firm. Baynesfield Dairies, Sydney Road, Durban, and Royal and Regent Dairies, 65 Umbilo Road, Durban, also vouched for the quality of their milk.

Robin Line maintains twelve ships in regular service to South African ports.

WELL TOGGED TWOSOME



Two of the Del Norte stalwarts, Leo Morsette, left, 2nd Steward, and Joe Kotalik, Bellboy, prepare for a day's work. Both are staunch Seafarers.

Wacosta Crewmember Presumed Lost At Sea

Louis E. Tipps, Deck Engineer aboard the SS Wacosta, has been reported missing and is presumed lost, according to word received recently from the Ship's Delegate.

Tipps disappeared from the vessel the morning of April 20 in the vicinity of Gibraltar after he complained of "pains in the head." The Wacosta was US-bound from Italian ports, having stopped at Gibraltar for bunkers.

The Ship's Delegate said Tipps presumably jumped over the side.

A thorough search of the Wacosta was made by all hands as soon as a crewmember reported to the Master at 4:10 A.M. that Tipps had disappeared. A ten-minute search, led by Ship's Delegate Red Darley, proved fruitless. The Master then ordered that the Wacosta be turned around and her course retraced.

All hands were alerted and lookouts were posted on the bow, stern and cross tree. Two crewmembers manned the searchlights on the flying bridge, painstakingly playing them on the darkened waters as the Wacosta went back over her course.

For two hours the Wacosta maneuvered while her crew searched the area for the missing Deck Engineer but to no avail. The ship returned to Gibraltar at 8:30 A.M. and reported Tipps' disappearance to the authorities there.

According to Ship's Delegate Darley, Tipps became ill on April 16. He complained to the Master of "pains in the head." The Master placed Tipps in the hospital, Darley said, and ordered a crewmember to stand by in case the ill crewman required aid.

A strict 24-hour watch was maintained at his quarters from the moment Tipps became ill. Darley said that from the time of Tipps' entry into the ship's hospital until he disappeared four days later, Tipps' never appeared violently ill.

Frank Peters, the standby assigned to Tipps' quarters at the time of the incident, told Delegate Darley:

"I relieved the other Wiper at 4 A.M. About 4:05, Brother Tipps got out of bed and went to the hospital head. He then came out and walked passed me, saying 'excuse me,' and went out the hospital door.

"I waited perhaps two minutes and then went looking for him, as I had been given strict orders to maintain close supervision over him. I found his shower clogs outside the passageway, but no sign of Brother Tipps," Mc Peters added.

"After a quick look around I reported his absence to the bridge."

Brother Tipps is survived by his wife and two children of 369 Baldwin Ave., Chickasaw, Ala. He sailed on ATS ships during the war and had been a member of the SIU for past two years.

Darley reports that "Tipps was a good Union man and was well liked by his shipmates."

Hosts In Sumatra Hospitable, Says Fabricator Crew

Steel Fabricator crewmembers, recently returned from a voyage to the Far East, promise a good time to Seafarers hitting the port of Soengeigerong, Sumatra, Dutch East Indies, where, they say, the American residents show every courtesy to seamen.

In minutes of a shipboard meeting held recently at sea H. D. Higginbotham, recording secretary, reported that Americans in the port bearing the tongue-twisting name are very courteous and hospitable and will extend the same hospitality to any other crew that arrives in the port.

The Seafarer sounded one note of caution, however. Crewmembers are expected to act like gentlemen. Higginbotham noted, and not try to take over the place and run their bistro, the Stumble Inn, the only place in the port to drink.

'The Voice Of The Sea'

By SALTY DICK

The credit goes to the SS Morning Light for being one of the cleanest ships I ever laid eyes on. The crew is on the ball...Worth Pittman has switched from Deck to Stewards Department. Perhaps he wants to be near food continually... Haven't seen Lou Fisher in a long time. The last time was in England.

For the roughest elevator ride you ever had, take the one at Sloane House. The Dog-

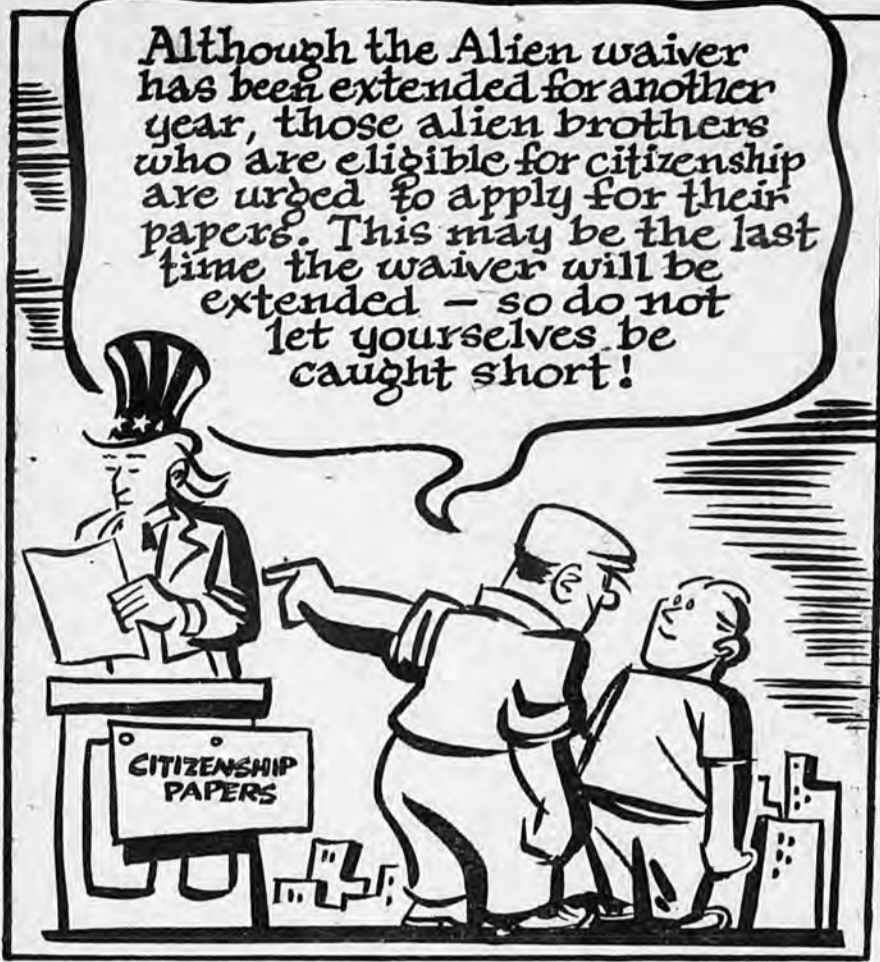
house rates second...Bosun Crowley has tried many times but has had no luck in picking horses. Why not try greyhounds for a change of luck? ...Every SIU member should read the State Of The Union. You'll learn more about your Union.

Antonio Schiavone eats nothing but baby food. And he looks like a medicine cabinet with all the pills and herbs he carries around...Rosando Serrando and

Joe Juliano, with their white caps, were seen helping out the Israeli movement, Histadrut, recently...Do you know the new technique for sougeeing? You should start at the bottom and work up. This prevents streaks.

Honesty is the best policy—yeah! John Pisa, found a wallet containing \$750 belonging to a passenger aboard ship. He returned it to the owner and at the end of the trip received a \$3 reward.

Seafarer Sam says:



CUT and RUN

By HANK

All Seafarers in port and their families back in those hometowns should still keep writing those letters to Congressmen and Senators to have the Taft-Hartley Act repealed. The true labor supporters in Washington have indicated they are anxious to repeal this monstrous anti-labor law before July 31. Every Seafarer should realize that, in continuing to write those letters, he will help stop the labor unions from getting a raw deal all over again. Every union man's letter helps... That's sure good news, Brothers, about the Maritime Commission approving Mississippi Line's application for a subsidy to build a passenger-cargo vessel carrying 234 passengers.

~ ~ ~

Bob High, who hasn't homesteaded on any ship for too long a time (except for the Evangeline), sailed on the Robin Kirk for those South African ports he knows all about. With him are Paul Curze and "Put Them in the Pocket" Frank Brown—carrying a bundle of the latest LOGS. Smooth Cape-towning, fellas... George Fiance is in town with his familiar homburg. It is a homburg, isn't it, George?... That Cook with a mustache, Mitchell Milefski, sailed in with his mustache after a trip. His shipmate of a Cook, Cliff Wilson, stayed aboard for a "refresher" of good voyaging... William Traser sailed into town... Brother Albert Birt is one Brother who keeps on staying happy day after day. It could be called southern comfort—and we don't mean the hard stuff, either.

~ ~ ~

Here are many of the Brothers in town, or were, recently: James Dunifer, Charles Dasha, Gerald De Meo, John Bender, Sal Scuderi, James Naylor, Chester Skakun, Walter Migaud, George Kosch, Richard Ferguson... Then there's Juan Rueda with his mustache... Lindell Morgan happy over getting that good old stuff called "mail"... Frank Throp with his mustache... Richard Tate who sailed into town recently... Jess Garcia sailed for a long voyage... Frank Webb also sailed from this chilly and rainy town... The SEAFARERS LOG will be sailing free of cost to the homes of the following Brothers: Charles Moss of Georgia, Harold Jaynes of Massachusetts, George Elhbracht of Missouri, Joe Justus of North Carolina, Walter Harris of Florida, E. M. Bryant of Georgia, Elliott Williams of Florida, H. D. Carney of North Carolina, Sago Hanks of Florida, E. Magboo of Maryland, John Yuknas of Maryland... That Gulf oldtimer Brother Ernest Bright is in port. What port did you anchor in, Brother Bright?

~ ~ ~

Brother Charles Hurst probably is still aboard the Steel Mariner... John Dugina writes that it's probably bad publicity to say that the "Colabees," baseball crew of the SS Colabee, lost their anxiously-awaited first game to the Canadians by the football score of 21 to 3. Well, John, next game will be better (or worse)... Several Brothers with a sense of humor are plenty confused. They have asked us who was the dog they saw with Brother "Ziggy" Zygarowski recently. Well, fellas, that dog has four legs, it barks and it no doubt might keep good old Ziggy, the bellyrobber, aboard ship for two trips... Brothers, keep those ships clean and happy. Run your jobs in SIU style, according to the agreement.

Digested Minutes Of SIU Ship Meetings

KYSKA, Mar. 27—W. F. Paige, Chairman; G. Byrne, Secretary. Stewards delegate to see about getting room change for Cooks. Crew voted to keep ship clean for payoff. Vote of thanks to Cooks and Stewards. On repair list need to fix water fountains stressed. Minute of silence for Brothers lost at sea.

~ ~ ~
SEATRAN NEW YORK, Mar. 20—W. T. Dalton, Chairman; Charles Goldstein, Secretary. Minutes of previous meeting accepted. Steward delegate reported two hours disputed and that one man missed ship in New York. Bales elected ship's delegate. Department delegates to check books and permits and to settle number of minor beefs. Minute of silence for departed Brothers.



~ ~ ~
PURDUE VICTORY, Mar. 13—Richard Weaver, Chairman; Thomas Williams, Secretary. Delegates reported no beefs pending. New Business: Motion carried to feed in two messrooms for the duration of the voyage to see how method works out. Thompson discussed the transportation rule. Good and Welfare: Discussion on greater cooperation in crew's messroom. Steward thanked crew and delegates for fine cooperation received during trip. One minute of silence for Brothers lost at sea.

~ ~ ~
CAROLYN, Mar. 5 — Robert Godwin, Chairman; B. J. Schmitz Secretary. Minutes of previous meeting read and accepted. Delegates reported on number of books and permits in their departments. New Business: Motion by Luis Cededa to have jury head installed on fan tail while in islands. Motion by R. DeFretes that all permitmen be paid off at the port of sign on. E. Ham accepted as ship's delegate. Good and Welfare: DeFretes suggested that each department take turns in cleaning laundry room. Suggestion by Cededa that chairs in crewmessroom be repaired. One minute of silence for departed Brothers.



~ ~ ~
STEEL EXECUTIVE, Mar. 24—Edward V. Smith, Chairman; Raymond Ulatowski, Secretary. Delegates reported everything okay, except in Stewards Department where there is five hours of disputed overtime. New Business: Motion carried to have hot water line in PO mess connected to line in galley. Motion carried to leave all quarters shipshape when leaving ship at payoff. Report made that charges placed against a Brother at last meeting have been dropped because of his good behavior. Good and Welfare: Warning made that crewmembers are not to go over delegates' heads with their beefs to topside. A vote of thanks was given the Stewards Department for their fine work. One minute of silence for Brothers lost at sea.

~ ~ ~
LOYOLA VICTORY, Feb. 27—G. H. Seeberger, Chairman; Red Fisher, Secretary. Delegates re-



ported number of books in their departments. Good and Welfare: Brother D. Ginn suggested that last stand-by man on each watch clean up messroom. Crew voted 18 to 7 in favor of plain milk over buttermilk. Discussion on the disposition of the washing machine and two electric irons should the ship lay up. Decision made to turn items in to nearest SIU Hall. Ship's delegate suggested that all delegates visit Captain on a beef instead of just one, thereby having two witnesses to any statement the Captain may make.

~ ~ ~
DEL CAMPO, Mar. 10—Bill Kavitt, Chairman; Bill Horsfall, Secretary. Report of number of days ship had no hot water and heat was turned over to Purser. Delegates reported no disputed overtime. Good and Welfare: Steward to receive all linen before ship enters shipyard. Suggestion made that mattress covers be put on all new inner-spring mattresses to protect them while in the shipyard. Congratulations voted the Stewards Department for doing a fine job. Only beef to Steward was that entire crew had gained weight.



~ ~ ~
SEATRAN NEW JERSEY, April 25 — G. W. Champlin, Chairman; Ray Robertson, Secretary. Delegates reported number of books and permits in their departments. New Business: Vote of thanks to 3rd Cook for job well done and vote of thanks to Ray Robertson, crew messman, for excellent work. Letter of recommendation for book for Robertson to be signed by entire crew. Ship's delegate Bill Gray thanked for fine job. Champlin suggested that each man donate 10 cents each toward ship fund. Discussion on having cocoa cola machine put aboard. Majority opposed.

~ ~ ~
SEATRAN HAVANA, April 24 — Oliver, Chairman; L. L. Phillips, Secretary. Deck delegate reported one hour of disputed overtime, other departments okay. New Business: Motion made to have Steward see about getting more milk and fresh vegetables, and check on cots.

~ ~ ~
ELIZABETH, April 24—Richard Barron, Chairman; Grady Faircloth, Secretary. Delegates reported everything okay, except deck delegate who reported few beefs on overtime. New Business: Motion carried to let delegates handle repair lists. Motion carried to have Steward order more fresh fruit. Motion carried to go on record as being opposed to calling Hall for

standby when day off is given. Good and Welfare: Discussion on whether or not imitation flavored cold drinks should be served. Suggestion made to check port hole and door screens. Suggestion made that Patrolman ask company to be more careful with crew's mail.

~ ~ ~
DEL RIO, April 4—Floyd Cummings, Chairman; R. T. Whitley, Secretary. Delegates reported small bit of disputed overtime. Old Business: Crewmembers who had been performing during early part of voyage have straightened out. Motion carried to drop all charges against these men. If they foul up again charges to be automatically reinstated. One minute of silence for departed Brothers.



~ ~ ~
TWIN FALLS VICTORY, April 2—S. L. Woodruff, Chairman; J. Kite, Secretary. Delegates reported disputed overtime and number of books and permits in their departments. New Business: Sagarind elected ship's delegate. Motion by Bragg, carried, that all card games be conducted in recreation room. Education: Long discussion on ways and means of keeping ship clean. Good and Welfare: Stewards Department members requested greater cooperation from crew. Crew asked for more milk. Steward reported requisition had been cut from 200 to 160 quarts.

~ ~ ~
FRANCES, April 16—Williams, Chairman; B. Goodman, Secretary. Delegates reported no beefs, all in order. New Business: Motion carried that three departments take turns keeping laundry cleaned. Motion carried to attempt to get fresh milk, fruit and fish in Puerto Rico. B. Goodman elected ship's delegate. Good and Welfare: Crew aired complaints about food. Steward not blamed as he had caught ship at last minute. One minute of silence for departed Brothers.



~ ~ ~
STEEL FABRICATOR, April 10—Earl Poe, Chairman; H. D. Higginbotham, Secretary. Delegates reported things running okay, except engine delegate who reported 200 hours of disputed overtime. New Business: Motion by Higginbotham that letters of recommendation be given permitmen. Motion by Bates that Patrolman contact port captain on repairs and get action before ship leaves Baltimore. Suggestion that money realized from fines be sent to Brothers in TB hospital. Steward Department thanked deck and engine men for splendid cooperation during trip. Deck and engine departments returned thanks and expressed gratitude for well prepared food.

~ ~ ~
OREMAR, April 6—C. Parker, Chairman; M. N. Eschenko, Secretary. Delegates reported no beefs. Good and Welfare: Suggestion made that the Union attempt to get more food aboard for the next voyage. Suggestion made that cookies be put out for night lunch. One minute of silence for departed Brothers.

THE MEMBERSHIP SPEAKS



Charges CS Self-Glorifying Campaign Ignores Crewmen

To the Editor:

The seamen of the Cities Service fleet have spoken, and the company does not like their word or language. They voted for the SIU by an overwhelming vote of almost 90 percent.

A law-abiding company would have signed an SIU contract on the spot in accordance with the results of the vote. They would have fired the company's legal stooge behind their fictitious company union.

In preparation for the vote, Cities Service fired all in the crews whom they suspected of being pro-SIU. That in itself was a violation of all that is American. They acted from their concepts of tyranny and oppression. They do not wish to grant security to the men who man their vessels, and through whose toil and efforts their huge profits were made.

Cities Service corporation, however, has no hesitation in publishing newspaper advertisements glorifying the American financial system of free enterprise and initiative. Possibly to attract investors who may be attracted by the high earnings of the corporation.

SPEAK NOT FOR MEN

Now what are they talking about, and to whom? Certainly the ads of the Company do not apply to the men whom they deny all that Americanism stands for: security of employment at decent wages protected by Union contracts, the rights of free speech, the right to choose their collective bargaining agent in a secret ballot supervised by the NLRB, the right to live as free men aboard these vessels which are in their care and control.

These are the elementary human rights guaranteed under the American Constitution and Bill of Rights. Obviously Cities Service has never read them and

Chesty Bosun



Beaugard Bosun Tommy Gould shows his chest expansion. He's not trying to impress the crew with his hair shirt, for the crew reports him as being a fine shipmate. Shot was by Forrest Nelson during a return trip from England.

does not believe that the laws of the nation apply to them at all. The theory of the feudal ages and robber barons is their only code—and it is not an honorable one.

We can look for a dying attempt by this notorious company to throw their crews off the ships once more and replace them with company-minded zombies who will submit to the rope placed about their necks by the oil barons, and who are willing to toil under the eye of the company's espionage system. This system exists. How else were they able to throw crew after crew of pro-SIU men off their ships in the past?

The Cities Service oligarchy pretends neutrality to all seamen who seek jobs, but don't show your Union button or imply that you are a member or believer in Unionism. You will find that you are not wanted. Even the mere suspicion of Unionism is enough to bar you from employment.

Is this the free America for which we fought in the past war and for which thousands of seamen died on the seven seas?

The un-American concepts of the Cities Service Oil barony is seemingly prepared to flout the American government itself. They are planning to throw the pro-SIU crews off their ships, in violation of the NLRB.

PRESS CLAIMS

In my opinion all men thrown off their ships should sue the company for wages lost up to the time they return to the very same jobs on the same vessel. The point of signing on should be the measure of the travelling expenses from the port where they were thrown off.

To force this corrupt corporation to sign a contract with the SIU is not enough. Divine retribution calls for exact justice. They are invoking the primitive law of might makes right, and certainly merit the answer of an eye for an eye and a tooth for a tooth in the interests of keeping the books straight. They deserve this and have earned it by their record.

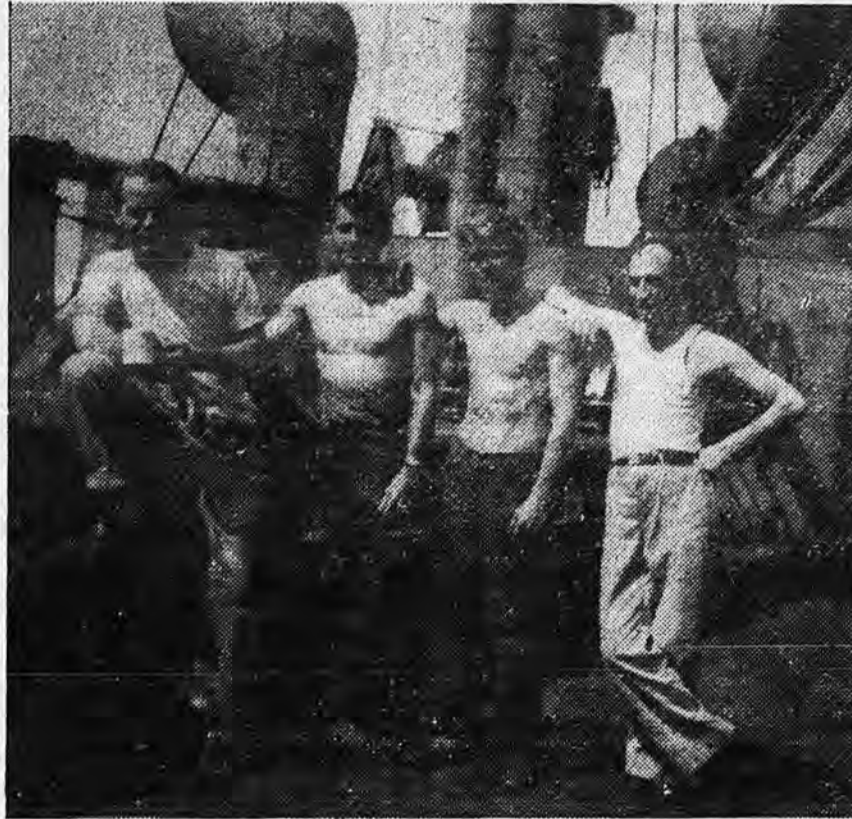
The men on the vessels of the Cities Service tanker fleet have voted to end their slavery through the assistance given them by the Seafarers International Union, AFL.

We are ready to wager that the men aboard these ships will resent further interference by the Oil Barons.

I have sailed on the CS ships and know the score. It is up to every seaman, on ship and shore, union or non-union, to watch the maneuvers of the oil barons closely from now on. The vote is in and has been counted. The men have expressed their choice. The barons have been routed temporarily. Seamen can rejoice for their brothers who have voted for freedom from company bondage.

Wandering Seafarer

THAT MOMENT TO RELAX



Representatives of the three departments of the SS Joseph N. Teal, Waterman, appear content with life at coffee time. Left to right the Brothers are, Gres, FWT; Lucky, Oiler; Kitty Cheshire, AB, and Woody Perkins, Chief Cook.

Galley Trio's Fancy Chow Pleases Prentice Crewmen

To the Editor:

The SS George D. Prentice, Waterman liberty, finished another long one when she pulled into Savannah, Georgia, on Friday the Twentieth of May. She pulled out of Baltimore on February Fifth with a load of phosphate for Inchon, Korea, and after bunkering at Sasebo, Japan, made the run direct from there to Savannah, with no stop-offs.

A long, dull trip was made enjoyable by the excellent Stewards Department, headed by Lou Young, and featuring Danny Lippy and Dorsey Paugh in the Chief Cook and Baker jobs respectively. After a long, hungry session on the beach the boys thought they had tumbled into heaven when they ran into Danny's cooking and Paugh's baking.

MAKE MINE RARE

Tender steaks (as many as you could eat and actually cooked to order), roast beef you could cut with a fork, potatoes cooked all nineteen ways possible, fresh-frozen Birdseye vegetables, good rich gravies; in fact, just about the best cooking that any of the boys had run into in many a day, either on ship or ashore.

With any other Baker than Paugh the baking might have seemed bad in contrast to such good cooking but Paugh came through with a string of light cakes, flaky pies and delicious buns, rolls and bread that had the boys coming back for thirds. Instead of the usual icebox-flavored bread, cold and heavy, every other day saw a fresh batch of bread coming out of Paugh's ovens, and matching any shoreside bread.

A new innovation which found a lot of favor with the boys was the "snackbar," an idea of Lou Young's. After each meal all the left-overs were put on the galley serving table for everyone to help himself. A couple of nights each week Steward Lou Young would be in the galley keeping his hand in on making pies, doughnuts, cinnamon buns and tarts. From the way they disappeared from the snackbar when finished it seems that Lou's hand has lost none of its skill.

EARN THANKS

Any of the boys who have worked up a good appetite on the beach and see Lou Young, Danny Lippy and Dorsey Paugh heading a Stewards Department, take a tip and sign on, because that trio stands for good grub, well-cooked. Thanks Lou, Danny and Paugh from all the boys.

Signed by 17 Crewmembers

Union Oldtimer In Japan With Occupation Army

To the Editor:

I was a member of the SIU for over six years when I was drafted into the Army. I am now in Japan, and would like to have the LOG sent to me.

Before my induction the LOG was sent to my home, which is in New Orleans, and is still being sent there. My folks read it and I would like to have it continue to go there and also have it sent to me here in Japan.

I am stationed at Camp Sahai, which is about 40 miles from Kobe.

I would like to say hello to my shipmates in good old New Orleans and Mobile. I would also like to say hello to my shipmates who were with me on my last voyage aboard the SS Claiborne in October, 1948. If anyone wishes to write me my address is: Co. C, 27th Infantry Regt., APO 25, Unit 1, c/o Postmaster, San Francisco. Rct. Salvator Candela

Two Car Pile-Up Sends Seafarer To Navy Hospital

To the Editor:

I am writing in regard to John Goldsborough, III, a member of the SIU. John was injured in a head-on collision of automobiles and suffered a compound fracture of his left leg. He has been hospitalized since March 27.

John would like a notice put in the SEAFARERS LOG to notify his shipmates of his accident, for he was intending to meet some Brothers in one of the ports when he suffered the accident. He would like them to know where he is and why he was beached.

He is at Corona Naval Hospital, Corona, California. He is now in traction and expects to undergo surgery this week to have his leg set.

Carmen E. Goldsborough



Responsible for the happy crew on the George D. Prentice, Waterman Liberty, which recently concluded a run to the Far East, are Steward Lou Young, front, D. Paugh, Baker, rear left, and D. Lippy, rear center. Rear right is L. Inwood, a well-fed crewmember.

Brother Proud Of Union's Work In Behalf Of Seamen

To the Editor:

Conditions were bad for the men aboard the old sailing ships and the pay was hardly anything. There was no improvement when the sailing ships were replaced by the steamships. Not until late in the last century, when a group of seamen got together and formed a union was there anything like a square deal

Photo Problem Vexes Crewman Of Pontus Ross

To the Editor:

The following members of the Pontus H. Ross, who signed off the ship, asked me to send them copies of the pictures I took aboard the ship. They gave me their addresses in a small book so that I could send them what they wanted. On top of this they paid me for all the pictures they wanted.

I had bad luck two days ago and lost the book. However, I sent the pictures to the different SIU Halls and expect them to be found there. The following is a list of the Brothers and the port where the pictures were sent:

Joseph Pilutis, New York; Georges Jensen, New York; Ed Lerverne, Tacoma; John McNichols, New York; David Pontes, Baltimore; LeRoy Schmidt, Tacoma.

There are two other Brothers that I am not sure where to reach. They were going home and I do not know through which Hall they will ship from eventually. If they see this note, I would like to have them write me. They are, Alan Tigh and James R. Young.

Marcel Jette
SS Pontus Ross
Vancouver, Wash.

for a sailing man. Wages and conditions improved very slowly, but they improved.

But after the defeat suffered by the seamen in the 1921 strike, life became rugged again on the waterfront. The shipowners had the men at their mercy. Until an organization called the ISU was formed seamen were getting nowhere.

The ISU was only a starter. When it broke up in the 1930s, seamen were ripe for organization. In 1936, several unions were started and the strikes of that year and 1937 ended in victory for the seamen.

Seamen then began receiving the benefit that came with a Union contract. Some of the greatest progress by union seamen was made in 1945 when the SIU won unprecedented wages and conditions. From that time on, each new contract signed by the SIU brought new increases and benefits to the membership and finally to men on the waterfront everywhere.

In 1946, the SIU won what is probably the greatest waterfront victory of recent date. The fight for wage increases ended after a ten-day strike against a government order that wouldn't allow raises the Union negotiated with private companies. When our Union won that strike, it set a pattern that was soon followed by all maritime unions.

Now the SIU is bringing similar advantages to the Canadian Seamen who are sailing under the banner of the SIU Canadian District. As a seaman I am proud that the SIU is one union, in which the communist party was never able to make any progress.

The SIU has proven that it can fight—and win—for the seamen, who are interested in going to sea today to make an honest living.

William Zarkas

Sought By Parents



The parents of Desmond L. Smith are anxious that he get in touch with them at 28 Albro Lake Road, Dartmouth, Nova Scotia.

No Police On Ships Shows Self-Discipline, Says Martin

To the Editor:

A big, shiny car disputed the ground I stood upon and needless to say, I came off second best when I hit the jackpot for a broken knee and a pair of broken legs. I am hobbling around on crutches here at Staten Island Marine Hospital, minus a cast on the broken knee leg. The other one was badly shattered.

Under the conditions I haven't had much urge for poetry, though I did manage to take a whirl at a sonnet and used one of Shakespeare's as a pattern for rhyme and meter (Ed. note: See Log-A-Rhythms, this page).

I hope I am satirical and ironical in the jingle. The few million men sailing billions of dollars in ships and cargoes, as well as being responsible daily for thousands of passenger lives do it all without the need of a police force.

Puerto Rico Beach Brigade Succumbs To Call Of North

To the Editor:

Well, I guess the summer season is officially on up north. All the old-time beachcombers have shipped out.

Although there are plenty of new faces here in San Juan, we miss the old regulars. Among the boys here, just to name a few, we have F. Bonfont, L. Santos, E. Ventreira, Paul Calebaugh, Eric Jensen, Jack "Rubberlegs" Mays, F. Rowland, Dave Haskell, Bob Goodwin — and many more.

HARASSED SOUL

Poor Bill Hitt gets no rest when the scow, Morning Light, docks in San Juan, nor until she leaves the island of enchantment for this reason: Bill is top AB on the permit list, and there is

always someone reporting that someone is getting off. Inasmuch as there are no AB's wanting to ride to the Gulf, Bill is afraid that he will be shanghaied. It is reported that Bill is asking the price of a one way fare to St. Thomas, where there is no Union Hall. The lure of the tropics has got Bill, he's set up housekeeping and wants to stay a while—maybe five years or so.

Well, that cocky crew off the Marina sure got their ears pinned back Sunday, May the 22nd. Last trip the Marina's soft-ball team challenged the Beachcombers to a game, but it rained them out then. This trip the weather was perfect. So with Bob Goodwin as umpire, the two teams took to the field.

The battery for the Beachcombers was Bill Hitt, of Culpepper High, pitching, and F. Rowland, catching. After a fast game, the Beachcombers won, 11 to 7. Afterwards, it wasn't hard to tell a Beachcomber from a Marina crewmember: the Beachies were a happy lot; the Marina boys were crestfallen, not so cocky after all.

Met Charlie Palmer out of Philly the other night. He is Fireman aboard a SUP liberty tanker carrying molasses between San Juan and Jacksonville. He sure has grown a midriff since his beachcombing days here in San Juan.

Brother A. Colon, at present in the marine hospital at San Juan, wishes to thank the crew and officers aboard the Bull Line scow, Angelina, for their kind \$29 donation he received.

Would like to apologize to Ralph V. Ortiz for not writing him while he was in the hospital in New York. Hope he has completely recovered.

There is a little black dog named "Blackie" here on the beach. He is a great favorite of the beachcombers. He tags along with them to the movies, barrooms, and every place else a beachcomber might go. Last meeting night, he attended with the others, and when the permits were excused, Blackie, not having a book, walked out with them.

Feels Insurrections In Far East Imperil Seamen

To the Editor:

In October of 1948 I made a trip on an Isthmian ship to the Far East. One of our first stops was in the Philippines, where I found that the average Philippine citizen of good reputation went around openly armed. Open insurrection exists even in Manila.

From there we sailed to sev-

eral ports in the Dutch East Indies, where complete open warfare has existed for more than two years, as recognized by the United Nations. Our next port of call was Saigon in Indo China, where we had to be given armed French guard to enter the river. The same river, incidentally, where in September 1948 a Swedish ship was fired on from ashore by

rebels armed with 20 mm cannon.

This is the same river where in December 1948, per LOG account, an American ship struck a mine. Upon going ashore in Saigon, we found the city under military control during the day, but at night gunfire ruled, and hand grenades were being thrown across the wall of the police compound.

From there one of our next ports was Singapore, British Malaya, where the Karens, rebels, are a recognized force and control practically all areas outside the city.

QUOTES CONTACT

The rest is a matter of public record. I quote section 11 of the Isthmian agreement in support of the request that I make that our Union seamen be better protected in war zones:

"Section 11—War Zone: In case any vessel of the company traverses waters adjacent to or in the proximity of a declared or undeclared war or state of hostilities, it is hereby agreed that a petition on the part of the Union for the opening of negotiations for added remuneration, bonuses, and insurance shall in no way be deemed cause for the termination of the agreement."

Charles H. Johnston

SUN-BRONZED SIU QUARTET



Crewmembers of the former German freighter, Sea Trader, pose for the camera of Charles Oppenheimer, while the ship was in the Caribbean recently. Left to right: Teddy, Deck Delegate; Curuso, AB; Johnny, Engine Utility, and "Hot Rolls" Martin, Baker.



Sonnet Of Glasshouses

By JAMES (Pop) MARTIN

When we read of maritime's feckless crews,
We who follow the calling of the seas,
We oftimes stop and ponder o'er this news,
Yet, wonder, genteel shorefolk, upon these:

Why village, city, nation need police?
The Army, Navy, too, police by force.
The town clown and the justice of the peace
Is every upright rustic's main recourse.

Millions of sailors under every flag
Sail seas, far flung to every port o' land,
Their lifetime's wage fits in an old seabag,
They serve in peaceful mind with willing hand.

On any of the seas—in any ship—
Has never yet police force taken trip.

Personals



EDWARD BLOOM
Get in touch with your brother, Frank Bloom. His address: 48 Monument Walk, Brooklyn, N.Y.

MARIO CARRASCO, Jr.
Get in touch with your brother, Robert Carrasco, 2907 Nebraska Avenue, Tampa, Florida.

HARRY L. FRANKLIN
Contact your wife at 553 Undercliff Avenue, Edgewater, N.J.

ALBERT SCHUBERT
You are asked to contact Bernard Simmons, SPO, State of New York, 80 Centre Street, New York 13, N. Y.

ROBERT BICKNELL RANNEY
Communicate with M. Lee, Selective Service, Local Board No. 1, 80 Lafayette Street, New York 13, N. Y.

CHARLES ADAMS
Write your mother at 95 North 7th Street, Fall River, Mass.

FRANK NUNN
You are asked to get in touch with Social Investigator, Ford-

ham Welfare Center, 1918 Arthur Avenue, Bronx 57, N. Y.

WILLIAM V. GLICK
Miss M. Adai, 734 N. State Street, Chicago 10, is anxious to get in touch with you.

CARLOS GOMEZ
Communicate with your local draft board, 80 Lafayette Street, New York 13, N. Y.

BASIL UNDERTAJLO
Contact your local draft board at 80 Lafayette Street, New York 13, N. Y.

OLIVER LEWIS
Communicate with your wife at 36 Graves Street, Staten Island 14, N. Y.

CLINTON A. MC MULLEN
Contact your local draft board at 80 Lafayette Street, New York 13, N. Y.

MITCHELL ZELACK
Your mother is very anxious to hear from you.

JOHN L. O'ROURKE
Please get in touch with your brother, Bob, care of the SIU Hall, 85 Third Street, San Francisco, as soon as possible.

MELVIN E. RICE
Please get in touch with your mother, Mrs. Laverne Rice, 208 Penn St., Waxahachie, Texas. Mrs. Rice will appreciate hearing from anyone who has recently see her son.

WALTER HENRY HOFFMAN
Get in touch with your mother. It is very important. Your cousin Dot is getting married June 4.

RICHARD H. SEVERSON
Write to your brother: Pfc Stanley Severson US-57586364, Bat. A, 2nd FA Bn, Fort Sill, Oklahoma.

Money Due



ROY JENKINS
A check is being held for you at Mar-Trade Corporation, 44 Whitehall Street, New York.

SS DOROTHY (Voyage No. 187)
The below named have unclaimed wages due them in the amounts specified for penalty cargo carried during voyage. These wages may be collected at the Bull Line office, 115 Broad St., New York City.

Robert J. Morgan, \$6.47; Thomas C. Lockwood, \$5.07; William E. Thompson, \$4.34; Manuel Vigo, \$7.59; Genaro Bonefont, \$7.59; Frederick E. Kerfoot, \$5.69; Newell A. Keyes, \$7.04; Francisco Bartolomei, \$8.40; Emilio Ramos, \$8.40; Juan A. G. Nunez, \$8.75.
Jose A. Morales, \$8.75; Joseph E. Henault, \$3.16; Earl C. Jordan, \$1.65; Patrick Dunphy, \$3.16; Paul R. Calebaugh, \$2.00; Felix Carrilo, \$1.26.

Jobless Pay Claimants Must List All Jobs

Seamen filing unemployment insurance claims in New York state are now expected to list the names and addresses of all employers for whom they worked in 1948.

In accord with a new ruling, which became effective April 25, claimants will also be required to list the beginning and ending dates of each period of employment.

The New York State Unemployment Division says that this information is of utmost importance to insure prompt handling of claims.

WITHHOLDING SLIPS, TOO
As a further means of expediting payments of unemployment insurance benefits, the state agency advised all seamen to keep their income tax withholding slips for 1948, issued by the companies, and bring them to the unemployment insurance office when they appear to file claims.

In filing claims, unemployed seamen will be asked to list all of their employers during 1948. This listing "must be absolutely accurate," the agency says, "in order to prevent benefit delays."

Before going to the unemployment insurance office, claimants should be sure they know the official names of the companies for which they worked and the proper addresses.



NEW YORK INDIVIDUAL DONATIONS

E. Gatmaitan, \$2.00; Geo. Chea, \$1.00; H. C. King, \$15.00; B. Taflewitz, \$1.00; E. D. Mannezen, \$1.00; A. Guralnik, \$4.00; R. W. Harless, \$10.00; O. Blues, \$10.00; D. Scandon, \$1.00; L. Williams, \$5.00; E. A. Gomez, \$4.00; J. R. Nelson, \$5.00; W. Budzinski, \$7.00; J. M. Stiles, \$1.00; E. F. Luthmann, \$1.00; A. F. Veto, \$2.00; R. C. Heins, \$1.00; R. H. Shaffner, \$2.00; Chester L. Ritter, \$1.00; C. Frost, \$5.00; H. R. Lowman, \$2.00.
T. B. Hall, \$1.00; R. D. Brown, \$1.00; W. E. Ward, \$2.00; Wm. E. Reed, \$1.00; M. Baez, \$1.00; B. Undertilo, \$1.00; W. I. Roche, \$5.00; J. G. Watt, \$1.00; T. E. Foster, \$3.00; W. W. Scudder, \$5.00; F. D. Gosse, \$5.00; D. Aguila, \$1.00; R. Noarisma, \$1.00; K. S. Wong, \$2.00; E. C. Atkins, \$3.00; J. Fernandez, \$2.00; C. Brewer, \$3.00; C. Clark, \$1.00; R. A. Yeager, \$2.00; R. Aldrich, \$2.00; A. N. W. Larsen, \$2.00; V. Delacruz, \$4.00; H. J. Martinez, \$3.00; J. J. Balsar, \$1.00; M. D. Taylor, \$1.00; Samuel Howard, \$1.00.

Majorie Muller, \$2.00; L. T. Galusra, \$1.00; Ed Polberg, \$3.00; G. E. Bjornson, \$1.00; J. W. Overton, \$2.00; J. A. Cent, \$1.00.
P. Richard Perrotti, \$1.00; T. Catherine, \$1.00; Wm. Stark, \$15.00; A. Remijn, \$11.00; J. Enriquez, \$1.00; Frank Borst, \$4.00; E. K. Domboski, \$5.00; A. O. Aaron, \$4.00; N. Reznichenko, \$1.00; J. A. Weiss, \$2.00; H. E. Miller, \$5.00; L. Dwyer, \$1.00; R. L. Gresham, \$4.00; A. Friend, \$2.00.
L. R. Carr, \$1.00; D. J. Stille, \$5.00; E. J. McAskin, \$2.00; H. Singleton, \$1.00; T. Nolesnik, \$5.00; G. Stille, \$5.00; J. Arabasz, \$2.00; F. J. Shandi, \$1.00; J. L. Millner, \$2.00; Herman Young, \$2.00; J. S. Seiferth, \$16.00; C. Morgan, Jr., \$2.00; C. Ramos, \$1.00; A. A. DaCosta, \$5.00; J. Arabasz, \$1.00; W. H. Stock, \$5.00; R. L. McGrew, \$1.00; R. E. Sparks, \$2.00; M. A. Carouaz, \$25.00; E. B. Harris, \$5.00; J. Gillet, \$1.00; W. H. Mansfield \$2.00; P. Sabatino, \$3.00; J. E. Duffy, \$5.00; E. L. Pritchard, \$2.00.
SS BEATRICE
H. Morey, \$1.00.

Seafarers Continues Fight Against Commies On Lakes

DETROIT — In a move designed to eliminate communist members of the crews of 60-odd Canadian ships plying the Great Lakes, the SIU, Great Lakes

District, called upon all AFL unions on the American side of the Lakes waterfront to deny service to the vessels of three Canadian companies.

The ships of a number of companies have been manned in part by the commie-controlled Canadian Seamen's Union, which has been trying vainly to drive the SIU off Canada's East Coast.

Great Lakes officials of the SIU said that the communists of the CSU were "a threat to the great industries supplied by Lake shipping."

Affected by the move were 24 ships and two barges belonging to Paterson Steamships, Ltd., 20 ships and six barges of the Upper Lakes & St. Lawrence Company, six ships and six barges of the Quebec & Ontario Transport Company, plus the vessels of several smaller concerns.

In Milwaukee, on Lake Michigan, ILA Local 815 has already refused to unload any ship that might have communists among its crewmembers.

Notices

SS JAMES SMITH
The following men, who were crewmembers aboard this vessel on Aug. 16, 1946, when Frank Champ, OS, was badly injured, are requested to get in touch with Albert Michelson, attorney for Champ, at 1650 Russ Bldg., phone YUkon 6-6818, San Francisco, Calif.

Alfred E. Stout, AB; Carl N. Bolton, AB; Al Laborde, AB; William D. Austin, OS; Joe Caner, OS, and Ellis M. Eaton, OS.

OTHA FRANKLIN CRUTCHFIELD

You are requested to get in touch with Benjamin Sterling or Herman N. Rabson, 42 Broadway, New York City, regarding the injury you sustained aboard the SS T. J. Jackson on Sept. 19, 1947.

RECEIPT NO. C-95636

Will holder of this receipt issued in Tampa, please get in touch with Headquarters so that payment made may be correctly posted.

RECEIPT NO. C-95621

Will holder of this receipt, issued in Tampa, get in touch with Headquarters so payment may be properly posted.

SS YOUNG AMERICA (Voyage W-1)

Will crewmembers who were aboard this vessel from Oct. 27, 1948 to Jan. 8, 1949, communicate with Henry Beckman, care of Christensen, 3245 N. Damen Ave., Chicago, Ill., giving their names and addresses. Beckman paid off the ship in China because of illness.

D. J. LUKOWIAK
The personal effects which you left aboard the SS Chickasaw are being held for you in the baggage room of the SIU Hall, 51 Beaver St., New York City.

Will John Henry Ponson, who was employed aboard the SS Wild Ranger on or about 6th day of May, 1947, as a galleyman, and witnessed an accident where Durand Dewey Shaw was injured aboard vessel, please communicate with Herman N. Rabson or Benjamin B. Sterling, 42 Broadway, New York 4, N. Y.

Notice To All SIU Members

The SEAFARERS LOG as the official publication of the Seafarers International Union is available to all members who wish to have it sent to their home free of charge for the enjoyment of their families and themselves when ashore. If you desire to have the LOG sent to you each week address cards are on hand at every SIU branch for this purpose.

However, for those who are at sea or at a distance from a SIU hall, the LOG reproduces below the form used to request the LOG, which you can fill out, detach and send to: SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

PLEASE PRINT INFORMATION

To the Editor:
I would like the SEAFARERS LOG mailed to the address below:

Name

Street Address

City Zone..... State

Signed

Book No.

SIU HALLS

SIU, A&G District

- BALTIMORE.....14 North Gay St. William Rentz, Agent Mulberry 4540
- BOSTON.....276 State St. Ben Lawson, Agent Richmond 2-0140 Dispatcher Richmond 2-0141
- GALVESTON.....308 1/2-23rd St. Keith Alsop, Agent Phone 2-8448
- MOBILE.....1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
- E. Sheppard, Agent Magnolia 6112-6113
- NEW YORK.....51 Beaver St. Joe Algina, Agent HANover 2-2784
- NORFOLK.....127-129 Bank St. Ben Rees, Agent Phone 4-1083
- PHILADELPHIA.....337 Market St. J. Sheehan, Agent Market 7-1635
- SAN FRANCISCO.....85 Third St. Frenchy Michelet, Agent Douglas 2-5475
- SAN JUAN, P.R.....252 Ponce de Leon L. Craddock, Agent San Juan 2-5996
- SAVANNAH.....2 Abercorn St. Jim Drawdy, Agent Phone 3-1728
- TACOMA.....1519 Pacific St. Broadway 0484
- TAMPA.....1809-1811 N. Franklin St. Ray White, Agent Phone M-1323
- WILMINGTON, Calif., 227 1/2 Avalon Blvd. E. B. Tilley, Agent Terminal 4-2874
- HEADQUARTERS. 51 Beaver St., N.Y.C. SECRETARY-TREASURER Paul Hall DIRECTOR OF ORGANIZATION Lindsey Williams ASST. SECRETARY-TREASURER Robert Matthews J. P. Shuler Joseph Volpian

SUP

- HONOLULU.....16 Merchant St. Phone 5-8777
- PORTLAND.....111 W. Burnside St. Beacon 4336
- RICHMOND, Calif.257 5th St. Phone 2599
- SAN FRANCISCO.....59 Clay St. Douglas 2-8363
- SEATTLE.....86 Seneca St. Main 0290
- WILMINGTON.....440 Avalon Blvd. Terminal 4-3131

Canadian District

- MONTREAL.....404 Le Moyne St. Marquette 5909
- HALIFAX.....128 1/2 Hollis St. Phone 3-8911
- PORT ARTHUR.....63 Cumberland St. Phone North 1229
- PORT COLBORNE.....103 Durham St. Phone: 5591
- TORONTO.....111A Jarvis St. Elgin 5719
- VICTORIA, B.C.602 Boughton St. Empire 4531
- VANCOUVER.....585 Hamilton St. Pacific 7824
- HEADQUARTERS.....512 McGill St. Montreal Plateau 670

ITF Denounces CSU As Communist-led

If the communists who run the Canadian Seamen's Union expected any sympathy from the International Transport Workers Federation in their phony and ineffective "strike" to oust the SIU Canadian District from the latter's contracted ships, they must have been disappointed. For the second time within a month, the ITF flatly and bluntly rejected a commie plea for help.

The ITF's General Council, meeting in Antwerp on May 13 and 14, denounced the CSU's so-called strike and said that the no member of the CSU would have responded to the strike call, if he had been fully and correctly informed of the facts.

There is no support for the phony strike in Canada where the facts are known, the Council reported, and the communists are trying to get support in foreign ports, where they can get away with misrepresenting the truth.

CONFLICTING REPORTS

The ITF Council also pointed out that the strike notices issued by the CSU leadership to crews on the high seas and in foreign ports were conflicting.

Consequently, the Council instructed all of the unions affiliated with the ITF to ignore the CSU's phony beef.

The instruction and the Council's report were included in a letter to all the ITF's affiliated dockers' and seafarers' unions. The letter was signed by J.H. Oldenbroek, General Secretary of the ITF.

The complete text of the Council's report follows:

"The General Council of the ITF, meeting in Antwerp on 13 and 14 May, 1949, has given consideration to the dispute which has taken place in the Canadian shipping industry in recent weeks, and in the light of the report furnished approves unanimously the decisions previously reached by the Management Committee and Seafarers' Sectional Committee of the ITF to withhold support from the strike called by the Canadian Seamen's Union."

ATTACK ON ITF

"In view of the misleading statements published in the communist press and the action sponsored by the Canadian Seamen's Union and being carried on in different ports by communist elements, who seem to see in this strike a welcome opportunity to attack the ITF and its affiliated dockers' and seamen's unions, the General Council finds it necessary to publish the following:

"1- The Canadian Seamen's Union, appealing at the 11th hour for the support of the ITF, notwithstanding a telegraphic reminder, failed to comply with the rules which the constitution of the ITF lays down for such cases and to supply the required documented report on the nature and circumstances of the conflict.

"2- The strike notices issued by the Canadian Seamen's Union to crews of ships on the high seas or in foreign ports are of a conflicting nature.

MEN UNINFORMED

"3- Had the members of the Canadian Seamen's Union been properly and honestly informed about the matters at issue, and about the negotiations and conciliation carried on in their be-

half, they would not have responded to the strike call.

"4- Whereas in Canada, where the true facts are known, the manning and loading of ships is not interrupted, emissaries of the CSU and others are trying, by misrepresenting the facts, to incite dockers and seafarers to support the strike in foreign ports.

"In these circumstances the General Council considers that the conflict is not an industrial issued as alleged by the Canadian Seamen's Union, but part of a political campaign to which the ITF is opposed. The unions afflicted with the ITF should therefore not let themselves be drawn into the conflict and endanger the economy of the European countries."

AFL Demands CSU Ouster

CLEVELAND — The Seafarers International Union should replace the communist-dominated Canadian Seamen's Union in the Trades and Labor Council Canada's national labor body affiliated with the American Federation of Labor, the AFL Executive Council, which met here recently, announced.

The AFL leaders further expressed themselves as of the opinion that the CSU was falling apart so rapidly, that it was no longer the communist menace it used to be.

The AFL Executive Council had a day-long session with the Canadian leaders of the Trades and Labor Council to discuss the AFL's campaign to drive the communists from the Canadian

Seafarers Warns Great Britain Illegal Tie-ups Mean AFL Boycott

(Continued from Page 1)
British Transport and General Workers' Union not to support the CSU. After conferring with an SIU representative now in England, Arthur Bird, National Secretary of the docks group of the Transport and General Workers' Union, called upon his members to reject the CSU's propaganda and work the ships.

The complete text of Hall and Weisberger's cable to Mr. Attlee follows:

"We have been requested as

Vice-Presidents of the Seafarers International Union of North America and as Co-Chairmen of the Maritime Trades Council of Greater New York, an organization of all waterfront workers affiliated with the American Federation of Labor, by our Canadian affiliate, the Canadian District of the Seafarers International Union, to take steps to tie-up all British shipping in the Atlantic and Gulf ports, unless the British dockers, now misled into wildcat action by communist propagandists, agree to handle ships contracted to the SIU Canadian District.

"We have no desire to take this action, as it would play into the hands of the communists, whose sole aim is to sabotage the Marshall Plan and disrupt the communications systems of the western countries.

"However, we will not allow a political maneuver by fifth column disruptors to prevent the SIU Canadian District from fulfilling its legal contracts with the Canadian shipowners, and we shall take all and any steps necessary to protect ourselves, our jobs and our Union.

"We call to your attention the following facts:

"The International Transport-workers Federation, in Circular No. 28 to its affiliates, said '... The General Council considers that the conflict is not an industrial issue as alleged by the

Canadian Seamen's Union, but part of a political campaign to which the ITF is opposed. The unions affiliated with the ITF should therefore not let themselves be drawn into the conflict and endanger the economy of the European countries.'

"In this country, the Executive Council of the American Federation of Labor called for the expulsion of the Canadian Seamen's Union from the Canadian Trades and Labor Council.

"In Canada, where the Canadian seamen are conversant with the facts, none of the SIU Canadian District ships is tied up. Only in a few foreign countries, where the communists have well organized propaganda machines, have these political disruptors been able to gather supporting action, and then only by misrepresenting the facts to the trade unionists on the waterfront.

"We feel that most of these dockers are well meaning, but acting on false information. We call upon you, as head of the Labor Party and leader of the Labor Government, to use your influence and authority to put a stop to this wildcat, illegal action.

"Meanwhile, we shall not ask the waterfront unions of America to take economic action against British shipping by boycotting all British flag vessels pending a reply from you within a few days."

labor movement.

In the near future, the AFL will meet in Ottawa to take further action.

GOOD RELATIONS

President William Green of the AFL and President Percy Bengough of the Trades and Labor Council said that they were well pleased with their plans to oust the communists—Green adding that he thought highly cooperative relations between the AFL and the TLC would result.

President David Dubinsky of the International Ladies Garment Workers and President George Harrison of the Railway Clerks also expressed their belief that the communists were on their way out in Canada.

Brotherhood Of Marine Engineers Gets Charter

(Continued from Page 1)
going to sea aboard your company's vessels have become fed up with the anti-union actions and political policies of the Marine Engineers Beneficial Association, CIO. As a direct result, they have formed a union within the framework of the American Federation of Labor, known as the Brotherhood of Marine Engineers.

"A majority of your seagoing marine engineers and regular night relief engineers are more interested in their ships, their jobs, and the conditions under which they work than they are in a union known only for its communist activity. For this reason, they have joined the Brotherhood.

"You are hereby advised that the Brotherhood of Marine Engineers, AFL, represents a majority of the licensed engineers actually employed by you, and that the National Marine Engineers Beneficial Association is no longer the proper collective bargaining representative of your licensed engineers, even though they are for the time being retaining membership in that Association.

"We are prepared to meet with you at any time you might suggest for the purpose of discussing an agreement covering wages and working conditions for your licensed marine engineers, and we hereby put you on notice that in the event you make any agreement with the MEBA beyond June 15, 1949, the date your

present agreement expires, you will do so at your peril and contrary to the wishes of a majority of the licensed marine engineers employed by you.

"A prompt reply is requested." The letter was sent to the following companies:

Actium Shipping Company
American Eastern Corporation

Atwacoal Transportation Company
Alcoa Steamship Company, Inc.
Baltimore-Insular Line
A. H. Bull SS Co.
Calmar Steamship Corp.
Coral Steamship Corp.
Dolphin Steamship Company
Dolphin Steamship Corp.

Eastern Steamship Lines, Inc.
Illinois-Atlantic Corp.
Isthmian Steamship Co.
Maine Steamship Co.
Mar Ancha Corp.
Mississippi Shipping Co., Inc.
Ore Steamship Company
Peninsular & Occidental Steamship Co.
Ponce Cement Corp.
Seas Shipping Co.
Seatrade Corp.
Seatrain Lines, Inc.
Smith & Johnson
South Atlantic Steamship Company
St. Lawrence Navigation
Strathmore Shipping Co., Inc.
Waterman Steamship Corp.
White Range Steamship Co.
Standard Steamship Co.
Victory Carriers, Inc.
Arnold, Bernstein Steamship Co.
Oro Navigation Co., Inc.
Epiphany Tankers Corp.
Federal Motorship Corp.
Artic Tankers, Inc.
John M. Carras, Inc.
Cuba Distilling Co.
Intercontinental Steamship Co.
Metro Petroleum Shipping Co.
Petrol Tanker Industries, Inc.
Calmar Shipping Co.
Philadelphia Marine Corp.
State Fuel Co.
U.S. Petroleum Carriers, Inc.
Terminal Tanker Industries, Inc.
The Cabins Tanker Industries
Tanker Sag Harbor Corp.
U.S. Waterways Corp.
United States Lines
Grace Lines
United Fruit Steamship Co.

Pledge Card For Engineers

If you are a marine engineer and have not signed a pledge card designating the Brotherhood of Marine Engineers, AFL, as your collective bargaining agent, do so now. Just fill out the certificate below and send it to the BME at 51 Beaver Street, New York 4, N. Y.

BROTHERHOOD OF MARINE ENGINEERS

affiliated with

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA, A.F.L.

PLEDGE CARD

I hereby designate, appoint and authorize the Brotherhood of Marine Engineers, affiliated with the Seafarers International Union of North America, AFL, to represent me in any and all negotiations relative to collective bargaining with my present or any future employer.

This authorization shall continue in full force and effect until I have revoked same by written revocation delivered to the Secretary-Treasurer of said Union.

Name
Address
Rating Employer
License No. Signature