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Canadian Labor Expels CSU As Commie-Led

Acting swiftly after their recent day-long conference in Cleveland with the Executive Council of the American Federation of Labor, the Trades and Labor Congress of Canada, affiliated with the AFL, suspended the Communist-dominated Canadian Seamen's Union from the parent body on June 3.

The suspension followed five days of closed meetings in Ottawa of a special committee of the TLC, which recommended that the action be taken.

The AFL Executive Council had urged that the TLC drop the CSU from its ranks because of the communist policies the CSU continued to practice. Moreover, 14 AFL international unions threatened to secede from the TLC unless the CSU was ousted.

While all details of the suspension conditions are not known, it is known that it will be effective until the TLC convention in Calgary in September.

If the convention upholds the suspension, the CSU will be completely expelled from the TLC, and will lose what little backing it retains among the TLC's 400,000 members.

DEAD DUCK

In fact, many think that the TLC will have to dissolve itself if it fails to oust the CSU once and for all in September.

Canadian observers pointed out a week before the CSU suspension that many of the large AFL unions in TLC would withdraw unless the CSU were bounced—a speculation later confirmed—or unless the CSU leaders renounced their communist ties.

Others pointed out that the CSU had become a dead duck anyway, since so many former CSU men, fed up with the commie-line of their leaders, had joined the SIU Canadian District since the end of March, when the CSU officials called the phony strike against SIU-contracted ships on Canada's east coast.

ANOTHER BLOW

Another blow was suffered by the poor commies who have been leading their members down the path to destruction, and it was delivered by M. J. Coldwell, leader of the Canadian Commonwealth Federation, a strong, liberal and anti-communist force in Canadian politics.

In a meeting at Sydney, Nova Scotia late in May, Mr. Coldwell roundly denounced the CSU leaders as communists who were misleading their members and had been for years.

In recommending suspension of the CSU, the special committee

studying the problem said that the CSU had:

(1) Violated the "spirit and letter" of the TLC's constitution;

(2) Failed "to recognize and accept its responsibilities;"

And (3) had issued literature "vilifying tried and trusted trade union leaders."

Committee members also pointed out that the CSU's so-called strike on the east coast was a source of great embarrassment to the TLC and its affiliated unions.

BME On March

The newly-organized AFL Brotherhood of Marine Engineers is making great strides. BME Headquarters announced today, and Engineers who want trade unionism, not party-line politics, are applying in droves.

Engineers anxious for AFL union representation, with no political strings attached, were urged to visit, phone or write BME Headquarters at 51 Beaver Street, New York 4, N.Y.

Snug Harbor Ends 'Property Agreements' Under Strong Union And State Pressure

NEW YORK—The trustees of Sailors Snug Harbor have given up at last.

As the result of a suit filed in the New York State Supreme Court by the State Attorney General, the trustees have agreed to abandon the system, adopted last year, of charging aged seamen for their maintenance at the supposedly free institution.

The State Attorney General brought his suit a month ago after pressure from maritime unions forced the issue. Snug Harbor's trustees didn't even fight the case.

CLIP JOINT

In addition to agreeing to abandon charging the fees, the trustees agreed to pay back the money they have clipped from elderly seamen in recent months, to submit to an independent audit of their accounts and to let a competent court fill two vacancies on the board.

The "property agreement," which the trustees invented in 1948, required the 400-odd elderly seamen living at the Harbor to surrender all savings in their possession and all income, including pensions from any source, in return for maintenance, which amounted to as much as four bucks a day.

When this practice began, the maritime unions rose in wrath. Under the new dispensation, any retired seaman, who left the Harbor rather than be clipped, may return without making formal application.

The audit must be completed and recommended changes in accounting methods accepted by the trustees by December 15.

It will cover the Harbor's books in exhaustive detail back to January 1, 1941. Accountants will have the right to interview all employees of the institution. In his suit, the State Attorney General claimed the accounts the Harbor submits to the Legisla-

ture have been "incomplete and unsatisfactory."

The vacancies on the board are those seats which are supposed to be occupied by the Chancellor of New York State and the Recorder of New York, two officers whose posts were done away with many years ago.

A third vacancy may be the seat now assigned to the Mayor of New York City. The incumbent Mayor has indicated a personal distaste for the job.

Sailors Snug Harbor was set up under the terms of a will made by Captain Robert Richard Randall in 1801. Randall left his farm on Manhattan Island to be used as a home for elderly seamen.

The farm was in what is still

called Greenwich Village, but it is not a farm any more. Instead it is a complex of huge apartment houses, hotels, single dwellings, stores, a variety of buildings belonging to New York University and Washington Square.

Much of it is leased out on a 99-year basis.

When the city of New York engulfed Greenwich Village, the trustees moved Snug Harbor to Staten Island so that the Manhattan property could be used to maintain the establishment.

The whole institution is now "conservatively" valued at 30 million dollars.

Thirty million would produce an income of \$1,200,000 at a conservative four percent.

Senate Debates Substitute For T-H Act

WASHINGTON — Everything pointed to a showdown fight on the floor of the Senate, as formal debate opened on the new labor bill to replace the Taft-Hartley Act, which was passed two years ago this month over the President's veto.

Specifically, the battle seemed destined to rage around the crippling amendments Senator Taft wants to add to the Administration's bill.

The labor committees of both Houses of Congress approved the Administration's bill, commonly known as the Thomas-Lesinski Bill, in its original form was accepted by both the AFL and the CIO. The bill would repeal the Taft-Hartley Act and restore the old Wagner Act with a few changes. This week, the AFL indicated that it would be willing to accept further amendments as a way of forestalling the Taft amendments. The Taft proposals would mean the Taft-Hartley Act virtually unchanged.

The amendments which the

AFL said were acceptable under the circumstances were as follows:

1. A "free speech" guarantee to both employers and employees.
2. A requirement that unions as well as employers bargain in good faith.
3. A requirement that both employers and employees sign non-communist affidavits and swear that they belong to no organization considered fascist.
4. A provision allowing government seizure of industrial plants involved in labor disputes likely to lead to national emergencies.

In this connection, it is necessary to point out that there is a difference between the "seizure" that the AFL is willing to accept, and the "injunction" which labor's sworn enemies, including Senator Taft, want.

The "seizure" clause would permit the government to bargain collectively with the union while the plant is under government control, and reach terms

which the company would have to accept.

Meanwhile, all profits earned during the period of seizure would be turned over to the United States Treasury, as a miscellaneous receipt.

The way Senator Taft wants the bill written is another story.

He has come down slightly from his haughty stand of two years ago, but the change is almost imperceptible when his amendments are subjected to the cold light of analysis, as they were the other day by AFL lawyers in Washington.

If Taft's notions get to be law, the attorneys said, "the result would be nothing but a slightly watered Taft-Hartley Act."

In the House of Representatives, the Lesinski Bill was sent back to Committee, after a combination of Republicans and reactionary Democrats came within an eyelash of railroading through a version so amended that it was in many ways worse than the Taft-Hartley Act itself.

Unless the Trades Union Congress, British counterpart of the American Federation of Labor, or the British Government itself, soon persuades misguided British dockworkers to handle SIU-manned Canadian ships in England, the Seafarers International Union will ask the AFL Maritime Trades Department to boycott British ships in US ports on the Atlantic and Gulf coasts.

In reply to a cablegram sent to Britain's Prime Minister, Clement R. Attlee, saying that a boycott might be necessary, TUC President Arthur Deakin asked SIU International Vice-

Presidents Paul Hall and Morris Weisberger to hold off until the British unions could bring the present wildcat, commie-inspired actions against Canadian ships in British ports to an end.

The SIU officials indicated that the Seafarers would comply with Deakin's request. However, they said that they expected quick action on the matter in Britain.

"We do not desire to see British ships tied up in United States ports, but the New York AFL Maritime Trades Council will be asked to set in motion the boycott machinery, unless swift action is forthcoming from the British dockworkers," Hall and Weisberger said. "We've

been patient long enough in this situation, which is strictly an inter-union dispute and does not concern other organizations."

ILA SPEAKS

Meanwhile, Atlantic coast officials of the International Longshoremen's Association, AFL, a powerful component of the AFL Maritime Trades Department, met in New York recently with ILA President Joseph P. Ryan presiding, and voted unanimously to support the SIU if a boycott became necessary.

The tying up of several Canadian ships in British ports is the result of propaganda spread by the communist-led Canadian Seamen's Union.

Early in the spring, the CSU talked some of their members into attempting to strike ships sailing from Canada's east coast ports, after the SIU Canadian District signed a contract covering the ships.

But most of the CSU members flocked to the SIU, so fed up were they with years of communist rule by political trickery and strong-arm squads.

The phony strike was unsuccessful, except in a handful of foreign ports, notably in England, where commie agitators stirred up the waterfront with lies.

Harry Davis, CSU president, who is an open follower of the communist party line, is now in England working with British communists in an effort to disrupt British shipping. Davis flew to England to continue his ill-starred maneuver after plans to tie up shipping in Canada collapsed completely.

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T-H Repeal

Backed by organized labor, Congressional foes of the Taft-Hartley Act are again attempting to obtain passage of a labor-management law under which organized workers would receive more equitable treatment. Although the people spoke clearly at the polls last fall, a bloc of die-hards have refused to put their personal prejudices aside in favor of the people they are supposed to represent.

Workingmen must hammer home the point that Taft-Hartley must go. With the fight going into the second round on Capitol Hill, Seafarers should let their representatives know what kind of labor law they favor.

Write to your Senators and Representatives. Tell them to repeal the Taft-Hartley Act. Tell them you want the Thomas-Lesinski bill, which would restore the old Wagner Act, with a few amendments. Write now, and get your families to do likewise. Keep up the fight until Taft-Hartley is defeated.

The Bums Get Bum's Rush

Twenty-five hundred members of the AFL International Longshoremen's Association got sick and tired of a political demonstration staged at the union's headquarters by a group of communists the other day, and gave the Kremlin puppets the old heave-ho once and for all.

For a long time the communists have been trying to drive a wedge into the ILA, as part of their pattern to gain control of key sections of the waterfront. That they never made any progress didn't keep them from trying to keep up the push. They used the flimsiest pretexts to beat their political pots and pans, in the vain hope that they could attract some attention among rank and file members of the ILA.

Heading up the communist contingent which put on the short-lived show at ILA headquarters the other day, was an old party waterfront hack by the name of Ferdinand Smith, who shortly will leave the US rather than face trial for illegal entry.

He was supported by an array of non-longshoremen, including female members of commie front organizations and party-line pushers from controlled unions, like the CIO United Electrical Workers and the CIO Furriers Union. Here and there were a few commie longshoremen, who, by the way, are scarcer on the East and Gulf coasts than hen's teeth.

If the commies had hired a hall to entertain themselves, the ILA men might not have raised an eyebrow. What got them hopping sore was that the medicine men from Moscow thought they could use the union's headquarters as a backdrop. When word spread along the North and East River piers that 200 commies were running through their act in ILA territory, 2,500 members from five locals quit work and headed for 14th Street.

It was all over in a matter of minutes. And there probably won't be any repeat performances by the commies for a long time, if ever again. The commies, who are seeing their dream of playing a leading role on the waterfront disappearing everywhere, suffered one of the most smashing and humiliating defeats they ever have had at the hands of a group of workers.

If they have as much sense as they have gall, they'll call it quits.

BLOCKING THE PLATE



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

FORT STANTON

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

MOBILE HOSPITAL

- J. B. BERREIER
- E. COLLINS

- H. ASHURST
- F. GOOSE
- L. HOWARD
- L. ATKINS
- J. NAYLOR
- J. L. WORLEY

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

BALTIMORE MARINE HOSP.

- L. MCMILLIAN
- W. VAUGHAN
- G. A. CARROLL
- H. G. REYNOLDS
- F. KORVATIN
- C. SHASTZER
- J. M. FERNANDES
- G. PAGANO

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.

- P. E. WALSH
- W. G. ALSTON
- A. L. MASTERS
- J. G. BERRENKENFEN
- B. MESSERALL
- L. YARBOROUGH
- S. RUZYSKI

GALVESTON HOSPITAL

- BILLY BROWN
- FRED P. LALLIER

NEW ORLEANS HOSPITAL

- E. E. GROSS
- E. R. MESSINA
- E. MASSEY
- J. DENNIS
- ROTZ
- F. LANDRY
- ELLARD
- L. WILLIS
- N. I. WEST
- W. McDONALD
- L. LA CHAPPELL
- G. PETEUSKY
- G. H. NOLES
- G. MEANEY
- C. RAYFOUSE
- G. MIHALOPOULOUS
- J. PATTERSON
- C. BROWN
- E. G. PLAHN
- DICKINSON
- A. ARVANTIS
- M. A. LIUZZA
- B. C. RESKO
- F. L. DROUANT
- P. G. BEAUFORT
- J. GALIANO

CSU Goons Attack Sleeping Triland Crew

In the early morning of May 26, the SS Triland, a Canadian ship, lay at the West Indies Dock in North Vancouver, British Columbia.

Her SIU Canadian District crew were sound asleep in their bunks. Suddenly, out of the darkness, appeared at least 15 armed goons of the communist-led Canadian Seamen's Union.

Once they were on the ship, the strong-arm boys of the CSU broke into quarters where six men were sleeping, and attacked the latter as they lay.

Bulkhead and deck were soon covered with blood as the CSU "representatives" swung carpenters' mallets, monkey fists, two-by-fours and clubs that resembled sawed-off chair legs. All six Seafarers, although they fought back, were injured, three of them seriously.

DISTRESS SIGNAL

One Seafarer stumbled through the darkened ship to find the ship-to-shore telephone, only to discover that the wire had been cut. He hastily fixed the severed line and called the SIU Hall.

Then he managed to sound the Triland's distress signal, which had the effect of inducing the attackers to scramble off the ship and escape into the pre-dawn. But by then the damage had been done.

The assault on the Triland crew by CSU goons was reminiscent of earlier CSU assaults on Seafarers asleep in a hotel in McAdam, New Brunswick, and aboard a ship in Montreal. It was also typical of what CSU thugs have been doing in recent weeks in Vancouver.

The small brother of one Seafarer was beaten up one day while he was playing outdoors with a ball. A Seafarer was followed to his girl's house one night and both he and his girl were worked over. Nor were these incidents all.

In the attack aboard the Triland, one of the goons was recognized. The man was described by a Seafarer as "a psychopathological case who has frequently boasted of ambushing German boys and beating them up, and attacking and raping German girls while in the occupation army."

NINE GASHES

Four of the men who were aboard the Triland issued statements for the LOG. The names of these men are omitted to prevent reprisals on them—and their families. The first of them said:

"At 3:30 a.m., May 26, 1949, I was awakened by loud screaming. I got out of my bunk and stepped out into the alley. As I left my cabin I was struck on the head with a hard object. Half stunned, I grappled with my attacker, whereupon I was again slugged on the head several times from behind.

"Blows rained upon my body and head from all sides. I slipped and fell several times. Somehow I got hold of a fire axe. I do not know whether I picked it up from the deck or took it down off the wall. It stands to reason I was not struck on the head with the fire axe, as no man could survive that.

"I drove the attackers off with the axe and with help from other members of the crew.

"I have nine gashes on my head and bruises on my arms,

back and chest. The deck was covered with blood.

"The weapons used on me were blackjacks and two-by-fours. I reported to the police, who arrived about 4:00 a.m., that it was attempted murder.

"Brutal attacks like this should not be tolerated in any civilized country. I fought the Germans in two wars, and will fight this thing here. The government has taken a lukewarm attitude toward this and similar incidents. Presumably it wishes to remain on the fence for coming elections.

"The next day after the attack, a CSU picket boat came alongside of the Triland and CSU men shouted through loud-speakers: 'What's the matter? Can't you sleep? You better lock your cabins. We'll be back to finish the job.'

"I am 49 years old. I have been going to sea for 30 years and have 35 discharges from deep sea vessels. I have been a member of the British Seamen's and Firemen's Union and the International Longshoremen's Association. From 1939 to 1946 I was in the Canadian Army.

"I have been in the SIU since 1946. Association with the SIU is a great advantage for Canadian seamen, as it gives us greater bargaining power and the finest contracts in the world as models."

The second Seafarer to make a statement about the affair spoke as follows:

"I am a Canadian citizen, aged 22. I have been going to sea since 1944. In 1946 I joined the SIU of which I am a bookmember. An agent of the CSU offered me a CSU book with three months dues paid. I refused.

ROCKS THROWN

"On the day before the big attack on the Triland I was with a friend, when we were attacked by CSU men. My friend jumped off the end of the pier. His attackers hurled huge rocks at him. I threw one of my attackers to the ground and began to pummel him. A passing teamster came to my aid.

"At the time of the attack on the Triland I was sleeping peacefully in my sack. I awoke to find myself being struck on the head and shoulders with a monkey fist soaked in white lead.

"Fortunately I was in the lower bunk so that my attacker could not swing their weapon effectively.

"Hence I was able to grab it, pull it away from him and use it in my own defense... My roommate, Steve, was knocked out and suffered a badly swollen elbow. I was able to get away with light wounds on the head and arms. My groin also suffered from blows with the monkey-fist.

"After I had beaten off my attackers I ran out on the boat deck. It and the mess room were covered with blood. I tried the shore telephone, but it had been cut. I repaired it and phoned the SIU International Representatives who notified SIU branches of what had happened.

"After I phoned, I began blowing the ship's whistle. Soon the dock watchman appeared. He told me to stop the racket as it was 'nothing serious.' The attackers had left the ship by way of the dock, presumably under the very nose of the watchman.

"Our aim is to get wages and

conditions the same on Canadian ships as on United States ships. We can do that through the SIU. The SIU keeps ships clean, and cuts down on gas-hounds and performers who are a menace to their fellow crewmen... CSU crews keep their ships filthy. They have the communist idea of getting paid for not working..."

The third Seafarer to make a statement declared:

"I am 21 years old. I have been in the SIU since the summer of 1945. When it came time for me to join a union, I talked it over with my father and uncles, all of whom have always been interested in the trade union movement and are union men. They pointed out to me the communist influence in the CSU.

"One CSU man had been to Russia, and came back to tell his fellow union men what he saw. He was fined 25 dollars and told to shut up. He refused to pay the fine and joined the SIU.

"My uncles also told me how the CSU stuffed ballots by bringing in men from the East. So I joined the SIU.

"In 1945 I was getting \$87.50 as a Fireman. On the same job on the same ship, two weeks before I joined the Triland, I was getting \$159.00—plus overtime, which was a practically unknown institution when I started in 1945.

"At the time of the attack on the Triland, I was in the engine room... but later came up and saw the remains of the battle."

The fourth Seafarer's statement said:

"I was in my bunk at the time of the attack. Three men came in. Two began hitting me on the head with clubs. The third worked on me with a carpenter's mallet. The clubs were the size of the leg of a chair. I got a swollen ankle, lumps on the front and back of my head, a bruised back and bruises on arms and chest. I haven't been bothered since the attack. I do not believe they know me. I was hospitalized."

A 19-year-old Seafarer who suffered cuts, sprains and bruises while asleep in the petty officer's cabin was hospitalized, but made no statement. Neither did the OS who was knocked unconscious.



"What's the latest on Cities Service?" a member writes the LOG. Well, here is how things stand as of press time:

The regional office of the National Labor Relations Board is still investigating the 19 "objections" filed by the company after its unlicensed personnel overwhelmingly designated the SIU as their collective bargaining agent.

As soon as the NLRB regional office concludes its investigation of the company charges, it will submit a report to the Washington office for a final ruling. If the objections are thrown out, an order duly certifying the SIU as collective bargaining agent is expected to be issued at that point.

The Cities Service Tankermen's Association — CTMA — is dead and buried, but the old company lawyers are stirring her grave, trying to put the breath of life in her beat-up, fat—but very cold—carcass. But she's dead, all right, because you can smell her even more strongly than when the Cities Service lawyers first tried to sell her to the CS seamen.

Meanwhile, all pro-Union men aboard Cities Service ships are urged to remain on their vessels until they receive the protection of an SIU contract. If asked to sign a CTMA petition, do so, as the company is still making every attempt to rid its fleet of known pro-Union seamen.

Tampa SIU Active In AFL Drive To Win Better Deal For Labor

By RAY WHITE

TAMPA—Shipping and business are on the slow side in this port, but we are still managing to ship replacements on the coastwise ships, which are coming in here as usual.

We had the Canton Victory in for a payoff last Sunday. There is a good crew aboard this ship, so there wasn't any trouble. We shipped several replacements to this vessel and also to the Chickasaw, another caller.

There were a number of beefs on the Chickasaw that were labelled "Skipper-made." It appears that the Skipper doesn't like the way the Steward parts his hair.

He cuts the Steward's orders for stores, then beefs because he doesn't get everything he wants. The crew rates the Steward as okay. We visited the ship several times while she was in port, and lined things up somewhat.

SIU HITS LABOR FOE

The SIU here was highly instrumental in getting Tom Watson's anti-labor law sent back for a State-wide referendum. We had a representative at Tallahassee, the state capital, during the time the bill was under discussion.

The Committee on Labor Legislation voted ten-to-two to refer it to the people. This is a victory for organized labor in Florida.

The Watson law is as bad, if not worse than the Taft-Hartley law.

Labor's best friend in this state—Senator Claude Pepper—is up for re-election next year. There is some talk of Tom Watson opposing him. Senator Pepper makes no bones about the fact that he strongly supports organized labor. Both Watson and Governor Millard Caldwell, who is another possible candidate, are opposed to labor.

Florida already has one anti-labor man in Washington. He is Senator Spessard Holland, a staunch supporter of the T-H law, who has stumped the state praising this anti-labor legislation. Unfortunately, Holland still has three years to serve of his current term.

AFL ORGANIZING DRIVES

A drive is presently under way to organize Maas Brothers, the city's largest department store.

Considerable progress has been made, despite the fact that innumerable obstacles have been placed in the way of the AFL Retail Clerks Union, not only by Maas Brothers but other employers as well. However, it looks as though this time the Retail Clerks will win.

Our relations with the other trade unions are tops. We have given assistance to the Laundry Workers, the Teamsters and the Retail Clerks during the past couple of weeks.

The Laundry Workers asked for aid during their organizing drive and we responded readily. They were successful in obtaining a contract with the city's largest laundries, the Latin-American and Imperial outfits.

Once labor's forces are consolidated here, Tampa will be the best organized city in the US. At this time, we have 50,000 people—out of a population

of 125,000—affiliated with the AFL.

Labor's League for Political Education, the AFL educational body with which we are cooperating, is making great strides locally. A candidate for public office has a good chance of being elected if he has the backing of this group.

However, before any support is given, a man must have concrete proof that he is a staunch supporter of organized labor and that he will work in its behalf.

Several oldtimers are around at this time, among them Jimmie Jones, Paul Brinson and old man Bill Scarlett, who just came in from Mobile.

Sonny Simmons, former Port Agent, paid off the Canton Victory last Tuesday, after having been aboard for several months. He decided to hang around for a while and catch up on his fishing.

TALKING THE MATTER OVER



The Philadelphia Branch made a change for the better when it moved recently to new quarters at 337 Market Street. Here are Dispatcher Ray Oates (left) and Port Agent Jim Sheehan as they discuss the benefits of the move. Photo was submitted to the LOG by Seafarer Richard Martinez. The LOG hopes to have a picture layout of the new Hall in a future issue.

Put Photo In Union Book For Protection

By JOE ALGINA

NEW YORK—Before plunging into the breakdown of the shipping situation in the New York area, here's a suggestion worthy of consideration by book members:

A man's Union book is his means of making his livelihood and he usually protects it carefully, but sometimes a book is lost and months later it turns up in the hands of some character trying to pass himself off as a Seafarer.

To combat this, Seafarers are urged to paste a passport picture of themselves inside the book's cover and write their name across the picture, and onto the margin in the book. This way an imposter would have a tough time rigging the book to suit himself.

A lot of men have made this move already and the SIU urges that the entire membership do the same to protect themselves. If Seafarers are in New York, they can make the protection doubly safe by stopping at the 6th Deck and having the official Union seal impressed on their photograph.

This business of using identifying photographs is only a suggestion and is by no means a Union rule. It just seems to be a good idea, and the protection it gives is worth the few minutes it takes to have the picture taken.

FAIR SAILING

Back to the shipping picture: This past period we paid off 20 ships and signed on 15, for what we'll term a fair week across the board.

The payoffs were: Elizabeth, Suzanne, Cornelia, Beatrice and Kathryn, Bull; Steel Recorder, Steel Vendor, Steel Scientist and Allegheny Victory, Isthmian; Seatrain New York and New Jersey; Robin Mowbray and Robin Trent; Colabee, American-Hawaiian; Julesburg, Terminal Tankers; Purdue Victory, Bessemer Victory and Azalea City, Waterman; Algonquin Victory, St. Lawrence Navigation, and William Dowling, State Fuel.

All were in good shape and easy for the Patrolmen to square away. The only beef still hanging fire came up in the Steel Scientist's black gang and will

probably be settled soon. The Dowling has finished her work for awhile and is heading for Baltimore to lay up.

The sign ons were: Steel Recorder, Elizabeth, Suzanne, Cornelia, Beatrice, Kathryn, Seatrain New Jersey, Seatrain New York, Robin Goodfellow, Robin Mowbray, Robin Trent, Colabee, Bessemer Victory, Algonquin Victory and Gadsden.

The Gadsden was in lay-up after carrying grain for awhile and is now going back to hauling locomotives to Turkey.

One of the misunderstandings of the Union shipping rules comes from permitmen who do not understand the rights of bookmen under group registration.

A bookmember has priority over a permitman at all times. If a bookman, for example, is registered, in group I and a job comes up in another group for which he has the rating, he has the right to take the job ahead of a permitman, provided, however, there is no bookman available who is registered in that group.

In other words, if no bookmen are around for a job, bookmen from other groups can throw in

for the job ahead of permitmen if they have the rating.

Speaking of misunderstandings, a lot of squabbles come up aboard ship over who is supposed to do a specific job not outlined in the agreement.

Several times Cooks have complained that they were doing work that was not their duty. Unless the agreement says specifically that they are not to do the work, they should pitch in with the other Cooks and do the work instead of bickering among themselves.

PITCH IN

The work has to be done and a little teamwork makes the work makes the work easier and the crew relations a lot happier.

Before closing, it's worth repeating that men who get off a ship for medical reasons should apply for unemployment pay as soon as they are released from the hospital.

Regardless of the illness—dental work included—men should get a hospital slip from the Skipper and collect their unemployment insurance when they are recovered. They have a legitimate right to the money and should make their claim as soon as possible.

Mobile Shipping Prospects Seem Brighter

By CAL TANNER

MOBILE — Although shipping has been somewhat slow during the past two weeks, the prospects for next week appear much brighter. Scheduled so far for crewing are four Waterman C-2s and an Alcoa C-1.

Ships paying off here included the Fairhope, Afoundria, Ponce de Leon, Wild Ranger, Antinous, Bret Harte, Yaka, Jeff Davis and the Morning Light, all Waterman, and the Alcoa Clipper.

Signing on were the Clipper, bound for the British West Indies; the Morning Light, heading for Puerto Rico; the Jeff Davis, scheduled for stops at London, Bremen, Antwerp, and Rotterdam. The Alawai, Waterman, also signed on, for a run to Greece, Italy and Turkey.

The Antinous and Wild Ranger signed on continuous articles. In addition, the following ves-

sels called here in-transit: Alcoa Roamer, Steel Mariner, Greeley Victory, Del Alba and Bull Run.

Only a few minor beefs popped during the payoffs, but all were settled to the crews' satisfaction. The in-transit ships were in good shape.

The Alabama State Federation of Labor held its annual convention in Mobile a couple of weeks ago. The Seafarers International was well-represented, with 31 delegates attending in behalf of several affiliated organizations. These SIU delegates represented all branches of the maritime industry, and they were received with respect by the convention. The meeting lasted four days.

The Marine Allied Workers' organizing drive in the Gulf is in full swing and it looks as though this outfit is really going places.

Port Galveston Rides Wave Of Good Shipping

By KEITH ALSOP

GALVESTON — Shipping has been good in the Port of Galveston—so good, in fact, that there haven't been enough men around here in the past six weeks to constitute a quorum for a meeting.

However, a sufficient number of men has been coming in from other ports to solve the problem.

Present indications point to some pretty fair shipping for the next couple of weeks. Scheduled for possible payoffs here thus far are an Isthmian scow, a Mississippi ship and a couple of Waterman jobs.

You can't count heavily on the Waterman ships, however, as that outfit can change its mind on payoffs faster than a woman can in buying a hat.

PAYOFFS

Vessels that paid off here in the past two-week shipping period were the SS Beaugard, Waterman, in Galveston; SS Edward Markham, South Atlantic, in Houston; SS Warrior, Waterman, in Houston; SS T. Haywood, Waterman, in Port Arthur, and the SS John Hanson; White Range, in Galveston.

Signing on again were the Beaugard, Edward Markham, Warrior, T. Haywood and the John Hanson. All beefs at the payoffs and sign-ons were taken care of in regular SIU fashion.

A couple of the Brothers are in the local Marine Hospital as of this writing. They're Bill Brown and Fred P. Lallier.

The announcement on the local labor news front is that the AFL State Federation of Labor will hold its annual convention sometime during the latter part of this month.

The Seafarers will be represented. We'll keep you informed on the proceedings of the convention through this column.

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.

Word has been received from the Waterman Steamship Company that the body of Wayne J. Wookey, a bookmember who was stabbed to death in Salonika, Greece, during a stopover of the Fairhope, was being returned to Mobile on the same vessel.

The funeral will probably take place here. A complete story on this incident will be carried in next week's report.

Brothers in the Marine Hospital during the past week included J. B. Berreier, E. Collins, H. Ashurst, F. Goose, L. Howard, L. Atkins, J. Naylor and J. L. Worley.

Among those on the beach are W. Lynaugh, H. C. Fields, Evangelos Stratis, J. Byers, C. Seymour, H. House, J. Crews, L. Taylor, H. Wilson, F. James, Andy George and F. Edwards.

HERE'S WHAT I THINK...



QUESTION: What incident gave you the greatest thrill of your seagoing career?



JAMES E. WILSON, FOW:

In 1945 I made my first trip to sea from the West Coast. I was dispatched to a C-4 headed for India, to pick up and return home 2500 American soldiers. In addition to the thrill of being aboard my first ship, I found interesting the way the voyage was planned, right down to the finest detail. I was amazed at the efficiency that went into the organizing of a ship for a big job. The storing, crewing, and timing of the operation was top notch. It was a fine trip and everything came off okay. Stores were adequate and everybody was happy to see that the affair went off so well.



D. E. MILLER, FWT:

Seeing Rio de Janeiro for the first time, back in 1945, gave me one of the biggest thrills I've had since going to sea. I was only there a few days, but I got around to see most of the points of interest, among which was Sugar Loaf Mountain, which I ascended by cable car. On second thought, though, I probably got a bigger thrill than the Rio visit. That was the time I learned we were leaving the Persian Gulf after shuttling out of there for a period of nine months. The heat had taken a terrific toll among the crew, and I guess I was almost stir crazy.



JOHN C. JACKSON, MM:

Outside of supporting other unions, such as the ILGWU, which I found interesting, an experience I had in 1947 gave me the biggest thrill of my seagoing career. While my ship was in Bremen I took some time off to fly to Berlin. When the Army transport plane I was aboard came over Berlin, I saw the ruins of the German capitol spread out under us. The sight was awe-inspiring. It brought home to me the full effects of the war and the allied bombs. Skeletons of buildings and debris everywhere took my breath away. It was my biggest thrill, and also mute testimony to the terrible toll of war.



BENNO ZIELINSKI, Deck Eng.: PABLO DEPAZ, MM:

Changing from a lifeboat to a raft after my ship, the old Penmar, was torpedoed by a Nazi sub off Iceland during the war. Our lifeboat was overloaded and we couldn't bail her out fast enough. They asked for volunteers to go on a raft. I went, then three others followed me. All together we were on the water 84 hours. As we were abandoning ship, the Captain's Steward tossed me a bottle of gin, which I figured I'd break out when spirits were low. When I took the bottle out later and passed it around, you should have seen the Skipper's face as he recognized the familiar label.



I was in Calcutta the day India got her independence from the British. That was a great day for the people of Calcutta and for everybody else in India, I guess. The people were all dressed up and they danced and shouted in the streets all day. I guess that, when you wait for a couple of hundred years or so to get your freedom, it really means something when the great day comes. I went ashore to watch the celebration, and I got a thrill from seeing so many people happy at once. Freedom is something that makes anybody happy. Maybe there isn't enough of it in the world.



DOUGLAS O'NEILL, AB:

This isn't exactly in the nature of a thrilling experience, but it certainly gave me one of the biggest laughs I've had at sea. I was aboard the Morning Light at the time. We were down in Mayaguez, P.R. Two of the crew were painting the side of the ship from a small boat on the offshore side. They were using "man helpers," dipping them into five gallon buckets of paint. Suddenly those on deck heard some commotion. We looked down. The water around the small boat was covered with red paint and our two painters were swimming around in the stuff. They got a big horse laugh.



JOHN FEDESOVICH, Wiper:

On New Year's Day, 1948, we were moving into Portland, Oregon, in a storm. Suddenly we came upon a fishing boat hove to in the weather. She was obviously in bad shape. There were two men aboard her, one of them a 19-year-old kid. We brought them aboard our ship. They were all-in, having gone at least two days without sleep and, I guess, without food. They were just lost in the storm. We tried to tow their boat, but the line broke and a couple of days later their boat was found wrecked. They were lucky we picked them up. To me it was a lesson on how tough the sea can be.



JOE KOTALIK, Bellboy:

I don't know. It depends on what you mean. There are all kinds of thrills. I remember one thing that gave me a bang. In May 1947, I was Messman aboard the Del Norte. We were coming into Rio de Janeiro one day. Suddenly overhead there appeared three American planes. I think they were B-25s. Anyway, they came in low and circled us. Then they circled us again, and a couple more times. Finally they dipped their wings and flew away. Whether it was a thrill for anyone else or not, I don't know, but it was exciting to me to be greeted in a foreign port by our own airplanes.



EDWARD GONSALVES, OS:

During the recent war I was on an ATS ship, the State of Virginia, which was en route to Brazil from Trinidad. We were traveling in convoy, of course. In that period of the war, the Nazi submarines were operating around the clock in the South Atlantic and they picked off ships like clay pigeons. So, sure enough, a pack of raiders showed up when we were about half way to Brazil. They let go with the torpedoes and although we didn't get hit, several ships in the convoy were sent to the bottom. There was plenty of excitement on board our ship, which was loaded with soldiers.



NORMAN EDWARDS, FWT:

Back in England in 1941, a group of British seamen were assigned to man two ships, the Pacific and the Messala, which we were to pick up in the US. I was about to sign for the Pacific when a friend said the Messala would be in New Orleans and, therefore, a better deal. The Pacific was sailing from New York. After innumerable complications caused by the Messala's unseaworthiness, we were forced to drop behind the convoy, which later was attacked by the Nazis. 25 of the 77 ships were lost. When I got to London, I heard that the Pacific had gone down and that only one man survived. I sure was grateful for my friend's advice.



SHIPS' MINUTES AND NEWS

DeSoto Crewman Urges Shipmates To Back AFL Typos In Miami Strike

The 125 members of the International Typographical Union now on strike against the Daily News and the Herald in Miami deserve the full support of the SIU, Seafarer Philip Reyes told the crew of the SS De Soto, Waterman coastwise ship, at a shipboard

meeting he chaired last month.

He said that the newspaper publishers were trying to force the open shop down the throats of the Miami typos, and were using Florida's own anti-closed shop law as well as the Taft-Hartley Act to do it. Because the SIU does not maintain a Hall in Miami, Reyes suggested that the crew of any ship touching that port go see the strikers and give some tangible evidence of support.

BITTER STRUGGLE

The Miami printers' strike has been in progress for six months. It began when the publishers tried to get an open shop contract, a contract which would allow non-union printers to work alongside union printers for wages and conditions the ITU won. ITU officials say that the publishers obviously are trying to ruin the typographical union out of Miami.

Seafarer Reyes pointed out to his crewmates that the International Typographical Union was one of the oldest organizations in the American Federation of Labor and was playing an important role in the fight on the Taft-Hartley Act and the "little Taft-Hartleys" which a number of state legislatures have adopted. "A boost for the type-setters from Seafarers touching Miami would be a first class demonstration of inter-union solidarity," Reyes declared.

Recording the meeting's proceedings was Raffael Martini.

Antinous Crew Seeks To Thank Arrow Brothers

The men of the Waterman vessel, Antinous, are pressing a search for the former crewmembers of the Marine Arrow. The reason: to thank them for the washing machine given them when the Marine Arrow was sold to another company.

The matter came up recently at a shipboard meeting, and a suggestion was made that the SEAFARERS LOG be employed to convey the thanks of the Antinous crew for the fine gift.

One of the crewmembers, in commenting on the union-like gesture, stated that the action of the Marine Arrow men "spoke louder than anything of real unity and brotherhood."

The crew bemoaned the fact that they did not have the names of the crewmembers responsible for the gift, but hoped that they would learn somehow of the Antinous crew's thanks.

Appropriately enough, the topic discussed during the meeting's education was: Unity of the SIU.

The meeting was chaired by Charles O. Lee and recorded by Paul Carter.

Tail End Of A Fish Story

V. G. Colas, an AB aboard Isthmian's Steel Chemist, got a chance to display his skill as a fisherman recently as the vessel lay off Vizagapatam, in the Bay of Bengal. Casting a line from the ship's deck, Colas hooked a five foot, 75 pound shark.

After he had subdued his quarry, Colas went down over the side of the Chemist and posed for the customary picture, taken by one of his shipmates. He then turned his catch over to several eager natives, who consider the tiger shark something of a table delicacy.

BIG CHOMPERS

Colas said that the shark had some 150 teeth. Each row of 75 contained 50 saw teeth, he said.

The Steel Chemist paid off in Baltimore on May 10, following a five month voyage.



V. G. COLAS

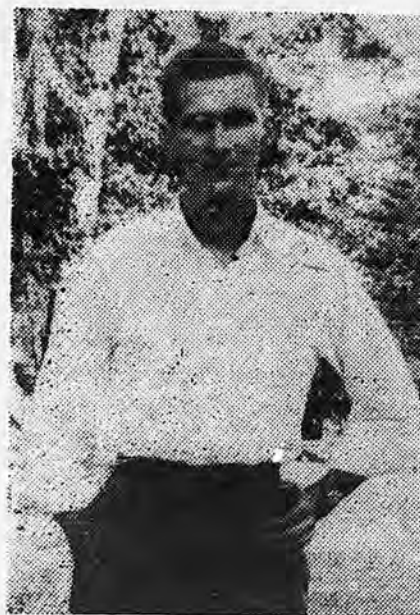
SEAFARERS ABOARD THE ALCOA PIONEER



Crewmember Paul Perez took this photograph of some of his shipmates during a stopover at Halifax recently. While in port, the pioneer men exchanged greetings with their Brothers of the SIU Canadian District.

Passenger Crewman Is Rabid Hobbyist

Between trips the average crewmember of a passenger ship has hardly enough time to get used to the feel of land afoot before heading out to sea again, but Fred Schroeder, Plumber on Delta Line's SS Del Norte, manages in his few days ashore to squeeze in flings at his half dozen or so hobbies besides courting a New Orleans girl.



FRED SCHROEDER

A young man in a hurry, Schroeder usually wastes no time getting ashore in his hometown of New Orleans and out to the wide open spaces where he may take a spin in a plane, hunt rabbits in the backwoods, troll for big ones in the Gulf, or maybe take to the highway on his motorcycle. In his less adventurous moments he hobbies with horses.

The 23-year-old Seafarer, a member of the SIU since 1943, can't explain his avid pursuit of the many sports, other than to say that he likes to get around and enjoy himself while doing it.

FLYING TIME

Most of his hobbies he picked up as a youth in and around the big southern city. It was after a long haul aboard the tug Watch Hill in the Pacific during the war that he turned his interest to flying. He'll soon receive a commercial pilot's license.

For the future, when he gets more than a few days off, he plans to team up with six other fellows in a cabin cruiser and go on a long cruise for the bigger fish in the sea. Another long range desire is to get on the African run and bag an elephant.

In the meantime, however, he'll content himself with sailing aboard the Del Norte and getting in a few licks at his hobbies between trips.

What his girl friend thinks of his many avocations isn't known, but chances are that she's handy with a rifle and fishing rod. How else could she keep up with the guy?

Seafarers Turned Tables On Customs In Port Maracaibo

The ill-fated raid on the MV Sea Trader by Venezuelan customs men took place in the port of Maracaibo, and not in La Guaira as originally reported in the ship's minutes of April 10, according to Charles Oppenheimer. Oppenheimer served as secretary-treasurer of the shipboard meeting at which the Maracaibo incident was discussed.

The story of the Sea Trader crew's experience in the Venezuelan port appeared in the SEAFARERS LOG of May 10. It revealed that customs men had illegally boarded the vessel and seized the property of two crew members. After the crew vigorously protested the arbitrary action, the customs officials told the two men to report at the customs house, where they said the property would be returned.

Instead, they placed the claimants under arrest. The Sea Trader's Skipper and crew then appealed to the American consul. As a result, the customs men were forced to release the two men and return their property.

Oppenheimer advised crewmembers who might have similar experiences in the South American port to be just as firm as the Sea Trader men were in opposing the illegal raids. However, the success of the Sea Trader crew in turning the tables on the raiders is expected to considerably reduce the possibility of recurrences.

'The Voice Of The Sea'

By SALTY DICK

Ray Flynn has finally left a Delta scow after being on it for over two years. The reason was illness... For those who do not know it, the SIU Constitution reads you can be fined \$10 for the first offense for being drunk and bring the Union into ill repute. Read Article XX, Section 5... The big fellow you see around the Hall in New York looking like a million and smiling all the time is Albert DeForrest. He's on the beach but receiving his pay every week.

Shorty Sanchez is the little fellow who fell into a huge tank on a ship and was not missed until he started yelling and

someone came to his rescue... Erasmo Arroyo dreams of the day when he can retire from the sea and live in the hills of Puerto Rico with cows and chickens.

Men are still being trained in the U.S. Maritime School at St. Petersburg... While on the high seas suggest Sparks to get Station WPG in Norfolk for maritime news. I understand that Wayne Miller is announcer... Mike Kolokik has finally gotten a slow boat to China. He had a minor operation recently and the doctor told him "it won't be long now."

Digested Minutes Of SIU Ship Meetings

ALGONQUIN VICTORY,
 April 17—Gene Flowers, Chairman; John W. Parker, Secretary. Engine and stewards delegates reported all okay, deck delegate reported disputed overtime for cleaning bilges. Motion carried that Steward order new mattresses and pillows and that Duvernoy's bread and Snow Boy washing powder not be purchased. Motion carried to get after 1st Assistant for not repairing boom collars. Good and Welfare: Suggestion made that delegates contact Baltimore Agent concerning transportation and new wage scale. Stewards Department given vote of thanks for fine food served during voyage, especially the wonderful Easter dinner. One minute of silence observed for departed Brothers.



ggestion of 1st Assistant Engineer that present Engine delegate be replaced. Bosun reported that deck department would be given time off in port. Deck department to draw for gangway watches.

§ § §
ALCOA PIONEER, May 3—
 Huff, Chairman; Drawdy, Secretary. Reports of delegates accepted. Motion by Story that all men desiring to pay off in Halifax notify ship's delegate as soon as possible. Motion by Bouland that in future no shipboard meetings be held before 8 A.M. or after 5 P.M. Motion defeated. Motion by Rubinoff that after the first draw in Halifax only American money will be accepted, where it does not conflict with existing currency laws. One minute of silence for departed Brothers.

§ § §
STEEL APPRENTICE, Mar. 27—
 C. Loesch, Chairman; B. Undertajlo, Secretary. Delegates reported everything running smoothly. No New Business. Good and Welfare: Suggestion made that a letter be sent to the SIU Hall complimenting the Stewards Department on the good feeding and handling of food. One minute of silence for departed Brothers.



§ § §
STEEL ADMIRAL, Mar. 31—
 W. W. Westbrook, Chairman; M. L. McCarty, Secretary. Delegates reported no beefs. Good and Welfare: McMullen suggested that crew get together on cleaning of passageways, heads, showers and pantry. Suggested that some arrangement be made to prevent outsiders from raiding night lunch. Suggestion made that Patrolman see Chief Mate about requiring men to sign receipt for \$1 in case of loss of foc'sle key. One minute of silence for departed Brothers.

§ § §
SANDCHIEF, April 9—
 Ed Parr, Chairman; John Cole, Secretary. Previous meeting minutes accepted. Deck and engine duties and overtime problem discussed in detail. Stewards Department had no beefs. Voted to appropriate funds to purchase games and other recreational material for use of crew. Voted that any man leaving ship must give 24 hours notice and wait for replacement from Union Hall. Failure to follow this procedure to result in charges. Broad discussion under Good and Welfare.

§ § §
SEATRAN NEW JERSEY,
 April 12—McIntyre, Chairman; Roy Robertson, Secretary. No beefs reported by departmental delegates. Voted after discussion that all delegates were to post overtime totals before each arrival in New York. Under Good and Welfare decided to be

more careful in dumping refuse off the fantail. Minute of silence for lost Brothers.

§ § §
KATHRYN, April 5—
 A. Oquendo, Chairman; T. W. Blanton, Secretary. Six men on essential duty excused from meeting. No departmental beefs. Ship's delegate reported that foc'sle ventilation system was ineffective and unhealthy and that something should be done about it. Report accepted. Voted for new awning over poop deck and for painting of mess hall. Also voted that delegates should call meeting if and when a man is fired so that crew can decide whether or not the firing was justified. Decided to send this resolution to Headquarters for possible wider action. Repair list prepared. Various matters discussed under Good and Welfare.



§ § §
MARINA, April 7—
 V. Swanson, Chairman; E. Goulding, Secretary. Minutes of previous meeting accepted. Elected Rowe to post of ship's delegate. Repair list to be turned over to Patrolman in States. Voted to repair kitchen utensils. Minute of silence in memory of departed Brothers.

§ § §
CITRUS PACKER, April 10—
 H. Gordon, Chairman; W. H. Kumke, Secretary. No beefs in Deck Department, but engine delegate reported two permits missed ship in Kobe and stewards delegate said there was an overtime beef to be settled. Varied discussion under Good and Welfare covering laundry, repair list and slopchest.

§ § §
DANIEL H. LOWNSDALE,
 April 3—Duke Livingston, Chairman; R. Guild, Secretary. Deck, engine and stewards delegates reported no beefs beyond a few disputed hours. Under Good and Welfare talked over the food situation, making suggestions for benefit of the Steward and Cooks. Repair list drawn up. Minute of silence for lost Brothers.

§ § §
FLORIDA, April 13—
 L. Shaw, Chairman; T. R. Hyde, Secretary. Department delegates' reports accepted. Collection for Brother Herman Laundes totaled 196 dollars. Under Good and Welfare, various shipboard problems were discussed. Minute of silence for Brothers lost at sea.



§ § §
LOYOLA VICTORY, April 18—
 Seeburger, Chairman; Cairns, Secretary. Departmental reports accepted. Under Good and Welfare discussed making repairs of washing machine, painting deck gang foc'sles, pantry and messhall as Mate had promised at beginning of the trip.

§ § §
STEEL AGE, April 13—
 R. Lipari, Chairman; B. B. Darley, Secretary. No beefs reported by department delegates. R. Lipari was elected ship's delegate. Voted to create a ship's fund, the balance to be turned over to hospital at end of trip. Deck delegate reported that men who didn't get hot night lunch on sailing day would be compensated.

Seafarer Sam says:

If you are a poor correspondent, and do not write when you are at sea, you will save your families and friends a lot of worry by notifying them when you ship out. Give them the name of the ship, company's address, and length of voyage, in case they want to get in touch with you.



CUT and RUN

By HANK

The average Seafarer has either a mustache or smokes cigars. We haven't any statistics on all this, but we can't help noticing these things. By the way, we're wondering if cigar-smoking Brothers have a choice, in several brands of cigars out of the shipboard slop chests in these times?... Flash News—Johnny Ward sailed into this town with his mustache after a voyage... Brother Blackie Connors writes from Hawaii saying his ship SS Steel Maker is tied up by the longshoremen's strike. Okay, Jim, the LOGs are on their way down to you in Kahului, Maui... Brother Ray Duhrkopp came in-transit last week, with his mustache. He's aboard the SS Gadsden... Little Joe Kotalik must be a dapper-looking Seafarer when he's rigged up in that passenger ship bell-boy's uniform... One of the Gulf oldtimers, Brother E. W. Mayo, sailed into one of our ports. Where are you, Brother Mayo?... From a letter we learn that another oldtimer, Brother Harold Laurvik is taking a little vacation from the sea (as he calls it) out in Kansas. Smooth vacationing, Brother Laurvik... Artie King, well-known cake Baker, shipped out on the Seatrain Havana along with the oldtime Bosun, M. Van Ryswyk.

§ § §
 Brother "Tiny" Mease sailed into town recently after a voyage with Brother Pete King—who stayed on for another round of good voyaging... Frank Waller sailed into town after three months of inter-coastal... Brother Ivan Whitney is in town with his mustache after tripping on the Iberville. If you're in the frame of mind to talk about wrestling, as a topic of conversation only, then Ivan is sure to bend a willing ear. He's done a bit of groaning and grimacing at one time, we've learned... Bosun Mike Rossi is in town again after several months of shipping—with mustache and those "hearts" games no doubt... Here's an item we forgot to mention in our last column. Brother "Red" Beers is in town a few weeks now from the West Coast. Red, who is a bartender (sea-going, if we're correct) hasn't been in this town for many years. We hope "Red" isn't talking into his beers about having enough of this expensive town already.

§ § §
 The SEAFARERS LOG will be sailing free of cost to the homes of the following Brothers—Leonard Kennedy of Alabama, J. H. Martin of New York, Clifford Umfleet of Missouri, Curtis Ridge of California, Joseph Bierman of New Jersey, Archie Carter of North Carolina, M. G. Batchelor of Alabama, Harold Witt of Maryland, James Sellers of Georgia, E. P. Sahuque of Louisiana... A few Seafarers in town right now are: Elmer Witzke, Andy Hourilla, Roy White and Bill Doran, Francis Sylvia, W. W. Reidy, John Bednar, big George Whale, the Steward, with his familiar cigars... Since one of the well-known oldtimers sailed, there's one record we don't hear in the music-boxes. It's called "The Streets of Laredo."

§ § §
 Brother Frank Gages is in town talking about the Liberty tanker he made last week... We heard from that talented Seafarer artist, Norman Maffie, who keeps running down to the Islands, that he hopes to further develop that skill by going to school. Good luck, Norman... Brothers, keep those ships happy by running those jobs according to the agreement. Keeping your nose clean and the ship clean makes for happy voyages, indeed.



§ § §
STEEL MAKER, April 3—
 A. Woodferd, Chairman; T. Conception, Secretary. Delegates reported no beefs. New Business: Motion carried that the crew pantry scullery be fixed for better drainage. Also that coffee urn be repaired. Good and Welfare: Suggestion made that old library be exchanged for new reading material when ship arrives in Honolulu.

§ § §
STEEL RECORDER, April 24—
 Eddie Lessor, Chairman; J. Taboada, Secretary. New Business: Motion carried that Patrolman be contacted about fumigation of the ship. Motion carried that crew quarters be painted. Motion carried that a voluntary donation be made for SIU seamen at Fort Stanton TB hospital. Good and Welfare: Suggested that delegates have books in order for Patrolmen. All quarters to be tidied up for the new crew.

§ § §
JOHN B. WATERMAN, April 10—
 Luke Collins, Chairman; E. Jones, Secretary. Delegates reported beefs on overtime due for not breaking sea watches. Motion carried that a letter be sent to Union Hall concerning 2nd Cook who missed the ship, causing it to sail shorthanded. Good and Welfare: Suggestion made that punching bag be put up to give crew a work out. Suggestion made that New York launch tickets be turned over to ship's delegate to see if money can be collected.



§ § §
EVISTAR, March 27—
 Cox, Chairman; Nagle, Secretary. Delegates reported on number of books and permits in their departments. New Business: Motion by Jarvis to send a representative to Hall to see if it is possible to pay off without Patrolman. Good and Welfare: Discussion on performers, conditions, welfare of crew and Union.

§ § §
BIENVILLE, April 6—
 Drozak, Chairman; John Brady, Secretary. Deck and Engine delegates reported disputed overtime, Stewards delegate reported everything okay in his department. Brother Drozak elected ship's delegate. Crew voted down sug-

THE MEMBERSHIP SPEAKS



Copra And Far Eastern Cabarets Highlight Harte's Round World Trip

To the Editor:

Articles were signed the morning of November 22, 1948 and thus began the round-the-world voyage of the Bret Harte. Each man was punctured five times in the left arm by a doctor. That afternoon a one-armed crew turned to. I escaped work that day for awhile by having the fellows call me AB when the Engineers were around. This worked until Red Owens, an Oiler and former pal of mine, came up and slapped me on the back, saying, "I'm glad you made the Oiler's job." "Aha," said the Chief Engineer, and the echoes of the mall-on-bearing wrench told the story of his greeting.

During the outward run many sea stories were exchanged, with Brother Roundtree taking top honors for his tall tales. His exaggerating exceeded his cook-

Hardworking Deck Man



Staunch Seafarer Frank Sylva, AB, poses aboard the MV Seatrader after completion of a hard day of work keeping the German vintage ship in shape. Frank is a booster of the LOG, seeing to it that there are adequate copies aboard at the beginning of each trip.

14-Year-Old Future Seaman Asks For Log

To the Editor:

I would like it very much if you would send me the SEAFARERS LOG each week. I regret that I am not a member for I am too young. I love ships and I will belong to a union some day. I am 14 years old and I would like to get the SEAFARERS LOG so I will know what it's like.

I found a copy of the LOG on Delaware Avenue near pier 98 in Philadelphia and I thought I might as well try to receive it. That's why I am writing. I hope you will not turn me down.

Leslie Goldstein

(Ed. Note: Please accept a gift subscription to the LOG from the Editors. We hope you like it.)

ing by far. I also want Bosun Carl Carlson to know that I don't believe his yarn of meeting his brother coming around the Horn on a hatch board.

When stores began to get low, partly because of bad stores received in Norfolk, the Steward shrugged and claimed that the supply ship had struck a mine and was sunk. During a squall, Fireman Massey related the story of a trip when the seas were so rough they came down the stack and water was knee deep in the engine room.

QUICK LOAD

Discussion of sudden weather changes brought this one on. Robert King says the last time he was in the South Seas, a typhoon blew the hatch covers off, filled the hatches with coconuts. The sun came out and dried them and they sailed away with a full load of copra and four monkeys up the mast. All in 24 hours.

The arrival of the Bret Harte in Honolulu sent grass skirt sales soaring, while pineapple juice prices remained at par. The only nite stand in this port was bathed in typical California weather: rain. The Hawaiian gals are sure "full books" as far as we are concerned, although the only gals we saw in grass skirts were part of the nitery's orchestra. Our patronage there was far the sole purpose of getting out of the rain.

On January 10 we dropped anchor off Kawasaki, Japan. I know many home town girls are going to be pleased with the silk garments and tricky gimmicks the fellows bought for them. We sailed for Manila, with rumors rife that we would shuttle Army equipment between Manila and Japan.

Manila proved to be another one night stand with fair weather. All rumors of shutting were stopped. We received definite orders to load copra. Six of the loading ports were made in all. None of us had hauled copra before, but it's best not to even mention the word around a seaman who has made this run before.

The heat was just about unbearable until finally we be-

came used to it. We ate, breathed, fought and slept with hell's own plague of copra bugs. The smell alone was sickening. There was little in the way of pastimes, except in a couple of ports which boasted a movie and dance hall.

SING TO ME, TONI

On February 25 we departed from the Islands. After stops at Singapore, Aden and Suez we headed for Trieste, our destined port of discharge. It was here that Junior Bryant fell in love with Toni, the singer at the Sugar Bowl. Junior had been composing songs all trip and Toni sang one at the Club, thereby winning Junior's heart. Now Toni doesn't know what to do with it. Though Trieste was favorable to everyone, the crew was glad to set sail for home. Two pups, the Third Cook and Junior Bryant's heart were left behind.

After we were homeward bound, the nervous strain that had existed during the long and tedious trip soon passed away, but enroute to Mobile we received orders to go to Canada. The crew's feelings turned as cold as a welldiggers in the Klondike.

After a short stop in Halifax, the ship pulled away from the dock with half the crew still ashore saying farewell to the local maidens. The Bosun, however, dropped the anchor to wait for us. "It was alright, though," the Captain said, "I was just about to tell you to, anyway." Some of the fellows say they're coming back to this port on vacation. Can't say that I blame them, either.

Favoring winds and seas brought us to New York, the port of pay off. All beefs and troubles are now in the capable hands of the Patrolmen. The gang is packing now, laughing and joking, ready to go their separate ways. Some to vacation spots, others to their homes to wile away the weeks their pay will permit. Whichever way they travel, I'm sure some of us will meet again to talk over the voyage of the Bret Harte, when she took the long way home.

Vincent Kuhl

Asks New NY Hall To Fit Union Prestige

To the Editor:

I remember one membership meeting I attended where a report was made stating that the Union was searching for a new Hall in New York. That was quite awhile ago and I haven't heard anymore about it.

I am a keen reader of the LOG and have read the reports of the agents in various ports stating how their new Halls are being rigged up. In the past few months there have been reports of new Halls in New Orleans, Philadelphia and Savannah. I also believe Mobile will

shortly begin renovating their present headquarters.

In the LOG in the near future I would like to read where the New York Agent extends an invitation to all to come and visit the new New York Hall.

PLEDGES HELP

I am only one member and not long in the Union, but I am 100 percent for the betterment of the organization. I would like to know what we can do to obtain a new building in New York?

We are strong internally, we are respected by the shipowners and by countless of organizations throughout the country. I

REYES' VIEW ON THE HAVANA-MIAMI RUN



Longtime crewmember of P&O's passenger ship, Florida, Brother E. Reyes sketches his impressions of the crew gained during the shuttling back and forth between Cuba and Florida. Reyes took a vacation ashore since making this sketch, but late reports have it that he's back aboard again—just can't stay away from her.



Seafarer Still Says Tacoma Is Way Up There As A City

To the Editor:

I thought I would drop a line to the fellows and let them know about the fair shipping port of Tacoma.

This is one of the greatest cities I have ever visited. If the people would start wearing top hats and tail coats you would swear the Pilgrims had just landed here. I was walking up a hill yesterday and lost 10 pounds during the first hundred feet. To a country boy these hills are like Mt. Fujiyama (Japan's highest mountain, 12,395 feet—Ed).

We had the Young America to pay off at the first of the week

and all beefs were settled at the spot.

Well boys, that is about all there is about Tacoma at the moment. I would appreciate a line from any of the fellow who have sailed with me. Write to me care of the Tacoma Hall.

Clyde L. Still

Johnson Agrees 40-Year-Olds Pose Problem

To the Editor:

I read with interest the letter appearing in the Seafarers LOG of May 2, and headlined "Discharge of 40-Year-Olds Seen as Major U. S. Problem."

I have often devoted much thought to that serious subject and I believe that if my thinking is correct I could turn out an interesting article on it. I agree that it is a matter of serious concern. I wish I could find the time to do the necessary research into the whole business of how men 40 and over find it increasingly more difficult to find employment.

Unfortunately, I must sail for a living and compelled put my wish aside. Maybe someday I will be able to tackle it, though.

Victor E. Johnson

feel that as such we need a place of business to conform with our position.

I hope the members will come through and give their views on this matter.

John Lavin

(Ed. Note: For some time a committee has been attempting to find a new Hall for the port of New York, but the group feels that the Union does not want just another Hall, but a set-up that will answer every need of the SIU. When that building is found a full report will be submitted to the membership for action.)

Home From Rough Trip To Sicily, Wants The Log

To the Editor:

While on ships I miss many issues of the LOG. Inasmuch as I am not able to pick up copies when I come ashore, I wish you would forward some to me at my home here in Tampa. I'm lost and so is my family without the paper. My wife and three oldest children always read it.

On my last trip I was taken off the ship in Messina, Sicily. I was removed from the Beauregard with diphtheria and hospitalized for 27 days. I returned to the States on the SS Warrior and arrived in Galveston last week.

It was indeed a most trying experience and one I never want to go through again.

Later on I will have a very interesting story for the LOG concerning my experiences in Sicily. At present I am busy with school winding up. My oldest daughter is graduating from Notre Dame Girls School in Baltimore. With seven children, five of whom are going to school, the old payoff doesn't seem to last long.

Stanley M. Clark

DOCKSIDE CONFERENCE



Three Arabs in deep discussion provide colorful subjects for the sketch paid of Seafarer-artist Norman Maffie. Scene is Alexandria, Egypt. Maffie was a crewmember of the Isthmian ship, Santa Clara Victory, which stopped off at the Egyptian port during its round-the-world voyage last fall.

Log's CTMA Cartoons Okay, Says Wife Of CS Seafarer

To the Editor:

Mr. Roop is going to have to grin and bear the Cities Service cartoons as long as the SIU continues its organizing drive on the Cities Service Company.

I should think that since the membership hasn't had any complaint with these cartoons for the past year, certainly none should arise now. (The reference here is to a letter published in the LOG of May 20, in which Brother Edwin C. Roop said that the LOG's cartoon character of the Cities Service Tanker Men's Association is offensive—Ed.)

In answer to Mr. Roop's letter pertaining to CTMA, I would say that the character used is the closest the SIU can come to the real CTMA. Especially appropriate was the one in which this CTMA character went into a beauty parlor for a clean-up.

My husband says that this cartoon character is the clearest explanation of what he was up against while he sailed aboard Cities Service ships.

I have found these cartoons very interesting and not from a fanatical point of view.

BOOSTS CS JOB

I sincerely hope that the SIU gets the contract for which it has been fighting so hard for the past two and a half years.

I would like to close by saying that the most tragic picture I have yet seen which proves that we must fight to uphold our democratic rights is the Union's picture, "Battle of Wall Street." In one scene the New York po-

lice are seen unmercifully beating several SIU pickets.

Mrs. Pauline Milton

(Ed. Note: Mrs. Milton is the wife of Rocky Milton who well knows the viciously anti-union practices employed by the Cities Service Company. Rocky Milton was fired from the SS Fort Hoskins in New York on Feb. 19 of this year because of Union activity.)

Moon Rates Spot In Ring History, Says Old Percy

To the Editor:

This is to settle some disputes that have been brewing for quite a number of years concerning what two pugilists fought the last 20 round bout down yonder in a southern ring, or for that matter anywhere in the good old USA.

Did you know that one of the battlers was no one but the popular Bing Crosby of the SIU, Moon Kouns? The contestants were Moon (christened Martin H. Kouns) and K.O. Bear (christened Charles Domique).

This bout took place on the west bank of the Mississippi at the West Side Arena. Technically there were two other 20-round bouts later, but they ended early when all contestants quit before too many rounds. Anyway, heading back to the big event, the gong ended the 20th round and the bloodied scrappers headed back to their corners. The announcement came and our boy, Moon, was hailed the winnah.

With that the lights went out (to save juice, you know), and Moon and the Bear jumped out of the ring for the payoff. Moon's purse was \$13, the Bear's, \$1.50. They made a quick look around and learned that the promoters had headed on the double for the Canal Street ferry. There wasn't much of a gate for them to lug away. There were fifty people at the fight and 35 of them were deadheads.

Percy Boyer

A FANCY ANGLER'S PRIZE



SIU Chief Cook, Claude R. West, displays the results of a few hours angling in Jacksonville. The Brother not only hooks them, he also fries them up for his guests. "Great eating," says Brother West.



Porthole Navigation

Submitted by E. B. MacAuley

With a pair of calipers and a twelve inch rule
The Chief climbed up on his cabin stool;
He glanced out the port at a bit of land
As he shifted six pencils from hand to hand.

He took a two finger bearing on God-knows-what
And hurriedly grabbed his morning tot;
He jumped down below, the "revs" to take,
To see what knots he'd have to make.

He looked at the clock and yelled for steam
Then wrote in the log, "Diamond Head's abeam;"
Righto, Chief, as the Aussies say—
Abeam twelve hundred miles away.

On an ancient chart of old Cathay
The course he marked with a corset stay;
His calipers slipped as a wave made her roll,
But he marked his fix with a piece of coal.

He added, deducted, divided by three
And called to the Mate, "Dead ahead's Flattery!"
Navigation to him is mere child's play;
Yes, Flattery's five hundred miles away.

He took the bilge soundings and added the log,
Deducted the draft, made allowance for fog,
Divided the tonnage by the pressure of steam,
Added the length to the maximum beam.

By the sea temperature, her speed multiplied,
Then threw all his figures over the side,
Blew the whistle three times, set his watch back an hour,
Tied the safety valve down with a half sack of flour.

"Another three days," he told the Chief Mate,
"Will bring her in sight of the Golden Gate!"
Better grab something, Chief, and take a round turn,
We're inside the Bay and the Gate is astern!

Attention Members!

All applications for unemployment insurance in New York City must be made through the offices at 165 Joralemon St., Brooklyn (Third Floor), instead of the District offices, as formerly.

Drydocked Members Ask News

To the Editor:

Greetings from Hawaii from four news-starved Brothers in the Tripler General Hospital, Honolulu. We're also requesting some SIU news via the SEAFARERS LOG, as we have been unable to get any since we have been here.

One or two copies would be ample. All four of us are in the same ward and it looks as though we will be here for some time. It would be swell to be able to keep up with current SIU events.

Our best wishes to all for good shipping.

Clinton L. Barb
Arthur J. Lomas
Alton Leach

Wife's Opinion Of Labor Unions Revised By SIU

To the Editor:

I would appreciate your changing the address on my copies of the LOG.

I enjoy reading the LOG and my husband and his shipmates look to me upon their return from a voyage to be up-to-date on all matters affecting them and their interests. This your paper enables me to do.

Since having seen the SIU in action, I have greatly revised my opinions of unions in general, for you really have the interests of your membership as your main concern. Would that all other unions did as much for their memberships.

Mrs. William A. Ebanks

Minutes Of A&G Branch Meetings In Brief

PHILADELPHIA — Chairman, E. Higdon, 182; Recording Secretary, J. Sheehan, 306; Reading Clerk, D. Hall, 43372.

Minutes of previous meetings read and accepted. Agent discussed shipping in this port. Reports read and accepted included the following: Secretary-Treasurer's financial statement, Headquarters' report to the membership, Patrolman's and Dispatch-



er's report. Charles J. White, Book No. 51191, took the Union Oath of Obligation. Communications from members asking to be excused from meeting were referred to the Dispatcher. Charges read. One minute of silence was observed in memory of departed Union members. Meeting adjourned at 8:30 P.M.

NEW YORK — Chairman, J. Arabasz, 29836; Recording Secretary, F. Stewart, 4935; Reading Clerk, E. Mooney, 46671.

Minutes of previous meetings in other Branches read and approved. Motion carried to non-concur with that part of Boston minutes regarding transferral of money from Building Fund, and to reaffirm Union's original policy in lending money to the Canadian District. Charges read and motion carried to refer them to Trial Committee. Motion carried that action be withheld on Mobile resolution on Chief Electricians for at least three meetings, to allow full discussion in



the SEAFARERS LOG, so that all members will fully understand the issue. Port Agent discussed the status of shipping in this port. Headquarters' and Secretary-Treasurer's reports read and accepted. Excuses for absence from meeting referred to the Dispatcher. It was announced that the lease on the Headquarters building had been extended for one year. One minute of silence in memory of deceased Union members.

BOSTON — Chairman, T. Fleming, 30821; Recording Secretary, B. Lawson, 894; Reading Clerk, A. Melanson, 44406.

Minutes of previous meetings in other Branches read and accepted. Headquarters' and Secretary-Treasurer's financial reports approved. Motion carried to accept Agent's verbal report. Dispatcher reported shipping figures for each of the departments. One minute of silence in memory of departed Brothers. Meeting adjourned at 8 P.M., with 125 members present.

SAVANNAH — Chairman, E. M. Bryant, 25806; Recording Secretary, and Reading Clerk, C. M. Rice, 40707.

Motions carried to approve minutes of previous meetings in other Branches, Secretary-Treasurer's financial report and Head-

A & G Shipping From May 18 To June 1

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	35	17	21	73	30	16	12	58
New York.....	186	133	145	464	178	133	152	463
Philadelphia.....	31	24	24	79	33	22	28	83
Baltimore.....	87	69	70	226	49	41	41	131
Norfolk.....	32	18	14	64	27	18	14	59
Savannah.....	22	15	10	47	29	30	23	82
Tampa.....	21	8	5	34	11	7	7	25
Mobile.....	49	47	42	138	29	20	18	67
New Orleans.....	64	66	119	249	93	97	137	327
Galveston.....	51	39	26	116	49	35	44	128
West Coast.....	23	26	33	82	13	23	19	55
San Juan.....	7	13	11	31	16	8	13	37
GRAND TOTAL.....	608	475	520	1,603	557	450	508	1,515

quarters' report. Agent discussed shipping in this port during the past two weeks, and noted that the situation had been very favorable. A five-man committee was elected to review qualifications of men wishing to change departments. Committee recommended that one of the applicants be allowed to change from Engine to Deck Department. Membership adopted committee's recommendations. Meeting adjourned at 7:35 P.M., with 88 members present.

TAMPA — Chairman, R. White, 57; Recording Secretary, R. H. Hall, 26060; Reading Clerk, L. White, 27165.

New Business in minutes of previous meetings in other ports read and accepted. Motion carried to concur in Mobile resolution on Electricians. Secretary-Treasurer's financial report approved. Agent reported on state of shipping in the port. He pointed out that SIU had helped considerably in beating down the state anti-labor law proposed by Tom Watson and succeeded in having it placed on a referendum ballot for decision by the state's voters at next year's election. He also discussed the situation regarding the ten-year lease held by the second floor tenant of the Union's building here. Under terms of the lease, the only way the Union can get the lessee out is by offering financial inducement. A motion was called for and carried, asking the membership in all ports to authorize such arrangement. Dispatcher's and Patrolman's report read and accepted. Under Good and Welfare, there was considerable discussion on the local labor situation and the problems facing organized labor.

SAN JUAN — Chairman, T. Banning, 3038; Recording Secretary, Julio Evans, 7573; Reading Clerk, T. Viera.

Minutes of previous meetings in other Branches read and accepted. Port Agent said that shipping had been slow, but was picking up a little in the past



few days. The Ponce paid off in fine shape, with the exception of a beef or two in the Stewards Department. He said that quite a few ships had been calling at the port, most of them in pretty good shape. Dispatcher reported on number of men registered and shipped during the

past two week period. A motion carried to refer excuses to a committee. Motion carried recommending that membership be kept informed about the functioning and needs of the San Juan Branch. Under Good and Welfare there was discussion on the need for two men to supervise the Hall when the Agent is out on the ships. Various other matters, such as cleanliness of the Hall, were also topics of discussion. Meeting adjourned at 7:45 P.M., with 82 members in attendance.

GALVESTON — Chairman, Ray Sweeney, 20; Recording Secretary Keith Alsop, 7311; Reading Clerk, R. Wilburn, 37739.

Approved minutes of previous meeting in Galveston and other Branches. Headquarters' and Secretary-Treasurer's financial reports read and accepted. Port Agent stated that shipping had been very good for the past two weeks, and that the immediate



prospect was that it would continue that way. However, he said that, at the rate men were coming in here from other ports, it was likely that shipping opportunities would be slowed up somewhat. Motions carried to accept the reports from Headquarters Reinstatement Committee, Transportation Rule Tallying Committee and Quarterly Finance Committee. Communication from Galveston Labor Council was read and approved. Motions carried: to refer all communications from members seeking to be excused from meeting to the Dispatcher, to concur in Mobile resolution on seetime requirements for Electricians. Jeff Morrison was elected by acclamation to represent Galveston SIU at AFL State Convention. Ray Sweeney was elected alternate delegate. One minute of silence in memory of departed Brothers. Meeting adjourned at 7:50 P.M., with 45 members present.

BALTIMORE — Chairman, William Rentz, 26445; Recording Secretary, G. A. Masterson, 20297; Reading Clerk, Al Stansbury, 4683.

Charges and decisions of Trial Committee were read and accepted. Membership approved minutes of previous meetings in all Branches. Several members who had forwarded communica-

tions were excused from meeting. Headquarters' report to the membership was read and accepted. Motion carried to take a hand vote on the Mobile resolution affecting Electricians. Final vote showed the membership unanimously opposed the resolution. Port Agent reported that he, along with Bennie Gonzalez and Leon Johnson, had attended the recent Maryland State and District of Columbia Federation of Labor Convention. He announced that they had been successful in getting one man from the AFL Maritime Trade Council—Jefferson Davis, of the International Longshoremen's Association — elected as seventh vice-president of the Federation. The Agent also discussed the present state of shipping in the Port of Baltimore. Hospital Committee's report was accepted. One minute of silence was observed in memory of departed Union Brothers. Meeting adjourned at 8:30 P.M. 255 members were present.

MOBILE — Chairman, W. Dickey, 95; Recording Secretary, James L. Carroll, 50409; Reading Clerk, Harold J. Fischer, 59.

Minutes of previous meetings in other ports read and acted upon. Port Agent reported that a charter had been granted to the Brotherhood of Marine Engineers and he read communications from Headquarters regarding this development. He also discussed the bids received from several contractors on the repairs needed for building occupied by this Branch. A report on the organizing drive being conducted by the Marine Allied Workers, affiliated with the SIU, was also given. The Agent concluded his report by stating the prospects for shipping in this port during the coming two weeks. Motion carried to accept communications received from Headquarters. A motion carried recommending that any man carried on the shipping list for 90 days be placed at the bottom of the list. Motion carried that



Branch give full support to Lindsey Williams in his job as Secretary-Treasurer of the Marine Allied Workers. The following reports were approved after reading and discussion: Patrolman's, Dispatcher's and Secretary-Treasurer's financial report. Meeting adjourned at 7:55 P.M., with 290 members present.

NEW ORLEANS — Chairman, Leroy Clarke, 23062; Recording Secretary, James Tucker, 2209; Reading Clerk, Buck Stephens, 76.

After minutes of previous meetings were read and approved, a committee was elected to hear charges. Later in the meeting committee announced its decisions, which were approved. Port Agent reported that business of port was in good shape and that shipping was



holding its own. Since last meeting, there were seven payoffs, eight sign-ons and 27 ships in-transit, he said. He expected that activity for the next two weeks would about equal that of the past two-week period. Agent also discussed the chartering of the Brotherhood of Marine Engineers and the ultimate effect of this development upon all AFL maritime workers. Patrolmen made their reports. Communications from Brothers asking to be excused from meeting were referred to the Dispatcher. Motion carried to table resolution on Electricians offered by Mobile. Membership concurred in Secretary-Treasurer's report. Two men took the Union Oath of Obligation. One minute of silence in memory of deceased Brothers. Under Good and Welfare, members were advised not to sit on the window ledges. It was pointed out that more and more members are taking an active part in the Branch meetings. This was hailed as a very good indication of membership interest in the general welfare.

Savannah Enjoys Several Days Of Good Shipping

By JIM DRAWDY

SAVANNAH — Shipping has been pretty good here in Savannah these past few days.

Among the ships paying off was the George D. Prentice, the entire crew of which, paid off and headed for Baltimore. The Prentice has some disputed overtime because of some indiscretions on the part of the Skipper.

However, all the overtime was cleaned up before the payoff was over. The Prentice has since sailed for Korea.

The SS Dorothy, Bull, also was in here for a payoff. She took a few replacements. Several men were shipped to each of the departments of the SS Cape Race, South Atlantic, another Savannah payoff. The Robin Mowbray came in to load cargo and we shipped four men to her.

MarAncha's SS Cape Mohican is now in port and she will take almost a full crew.

Despite the flurry of activity, we don't want to encourage men to come to this port because the prospects for the coming weeks are not too bright. One of our regular South Atlantic ships is tied-up by a strike in Glasgow.

We have a new water cooler to help wet down the gang here during the hot days ahead. That's about all from the fair city of Savannah at the moment. We'll have more next week.

Personals



MARTIN BLACKWELDER

Get in touch with Vincent O'Reilly, 2427 9th Walk, Jackson Heights, New York. He is holding a suit for you.

LOUIS W. PEPPER

Please send your mailing address to your wife—who, in turn, forwards Happy Father's Day wishes from Butchie and Judy.

AXEL H. ROGHAMMAR

You are asked to contact Mrs. Frida Roghammar, 6 Bollhusgrand, Stockholm, Sweden.

ARTHUR L. MATTHEWS

Communicate with Herbert T. Drew, U.S. Deputy Collector, Bureau of Internal Revenue, Box 1278, Savannah, Georgia.

ERNEST DRASHER

You are requested to get in touch with Herman N. Rabson or Benjamin Sterling, 42 Broadway, New York 4, N. Y.

V. KOEL

Get in touch with E. E. Ool, 906 E. 178th Street, New York 60, N. Y.

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
 NEW ORLEANS.....523 Bienville St. 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. Francky 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.....565 Hamilton St. Pacific 7824
 HEADQUARTERS.....512 McGill St. Montreal Plateau 670

HENRY B. DONAHO

Your grandfather is ill. Get in touch with your aunt, Mrs. Essie Jones, Route 2, Box 21, Normangee, Texas.

DIRK DEGRAZIA

Meredith B. Williams, SS Fredricksburg, Keystone SS Company, 1015 Chestnut Street, Philadelphia, has your discharges and papers.

IDELFONSO PEREZ

Your wife is anxious that you get in touch with her.

ROBERT E. HANEY

Contact local draft board No. 61, Crozier Building, Fifth and Market Streets, Chester, Pa.

Mississippi Unclaimed Wages

Mississippi Shipping Company has begun the payment of unclaimed wages and over-deductions of Federal Old Age Benefits accumulated as of December 31, 1948. Inasmuch as the list is too long for publication in the SEAFARERS LOG, members can check the list in any SIU Hall, where a copy is on file.

Men who have money coming should address their claim to Mississippi Shipping Company, 1301 Hibernia Building, enclosing their Z number, Social Security number and date and place of birth.



ERASMO ARROYO

Your gear is in the baggage room of the New York Hall.

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.

NICHOLAS W. FUNKEN

Your discharges and papers are being held for you in the New Orleans SIU Hall.

HAKAN HENNING JANSON

Papers are being held for you in the baggage room, New York SIU Hall.

NOTICE

Gear belonging to the following men has been sent to the addresses listed on the baggage tickets. The items were returned after being in the New York baggage room over three months: K. M. Kain, Vincent Walrath, Homer Workman, Leo Burnett, Julio Santiago, A. J. Tansille, M. Donovan, L. Ritch, A. Mitchel, Dale Ramseyer, Albert Oke, Merlyn Lormand and Albert Isiac.

JULIUS E. PARKS

J. M. Carras, Inc., of 24 State Street, New York is holding a check for wages due you from the SS Alexandra.

Alcoholism And Maritime

By JOSEPH I. FLYNN

It was only five years ago that an article in the New York World Telegram on alcoholism among seamen caused some controversy.

The head of what was then a large organization for seamen's welfare, protested furiously to the statement that alcoholism is prevalent among seamen.

Various newspapers gave his protests a write-up, as well as those of one of the larger maritime unions.

He said in part that less than 1 percent of the 3,000,000 seamen who visited clubs and hotels run by this organization had a drinking problem.

Yet it was this same outfit that had rules in their establishments to the effect that unlicensed seamen were allowed only three bottles of beer, while

licensed personnel were not limited.

Such naive attitudes have undergone a great change since that time.

The SIU, in recognizing the problem, is doing something constructive about it. The US Public Health Service which operates the Marine Hospitals, has adopted a complete change of policy toward the seaman who drinks to excess.

In the old days, a seaman with a drinking problem, and in a very sick condition, received a poor welcome, if any, at Marine Hospitals. Today, the best treatment in the country is given the alcoholic seaman here in New York at Ellis Island Marine Hospital.

For the last three years this problem has been studied at this hospital, with the result that conditions and treatment have steadily improved throughout the country.

ALL RATINGS

It is estimated that an average of 135 seamen per month are admitted to the alcoholic section at Ellis Island, 20 percent of these being repeaters. This figure includes seamen from all ranks, Captain to Ordinary Seaman, Chief Engineer to Wiper, Steward to Messman. This hospital has cooperated with all lay groups working on the problem, and today it's a proven fact that the alcoholic seaman can be helped and is worth helping.

Seamen's welfare bureaus and organizations have undergone a complete change in attitude, from that of hopelessness to one of interest and cooperation.

The Seamen's Church Institute has a department for guiding and helping the seaman who wants to do something about his drinking problem. In the last four years of its operation, an average of 500 seamen per year have been helped.

The American Seamen's Friends Society has lent its support of its facilities for the help of the alcoholic seamen. The seamen's YMCA has shown motion pictures and has had talks on the problem.

The unions and other maritime organizations are now cooperating, and much information and knowledge about alcoholism as

a sickness has been disseminated among seamen and others in the maritime field.

The operation that is mainly responsible for the progress now shown is the AA Seamen's Club, Inc., which has lately changed its name to the Helmsmen Club, Inc.

RESPECTED

It's this group, which is run by seamen and shoreside alcoholics, that in the last five years has brought about the change in hundreds of heretofore hopeless gashounds, performers and bottle babies who are now sober highly respected, efficient seamen.

These men are better seamen, union members and citizens through the understanding of themselves that they have gained since sobering up. The informed alcoholic seamen—and I mean informed, not reformed—are the proof that something can and is being done about what was once a hopeless problem in the maritime field.

In the past the steamship companies would say, "That's the union's problem," and the unions denied they had any problem.

The marine hospitals, although realizing the problem, took on the general attitude of the others and dealt with other matters.

Today the steamship companies know that the seaman who drinks to excess is a liability—missing ships, by causing accidents, and destruction of property, and is an inefficient worker, which is no small cost to them.

RESPONSIBILITY

The unions realize that contracts are two-sided affairs. They have to supply efficient, sober, responsible men who know their jobs and are able to protect the union's interests, making each ship a better one for a new crew.

The welfare organizations and hospitals are now given moral support by this change in attitude, making cooperation possible among all. There is still much to be done, and it's to be expected that progress be slow.

But today in the maritime field it can truly be said that, if any seaman with a drinking problem wants help, he can get it.

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.

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Can Political Action Benefit Seafarers?

By CHARLES HAYMOND

Traditionally, the SIU has refused to mix trade unionism with politics. Seafarers have borne the nickname "anti-politicals" proudly — especially when the commies have tried to use it as a weapon of scorn.

Consequently, the SIU as an organization, could claim no share of the credit for the landslide by which the Democratic Party was returned to power in November 1948, although most of the Seafarers who voted probably stood with the Democratic majority.

However, last fall's presidential, and gubernatorial congressional elections proved that organized labor has an effective voice. President Truman himself attributed his victory to the unions, despite the surprisingly large farm vote cast in his behalf. Many a congressman, senator and governor would have to make the same admission if pressed, and many have.

LABOR SUPPORT HELPED

More recently young Franklin D. Roosevelt, Jr., was elected to the House of Representatives from a New York City district after running with labor backing.

Last fall's elections may or may not have been quite so resounding a triumph for labor as they first seemed — it may take the 1950 congressional election to make victory complete — but the emergence of organized labor as a real political force should make Seafarers wonder whether our non-politicalism cannot be profitably modified, modified without in the least impairing our companion policy of economic action where it will do the most good.

Let's look back and see just why organized labor came into its own as a political factor in 1948.

The first cause was the 80th Congress, a Republican Congress elected in the off year of 1946. That was the Congress which alternated between doing nothing and doing evil.

That was the Congress which let the cost of living soar out of sight. That was the Congress which blandly ignored the crying need for a huge, government-supported housing program.

Above all, that was the Congress which gave us the Taft-Hartley Act, and winked as big corporations instituted an intense campaign of union-busting, a campaign that is still in progress.

NAM PROPAGANDA

Beginning in 1946, the Republicans and the union-busters really went to town on labor. The National Association of Manufacturers, along with chambers of commerce and powerful corporations, bought advertising space in magazines and newspapers, and purchased time on the air to "expose" labor, as they put it.

By the summer of 1947, they had succeeded in relaxing all the controls which had protected the workingman's pocketbook during the war period and the immediate aftermath, and they had enacted the T-H Law.

But instead of being cowed as the reactionaries had anticipated, labor was mad and spoiling for a fight. By the summer of 1948, labor was ready.

During the first year of T-H, many unions began to feel the teeth of the law. As the months passed, the real intent of the men who wrote it became increasingly apparent. At the same time, prices kept sky-rocketing while the reactionaries muttered something about "free enterprise," something more about "postwar readjustments" — and did nothing.

Meanwhile, you stood about one chance in ten of finding a place to live, if you didn't mind spending a month's pay or more for a month's rent. In the midst of what seemed to be a boom, things were plenty tough. They still are — and may get worse.

The Seafarers came through this period with

The current battle in Congress over repealing the Taft-Hartley Act, and replacing it with the kind of labor law the working men and women of this country want, once again brings up the old question of political action. In the article on this page Seafarer Charles Haymond explores the "political" issue and suggests that it may be time for the SIU to be thinking in terms of political activity.

Brother Haymond's views are his own and do not reflect present Union policy. However, labor made it pretty clear at the polls last fall that it wanted the Taft-Hartley Act dumped and dumped fast. If reactionary Congressmen and Senators of both major parties refuse to accept the mandate which was handed to them, organized labor will have to do something about the situation in the 1950 congressional elections. In these circumstances, Brother Haymond's article is both timely and provocative.

flying colors. Although the Hiring Hall was said to be illegal under the Taft-Hartley Act, the SIU turned on its economic power and a tighter Hiring Hall clause than ever was written into its 1948 contract.

In preparation for probable stormy weather, we insisted on a two-year agreement, using our economic power to make our insistence stick. We built up our Strike Fund and our General Fund to make sure that our economic power would be great enough to meet any emergency.

Nevertheless you could not say we were untouched by the times. We came through better than most, because we were better prepared than most. But we weren't liking things any more than anybody else did. In fact, we still don't like things.

OUR PROBLEMS ARE MANY

Prices are about as high as they ever were. The housing problem is still unsolved. The Taft-Hartley Act remains on the books and the legislation replacing it may not be much of an improvement, despite the excellent bill originally sent to Congress by the President. Perhaps another congressional election will be required to convince Congress that labor means what it says.

That brings us back to our original question: Should our non-politicalism be modified in some degree? Should the Seafarers — as an organization — enter the political arena, as many a fine union has done successfully?

Don't forget that one big reason for our non-politicalism in the past has stemmed from what we have seen the communists do. Political activity on the waterfront has much too often meant communist shenanigans.

Another reason has been our frequently justified distrust of all politicians, regardless of political party. The communists sold the seamen down the river, and so did others.

But the emergence of labor as a real factor in the political scene, with no communist strings attached, puts matters in a different light. Perhaps labor now has the power to select its own spokesmen in Congress and elsewhere.

If there are not enough men in Congress now to carry a labor program, it's up to labor to see that there are enough after next year's congressional elections. That is the problem in a nutshell. Whether the SIU wants to join the battle as an organization is something for the membership to decide.

One thing that the SIU as an organization would bring to the political scene, should it decide in favor of political action, is a profound knowledge of the tactics and strategy of the various communist groups — those communists who call themselves stalinists and those communists who call themselves trotskyites.

One thing we have found out is that both these groups, and their splinter offshoots, use

the same tactics: everything they do is for the advancement of themselves only. Neither one would hesitate the slightest to sell labor down the river, if its organization could gain any material or political advantage, and both will attempt to infiltrate any organization set up by unions to use it for themselves.

But the SIU knows how these disruptors work, and knows how to beat them at their own game. If these disruptors should enter any grouping with which the SIU is affiliated, they would get their ears pinned back — but fast and permanently.

Other unions, with anti-communist records comparable to that of the SIU, have engaged in politics and been successful. For instance, the International Ladies Garment Workers Union has been an important factor in politics in New York for many years, and is now more influential than ever. The ILGWU membership knows what it wants and goes after it.

TWO POWERFUL WEAPONS

A trade union acting on trade union principles, the ILGWU uses its tremendous economic power whenever necessary, but it supplements economic action with political action to gain improved conditions for its members and for organized labor as a whole. There are other unions which do the same but the ILGWU is an outstanding example.

Actually, should the SIU decide to engage in political action in municipal, state and national campaigns, we would not come as complete strangers. We have fought on the political front before, but from a non-political viewpoint. We have fought for and against legislation in Washington and fared rather well on many occasions.

In the winter of 1948-49 we conducted a four-and-a-half month campaign to beat the Hoffman Plan, which would have diverted ECA cargoes to foreign ships, smashing the American merchant marine in the process. We played the top role in defeating Paul Hoffman, obtaining from Congress what may turn out to be a pretty fair shake for American seamen. We called on the whole American Federation of Labor to give us a hand in the battle and many a congressman and senator, who never had had occasion to pay much attention to maritime affairs, discovered that American seamen had a real stake in the national economy. It was an educational experience for everybody including Seafarers.

However, fighting for or against particular bits of legislation is not political action, as that term is commonly meant. Political action means not only fighting for or against particular laws, it means joining in the process of selecting and electing the senators, congressmen, governors, state legislators and even presidents who make and administer laws.

In other words, it means participating in the process of representative government all along the line.

MEMBERSHIP WILL DECIDE

This is not the place or the time to suggest a policy. Here we can only raise the question. When the time comes, the membership of the SIU will decide for itself. However, the time is not far off, and in the opinion of many the decision to do or not to do will have to be made. For in the opinion of many, we should look at our non-political policy and see whether it fits present circumstances. If it does, we can maintain it. But if the Union stands to gain from political action, we'd better change our policy and change it fast.

Our main job is to protect seamen and continually improve their conditions. In addition, it is our job to help all organized working men gain greater economic and social security. If we can do these jobs better through political action, then political action is the answer.

Let's do some thinking about it.