

LABOR SUPPORT OF SIU MOUNTS AS SHOWDOWN LOOMS ON ECA



Official Organ, Atlantic & Gulf District, Seafarers International Union of NA

VOL. X

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No. 53

Little Good In CS-CTMA Combination

By JOHNNY ARABASZ

Indisputable facts set forth in last week's issue of the SEAFARERS LOG showed conclusively the tie-in between Cities Service Oil Company and CTMA, Citco Tankermen's Association.

Summarized briefly, the LOG article exposed CTMA as mothered-by and fed by Cities Service Oil Company. The facts proved:

1. The "union" has no regular headquarters, using as a mailing address the offices of two lawyers in Linden, New Jersey.

2. The "union" is an overnight creation, having no elected officials, no elections, no rank and file beginning, no constitution and by-laws.

3. One of the "union's" principal organizers, David Furman, has mysterious connections with high-ranking Cities Service executives.

4. The "union's" organizing committee on the Winter Hill is not a legitimate set-up, but is the creation of David Furman.

The men listed as the "union's" organizing committee actually were not working for the CTMA. In fact, one of the names used was that of a pro-SIU man, who was fired from his ship before his name was used.

TWO QUESTIONS

With this proof establishing beyond a doubt the common bond between company and "union," two questions should come to the mind of every man sailing Cities Service ships:

1. With Cities Service Oil Company controlling CTMA, how can any seaman expect to better the conditions of his occupation?

2. Under what pretense can CTMA claim that its a legitimate, democratically-run union responsible to Cities Service men?

Question No. 1 is easily answered. Cities Service men cannot expect genuine collective bargaining through a "union" controlled by Cities Service and its lawyers.

The proof is aboard every Cities Service ship today. The company's policy has never been one of benevolence. Any betterment of wages and working conditions has come because of better wages and conditions on Union ships and for the sole purpose of quelling any rising Union sentiment.

The company, however, has

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'Injurious, Unfair To American Seamen'

INTERNATIONAL LADIES' GARMENT WORKERS' UNION

AMERICAN FEDERATION OF LABOR • 1710 BROADWAY • NEW YORK 19, N. Y.

CABLE ADDRESS: ILOWU — NEW YORK • PHONE: COLUMBUS 8-7000

Dec. 21, 1948

Mr. Paul Hall, Secretary-Treasurer,
Seafarers International Union,
Atlantic and Gulf District,
51 Beaver St.
New York 4, N.Y.

Dear Brother Hall:

I desire to assure you of my keen interest in the situation which arose owing to the plan promulgated by ECA Administrator Paul G. Hoffman, to ship all Marshall Plan bulk cargoes in foreign flagships, a project which would seriously affect the welfare of the American seamen and cause widespread unemployment and hardships.

In connection with this matter, I wish to inform you that I have forwarded today the following telegrams to President Truman and to ECA Administrator Hoffman, which reflect the sentiments of the 400,000 members of our International Union.

Hon. Harry S. Truman
White House, Washington, D.C.

HAVE JUST SENT FOLLOWING WIRE TO ECA ADMINISTRATOR HOFFMAN. "ON BEHALF 400,000 LADIES' GARMENT WORKERS VITALLY INTERESTED PROGRESS OF MARSHALL PLAN, RESPECTFULLY URGE THAT PROPOSAL TO SHIP ALL MARSHALL PLAN BULK CARGOES IN FOREIGN FLAGSHIPS BE DISCARDED. CONSIDER IT INJURIOUS, UNFAIR TO AMERICAN SEAMEN AND MERCHANT MARINE." RESPECTFULLY URGE YOU USE YOUR INFLUENCE TO BRING ABOUT REJECTION OF HIS PROPOSED PLAN.

INTERNATIONAL LADIES' GARMENT WORKERS' UNION.

Paul G. Hoffman
ECA, Washington, D.C.

ON BEHALF 400,000 LADIES' GARMENT WORKERS VITALLY INTERESTED PROGRESS OF MARSHALL PLAN, RESPECTFULLY URGE THAT PROPOSAL TO SHIP ALL MARSHALL PLAN BULK CARGOES IN FOREIGN FLAGSHIPS BE DISCARDED. CONSIDER IT INJURIOUS, UNFAIR TO AMERICAN SEAMEN AND MERCHANT MARINE.

INTERNATIONAL LADIES' GARMENT WORKERS' UNION.

With my best wishes for an early and favorable settlement of this pressing conflict and an expression of admiration for the fine trade union spirit of your membership, I beg to remain

Fraternally yours,

David Dubinsky

David Dubinsky, President,
International Ladies'
Garment Workers' Union.

From one of the most powerful unions in the world. The International Ladies Garment Workers Union, the above letter is typical of the support organized labor is giving the Seafarers International Union in its fight to halt the Hoffman move to scuttle the American Merchant Marine. Letters and telegrams from organizations representing close to a million workers have registered strong protests of the move to Government officials and Congressmen.

A detailed list of the unions that thus far have joined in the storm of protest by American Labor appears on pages 6, 7 and 12.

Besides involving the jobs of thousands of American seamen, the Hoffman plan, which has provoked such wide-spread protest, is of considerable concern to the entire nation because it would seriously weaken the national defense.

The full-scale battle being waged by the SIU's Atlantic and Gulf District and other sections of the maritime industry against the Hoffman scheme to halt the use of American ships in the European Recovery Program picked up more momentum this week.

Organized labor protests of the plan, which would doom the jobs of thousands of American seamen and seriously weaken the national defense, continued to pour into Washington with unprecedented force.

At the same time, members of both houses of Congress indicated to the SIU that they will resist any attempts to scuttle the American merchant marine and will move to block the plan when the 81st Congress convenes in January.

Evidence that Economic Cooperation Administrator Paul G. Hoffman fully recognized the formidable opposition whipped up by his policy switch came last week with the announcement that the ECA chief had extended to Feb. 1 the period for observance of the rule that 50 per cent of bulk cargoes bought in this country for Marshall Plan countries are to be shipped in U.S. vessels.

DOWN OR OUT

The original ECA announcement, made early in December, that touched off the controversy now raging stated that the 50 per cent requirement would be abandoned by Jan. 1, unless American operators met the "competitive rates" of foreign shippers.

When he issued the ultimatum to American shipping, Hoffman said he acted as a result of a rate differential, particularly on coal shipments, between U. S. and foreign flag shipping companies.

In announcing postponement of the deadline for bulk cargo shipments, however, the ECA said the step was taken in view of several "new circumstances."

The one-month postponement "will also permit appraisal of the underlying problems by the new Congress, when it convenes on Jan. 3, 1949," the ECA added.

CLAIM RIGHT

The Marshall Plan agency, nevertheless, still sticks to its original position that the plan to ditch American ships was formulated within the provisions of the Foreign Assistance Act of 1948, a section of which contains the 50-50 shipping stipulation.

In reply to an SIU communication, Howard Bruce, Acting Administrator of the ECA, wrote:

"We shall of course continue to keep the shipping situation under constant review, and shall endeavor fully to comply in the future as we believe we have so far done, with the purpose and intent of the law under which ECA operates."

The SIU, however, has charged that the Hoffman plan is a clear violation of the law and members of Congress appear to stand in support of this view.

Congressman Hale Boggs of Louisiana informed the Seafarers that it is his feeling "that Mr.

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Hoffman's Folly

By the time Economic Cooperation Administration chief Paul G. Hoffman's outrageous scheme to scuttle the U.S. merchant fleet reaches the showdown stage, as it undoubtedly will in the halls of Congress next month, Mr. Hoffman won't have a leg to stand on.

Against Hoffman's one lonely argument that he could save a few bucks on shipping costs by shifting all Marshall Plan bulk cargoes to foreign flag vessels, there are a score of overwhelming reasons why his arbitrary move should be slapped down and slapped down hard.

There is, of course, the all-important consideration that Hoffman brashly set out to violate the provisions of the Economic Assistance Act, which says that 50 per cent of the bulk cargoes for countries participating in the European Recovery Program must go in American bottoms.

The members of Congress who wrote that provision of the law say it was their intent and purpose that American ships carry not less than 50 per cent of ECA cargoes.

Among the other reasons why Hoffman should be told off and advised to run his agency according to the law which fathered it are several of vital concern to the entire nation.

First off, there's the matter of national defense. As a leading industrialist and administrator of a nation that only a few years back was caught with her ships down, Mr. Hoffman ought to recall that we didn't enter World War II fully prepared. But with most responsible people keenly aware of the potentialities in the present international situation, Hoffman nevertheless is ready to throw thousands of trained American seamen—most of whom saw the horrors of war first-hand—on the beach and their ships into the boneyard to rot.

No such calamity could happen in Great Britain, where the importance of the merchant ships is apparently more deeply appreciated. In a trade treaty Britain worked out with Soviet Russia, the British very carefully provided that all cargoes were to move in their own ships. They did not allow the ships of Russia—or any other nation—to carry the goods while their own ships stood by.

Another argument against the vicious Hoffman plan concerns pork chops for seamen. No forward-looking person anywhere could possibly sanction a scheme which would deprive vast numbers of American workers of their means of livelihood while it professed as its goal the raising of the world's standard of living. What kind of phony economics is it that takes the bread out of the mouths of one group of workers and then claims it is being done to help others?

Hoffman would look no more ridiculous if he went out to Detroit and told the automotive industry and its workers that they were through with the Marshall Plan, that from now on the purchase of auto materials for European recovery would be made in France—and with 'American taxpayers' money.

One thing Mr. Hoffman's ill-advised plan is accomplishing—he's playing right into the hands of the communists against whom the ECA was intended as a bulwark. The communists, who have attempted to show the workers everywhere that the Marshall Plan was not designed for their benefit, will certainly try to capitalize on the unemployment that will stalk the American waterfront, if the Hoffman plan succeeds.

With probably not much more than the communists rooting for his success, Mr. Hoffman shouldn't be surprised next month if the scales of justice are tipped in favor of the American seamen and the shipping industry.



Men Now In The Marine Hospitals

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

BALTIMORE MARINE HOSP.

S. S. WILSON
F. BECKER
RAY O. NOACK
F. TEIGEIRO
C. SIMMONS
J. CFIORRA
R. FERAFIAT
R. FREY
WM. HALL
J. P. LAVERY
J. D. BROWN
R. SMITH

NEW ORLEANS HOSPITAL

S. C. FOREMAN
A. N. LIPARI
HARRY J. CRONIN
J. DENNIS
F. L. SCHUQUE
E. SOTO
B. MALDONADO
G. ROTZ
O. HOWELL
V. P. SALLINGS
H. C. MURPHY
A. WARD
C. MEHL
G. MALONEY
F. BIVINS
L. MILLER
W. FERNHOUT
D. RUSSO

B. W. BIGGS
H. SWANN
S. LE BLANC
D. MC KINNIE
G. MESHOVER
W. GARDNER
A. BLAIS
E. DEAN
D. FOICA
J. YOUNG

BOSTON MARINE HOSPITAL

JOHN J. GEAGAN
JOSEPH E. GALLANT
VIC MILAZZO
NORMAN J. MOORE

MOBILE MARINE HOSPITAL

S. HAFNER
E. PERRY
E. SMITH
T. BURKE
H. W. PETERS
J. CARDONA
D. L. BRANNON

STATEN ISLAND HOSPITAL

A. CASTILLO
J. C. BLAKE
W. HUNT
R. F. WENDT
J. McNEELY

Hospital Patients

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

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

Staten Island Hospital

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

Tuesday — 1:30 to 3:30 p.m.
(on 5th and 6th floors.)
Thursday — 1:30 to 3:30 p.m.
(on 3rd and 4th floors.)
Saturday — 1:30 to 3:30 p.m.
(on 1st and 2nd floors.)

J. TUTWILER
A. NORMAN
J. GULLSTEIN
D. O'ROURKE
H. R. KREUTZ
C. FISHER
T. VELEZ
J. N. WOOD
M. J. LUCAS
E. C. EATON
N. H. LUNDQUIST

GALVESTON HOSPITAL

J. GIVENS
W. WESTCOTT
D. HUTCHINGS
J. J. O'CONNOR
S. R. PARIS
M. FOSTER
M. MAYNARD

SAVANNAH MARINE HOSP.

A. C. McALPIN
L. MARSH
H. R. BELL
R. ANDERSON
R. FLAGLER
M. PLYER

Fight To Save US Shipping Nears Climax

What Representatives, Senators Say About Hoffman Plan

Below are some of the favorable responses received in answer to protesting telegrams sent members of Congress by A&G Branches. The number of Congressmen and Senators who have signified their opposition to the ECA order is

growing steadily. Seafarers, their families and friends are urged to continue to make known to their Congressmen their opposition to the scuttling of the American Merchant Marine.

(Continued from Page 1)
Hoffman is acting illegally and is flouting the will of Congress."
Replies received by the SIU from other members of Congress indicated that they will insist upon complete adherence to the intent of Congress when it wrote the European recovery law.
Against the formidable array of opposition to the Hoffman ultimatum, few proponents have raised a voice in support of the ECA chief.

Perhaps one of the most amazing outgrowth of the ECA attempt to limit the role of U.S. ships in Marshall Plan traffic is the avalanche of protest it touched off in the organized labor field. Workers in AFL, CIO and independent unions—in occupations as remote from shipping as the garment trades and journalism have lined up solidly behind the SIU to prevent the proposal from going into effect.

SUPPORT SIU

Scores of unions throughout the country have already followed the SIU's lead in vigorously protesting to President Truman, members of Congress and to Hoffman himself.

The position of the SIU, in face of the ECA threat to the American shipping industry, was clearly set forth by A&G District Secretary-Treasurer Paul Hall, at a recent meeting of the Greater New York Central Trades and Labor Council.

"We American seamen believe in the Marshall Plan," Hall declared, "and we fought for it because we are opposed to communism. But we will fight against any proposal which threatens the working conditions and the livelihood of American workers.

"Not only will this proposal destroy the livelihood of American workers but it will also seriously injure our national defense," Hall told the council delegates.

The A&G official was blunt and to the point as he spoke of consequences, should the Hoffman plan succeed and force the union's hand.

"We warn Hoffman," he said, "that this order will result in a strike which will tie up all Marshall Plan cargo. We don't want to strike, but I assure you we will if Hoffman goes through with his program."

Excerpts from Congressmen's replies to SIU protest of Hoffman plan:

Rep. Otto E. Passman (D., La.):
"Let me assure you that the subject matter will have my earnest consideration and I will do everything in my power to protect American interests."

~ ~ ~
Rep. Overton Brooks (D., La.):
"I am asking the Economic Cooperation Administration for a complete written report on this subject. I assure you of my continued interest in this vitally important matter."

~ ~ ~
Sen. Herbert R. O'Connor (D., Md.):
"In an effort to be of assistance I have taken this matter up with the Economic Cooperation Administration and just as soon as I am in receipt of a report I will notify you."

~ ~ ~
Rep. Hale Boggs (D., La.):
"It is my feeling that Mr. Hoffman is acting illegally, and is flouting the will of Congress. I am quite certain that his matter will be one of the first things on the agenda for the approaching Congress, and I am equally certain that Congress will insist upon the 50 percent provision regardless of the type of cargoes."

~ ~ ~
Rep. W. Kingsland Macy (R., N.Y.):
"Of course, I am in agreement with you as to the desirability of using our own ships to the maximum."

~ ~ ~
Rep. James J. Murphy (D., N.Y.):
"I am fully in accord with your protest against Paul Hoffman's decision and will do all in my power after Jan. 3 to see that the Marshall Plan's original program of shipping 50 percent of bulk and general cargoes is carried out."

~ ~ ~
Rep. John J. Rooney (D., N.Y.):
"Heartily agree with your stand protesting proposal Economic Cooperation Administration that all bulk cargoes sent under Marshall Plan move in foreign ships. Shall do everything possible (to) block adoption of such a dangerous move, and have wired Paul G. Hoffman, Administrator, strongly urging the rejection of such a proposal."

~ ~ ~
Rep. Prince H. Preston (D., Ga.):
"Unless sentiment has changed considerably it is unlikely that the E.C.A. law will be amended to eliminate the fifty percent cargo provision. I will certainly oppose any effort to amend it along this line."

~ ~ ~
Sen. A. Willis Robertson (D., Va.):
"Will bear in mind the strong objection of your union to the proposed policy of the ECA... I recognize the importance of maintaining an American merchant marine for defense and other needs and I shall devote my best efforts toward that end."

ABRAHAM J. MULTER
14th District, New York

COMMITTEE
BANKING AND CURRENCY

Congress of the United States
House of Representatives
Washington, D. C.

December 23, 1948

Paul Hall, Sec'y Treas.
Seafarers International Union
Atlantic & Gulf District
51 Beaver Street
New York, N.Y.

Dear Mr. Hall:

Receipt is acknowledged of your telegram of December 22nd. I am sure you will be happy to know that Mr. Hoffman has decided to withhold for at least thirty days putting into effect a regulation as to discontinuing the use of domestic ships in connection with E.C.A.

Congressional intent is directly to the contrary of the proposed regulation and I am sure that as soon as Congress convenes we will make that evident to Mr. Hoffman.

Be assured of my continuing interest in your problems.

Sincerely yours,

ABRAHAM J. MULTER

AJM:fgu

Rep. Henry D. Larcade (D., La.):
"You may be assured that I shall do everything in my power to have American ships utilized to the fullest extent by the Economic Cooperation Administration."

~ ~ ~
Leeman Anderson, Administrative Assistant to Sen. Richard B. Russell (D., Ga.):
"Your telegram received in absence of Senator Russell. Have

been glad to communicate with ECA officials in Senator's name urging use of American ships in sending Marshall Plan cargoes abroad."

~ ~ ~
Rep. Sol Bloom (D., N.Y.):
"Let me assure you that the matter in which you are interested is receiving my most careful attention and consideration."

Rep. Schuyler Bland (R., Va.):
"I have been doing and shall

continue to do what I can in this connection."

~ ~ ~
Bruce Tucker, Administrator Assistant to Sen. Russell B. Long (D., La.):

"Because of Senator-Elect Long's deep interest in the American Merchant seamen, you can feel sure that when your telegram is brought to his attention he will communicate with the President in their behalf."

Maritime Round-Up

A proposal for a merchant marine of the air has come from Representative Kennedy of Massachusetts. The Congressman wants to have a law enacted to encourage a fleet of freight planes big enough for peacetime commercial uses and for an auxiliary defense in time of war. Kennedy's idea sprang from his observations of the Berlin air lift.

~ ~ ~
More than half of Greek-owned ship tonnage is registered under foreign flags. While 246 ships of 1,363,000 gross tons are sailing under the flags of at least five nations, 265 ships of 1,202,000 gross tons are of Greek registry. Panama, with 145 vessels, leads the list of countries with Greek-owned ships under

register. Others are: Great Britain 40, Canada 37, Honduras 19.

~ ~ ~
The United States government is considering the sale of some pre-war American ships to Italy for use in carrying Italian emigrants to South America. Italy missed out in an earlier attempt to buy U. S. ships when her bids submitted were too low. Italy is planning to send 400,000 emigrants to South America to relieve Italy of over population.

~ ~ ~
Part of the floating equipment to be used in transporting crude oil from points in the Gulf of Mexico to terminals ashore under the set-up proposed by the newly formed Offshore Oil Transport Company will be provided by

Moran Towing and Transportation Company. The main point of operations will be Houston, with a branch in New Orleans.

~ ~ ~
The Waterman Steamship Corporation has moved into its new quarters, a sixteen-story office building at 61 St. Joseph Street, Mobile, Alabama. The building is occupied entirely by the Waterman Corporation and its subsidiaries.

~ ~ ~
Operation of the Matson liner Monterey by the American President Lines is being considered by the company. The company feels that reconditioning of the ship could add about fourteen years to the vessel's life. The Monterey is now seventeen

years old. Cost of conversion was roughly estimated at from ten to twelve million dollars.

~ ~ ~
Sign of the Times: The American Institute of Marine Underwriters has announced the elimination of a clause in marine policies covering loss or damage to vessels by atomic fission.

~ ~ ~
Application has been made for the construction of a bridge across the Narrows, the stretch of water between Brooklyn and Staten Island in New York harbor. The proposed bridge will be a concrete and steel structure having a horizontal clearance of 237 feet at the center of the main span.

Savannah Sees Rise In Shipping With New Year

By E. M. BRYANT

SAVANNAH—The next vessel scheduled to arrive in this port for payoff is the SS Southport, South Atlantic Steamship Company. There may be other, unscheduled jobs popping in before her, of course, so we'll be on the alert.

After the Southport, we have five more vessels already slated for arrival here in January. All in all, then, things look pretty good for the next month.

A couple of changes caused a revision of the port's hospital list, with the following Brothers now receiving treatment in the local marine hospital:

A. C. McAlpin, L. Barsh, H. R. Bell, R. Anderson, R. Flagler, and M. Plyer.

NICE WORK

Elbow grease, paint and some local enthusiasm are doing wonders to our Hall here. The place is really shaping up nicely. It is beginning to look more like something we can be proud of. And the Brothers will find it a lot more comfortable than it was before.

We hope that the final touches will be applied before the time rolls around for the new Port Agent to take over next month.

Discussion is still brisk on the subject of the transportation rule. We keep telling all hands that the LOG Editor is still accepting letters setting forth all views. Whether you for it or against it, you ought to drop a note to the LOG.

Among those on the beach for the holiday season are the following Seafarers:

W. Stall, E. J. Jordan, J. Monteverde, J. L. Sikes and T. Musgreve.

To these Brothers and to all the others in all ports and aboard the ships at sea, we send our very best wishes for a Happy New Year.

The Patrolman Says Travel Note—

PHILADELPHIA—The following communication was received on a postal card at the Philly Hall one morning a week or so ago:

"I should like to travel to Africa and South America. Can you get together a crowd of men who would be willing to travel? I have no money. I can travel at your expense entirely."

This message bore the sender's signature and home address, which is right here in Philadelphia. I'm hoping the Editor will print it and maybe at the same time figure out a way of helping a guy who wants to roam as bad as the writer of this note does.

I guess the next thing we'll be getting is a request for baby sitters, or maybe an invitation to escort some wealthy widow to the African jungle — something I'd never submit to the LOG.

I'd be too busy packing my gear for that particular assignment myself.

But it's not every day that we get a note like the one quoted above.

Ray Oates

(Ed. Note: Anyway, it was darn nice of the guy to ask.)

ATTENDING UNION EDUCATION SESSION IN NEW YORK



The SIU's educational program is now in full swing at the New York Branch, with the Brothers gathering twice a week to take part in the discussions dealing with matters of Union interest. Photo above shows a section of the group present at one of the recent sessions. All hands are urged to attend the meetings, which are held on Tuesday and Friday afternoons.

Post-Holiday Prospects Bright For Philly

By LLOYD (Blackie) GARDNER

PHILADELPHIA — There was a pre-Christmas lull in shipping in the port last week but the post-holiday period promises to be fairly bright. Three payoffs are already scheduled for the days immediately ahead.

All hands in this port enjoyed a mighty fine holiday. Those of our Brothers on the beach who were a bit hard up got a lift from the proceeds of the local Christmas fund. The fund was started sometime the early part of the month and kept mounting right on up to the holiday.

It proved to be a very worthwhile project because the boys who were beneficiaries expressed their deep appreciation to all for making their holiday a bit brighter.

CONTRIBUTORS

Among those deserving of mention are the following donors who contributed the sums specified:

SS Daniel Lownsdale crew, \$10.00; Dec. 1 membership meeting, \$26.00; SS Edith crew, \$15.00; Charley Nangle, \$2.00; A. B. Smith, \$1.00; F. J. Richerson, \$1.00; SS Arlyn crew, \$15.00; J. George, \$1.00; B. Zagorda, \$5.00; SS Nathaniel Currier crew, \$73.00; F. Ploppert, \$5.00; F. Van Vynck, \$5.00; J. Abrahamson, \$2.00; Dec. 15 membership meeting, \$36.50; Stark and Goldstein, \$50.00, and Mrs. Sonia Mitch, \$10.00.

I have been asked by the men

Get A Receipt

Every member making a donation to the Union for any purpose should receive an official receipt bearing the amount of the contribution and the purpose for which it was made.

If a Union official to whom contribution is given does not make out a receipt for the money, the matter should immediately be referred to Paul Hall, Secretary-Treasurer, SIU, 51 Beaver Street, New York 4, N. Y.

In advising the Secretary-Treasurer of such transactions, members should state the name of the official and the port where the money was tendered.

to convey their thanks, through the medium of the LOG, to all the fund contributors. And I'm doing that very thing right here. Many thanks, to all.

During the past week I attended a meeting of the Philadelphia Port Council of the AFL Maritime Trades Department, where further action was taken to help defeat the vicious Hoffman plan that would virtually dump the American merchant marine and throw thousands of American seamen out of jobs.

PROBLEM NO. 1

Since this proposal by the ECA Administrator is one of the biggest problems confront-

ing the nation's maritime workers as we enter the New Year, it is essential that every Seafarer lend his voice to the protests already made. Write or telegraph your Senators and Representatives and tell them what this scheme will mean, if it is allowed to succeed.

The cold weather really has wrapped itself around this town and the boys are peering southward out of tearing eyes. Me too. Oh, Florida, how we'd like to be on the way to you.

That's about it for the time being. Next week, more as usual. Meanwhile, a very Happy New Year to you all.

West Coast Job Boom Continues

By FRENCHY MICHELET

SAN FRANCISCO—The shipping boom here continues in full strength. Jobs are coming in so fast a man doesn't even have time to set his seabag down. All you have to do is stick your head in the door of the Hall and you're on your way to a ship.

With this staggering pace to maintain, the holidays found the harassed officials in anything but a festive mood. Manpower is our number one and only problem. We no sooner scrape up a crew for one scow in Seattle than one pays off in Wilmington.

Any rated man on the East or Gulf coasts who can afford to pay his way out here will find a job waiting for him on arrival.

ALL AT SEA

So fast and furiously are we shipping men out that we haven't even been able to hold a meeting for there just wouldn't be anyone around to attend. Anybody that looks like an SIU man finds himself out on a ship in short order.

No let-up is in sight, either. There are still several new Waterman ships that are going to take crews from this coast. So the manpower situation will remain critical for quite some time.

We all from this coast wish the Brothers everywhere the very best for the New Year.

Excuse us, please. A guy just popped in to register. He's practically aboard ship now.

New York Sails Along At Fair Shipping Clip

By JOE ALGINA

NEW YORK — The holiday week in this port saw shipping continue at a fair clip with green ticket deckmen finding good post-Christmas job shipping on the board. Men holding green tickets have a good selection of ships and runs waiting for them in this cold port.

What with a good number of men keeping their toes warm at home, not much has taken place here during the past week. Ships are coming and going, most of them in ship-shape SIU style. The majority of the crews have their ships in good shape and offer the Patrolmen easy times at the payoffs.

Among the ships hitting New York in time to see the Great White Way in its holiday wrappings are: Evelyn, Kathryn, Emilia, Bull; Colabee, American-Hawaiian; Seatrains Havana and New Jersey; Hastings, Waterman; Marine Star, Robin; Sanford B. Dole, Metro Petroleum; Sea Trader, Sea Trade Corporation, Irvin S. Cobb, South Atlantic.

HEADIN' OUT

In addition to handling a heavy number of in-transit ships, most of which called for replacements, we signed on the Evelyn, Kathryn, Emilia, Colabee, Seatrains Havana and New Jersey, Irvin S. Cobb, Robin Locksley, Robin.

All ships got away in good style and will undoubtedly see the New Year in while out on the ocean. Maybe they'll be the happiest guys come the morning after.

WARNING TO PILFERERS

Any crewmember found pilfering ship's gear is subject to charges by the membership of the SIU.

Crews of all SIU-contracted ships are reminded that in line with SIU policy, anyone caught walking off a vessel with ship's gear, such as linen, food and equipment, is to have charges placed against him by the ship's delegates and crew.

The SIU fought too hard for the high quality of equipment and food aboard ships to allow any irresponsible characters to jeopardize the union's gains. Although the amount of gear disappearing from SIU ships is the lowest in the industry, pilfering on SIU ships must be wiped out completely.

Shipping Good In New Orleans, Is Expected To Stay That Way

By EARL SHEPPARD

NEW ORLEANS — Shipping here in the Port of New Orleans continues good and, unless some unforeseen lull comes along, we expect to continue having smooth sailing out of the Crescent City.

One fly in the soup is that Alcoa keeps on laying up all her Liberties—the last two having hit the boneyard during the past two weeks. If all the reports we hear are true, this should mark the end of Alcoa's Liberties.

The snow-birds are still arriving here, and it can be well understood, what with twenty-two inches of snow in the hinter lands up North, we are keeping our eyes scanning the skies for whole flocks of 'em.

Yep, we've seen Frenchy Ruf, Big Bill Brown, Rocky Benson, Carl T. Palmequist, F. Peredne, Scotty Malloy, Loran Harris, Blackie Bridges and Tony Pisani,

as well as numerous other Brothers from Yankee-land, and they have vowed to home-stead the sunny runs until ole Sol agrees to cast his warm up yonder once more.

The Brothers whom we have talked to around here are generally in favor of the Transportation Rider remaining as is. It is the opinion of most of them that the rider protects the interests of the membership as a whole, though it could on rare occasions work a temporary hardship on a few brothers—but, as a whole is a very good rider and should remain as is.

Brothers around here are showing a great interest in the general election this year, and are showing it by turning in a long vote. In fact, voting in the Port of New Orleans could very easily double that of last year, and last year's vote set a new record for this port.

THE MEMBERSHIP SPEAKS



Frenchy Surrenders; Claims Spurlock's Book Just Ain't

To the Editor:

Because I feel full of the milk of human kindness and the spirit of the Yuletide, as well as a mess of catfish cooked in the inimitable manner peculiar to that acknowledged master of the culinary, Brother Michelet, I am going to alter the habit of a lifetime and tell Homer Spurlock what happened to that beatup old book that he was beefing about in the LOG a few issues back, for today my cup runneth over and I would be at peace with all mankind.

Were I an honest man, I would have returned the book to the American Merchant Marine Library Assn. in the first place, because, according to the flysheet, that's the people Brother Spurlock swiped it from originally anyway. But my well-known humanitarianism triumphed over my native honesty, and I gave it to Shuler so that he might learn his letters and perhaps eventually even get hep enough to puzzle out a few recipes in one of the simpler cook books.

However, I've got a beef with this guy Spurlock myself, for while I am prepared to admit that he's an artist of no mean abilities, I maintain that the guy don't know any more about depicting character than Shuler knows about cooking.

When I first stumbled into Puerto Rico a few summers ago, I was immediately struck by an intriguing portrait of a brooding girl hanging on the after bulkhead of Sal Coll's office. Ah, what a dish she was! She had full, pouting lips like unto those that adorn those mysterious Coptic darlings who frequent the choicer flesh marts of the lower reaches of the Nile. Her eyes were great brown pools that promised to drown sorrows that could swim even better than mine, and the lines of her face suggested that she could resolve the very riddle of the Sphinx itself.

PATRON OF THE ARTS

I immediately sought out the artist, who proved to be none other than the versatile Homer Spurlock, and I was loud, if not lucid, in my praise. I prated learnedly of chiaroscuro, linear delineation, and all the other two-bit words that these daubers

Found Baltimore Hospital Staff Attentive, Kind

To the Editor:

Please permit me enough space in the LOG to thank the doctors and nurses out at the Baltimore Marine Hospital for the kind attention and service given to me while I was dry-docked there recently.

Any of our brothers who may need hospitalization will never regret turning in there.

F. P. Jeffords

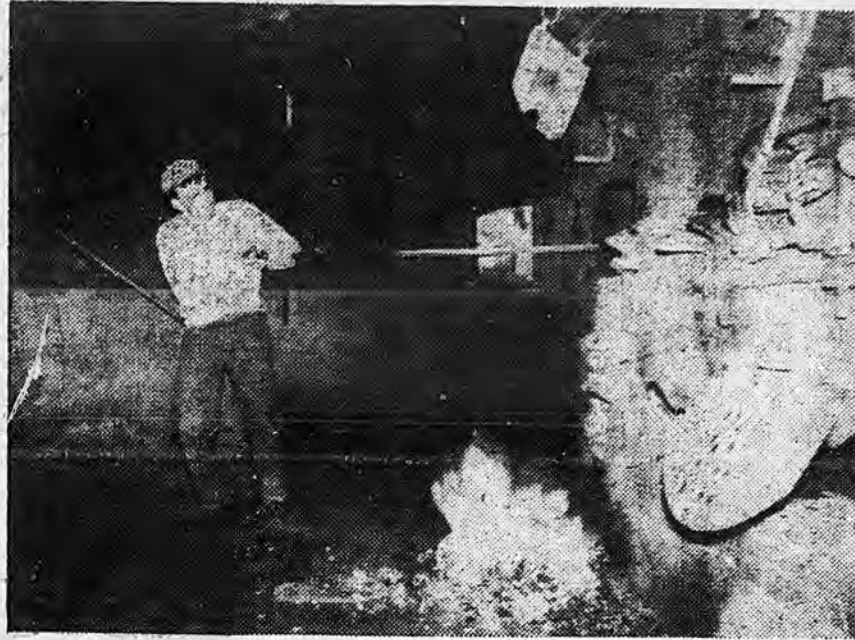
use to rip one another up the back. Then I popped the \$64 question: "Who is she?"

Like the lamb in the wake of the slaughter-house goat, I followed that wicked old sinner to the doom. These lines in her face were but avarice and greed, her lips hid the tongue of a shrew, and her eyes had grown great with prying into other people's affairs.

I have done my level best to give Brother Spurlock an explanation of the fate of his (?) Boswell's "Life of Johnson." If he cannot understand it, I am afraid that I must have recourse to the text: "I have given him an explanation; I cannot provide him with an understanding!"

Frenchy Michelet

KEEPING A HEAD UP



Seafarer Bill Jones demonstrates the correct manner for cleaning a fire on a coal-burning Lakes ship, the John W. Davis. Brother Jones has put his shovel aside and is now attending Michigan State College.

Shipmates Miss Pal Honeymooning In Sunny Tampa

To the Editor:

We will be very much obliged if you would print the following in the next issue of the SEAFARERS LOG.

Even though it has only been a few days since Brother Frank Bose, Chief Electrician, has left us, we already miss him a great deal.

All we know is that he retired his book and went honeymooning to Tampa, Florida, but we don't exactly know whether he is coming back or not. We figure he is enjoying his honeymoon.

DUCKED FLAKES

Mr. and Mrs. Bose sure will be happy to hear that they dodged the snow of Dec. 15 and Dec. 19. We're sorry to advise Frank that we haven't received any word from the "Rock." Neither Lincoln or Tommy Murray has let us know anything so far.

The better for us if we don't hear anything about it because then we will be sure that you'll come back to New York, get your book out of retirement and ship out again to that unforgettable "Rock," where the sunshine is waiting for you. But just the "sunshine"—don't get us wrong.

As a matter of fact, we will wait for the Hilton and find out the score. So keep in touch with us, Frank.

Meanwhile, we wish both of you—Mr. and Mrs. Bose—a Merry Christmas, a Happy New Year and a wonderful honeymoon.

Ralph V. Ortiz
Dominick Darrigo

Bar Owner Answers 'Dumping Logs' Charge

To the Editor:

I was very much surprised and not a little hurt to read in the November 26th issue of the SEAFARER'S LOG the article which stated that my place of business, the Pennsylvania Bar, was accused by one of the SIU members of "dumping the LOGs in the garbage can as soon as they arrive."

I wish to state here in this letter that that statement is not true. The SEAFARERS LOGs

Member Inquires As To Procedure At Ship's Payoff

To the Editor:

While reading the SEAFARERS LOG of Friday, November 12, 1948, I happened to notice in the feature "Seafarer Sam Says" that the new transportation rule is up for re-examination by the membership.

There is one transportation item I would like to bring to light and try and have clarified. It involves an experience on my last ship—an Isthmian scow.

I joined this vessel, the Steel Rover, in New Orleans, signed coastwise articles, and later payed off in New York. We then signed foreign articles and made a four months trip to India. When we returned we paid off in New Orleans; but were not paid transportation (even though the port of signing on was New York). These articles read, Port of engagement—and of course I was first engaged in New Orleans.

Some of the crew collected transportation, but only the ones who came on in New York.

I think there should be some discussion on this point and if possible changed to the port of signing the foreign articles.

Thanks a million for sending the LOG to my home address.

James C. Mitchell

(Ed. Note: This ship was paid off correctly, as the port of engagement, not the port of signing articles, determines eligibility for transportation.)

which are sent to my place of business each week are very popular with my customers and have a special place on my showcase at the back of the bar, where they are always put as soon as they arrive, and where they are always cheerfully given to anyone who wishes one.

Having been a seaman and union man myself, several years ago, I respect all union literature, I respect seamens' unions, and what they stand for, and what they are fighting for. As I rely a good part on patronage by SIU men, it is inconceivable that I would do such a thing. A man does not kill the goose that lays the golden egg.

For a long time now, I have been a friend of members of the SIU, especially when the men are on the beach. I have rooms which they rent and live in. I have lent them money, I have let them live in my rooms when they had no money,

In closing, Mr. Editor, I wish to say that my policy has always been to be as courteous as possible to all my customers, to aid them if I can, to satisfy them, to make them comfortable and happy while on my premises. I shall continue to adhere to this policy.

Sam Chago
Pennsylvania Bar
San Juan

SCENE IN THE PORT OF MANILA



This photo of crewmembers aboard the SS Queens Victory, an Isthmian scow, was taken by Ludovico (Manila Watch) Agulto, when the vessel docked at pier 13 a couple of weeks ago.

Representing all three departments the men pictured are Pete Vorke, Chuck Gladhill, Marcel Riiland, Fred Loplanta, Clinton Webb, D. Moller and H. Hancock. They were standing watches when Agulto boarded the ship. Most of the crew were ashore seeing the sights at the time.

Agulto says the Queens Victory Seafarers were interested to hear about the signing of the new Isthmian contract. He, of course, distributed the latest copies of the SEAFARERS LOG to the crew, as is his custom whenever an SIU vessel hits the Pacific port.



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LOG-A-RHYTHM

Wanderlust Is A Woman

By C. A. NISLEIN

I know not what the end may bring,
For I want not to go, but must—
I'm cursed by a restless love,
I love "Lady Wanderlust."

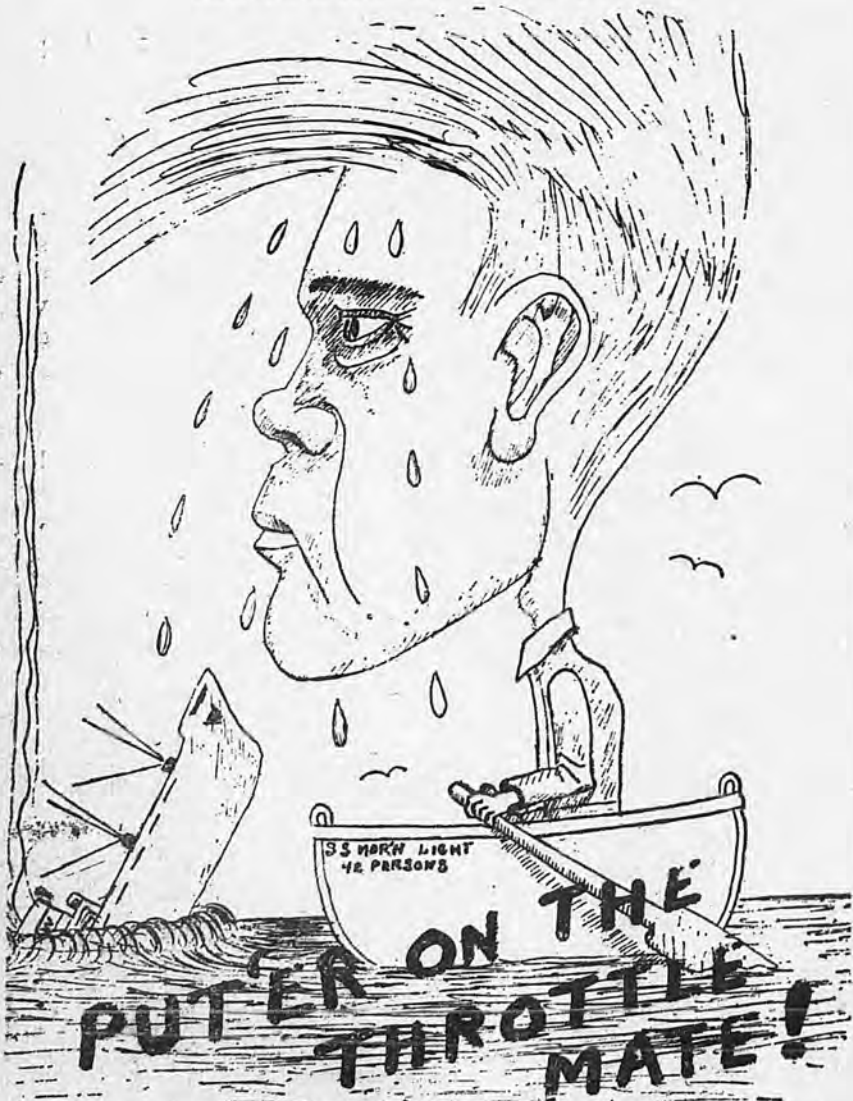
And I know:

You're wild as a west wind roaring,
Round the seaways of the world.
Fast as a Yankee-clipper ship
Neath a free-man's flag unfurled.
A scheming nymph of man's destruction
Whose soul is all you're after.
Once gaining this, it's cast aside,
A playtoy of your laughter.
With poison on your red, red lips,
For men who are fools alone.
For having kissed the tempting tips,
Their souls are not their own.
To look into your eyes is madness,
To accept your challenge, pain.
For you'll send the fool around the world,
His search forever vain.
And you'll taunt him, haunt him, onward,
Down the tarantelle of years.
You'll break his heart a thousand times
And burn his eyes with tears.

Still yet, I wonder:

When the weary soul within me
Can no longer bear this life,
And my body, beaten, battered
Can no more fight the strife.
Will you look with scorn upon me,
This man whom you saw fit to rule?
And laugh, and send me hellward,
Another wandering fool?
Or will you take me gently to you,
Rest my head upon your breast,
And give to me, the love I've searched for,
North, East, South and West.

MYSTERY IN SAN JUAN



This sketch is the subject of a lot of speculation down in San Juan. No one knows who the artist is. The particular piece of art was found under the door by the Dispatcher as he opened the hall one recent morning. Anyway it was submitted to the LOG, which is printing it herewith in the hope that it will bring joy to a group of Seafarers somewhere—perhaps the Waterman Morning Light crewmembers.

Legion Crew Returning From Run Finds Dining Car Chow Tab Painful

To the Editor:

The Legion Victory left New York December 10, destined for New Orleans to lay-up. To most of us, gathered by the sentiments expressed in the mess-

room during the trip, the best feature of this run was the fact that the ship was going one way and therefore we would get transportation money. I'll explain.

A few of the men who got on in New York lived in the South and were planning to spend the holidays home, and quite a few of the North country boys planned to ship out from New Orleans. So what happens when we arrive in N.O., but Isthmian hands out a railroad ticket to all. Naturally this causes us a little inconvenience, and a change of plans.

Reluctantly we accept the ticket, and prepare to face the cold blasts of New York again. Now this is nobody's fault, for the new contract with Isthmian stipulates they can give us railroad tickets, first class, or the cash equivalent thereof.

ROUGH EXPERIENCE

Few of us though, would ride to New York on a sleeper which takes about 40 hours, preferring the streamliner which takes 28 hours or the bus which takes about 38. I want to say now that I'm writing this letter purely as an experience, without brickbats for anyone, but most of you brothers can appreciate the following items. Meals for breakfast range from \$1.10 to \$1.75, an extra cup of coffee costs \$.30. Dinner \$1.50 to \$2.75, supper, if you're hungry, same price as dinner, and if you don't mind the expense you'll go the whole hog if you want to fill up.

While playing cards with some of the gang I absent-mindedly ordered a ham sandwich. \$1.50, the solemn-faced waiter says. And, brother, what was in between the slices would cost too much for caviar in the same portion.

The employees of this train (Louisville & Nashville Railroad) were courteous, if business-like. They have no easy job to be sure, seeing that they have to please such an odd assortment of humanity, and they have to depend to an extent on gratuities to get along. But neither the service or the train ride, is worth what they charged for meals. To pass from this, one can buy liquor (small bottles of bourbon), or carry your own. The only reservation to drinking is not to act like you're on a lost weekend.

In conclusion, I want to say that they were a fine bunch of men on this run, which was signal for the teamwork displayed in the Deck gang, and harmony in all departments.

John J. Flynn

HEADING HOME FOR THE HOLIDAYS



City of Alma crewmembers perched on deck squint questioningly into the camera. Ship made a run to the Far East and hit the States in time for the crew to celebrate Christmas and New Year's in the States. The men are, back row, left to right—Jack O'Brien, Pete Pedersen, Whity Palmer, Chico Miniez, Joe Duha; middle row—Swede Berglund, Ed Calahan, John Robson, Howard Mont, Eaton; front row—Bernie Friedman, Barney Barnes, Ronald Burton.

Dinner In New Orleans Made Real Thanksgiving: Gardner

To the Editor:

On Thanksgiving Day here in New Orleans there was quite a number of brothers on the beach who enjoyed a Thanksgiving in the best tradition of the day, even though they were far from

home and, in many cases, almost broke.

Thanks to the dinner spread in the Seafarers' New Orleans Hall, members of the SIU were able to observe the holiday in true festive fashion.

On the main floor of the Hall, the program started at 1 P.M. with a blessing given by a local priest. The gang then turned to on the dinner, which included the finest roast turkey and ham with all the trimmings, plus an unlimited supply of beer.

The affair was a gay one. Despite all the beer at the brothers' disposal there was no performing. We know that many of the brothers would have been eating hamburgers for dinner, a fact which added to the spirit of the occasion.

UNTIRING EFFORTS

Chief credit for the fine party must go to Brother Bull Shepard, our agent. It was by his untiring efforts that the affair went off so well. I am sure that he must feel very proud and happy for this event which meant so much to the brothers on the beach.

The party involved a lot of extra work for the officials, but we know they were just as happy about it as anyone else.

This was a fine example of the fact that the leadership of the SIU is always enterprising. They are always looking for ways to improve conditions for the membership, not only on board ship, but on the beach as well. Here again Brother Shepard has shown himself to be right on the ball.

James Gardner

Dorothy Crew Asks Information On 60-Day Rule

To the Editor:

We the undersigned members of the crew of the SS Dorothy would appreciate clarification of Shipping Rule No. 35, Section C, which pertains to the sixty day continuous employment or one round trip for Permitmen.

We were told in the Philadelphia Hall that Permitmen on coastwise vessels were allowed to stay the full sixty days without being pulled off, inasmuch as the trips are only for a period of four to five weeks.

In Baltimore Permitmen have been pulled off the ships regardless of the length of the trip. We do not think this is right because it is so very hard for a permitmen to ship out.

Clarification of this rule will end much misunderstanding among coastwise and near-by foreign trips.

21 crewmembers
SS Dorothy

(Ed. Note: The intention of the rule is to allow all men at least sixty days on the ship. If a voyage ends short of the sixty days, the permitman may stay aboard for another trip.)

Holiday Greetings

Holiday Greetings from the men on the ships and ashore are still arriving in the LOG office.

Some of the brothers and friends of the Union who wish the best of the season to the members of the SIU are:

Seafarers in Staten Island Marine Hospital, Jewell Kelley of the 219 Club, Angel Rodriguez and the Baltore crew, Jack Shrimpton, Seymour Heinfing, Labor League for Political Education (AFL), James Purcell, Red Campbell, an anonymous booster of the LOG, crew of the Marine Arrow, Stan Babrowski.

Two Opposing Viewpoints On Union's Payoff Ruling

Below are letters from the membership giving their views on the Union transportation rule. In line with the SIU policy of full discussion on all matters of policy, the LOG for the past several weeks has devoted space to the opinions of the membership, both pro and con. All letters on the matter of transportation will be printed in the LOG during the coming weeks to give the membership ample time to form opinions on the rule. All possible steps are being taken to devote equal space to both sides of the controversy.

In brief, the rule calls for men to take transportation money and pile off their ship when it pays off at a port other than the one in which the crew signed on. This applies in cases where the vessel does not start for the sign-on port within ten days.

PRO: Sees No Harm

To the Editor:

The recently adopted transportation rule calling for men to take their transportation money and quit their ship when the vessel pays off in a port other than the one in which she signed articles should have the approval of all members of the SIU.

Take the Permitmen: In the bulk of the situations where transportation is involved the permitmen aboard would have to pile off the ship any way because of the 60-day rule. These men are not encountering any new hardship under the new rule. A permitman learned when he was issued his permit that he must follow book members in taking a job and that he must quit his ship after sixty days aboard. Under the new transportation rule, which affects both permits and books alike, he, in the majority of the cases, will already have served more than sixty days on the vessel.

Bookmember also should not find any great difficulties wrought by the new rule. The membership of the SIU (bookmen) is equal to the number of jobs available. A bookman may find that under the rule he will have to change his ship a little more often but he will have no difficulty in taking another one. Family men should not have any fears of long periods on the beach if they hold books. The jobs available to bookmen are in numbers great enough to eliminate any long period on the beach.

OKAYS TURNOVER

One of the arguments advanced against the new rule is that it really doesn't improve shipping because the men piling off the ships replace men on the beach and thus the number of men on the beach is always the same. Of course the number is always the same if the membership and number of contracted ships remains constant. The point is that a more equal distribution of work is made.

So far it seems that a lot of snap judgments have been made without allowing the rule time to prove itself. A little more time in operation should prove the rule to meet the approval of the entire membership.

Jackson Tirello

CON: Ask All Or None

To the Editor:

There was a meeting held aboard the SS Arizpa recently and the most important topic discussed was the new ruling concerning transportation.

With the exception of one man, it was unanimously voiced to be against such a ruling. Various opinions were given and most of them were based on sound logic, but the important factors were as follows:

The new ruling does away with job security for those who are not on regular runs, such as those of the Mississippi ships. It was pointed out that the key jobs, such as Steward, Chief Cook, Bosun have to stay on the beach for a considerable time before shipping. After so long a time they make a ship and the trip lasts for six weeks and then they find themselves back on the beach for seven or eight weeks.

The jobs that come on the board are based on rotary shipping and are accepted as such. All the men on the beach can't wait until a regular run job comes up. We have to take what job and what ship that comes up on the board.

The meeting thus agreed that if one part of the membership enjoy job security all the members should. Either throw the entire idea in the ash can or make everyone of the members get off at the end of each voyage. However, the ruling could be modified to read that if a man accepts transportation he must get off, but if he refuses to accept his money, he can stay aboard.

It is absurd to think of passing a rule that only allows a man to work for a given period of time. A man should be allowed to work as long as he sees fit just as long as he is producing results that are satisfactory to all concerned.

Should this ruling remain in effect then the men on regular runs are receiving far more advantages than are those that take their jobs off the board as the jobs come up. Job security is one of the fundamental reasons of unionism, and forcing a man off a ship because of a few transportation dollars is a long cry from job security.

In closing, the undersigned crewmembers wish to go on record as being definitely opposed to such a ruling.

21 Crewmembers
SS Arizpa

Efficiency, Well-Informed Members Reason SIU Sets Pace, Member Says

To the Editor:

I've been promising myself that I'd write a letter to the LOG for a long time to say some of the things that I've been thinking about. At last I got around to it.

From what I've seen of developments in the maritime field, and I have been watching them pretty closely, I'd say we of the SIU have been doing okay.

I can't help making comparisons between our SIU and other outfits, when I read what's going on. The conclusions I've drawn make me feel damned sure I've been making a good investment every time I pay my dues.

All around, the SIU stands out

as the most efficient of the maritime unions—and I think a Union's efficiency is measured by what it does for the guys who belong to it.

There are several good reasons why we Seafarers can boast of an efficient Union. In my opinion the reasons are these:

KNOW SCORE

First of all, our membership knows what's going on. We're probably the best-informed membership on the waterfront. We have a Union newspaper that's devoted solely to matters of interest to the seamen in our union. As a matter of fact, not only Seafarers find it the most readable maritime paper, but I've met lots of guys from other

unions who read our paper in preference to their own every time.

Another reason for our sound position is that we stick to our policy of making our Union work for the economic betterment of our membership. We haven't wasted any of our strength on struggles between different factions and we don't go in for political action as an organization.

A third reason is our strike efficiency. We've been in some tough beefs—tough and important. But none of them have been prolonged. We've been able to wind them up quickly. Short and sweet beefs certainly means we're on the ball in this department.

COMPETENCE COUNTS

My last reason, but not the least, for our efficiency is that the great majority of our membership are competent seamen. In gaining top wages and conditions for the membership, our Union feels it has an obligation to supply the best men for the jobs.

A section of our contract says "that the Union agrees to furnish the company with capable, competent and physically fit persons."

As a guy who goes to sea for a living, and is proud of his work, I'd like to know that I belong to an outfit that holds competence as a requirement for a job. That's what will be respect for all of us. The companies recognize this too. That section makes us a responsible union of responsible and capable men.

In winding this up, I say to all the Brothers: We're right up in front. Let's work to stay there.

Joe Cashmir.

Magazine Boost Of NMU Rates Razz From Oldtimer

To the Editor:

If you've nothing to do some evening and want to get a bellyful of laughs, read the phony article on the NMU in the December 25 issue of Saturday Evening Post. According to the splashy story, entitled "How Our Seamen Bounced The Commies," some of the NMU Pie cards should be called "Commie Killers."

According to the article the NMU followed the commie line for eight years but finally saw the light, it was then a battle to the death. The writer didn't say what it was that caused some of the fakers to see the light.

Anyway, the rib-tickling part is where the writer of the article dwells on the Isthmian campaign. According to the article the commies lost the Isthmian fleet because they were devoting all their time to internal union politics. The article continues on this point and states that the important thing for the commies was not to organize Isthmian but to organize the union's elections and insure the defeat of "non"-communists.

From where I sat during the Isthmian campaign the NMU was doing a lot more than trying to dump the administration. I saw a hell of a lot of NMU organizers on the ships and tons of NMU literature being thrown around. Remember those nice "T" shirts they handed out to Isthmian seamen?

The fact of the matter is that the SIU threw better organizers and more typical seamen into the Isthmian drive. The organizing job done by the SIU was far better organized and better received by Isthmian seamen.

No phony claim of "we were fighting two battles" can excuse the NMU from its loss to the SIU in this battle.

The men of Isthmian saw a more efficient union in operation and top maritime contracts, and threw in their lot with the SIU. The SIU policy of concentrating all of its efforts into one campaign paid off in the Isthmian drive. We gained a fleet of ships and the Isthmian seamen gained the best union in the field.

The commies disruption is far from finished in the NMU; there'll be plenty of turmoil and fireworks in that outfit for a long time to come.

The article paints a nice rosy

picture of the "anti" commies; it twists a mess of facts to do it, however.

Claude Lucas

Member Hails Labor Stand On ECA Move

To the Editor:

By this time I'm used to people giving seamen a hard time. Anybody that's been around awhile knows that it's a struggle if you go to sea for a living. That's why we Seafarers have had to build such a strong Union. If we didn't have our organization our enemies would pick us off like clay pigeons.

When I read about that Hoffman plan to quit shipping 50 percent of the Marshall Plan bulk cargoes in American bottoms, it hurt and hurt plenty. You don't pick 10,000 jobs for American seamen off trees and that's the price of the plan if it succeeds.

That news hurt me, like it must have hurt lots of other guys around the waterfront. But it didn't surprise me — I expect most anything.

What did surprise me was the terrific support our Union got—and is getting—from the rest of organized labor.

When things look a little dark, it feels damned good to know there are hundreds of thousands of organized working men and women in this country who get sore when someone tries to sandbag a seamen.

Times must be changing. This time we're not fighting alone. From list of supporters published on the front page of last week's LOG, it sure looks like we Seafarers have friends in labor—lots of friends. A lot of American people are behind the SIU.

And if the guys in this new Congress that's meeting in January are hep guys, they'll listen to what the people have to say. And I'd like to remind them that the majority of people in this country are the workingmen and women.

The last congress didn't pay any attention to these people. But look what happened to a lot of them who were in it.

Charles Hollanger

Finds Minutes, Shipping Figures LOG Highlights

To the Editor:

I read the LOG from cover-to-cover every issue, and it is a helluva good paper. The issues I find most interesting, however, are the ones that carry the digest of all the Branch meetings and shipping figures of all ports.

Practically at a glance I can tell how many men registered in each port and how many were shipped. And that was a pretty good idea to breakdown the figures for each department. As a result I have been able to get an accurate picture of shipping conditions and job possibilities in the various ports.

In fact, these figures are a sort of barometer of the general shipping situation.

And since I like to know what's going on at the meetings throughout our Union, the summary of the branch meetings' minutes come in handy.

These minutes are the next best thing to actually being present. They're especially interesting after you've paid off a ship and you want to check back to see what's been doing while you've been at sea.

I hope you'll continue to run these two features. For my dough, they're tops in LOG reading.

John Bransinski

Space prohibits the printing of all letters received to date on the transportation rule. Future issues will carry letters now on file, among them communications from the following individuals and crews: Partha E. Jernigan, George Dunn, SS William R. Davie, R. H. Guiberson, SS Robin Sherwood, Franklyn Webb, John J. Flynn.

Seafarer Sam says



Washington must be told in no uncertain terms that the American public is against the plan of ECA head Paul Hoffman to scuttle the American Merchant Marine. All crews and individual members should write to Paul Hoffman, President Truman, and Senator Styles Bridges. In addition, get members of your families and your friends to write their protests to their Representatives and Senators!

CUT and RUN

By HANK

This week we have plenty of items about the brothers here, there and everywhere... From San Juan, Brother George Litchfield writes about the people who donated something towards making their SIU Thanksgiving Dinner a success. Some of the donors were Miguel Such, Facundo Air Lines, Andelix Sanchez of the Hotel Sanchez, the crew of the Wild Ranger, Senor Gonzalez Candy Store, Claudio Refrigeration Service, the newspaper man and photographer from the newspaper El Emparcial, and others.

Oldtimer Frank Gardner, the stamp collector, writes that he and "Carioca Red" Charles Benway send their New Year greetings to all brothers. They're on a slow ship with a good crew, good officers and a decent skipper... Several months ago Brother Martin Machel said he was working ashore making boilers for our salt water wagons over there in the town of Akron, Ohio. Well, could that be Brother Machel in New York right now?

Brother Herbert Doyle, who says he would like to hear from any of his shipmates, is working at present for the U. S. Forest Service in Greenlee, Virginia. He also wishes all brothers good luck in keeping the SIU far ahead of all other maritime unions... Brother John Fox Leinster, disabled down in South Carolina, is another brother who has said it's a great thing to see the members acting ashore and aboard ship as true rank and file union men, keeping the SIU strong in every way... Harry "Pop-eye" Cronin thanks the crew of the SS Corsair for their Christmas contributions to the brothers hospitalized in the New Orleans Marine hospital.

The weekly LOG will be sailing free of cost to the homes of the following brothers: William McBride of Missouri, Clarence Hemby of Florida, Jack Lewis of Missouri, Orin Gavin of Michigan, William Howell of Alabama, Antone Lamego of Massachusetts, James Tutwiler of North Carolina, Roy Belz of California, Patrick Coponiti of West Virginia, Lowell Swan of Delaware, Crowder Story of Virginia, Edmund Mulford of New Jersey, Nicholas Korsak of New Jersey.

Lost and Found Dept.: Looking for shipmates, fellas? Well, Brother George Vago is now a private, turning to daily with the Eighth Engineers in Japan... Brother Chester Ritter is working for the St. Joseph Lead Company of Flat River, Missouri. He says that if any shipmates are passing through this town they're welcome to see how lead is mined... Brother Frederick Walker mentions he's anchoring down for a few months in Kitchener, Canada. Happy New Year, Brother Walker.

Brother Ed Larkin, the electrician, now working down in Las Piedras, Venezuela, writes that night life is very touchy since their last revolution. Brother Larkin says that whenever he has the time he goes aboard an SIU ship and steers them towards the movies, bars, etc. ashore with his station wagon, since there is no transportation available. We presume Ed means taxis, etc. Brother Larkin also mentions a good thing—the fact that the USS down there brings the SIU crews our LOGs and other books. Well, we wish Ed a happy New Year and "mucho" appreciation for volunteering to help SIU crews ashore in Las Piedras.

Digested Minutes Of SIU Ship Meetings

DEL VIENTO, Oct. 31 — Bill Rowe, Chairman; Raymond Taylor, Secretary. Delegates reported no major beefs. Motion by Melock to see if it is possible to have the Oilers move into the Wipers' foc'sle. Motion condemning the medical relief offered by Purser and Captain. Motion by Schoenrock that the meat box be inspected upon the arrival of the ship in port. The present supply of meat is of very poor quality. Patrolmen to check slopchest for foul weather gear at payoff.

GOVERNOR GRAVES, Oct. 31 — John Ross, Chairman; John R. Tilley, Secretary. Delegates reported everything running smoothly. Crew agreed to send a letter to the LOG on the Union's transportation rule. Letter to be written by Luke Collins. Education: Brother Tilley read off a list of clarification in the agreement given to him by the Boston agent. Motion by Ross to post the clarifications on the bulletin board in the recreation room. One minute of silence for Brothers lost at sea.



NEW LONDON, Oct. 30 — Chairman not given; Edward Chante, Secretary. Delegates reported number of books and permits in their departments. Brother Porter elected ship's delegate. Motion carried to send a letter to Headquarters endorsing ship's permitmen for books. Statement drawn up for presentation to Patrolman. Concerned Mate hitting crewmember with a flashlight. Steward asked investigation of Mate and Captain searching foc'sles and lockers. One man missing \$125.

ALCOA CORSAIR, Oct. 30 — Clarke, Chairman; A. L. Stephens, Secretary. Crewmembers missing from meeting to be fined \$5. Ship's treasurer reported the fund as standing at \$124.26. Delegates reported number of books and permits in their departments. Motion by Dowling that ship concur in recommendation to send copies of ship's minutes to the Cavalier and Clipper. Motion by Danny Byrnes that a cold supper be served on Monday night in New Orleans. Good and Welfare: Suggestion that ship's delegate check up on postage rates for mail home. Suggestion that there be more quiet at night in the alleyways. One minute of silence for Brothers lost at sea. Sixty-eight members present at the meeting.



STEEL VENDOR, Oct. 31 — Tom Cochran, Chairman; Grover White, Secretary. Delegates reported minor beefs in their departments. New Business: Motion carried to make up draw list and ask the Captain to wire in for money. Motion carried that three men subject to charges be turned over to Patrolman. Motion carried to write up list of work done by coolies in Calcutta and have bookmen sign it. Purpose is to see what can be done about it. Good and Welfare: Discussion on equalization of work done by men in the deck department.



Vote of thanks given Steward and Second Cook for the fine jobs they've done. One minute of silence for Brothers lost at sea.

TOPA TOPA, Oct. 31 — John Marshall, Chairman; John Lincoln, Secretary. Motion by Marshall carried, that a new supply of mattresses be put aboard and that separate copies of requisition be given the heads of all departments. Good and Welfare: Members discussed the need for bringing all beefs up at the meeting rather than elsewhere. Discussion on repairs needed for washing machine. One minute of silence for Brothers lost at sea.

DEL MUNDO, Oct. 31 — Murray, Chairman; James Bell, Secretary. Delegates Swayne, Turison and James Bell reported their departments as being in order. Report made that Captain has stated that cigarettes are available any time the slopchest is opened. New Business: Ship's delegate Cauble asked the men to keep quarters, heads, mess-rooms and galleys clean. Electrician reported that it is not necessary for all blowers to be turned out in order to blow tubes. Motion requested a carbage disposal unit be installed when ship hits New Orleans. One minute of silence for Brothers lost at sea.



LA SALLE, Nov. 11 — A. Campbell, Chairman; L. White, Secretary. All delegates reports accepted. Motion by J. Flynn, seconded by J. Higgins, that steps be taken to insure cooperation among members of the engine department doing sanitary work. Amended by S. Furtado that any member failing to perform his sanitary duties be referred to payoff Patrolman. Carried by majority. Motion by Furtado, seconded by Isaacs, that crew's laundry, deck head and those quarters not painted this trip be painted before sign-on on next trip. It was agreed by majority of engine department that Wiper be fined \$10 for violation of four-point resolution outlining sanitary duties of department members. One minute of silence for those Brothers lost at sea.

ALCOA PURITAN, Nov. 14 — O. Stevens, Chairman; C. L. Stringfellow, Secretary. Motions carried to accept previous minutes and delegates' reports. Other motions carried: That each department delegate contact the head of each department for overtime purposes; that Patrolman see Captain about playing of ship's radio; that engine and

stewards department overtime be settled to satisfaction of Union. W. Tracy elected ship's delegate and was instructed to take care of ship's business at payoff.

KATHRYN, Nov. 17 — A. Oquendo, Chairman; W. Fontan, Secretary. Motion carried to accept delegates' reports. Motion by Guelluite, seconded by C. Ayala, that arrangements be made with company to install book cabinet in crew's mess in order to keep all reading material in a safe place. Motion by F. Cornier, seconded by Torres, that all port-holes be painted before sailing from New York. Motion by Cornier, seconded by L. Carbone, that arrangements be made to have new hooks installed to in every room to hang clothes on. Under Good and Welfare several Brothers took the floor to discuss several topics of interest to all hands. One minute of silence observed in memory of departed Brothers lost at sea.



SANTORE, Nov. 11 — William Sears, Chairman; Maurice Gillespie, Secretary. Delegates made their reports. Motion carried that three delegates meet to decide on ways and means of cleaning various unlicensed personnel's quarters, report to name departments to be cleaned and by whom. Men not fulfilling their duties are to be fined and proceeds turned over to SIU in Baltimore Marine Hospital. Under Good and Welfare, a vote of thanks was extended to Steward and his department for outstanding courtesy and fine food served.

YANKEE DAWN, Nov. 14 — O. R. Rhodes, Chairman; E. Kasnawsky, Secretary. Previous meeting's read and accepted. Department delegates gave their reports. Stewards delegate stated that some of the needed repairs were made during the voyage. Suggested that we contact Patrolman upon our arrival in Tampa and have him straighten out all books and permits, since this ship had rather a fast payoff in Bucksport, Maine. Vessel has been shuttling from port to port, and Patrolman found it hard to locate. Under Good and Welfare there was a thorough discussion of the A&G District registration rules. One minute of silence for our departed Brothers.



ROBIN TUXFORD, Nov. 14 — W. T. Mackin, Chairman; J. J. Bluit, Secretary. Delegates reported that things were pretty smooth in their respective departments. Ship is to be fumigated. A vote of thanks is to go to the Savoy Hotel in Lourenco Marques for supplying the ship with the latest LOGs. Shipping rules were discussed for the benefit of trip-carders. All book members were urged to vote in Union elections upon arrival in port. Crew discussed usual disputes; everything seems to be okay. Slopchest was also subject of discussion.

CS Record Dooms CTMA's Rosy Promises

(Continued from Page 1)

never gone to the extreme of raising its wages to equal those of Union ships. A marked wage differential has always existed between CS and SIU ships.

SIU SCALES LEAD

In July 1947, SIU tanker ABs were getting \$205, Pumpmen \$285, Chief Cooks \$245; as compared with \$200.50 for Cities Service ABs, \$261.50 for Pumpmen and \$239.50 for Chief Cooks.

Cities Service paid \$1 per hour to all unlicensed ratings for overtime work, as compared to the SIU scale of \$1.10 for ratings making less than \$210 base pay monthly, and \$1.40 for those making over \$210 base pay monthly.

The company's policy hasn't changed recently. In a wage boost won before April of this year, SIU ABs were paid \$220, Bosuns \$270, Deck Maintenance \$235, Pumpmen \$290, Chief Cooks \$265, Messmen \$185, FWT and Oilers \$220. Overtime rate on SIU tankers was raised to \$1.15 and \$1.45.

Cities Service then raised its wages to \$214.50 for ABs, \$256.50 for Bosuns, \$214.50 for Deck Maintenance, \$280 for Pumpmen, \$250.50 for Chief Cooks, and \$179.50 for Messmen. The over-

time rate remained at \$1 per hour.

In September 1948, four months ago, SIU tanker wages rose to \$225.50 for ABs, \$295 for Bosuns, \$243.50 for Deck Maintenance, \$267 for Chief Cooks, \$190 for Messmen, \$225.50 for FWT and Oilers, \$196 for OS, and \$220 for Wipers.

BIG DEAL

Did Cities Service increase its wages? They increased the overtime rate for the few overtime hours they hand out to the men. As far as any wage increase—NO. Cities Service men are to this day getting the old scale—inferior to the wages of any other groups of American seamen. No giveaways from the company here. Men sailing Cities Service tankers should compare the different rates and see how well the company controlling CTMA would treat them under CTMA.

Is Cities Service company going to give its seamen the break they deserve by increasing their pay with retroactivity?

If the company does so, will it be because CS men are now practically the lowest paid American tankermen, or to counteract the tremendous influence the SIU has among the men of the Cities Service fleet?

The tradition that tanker wages are always higher than those aboard freighters doesn't hold in the Cities Service fleet.

For months SIU freighter companies have paid higher wages than those paid to CS men. The extra hardships tankermen endure are not compensated for by Cities Service. The Cities Service

men live the rugged life of tankermen and the SIU freightship and tanker seamen take home the extra money.

BUM CHOW

Is more proof of the company's intent to do nothing needed? Hardly, but messroom conversation will be sparked by the following:

Why are so many seamen in Cities Service complaining about the quality of the food being served?

Why are petitions often circulated, with no results, condemning the ability of certain Cooks and Stewards who hold their jobs through influence with ship and shoreside officials, or in condemnation of the quality or quantity of the food?

Why are Cities Service men dissatisfied with the food on their ships? After all, these ships are

for the most part engaged in coastwise or nearby foreign operations, runs which usually take about two weeks.

Normally, in the shipping industry, tankers and coastwise freighters are the best feeding ships, inasmuch as the ships are always near fresh supplies. Yet, among other things, CS tankers get milk only on the northern end.

Look at the continuous red leading and chiseling on legitimate overtime:

The stopping of overtime at 12 noon on Saturday in port, when the ship actually sails in the middle of the afternoon.

The cutting of actual overtime worked as much as an hour in the report. The absence of overtime for work after 5 PM and before 8 AM in any port, foreign or American, while loading and unloading.

Fact after fact can be reported. The conclusion will always be the same—CS men are being milked of money legitimately theirs. The routine will continue, with or without CTMA.

Insofar as being a legitimate union working solely for the benefit of its members. CTMA's activities point to the contrary.

Instead of making clear to the men of the ships its exact character, program, finances and officers, its whole make-up is one of damning question marks.

CTMA has failed to explain to the crews aboard the ships points which a legitimate trade Union, such as the SIU, makes known to all.

CTMA has not explained who set up the \$2 in dues and the proposed wage scale.

CTMA has failed to disprove

the SIU charge of company unionism, a fact which will make every seaman in the Cities Service fleet regard that organization as a horrible joke.

The lawyer and company inspired CTMA campaign of mudslinging and truth-distortion has been aimed at smearing the name of the SIU. CTMA, however, has offered nothing concrete to bolster its claim to legitimate unionism.

The SIU, on the contrary, needs only to stand on its record.

The true facts the character of CTMA are reaching the men of the Cities Service fleet, in spite of the attempt by the company and CTMA to suppress and distort the truth.

Guards at the company gates and stool pigeons aboard ship will not prevent the truth from reaching the men of the Cities Service fleet.

(Future articles in the SEAFARERS LOG will continue the expose of CTMA.)

Personals

ED SANDERS

Write to Donald Miller, care of Donnie's Luncheonette, 827 North Eighth Street, Reading, Pa.

ROBERT A. SLATHAM

Papers left on the Irving S. Cobb are being held for you in the 4th Floor Baggage Room, New York Hall, 51 Beaver Street, New York.

JACOB R. ROHRBACKER

Contact your mother, 440 Hamilton Street, Gretna, La.

JERRAL T. SHELTON

Get in touch with Earl Franklin, 1435 Polymnia Street, New Orleans.

B. JENSEN

Your gear is in the New Orleans Hall.

LARS CARLSSON

Contact Benjamin B. Sterling, 42 Broadway, New York.

CURTIS E. NELSON

RICHARD SCHWARTZ
You are asked to contact Benjamin B. Sterling, 42 Broadway, New York. This pertains to the accident suffered by Rudolph Michaler, to which you were witness.

MERVIN W. SHIPLEY

Communicate with Jesse L. Green, c/o Samuel Segal, 11 Broadway, New York.

HOWARD I. MUMME

Your wife asks that you get in touch with her at once.

WILLIAM R. PHILIP

There is no mail for you in the New York Hall at present.

RICHARD FORD, 26180

Get in touch with bookkeeper, 6th floor, 51 Beaver St., at once. Important.

MAIK VOCOLAS or MIKES VOUKOULAS

You are asked to get in touch with the Greek Consul in New York. An important letter is being held for you.

RAY A. WITTMAN

Communicate with your father or the Vancouver SIU Hall immediately.

SIU HALLS

SIU, A&G District

BALTIMORE14 North Gay St.
William Rentz, Agent Mulberry 4540
BOSTON276 State St.
E. B. Tilley, Agent Richmond 2-0140
Dispatcher Richmond 2-0141
GALVESTON308 1/2—23rd St.
Keith Alsop, Agent Phone 2-8448
MOBILE1 South Lawrence St.
Cal Tanner, Agent Phone 2-1754
NEW ORLEANS523 Bienville St.
E. Sheppard, Agent Magnolia 6112-6113
NEW YORK51 Beaver St.
Joe Algina, Agent HANover 2-2784
NORFOLK127-129 Bank St.
Ben Rees, Agent Phone 4-1083
PHILADELPHIA614-16 No. 13th St.
Lloyd Gardner, Agent Poplar 5-1217
SAN FRANCISCO85 Third St.
Steve Cardullo, Agent Douglas 2-5475
SAN JUAN, F.R.252 Ponce de Leon
Sal Colls, Agent San Juan 2-5998
SAVANNAH220 East Bay St.
Charles Starling, Agent Phone 3-1728
TAMPA1809-1811 N. Franklin St.
R. H. Hall, Agent Phone M-1323
WILMINGTON, Calif.,
227 1/2 Avalon Boulevard
HEADQUARTERS. .51 Beaver St., N.Y.C.
HANover 2-2784

SECRETARY-TREASURER

Paul Hall

DIRECTOR OF ORGANIZATION

Lindsey Williams

ASSIST. SECRETARY-TREASURERS

Robert Matthews J. P. Shuler

Joseph Volplan

SUP

HONOLULU16 Merchant St.
Phone 5-8777
PORTLAND111 W. Burnside St.
Beacon 4336
RICHMOND, Calif.257 5th St.
Phone 2599
SAN FRANCISCO59 Clay St.
Douglas 2-8363
SEATTLE86 Seneca St.
Main 0290
WILMINGTON440 Avalon Blvd.
Terminal 4-3131

Canadian District

MONTREAL1227 Philips Square
Plateau 6700—Marquette 5909
PORT ARTHUR63 Cumberland St.
Phone North 1229
PORT COLBORNE103 Durham St.
Phone: 5591
TORONTO111A Jarvis Street
Elgin 5719
VICTORIA, B.C.602 Boughton St.
Empire 4531
VANCOUVER565 Hamilton St.
Pacific 7824

Wages Okayed

The SIU Negotiating Committee announced this week that the remainder of the contracted freight ship operators have agreed to the \$3.50 a month across-the-board pay increase and overtime boosts for all ratings, retroactive to Dec. 15, won from a majority of the companies two weeks ago.

Arrangements have been completed for negotiations with contracted tanker companies, upon whom demands for similar wage increases will be made.

NOTICE

SS MADAKET

Anyone knowing of the whereabouts of Edward J. Bovick's gear, lost on this ship, November 15, or of any debts which he has outstanding, please get in touch with him at 59 Clay Street, San Francisco.

FORREST B. O'NEIL

Discharges belonging to you, found on the SS John LaFarge, have been turned over to the Coast Guard, 42 Broadway, New York.

Anyone knowing the whereabouts of George M. Schemm's gear, left aboard the Monarch Of The Seas in August, is requested to write him at Federalsburg, Maryland.

M/V Moose Peak

All former crewmembers who were on the M/V Moose Peak on Dec. 9, 1946, when she salvaged and towed the SS Spetsae, a Greek flag Liberty in distress 550 miles off Bermuda, please get in touch with Abe Rapaport, in the offices of Ben Sterling, Room 1711, 42 Broadway, New York City.

Crewmembers who were on board the following M/V ocean tugs during the time they salvaged the vessels listed below, are urged to get in touch with Abe Rapaport at the offices of Benjamin B. Sterling, 42 Broadway, Room 1711, New York 4, New York.

M/V Great Isaac

On February 3, 1947, when

the SS Virginian (being towed to Brunswick, Georgia) broke away from the Great Isaac.

M/V Farallon

When the SS W. C. Latta was salvaged and towed to Hampton Roads after the Latta ran out of fuel.

M/V Farallon

At the time of the salvaging of the Panamanian flag ship SS Ionian Leader, March 15, 1947. The Ionian Leader was towed into Norfolk.

M/V Great Isaac

From March 18 to April 2, 1947, when the SS John Dickinson was being salvaged.

M/V Point Vincente

When leaving Ponte, Delgada, Azores, May 14, 1947, salvaging the SS Kern Hills.

M/V Trinidad Head

When she took over the tow from the M/V Point Vincente on July 9, 1947, and towed the SS Kern Hills into New York on July 14, 1947.

M/V Trinidad Head

Salvaging the SS Sinclair Opaline, which ran aground at the mouth of Cape Fear River, January 8, 1948.

The holder of receipt number C73953, issued by C. J. Stephens in New Orleans on December 18, is requested to get in touch with the 6th Floor, SIU Headquarters, 51 Beaver Street, New York, for dues credit.

The following men are asked to contact SIU Headquarters, 6th Floor, 51 Beaver Street, New York. This pertains to monies

paid on December 11 in Baltimore: Z. Bronislow, W. Brightwell, J. J. Tucker, R. Michael.

CHARLES NETTLETON, Oiler
A wallet containing photos, driver's license and other papers, bearing the name Charles Nettleton, was found aboard the Fairland after the payoff in Philadelphia on Nov. 12. The wallet is being held in the baggage room of the New York Hall and may be obtained upon proper identification.

Men due money from American-Eastern are asked to write to the company at 50 Trinity Place, New York for the money due. No money will be paid to men who call at the company's office.

M. FARR

Will you please call at Patrolmen's counter, 6th floor, SIU Hall, 51 Beaver Street, New York City, in regard to Receipt No. 56827 issued to you for dues payment made in San Francisco Dec. 18.

J. COLGAN

Will you please call at Patrolmen's counter, 6th floor, SIU Hall, 51 Beaver Street, New York City, regarding Receipt No. 56873 issued to you for dues payment made in San Francisco Dec. 18.

Men who were aboard the Angelina on August 28, 1948, are asked to contact Benjamin Sterling, 42 Broadway, New York.



**Thanks,
Brothers!**

SIU

The SIU wishes to thank the following unions who have joined the fight to keep ECA from scuttling the American merchant marine:

Local 17, Local 10, Bakery and Confectionary Workers International Union
 Tampa Local, International Brotherhood of Boiler Makers, Iron Ship Builders and Helpers
 Local 325, Local 312, Local 32J, Building Service Employees' International Union
 San Juan Central Labor Union
 Local 546, Local 301, Local 1656, United Brotherhood of Carpenters and Joiners
 Tampa Local, Cigar Makers International Union
 Retail Clerks International Association
 Local B-41, Tampa Local, International Brotherhood of Electrical Workers
 Philadelphia Central Labor Union
 International Ladies Garment Workers Union
 Dress Joint Board, Local 62, Local 142, ILGWU
 Local 8, United Hatters, Cap and Millinery Workers International Union
 New York Joint Executive Board, Local 60, Local 16, Local 302, Local 15, Local 302, Local 301, Hotel and Restaurant Employees and Bartenders International Union
 International Jewelry Workers Union
 International Longshoremen's Association
 Local 1476, Local 340, ILA
 National Organization of Masters, Mates and Pilots
 Local 153, Local 205, Local 141, Local 46, Office Employees International Union
 District Council 9, Local 201, Brotherhood of Painters, Decorators and Paperhangers
 Local 10, Journeymen Barbers, Hairdressers and Cosmetologists International Union
 Local 200, United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry
 Brotherhood of Sleeping Car Porters
 Local 58, International Printing Pressmen's and Assistants' Union
 Radio Officers Union
 Savannah Trades and Labor Assembly
 Local 253, Local 702, International Alliance of Theatrical Stage Employees and Moving Picture Machine Operators
 Local 380, American Federation of State, County and Municipal Workers
 Local 79, Local 814, Local 804, Local 202, District Council 16, International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers
 District Lodge 1, International Association of Machinists
 Empire Typographical Conference, International Typographers Union
 Local 471, New York Newsboys Union
 New York Organizing Committee, National Federation of Insurance Agents
 New Orleans Central Trades and Labor Council
 Trade Union Council of Liberal Party
 United Hebrew Trades
 Association of Catholic Trade Unionists
 Local 21625, Display Fixture Workers Union
 Union of CARE Employees
 Newspaper Guild of New York
 Region 9, Region 9A, United Automobile, Aircraft, Agricultural Implement Workers
 Local 397, International Association Bridge and Structural Iron Workers
 Mobile Central Trades Council
 Local 38, Metal Polishers, Buffers, Platers & Helpers Association
 Local 318, Local 4, International Brotherhood of Pulp, Sulphite and Paper Mill Workers
 Local 802, American Federation of Musicians
 Galveston Labor Council
 Division 1342, Local 282, Amalgamated Association of Street and Electric Railway Employees
 Central Trades and Labor Council of New York
 Baltimore Federation of Labor
 Norfolk Central Labor Union
 Tampa Central Trades and Labor Assembly
 Baltimore Maritime Trades Council
 Central Union Label Council of Greater New York
 Local 94, International Association of Fire Fighters
 Local 143, International Chemical Workers Union
 San Francisco Labor Council
 Association of Theatrical Press Agents & Managers
 Eastern Joint Board, International Handbag, Luggage, Belt and Novelty Workers Union
 Local 95, International Hod Carriers, Building and Common Laborers Union
 Local 616, Permanent Firemen's Association
 New York State Council, Sheet Metal Workers International Association
 Boston Central Labor Union
 New York State Legislative Board, Brotherhood of Locomotive Firemen and Enginemen
 Wholesale Licensed Alcoholic Beverage Salesmen