

Maritime Unions Join Forces To Save Union Hiring Halls



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SIU Defeat Of CS Company Union Raises Hope Of Esso Tankermen

By ORGANIZING STAFF

In the wake of the announcement that the Cities Service Marine Division had signed an SIU contract covering its 16 ships, there were rumblings of long-seething discontent from seamen sailing on unorganized tankers—particularly those of the Standard Oil Company of New Jersey.

Almost as significant as the Union's victory in cracking through the so-called paternalism of a major East Coast tanker company for the first time, was the revelation that an apparent majority of Standard Oil seamen, members of the so-called "union" known as Esso Tankermen's Association, want no part of company unionism in any shape or form.

ESSO MEN

Within the space of a few days after the SIU-negotiated contract was made known on the waterfront, Esso tankermen began sounding out SIU organizers on the possibility of an organizing effort in that fleet, to win them genuine collective bargaining representation and bona-fide Union security.

From the number of queries it was clear that unorganized tankermen in the old-line anti-union companies are anxious for legitimate, trade union representation. Up to now any expression of preference, even in off-the-record conversations, for union protection was taboo among unorganized tankermen.

But with the signing of the Cities Service company, after one of the most bitter and seemingly impossible fights, the SIU has exploded the myth that large tanker companies, with their dominated and controlled "unions," are impregnable.

THIS IS IT

Several Esso tankermen informed SIU organizers that the victory over Cities Service was what tanker personnel have been waiting for.

They characterized the SIU drive on Cities Service as the contest on which hinged the hopes of unorganized tankermen for eventual freedom from the domination by company-controlled "unions."

In this fight, they saw not only

Cities Service, but Esso and the other major unorganized tanker outfits, pitched against the SIU. All were vitally concerned with smashing genuine unionization of their employees and so they made Cities Service the testing ground.

Esso's role in the Cities Service's futile but hysterical resistance to the Union chosen by their employees became clear

about a year and half ago, when CS borrowed from Esso the number one man in ETMA, Esso's company union.

ETMA EQUALS CTMA

This man was David Furman, who began organizing the company dominated Cities Service Tankermen's Association (CTMA) immediately upon going into the CS fleet. Furman carried—and still does—Book No. 1 in the

Esso stooge union. He pursued the same tactics in the CS fleet that have so far been successful in Esso. The only difference was that in CS he failed miserably. Outside of himself and a few other company-paid hacks, CTMA could attract no members.

Of course, men aboard CS ships signed CTMA pledge cards

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Cities Service Men Can Influence Final Pact

The interim agreement signed by Cities Service Oil Company appears on pages 9 and 10 of this issue, along with explanatory comments by the Negotiating Committee.

Meanwhile, the Committee is meeting with the company to draft acceptable working rules for the balance of the contract. And a good part of the success of these negotiations will depend upon the way you, the Cities Service tankermen, are able to organize yourselves and act as Union crews.

By this we mean: do your jobs, and do them well. Act as a unit, and not as groupings of individuals. Elect your Department and Ships Delegates to handle your beefs and questions as to interpretation of the interim agreement and the old CS working rules. If you have beefs among yourselves, handle them in your shipboard or departmental meetings—don't run to topside.

But the important things, to repeat: do your job well, and act as a unit, so that the company will learn that SIU unionism is not only best for the crew but—surprisingly enough—for the company, too. Remember that once organized you were able to get things—wage increases, job security and Union protection—that you weren't able to get for yourselves as individuals.

Another thing, be on the lookout for those few Bosuns and Stewards—who have been ruled supervisory employees by the NLRB and outside of this contract—who are still CTMA-minded. There are 16 jobs for each of these ratings, and over 50 men in each group desperate for jobs, and some of them will try to brownnose for a chance at a job—not all of them, but some will. So button your lip when they turn the conversation to the Union. It's all right, of course, to tell them what a difference it is working under an SIU contract, but the internal affairs of the Union are definitely not their business.

But things are shaping up, Brothers, and before long conditions on Cities Service tankers, like the wages and job security you already have won, will soon be tops in the industry.

Witnesses Back Union Hiring Hall At Senate Hearings

WASHINGTON — The Federal Government's top labor mediator has warned that a complete tie-up of all US shipping would result if the union hiring halls are finally outlawed.

Declaring that all seafaring unions, as well as most employers in the maritime industry, favored retention of the hiring halls, Cyrus Ching, Director of

the Federal Mediation Service, told a Senate Labor subcommittee that outlawing of the present practices would touch off nationwide strikes and work stoppages.

Ching said that he and members of his staff felt that a return to the pre-union hiring hall system would have a most disturbing effect on labor-management relations in the industry.

His warning was set forth in a

letter to the subcommittee on March 21.

On the same day, the Senate group, which is studying the hiring hall question, heard SIU President Harry Lundberg testify in defense of continued operation of the hiring halls, which, he said, were in the best interests of the seamen and the industry.

Thus far at the hearings, tes-

timony in favor of the hiring halls has been overwhelming, with shipowners, as well as union representatives, urging their retention. Senator Warren Magnuson, co-author of the Magnuson-Lesinski amendment which would return the hiring halls to the pre-Taft-Hartley status, also testified in support of the present hiring methods.

WASHINGTON—In an unprecedented mutual aid pact, seven seafaring unions, including the Seafarers International Union, gave notice of a collective fight for retention of their union hiring halls.

At conferences held here on March 20 and 21, representatives of the seven unions, AFL, CIO and Independent, made it clear that any past differences would be swept aside in their determination to preserve the hiring hall and the rotary system of shipping, which they described as "the lifeblood" of their organizations.

The seven seagoing unions, representing 170,000

seamen, drew up a five-point program pledging aid to one another in the event they are threatened by litigation "invoking the anti-labor features of the Taft-Hartley Act."

A joint statement revealed that the seven unions would call upon Congress to pass the Magnuson-Lesinski amendment which would exempt the hiring halls from the Taft-Hartley ban on the closed shop.

CRIMPS WOULD RETURN

"Loss of the union hiring practice," the statement said, "would bring back crimp and shanghai days and would result in widespread chaos in the maritime industry."

"This would allow the Communist Party, Trotskyites and splinter groups to continue their wrecking tactics in the maritime industry," the statement pointed out.

The seven unions stressed the fact that the various communist factions "are actively engaged in trying to destroy our union hiring practices in order to further their international disruption by invoking the anti-labor features of the Taft-Hartley Act."

Taking a joint position on other problems of mutual concern, the conferees adopted resolutions calling for an end of Coast Guard control over civilian seamen, and for collective action to halt ship transfers to Panamanian, Honduran and Liberian registry.

TAX EVADERS

Charging that the ship transfers are effected to "evade US taxes and safety laws and to depress wages by intensifying unemployment and breaking down the union standard of living," the unions agreed to support the International Transportworkers Federation in eliminating "this union-busting tactic." The SIU is affiliated with the ITF.

Also approved was a resolution declaring "hot war" on

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SEAFARERS LOG

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Outmoded—And Outvoted

No matter how up-to-date they try to dress up their company-sponsored "unions," the old-line, anti-union tanker outfits cannot conceal the mustiness of their trappings.

A company union is a company union, no matter how you look at it, and there's something about these slickly conceived straitjackets that smells of a dirty deal for the seamen they're designed for.

What makes the smell particularly easy to detect is that the last remaining sponsors of the company "union" in the maritime field are the powerful and sprawling oil companies.

While their methods of industrial operations and their public relations policies are among the most efficient and streamlined in the world, they still employ an outmoded paternalism in their labor relations.

But no matter how they strain to appear benevolent, the fact remains that they are giving the seamen who sail their ships the short end of the stick.

Oil companies, Standard Oil of New Jersey among them, have a notorious history of exploitation. In their present-day operations, however, they expend considerable energy and funds to inform the public—and their workers—that they are good guys.

The cleverly-turned phrases of their newspaper, magazine and radio advertisements always say, in effect: "We're for a better America." "Our know-how benefits our workers and the public."

To which the seamen on their tankers would reply: "Malarkey!"

If they had good sound know-how in their relations with their tankermen, these companies would take their company unions, wrap them in bindings and allow their employees a free voice in choosing their own representation.

The vast majority of the American maritime industry—of which these oil tanker outfits are a part, whether they like it or not—has accepted the role of the bona-fide trade union in labor-management relations. They have accepted it because their employees chose them in order to get decent wages and working conditions and, just as important, decent and equitable treatment, without fear of intimidation, blacklisting and all the other horrors inherent in company unionism.

Oil companies—like Standard, with its stooge Esso Tanker Men's Association—support the company "union" as a means of staving off what they regard as the threat of genuine trade union representation for their personnel. In fact, Esso is so concerned with this threat that it threw the resources of its ETMA behind the Cities Service Tanker Men's Association, when the latter was spawned to confuse and intimidate CS seamen who wanted the SIU as their agent.

CTMA didn't last long. "She" was old and almost lifeless even when she was born. Unorganized seamen just don't want anything to do with selfish, deceitful company paternalism. And Esso employees, bound down by ETMA against their will, are already freely expressing their desire to throw off the bonds of company unionism.

Company unionism, like drilling for oil by hand, is outmoded and belongs in the past.



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.

STATEN ISLAND HOSPITAL

EDWIN C. ROBINSON
THOMAS DALY
I. SANTINO
N. ROBERTSON
C. E. SANCHEZ
V. E. JOHNSON
JAMES W. BARMES
H. J. OUT
MEYER CZRERWINSKI
K. JENSEN
JAMES HILLIER
C. P. (Slim) THOMPSON
JOHN P. PURVIS
J. H. DANIELS
J. F. GAMBLICH
H. WEBBER
T. E. MAYNES
A. RODRIQUEZ
B. T. LOWE
C. ESOLAN
A. GARCIA

NEPONSIT HOSPITAL

WILLIAM PADGETT
MATTHEW BRUNO
JOSE de JESUS
JON LANCASTER
R. E. LUFLIN
E. STEBAN LOPEZ
PEDRO G. ORTIZ
R. REDEST
R. A. RATCLIFF
R. A. BLAKE

L. BALLESTERO
JOHN T. EDWARDS
E. FERRER
I. H. FRENCH
JOSEPH SILLAK
LUIS TORRES
FRED ZESIGER
PADZIX
JOHN J. DRISCOLL

NEW ORLEANS HOSPITAL

R. LANGFORD
G. NOLES
W. HANTUSCH
R. CRUZ
E. J. NAVARRE
J. DENNIS
F. LANDRY
H. F. LAGAN
L. LANG
L. WILLIS
H. D. MCKAY
B. W. BIGGS
G. ROUSE
C. EZELL
G. NEWMAN
O. HOWELL
E. J. SPODAR
C. LYONS
A. L. RICHAUX
L. GOLEMBIEWSKI
A. STRACHEN
L. TICKLE
J. CAROLAN

J. McNULTY
B. L. KRIEG
W. WALKER
C. NEUMAIER
W. MEEHAM
L. KNICKERBACKER
W. LAMB
W. HAYES
W. CARROLL
RN. FRENCH

BALTIMORE HOSPITAL

I. WILLOUGHBY
M. J. LUCAS
W. G. WHITMER
M. B. BROWN
V. L. STANKIEWICZ
M. P. PROCKAK
W. S. WARMACK
J. DAVIS
E. F. LAMB
D. HAUGHT
W. G. ALSTON
J. A. SHEA
G. BELL
T. KIISKI
D. C. BREASHEARS

BOSTON MARINE HOSPITAL

ROBERT COLLINS
JERRY O'BYRNE
FRANK ALASAVICH
F. FAGAN
BEN GORY
PETER KOGOY
CHARLIE McCARTHY
F. VIGEANT

SAN FRANCISCO HOSPITAL

W. SILVERTHORNE
G. W. GHALE
J. JELLETTE

SAVANNAH HOSPITAL

J. MAXEY
G. T. WOLFE

MOBILE HOSPITAL

TIM BURKE
G. FORWOOD
J. ASHURST
L. WILKERSON

Decisions Of Washington Conference

On Hiring Halls

We realize that certain forces of the National Association of Manufacturers, Chamber of Commerce, shipowners and other enemies of organized labor are fully determined to destroy trade unionism in the maritime industry by utilization of the Taft-Hartley Act.

We know that the Communist Party, the Socialist Workers Party—known as Trotskyites—as well as other splinter groups, also are actively engaged in trying to destroy our union hiring practices in order to further their international disruption, by invoking the anti-labor features of the Taft-Hartley Act.

We recognize the fact that the loss of the union hiring practice for any maritime union would set in motion the forces to throw seamen back to roaming the docks for jobs, kickbacks, and bring back crimp and shanghai days; and would also result in widespread chaos in the maritime industry. This would also allow the Communist Party, Trotskyites and splinter groups to continue their wrecking tactics in the maritime industry.

Therefore, we the assembled representatives of seamen's unions in conference at the Congressional Hotel, Washington, D.C., on Monday, March 20, 1950, unanimously agree upon the following program:

1. That we notify all seamen, trade unions, shipowners and the public that we are united on this matter of fighting to retain the hiring practice for seamen's unions.

2. That we call upon Congress to pass the Magnuson-Lesinski amendment to the Taft-Hartley Act now before them, to make the hiring practices of seafaring unions as they existed prior to June 15, 1947, not an unfair practice under the Act.

3. That we unanimously agree not to use the anti-labor provisions of the Taft-Hartley Act against each other, and each union agrees that it will give no aid and comfort to any group or individuals of any other union using the Taft-Hartley Act in litigation against a union. Such cases shall be regarded as internal matters of the union involved.

4. That we will aid each union to the best of our ability when such matters arise.

5. We call upon all seamen of all unions, and all trade unionists from all industries, regardless of affiliation, to support this program for the defense of the hiring practice which is the lifeblood of the maritime unions.

On Ship Transfers

This Conference has noted with great alarm the continuous transfer of American ships to Panamanian, Liberian and Honduran flags, while retaining American ownership.

We have made it clear to Government bodies and the Congress that this serious condition has resulted from the desire of shipowners to evade tax and safety laws of the United States, and to depress wages of American seamen through intensifying unemployment among American seamen hoping, thereby, to destroy American seamen's unions by depressing the standard of living gained by them through their unions.

It is the considered opinion of this Conference that the only solution to this serious question is that all American seamen's unions, together with the labor movement generally, must take collective action to put an end to this condition as quickly as possible.

Further, this Conference recognizes the splendid work done in this question on a worldwide basis by the International Transportworkers Federation and hails the meeting to be held in Amsterdam in April, and we will cooperate in every way to have the ITF Conference successfully develop a program to eliminate this union-busting tactic in world maritime circles.

On this page are the decisions arrived at by the Seamen's Conference held in Washington March 20 and 21. The following unions and their representatives, speaking for more than 170,000 AFL, CIO and Independent seamen, were in attendance:

SEAFARERS INTERNATIONAL UNION (AFL): Harry Lundeberg, Paul Hall, Morris Weisberger and Matthew Dushane.

NATIONAL MARITIME UNION (CIO): Joe Curran, Neil Hanley and M. Hedley Stone.

NATIONAL ORGANIZATION MASTERS, MATES & PILOTS (AFL): C. F. May, E. W. Higginbotham and William C. Ash.

MARINE ENGINEERS BENEFICIAL ASSOCIATION (CIO): H. L. Daggett, Frank A. Sayre and R. Meriwether.

MARINE FIREMEN, OILERS, WATERTENDERS AND WIPERS (IND.): Vincent Malone and Ernest G. Ramsey.

AMERICAN RADIO ASSOCIATION (CIO): W. R. Steinberg and Joe Rubin.

RADIO OFFICERS UNION (AFL): Andrew MacDonald.

On US Coast Guard

We, as representatives of the seamen's unions, have thoroughly discussed and given serious consideration to the plight of the American seamen, who, although civilian employees, are in the unique position of being under the regulation and control of a military establishment of the United States Government, the United States Coast Guard.

The administration of numerous provisions of Federal law affecting the rights and obligations of American seamen, by the United States Shipping Commissioner and the Bureau of Marine Inspection and Navigation, traditionally and for over fifty years until 1942, has been a function of the United States Department of Commerce, effectuated by civilian personnel.

Early in 1942, as a temporary war measure, these offices were, by Executive Order of the President of the United States, transferred from the United States Department of Commerce to the Commandant of the United States Coast Guard, then under the direction and supervision of the Secretary of the Navy.

At the end of the year 1945, the United States Coast Guard was returned to the Department of the Treasury, but the office of the United States Shipping Commissioner and the Bureau of Marine Inspection and Navigation were not separated from the United States Coast Guard nor returned to civilian control under the United States Department of Commerce, but, on the contrary, were by Executive Order embraced permanently within the United States Coast Guard.

Maritime Unions Act To Save Hiring Halls

(Continued from Page 1)

European communists trying to block the flow of Marshall Plan goods and Atlantic Pact arms to the Western democracies.

The union representatives blasted the communists and their "stooges" overseas, who, they said, were "using violence" to crush the democratic nations of Europe.

They supported an appeal from Omer Becu, Belgian secretary-general of the ITF, for a program of action by American workers to combat the propaganda being spread by communist-dominated European transport unions.

Becu reported that the commie-

led unions in Europe were spreading the lie that American seamen were opposed to the Marshall Plan and the Atlantic Defense Treaty.

Representatives of the AFL and CIO unions participating in the conference said they would call upon the presidents of their respective organizations to set up a conference of all American transport workers' unions to back their anti-communist drive.

Meanwhile, they pledged support to the European trade unions "in their struggle against communist dictatorship," and stated their intention of continuing to carry Marshall Plan cargoes and arms aid to their countries.

As a consequence, American seamen, formerly and for many years under the regulation and control of civilian personnel of the Department of Commerce, are and will continue to be subject to the extremely rigid regulation and control and wholly unsuitable—and often arbitrary and unrealistic—processes of military establishment in respect to matters which should be regulated by civilians, in accordance with principles and procedures adapted to civilian employees.

Recognizing the serious position of the American seamen as a result of the present policy of supervision being exercised by the military organization, the Coast Guard, over civilian merchant seamen, the unions in this Conference representing AFL and CIO will proceed immediately to bring to the attention of the Presidents of both organizations the need for immediate action, and suggest to them that they seek an immediate meeting with President Truman for the purpose of obtaining speedy action on this important question.

On European Aid

In discussing the position of the working class in Western Europe, with regards to the economic reconstruction of their countries and the defense of their free democratic regime, we are aware, from personal observation of the fact, that the Communist Party and Communist trade union stooges under the orders of the Cominform have tried, and are trying, to disrupt these countries by creating chaos and by using violence, in order that the Marshall Aid Plan and the Atlantic Pact may not have their full effect.

We seamen's representatives, therefore, pledge ourselves completely in support of the Marshall Aid countries, and of those subscribing to the Atlantic Pact, for we are convinced that only through these instruments will democratic Western Europe be reconstructed and be placed in a position to maintain democracy, freedom and liberty as we here in our country understand and enjoy its benefits.

We further shall endeavor to give every possible assistance to the European Free Trade Union Movement in its struggle against communistic dictatorship, and to carry the goods to their countries under the Marshall Aid Plan and the Atlantic Pact.

Further, we shall call upon the American Federation of Labor and the Congress of Industrial Organizations, and through these channels upon the International Federation of Free Trade Unions, with the view to holding in the United States, at the earliest possible and most convenient time, a conference of all American Transport Workers Trade Unions, in conjunction with the International Transportworkers Federation, in order to formulate the necessary measures to be taken to counteract the disruptive and subversive activities of the communists in Europe and elsewhere in the transport industry.

Represented at the conference were the Seafarers International Union, Radio Officers Union, and the Masters, Mates and Pilots, all AFL; National Maritime Union, American Radio Association, and Marine Engineers Beneficial Association, all CIO, and the Marine Firemen's Union, Independent.

Not present at the sessions were the Marine Cooks and Stewards Union and Harry Bridges' International Longshoremen's and Warehousemen's Union, both CIO. These two were not invited because they follow the line laid down by the communists.

Slow Shipping Grips Baltimore

By WM. (Curly) RENTZ

BALTIMORE — There's been no change from the slow shipping that has gripped this port for the past month or so. But we're still hoping for an improvement.

A number of ships paid off here in the past two weeks, but the rub lies in the fact that most of them went elsewhere to sign-on. Among them were some Ore ships, Bull Lines scows, and Isthmian vessels. There were also a few ships in-transit.

Biggest beef of the week concerned a crewmember of the Allegheny Victory. The crew of the ship beefed that this man had fouled up repeatedly throughout the trip, but when payoff time rolled around they all took off and nobody was around to press charges.

PROTECT YOUR JOB

We all have a big stake in our Union, and we cannot allow foul-ups to jeopardize the general welfare of the membership. Unless we are willing to accept the responsibility of maintaining discipline aboard the ships, there is not much use in beefing.

All other beefs were of a routine nature, and were settled aboard the ships before the pay-offs.

Otherwise everything is going smoothly in this port.

Now that Cities Service has signed the Cities Service agreement, let us not forget what a difficult fight it was to win this beef. The men that sailed these ships, and stuck it out in face of hardtaming by the company, deserve loads of praise. We can thank these men for doing a swell job for the cause of good trade unionism and for the benefit of the unorganized seamen.

Tankers Are Big Help To Boston Seafarers

By BEN LAWSON

BOSTON—This was a fair week for us, with four tankers and a freighter honoring us with payoffs. Three of the tankers signed on here. In addition, we had six freighters in-transit.

The tankers were the Alexandra, Michael and Trinity, Carras; the W. E. Downing, Mathiasen; the Ann Marie, Bull, was the freight ship payoff.

The in-transit ships were the Greeley Victory, Mobilian and Canton Victory, Waterman; the Robin Doncaster, Robin; the Queens Victory, Isthmian, and the Yorkmar, Calmar. All ships were handled swiftly, with no beefs hanging fire when they left port.

WANNA YACHT?

With Spring beginning to be felt around here, Alex Olson, who has hibernated here during the winter, is beginning to think of putting his yacht into service and touring the waters hereabouts for the summer. Alex is waiting for his old pal and wrichmate, Don Hodge, to nose into this port and sign articles for a summer's cruise.

The mother of Bobby Clark, who was badly injured in a fall on the Trinity, has asked us to pass along her thanks to the Trinity crew for their donation. She reports that the money came in handy.

SIU Legal Advisors In Cities Service Negotiations



C. PAUL BARKER



BENJAMIN STERLING



MARVIN SCHWARTZ

In the successful fight to bring the Cities Service Oil Company's Marine Division under Union contract, the SIU was aided by the able legal counsel of C. Paul Barker, Benjamin Sterling and Marvin Schwartz. Their role throughout the negotiations was of invaluable aid in bringing the difficult and protracted struggle to a peaceful settlement.

Barker is associated with the firm of Hirsch, Greene and Barker, specialists in labor law, with offices in New Orleans and Baton Rouge, La.

Benjamin Sterling and Marvin Schwartz are with the New York firm of Benjamin B. Sterling, proctors-in-admiralty.

New York Shipping Follows National Trend

By JOE ALGINA

NEW YORK—Shipping slowed down to a walk in this port last week, but every port in the US seems to be having the same trouble.

Bull Line ships on continuous articles that paid off were the Inez, Puerto Rico, Evelyn, Suzanne and Kathryn. Other pay-offs were the Ponce de Leon, Chickasaw, Alawai, Waterman; Robin Doncaster; Algonquin Victory, St. Lawrence Navigation; Bull Run, Mathiasen; Chrysstar, Triton; Seatrain New York; Harry T. Palmer, and the Queens Victory, Isthmian, which has been returned to the Maritime Commission.

Sign-ons were the Robin Tuxford, Angelina, Ponce de Leon and the Collins, Dry Transportation, which came out of layup last week.

Most of the ships coming into New York are in good shape and there are few beefs of any consequence.

BERNSTEIN ASKS BIDS

The Bernstein Shipping Company has received an okay from the Maritime Commission to solicit bids from shipyards on re-conversion of two former army transports, which the company would like to place in the European passenger trade under subsidy. Invitations for bidding will probably go out this week.

Probably every one of us has run into an outfit that uses that old gag about "it's on account of the unions," whenever they have to cover up some of their own faults and inefficiency.

We've heard quite a few instances of this type in the past couple of weeks, and it might be a good idea for union men and their families to show how phony this stuff is.

For example, we know of a guy who purchased something from a store here a short while back and, when he returned it because it was faulty merchandise, the salesman said: "This job was turned out by union guys, and you know how it is. You can't say anything to them."

That's so much malarkey and it's more of a downright lie today than it ever was. Union workers take pride in their work, and the Unions are just

as much conscious of the need for doing a good job as the employers—if not more so.

If a company has a hunk of punk merchandise, let it stand on its own feet and accept the responsibility.

It's a pretty small guy that will try to blame it on his workers, and then cry that he couldn't say anything to them. It's the kind of whispering campaign that should be nailed down, right away.

Death Strikes Four In Mobile

By CAL TANNER

MOBILE—Shipping in Mobile for the past couple of weeks has been slow. We had eight payoffs and eight sign-ons, in addition to three ships in-transit, during the two-week period just ended.

The payoffs were the Cavalier, Clipper, Partner, Pegasus, Alcoa; Monarch of the Sea, Antinous, Mobilian and Fairhope, Waterman. These ships all signed on again.

In-transit were the Del Santos, Greeley Victory and the Chickasaw.

All payoffs and sign-ons were smooth, with only a few minor beefs, all of which were settled to the satisfaction of all concerned. The in-transit jobs were contacted and all necessary replacements were shipped from the Hall.

In the Marine Hospital this week are the following Brothers: Tim Burke, G. Forwood, J. Ashurst and L. Wilkerson.

In addition to the regular jobs we shipped about 35 men to relief jobs over the past two weeks, and short as some might be these are always a good thing to have, available.

Seafarers in this port extended their deepest sympathies to the families of four Union men who died here in the past week.

Services were held in the Cathedral of the Immaculate Conception for Brothers Clement Mayers and George D. Arnim, who drowned when their fishing boat overturned in the Mobile Bay. The families of these men in Trinidad were unable to pay for return of the bodies, so Seafarers in this port donated funds for the burial, along with a local mortician.

FLOWERS SENT

Flowers were contributed by the Alcoa and Waterman Steamship Companies, Mobile florists and the hostesses of the Catholic Maritime Club. Burial plots were offered by the Catholic Cemetery.

Lee Yarborough was killed in an automobile accident and Brother R. Nicholas passed away in Mobile last week.

Crewmembers of the following ships donated to the funeral expenses: Alcoa Clipper, Alcoa Pegasus, Azalea City, Noonday and Morning Light.

Good Shipping For Savannah

By E. M. BRYANT

SAVANNAH — Shipping has been pretty good for this port during the past two-week period, we're mighty happy to report.

The SS Southland payed off and signed on, and the SS Steel Director, Isthmian; and the SS Carrabula, Cuba Distilling, came in as in-transits.

There was a beef involving the Chief Mate on the Steel Director but since she came in after five o'clock and sailed at 7 AM, there wasn't much we could do about it. When we got down to the ship at 8 PM, most of the gang was ashore. The ship is going to Galveston to payoff.

Curt Starke, the Seafarer who once worked for the Barnum and Bailey circus, is on the SS Southland and he wishes to say "hello" to all his old shipmates.

There has been some question as to whether or not a motion can be introduced at a regular meeting to change the shipping rules or amend the constitution, and we'd like the LOG to publish the answer for the information of all the Brothers.

(Ed. Note: Changes in shipping rules and amendments to the constitution can only be effected by Union-wide referendum, as required by the constitution. The procedure is for a resolution to be introduced, stating the proposed change or amendment and recommending that it be placed on a referendum ballot. If the membership votes favorably on the resolution after action at the regular meetings in all ports, the question can then be submitted to a referendum vote up and down the coast.)

One Ship Is No Boom, Says Philadelphia

By STEVE CARDULLO

PHILADELPHIA — A strong shot in the arm to the slow shipping in the port was the arrival of the Lake George, which paid off after a seven-month trip. She took a full crew and helped somewhat to cut the heavy backlog of men on the beach here. However, we still have a couple of hundred men waiting around for jobs. One vessel doesn't make a shipping boom.

The joy at the news that the SIU had signed the Cities Service Oil Company contract is still being felt around this port. Some men coming in haven't heard the news, and it's a big fat smile that spreads across their faces when we tell them that Cities Service, too, is SIU.

Politics Holds Center Of Stage In Tampa

By RAY WHITE

TAMPA—We're continuing to enjoy a good turnover of men on the ships hitting this port, though shipping in general has slowed down somewhat from the tempo held for the past two months. If shipping doesn't lag any further, this port won't complain too loudly.

The political picture here is becoming clearer now, with a great deal of interest being shown by the voting public.

Senator Pepper, labor's friend in Florida, is facing a tough

bunch lined up against him, including the National Association of Manufacturers, the chambers of commerce, the medical societies and the big money boys. There's going to be an awful lot of heat generated before this battle ends.

WINNING FORM

Senator Pepper, being the friend of labor, makes no bones about his position. He's all-out for repeal of the Taft-Hartley Law and all infringements on labor groups. Pepper has held his Senate seat for 14 years on this platform, so the people

around here must believe in him. He's having his toughest campaign of his career, however.

One of the five men in the race is J. Tom Watson, the father of the Watson Law, Florida's little Taft-Hartley Law. He isn't given much of a chance, as everyone looks upon him as a crackpot.

Winning Cities Service will probably help this state a bit, though not this port. A lot of Cities Service ships hit Jacksonville. But wherever they touch, the important thing is that we've won, and they are all ours now.

The Seafarers In World War II

By JOHN BUNKER

Chapter Two

There was a chill breeze and a long, glassy swell on the sea, as the SIU-manned Seatrain Texas came up the Carolina coast at full speed in the morning of January 19, 1942.

Captain Albert Dalzell was on the bridge and every officer and unlicensed man aboard was on the alert, for Sparks had been receiving messages of ships being attacked by submarines.

During the night there had been flashes of gunfire on the horizon and, though they supposed it was practice fire by the Navy or Coast Guard, they were taking no chances. The ship was holding as close to the shore as safe navigation would permit.

The officer of the watch had just taken a bearing on Wimble Shoals buoy, when a call came from the lookout that there was wreckage on the water ahead.

Captain Dalzell got his glasses and swept the sea in the direction toward which the lookout had pointed. There were small black specks bobbing on the long swells and, as he focused more clearly on the area, he saw a man's hand wave from one of the bits of flotsam.

It waved again, weakly. All he could see was the hand, for the man's head and shoulders were too close to the water.

Turning to the Mate, the Skipper ordered a boat prepared for lowering. The engine room telegraph jingled as speed was decreased, and the freighter ran swiftly up on the scattered wreckage now becoming more visible.

They could see pieces of boards and shattered odds and ends of ship's fittings strewn for a mile here and there across the undulating water, but careful scrutiny through the glasses revealed only five bodies amid the debris. One man was holding onto the frame of a wheelhouse door.

As the Seatrain Texas came to a stop, the lifeboat was put quickly over the side in the well-coordinated movements of a veteran crew and was soon pulling through the watersoaked wreckage.

The boat's crew worked fast, for Captain Dalzell couldn't endanger his vessel and her crew a minute longer than was necessary. For all they knew, a submarine was watching every movement they made.

The men stopped at one wave-washed collection of flotsam, lifted an inert body aboard and then went to another, where a grimy seaman half lifted himself out of the water, trying to grip the gunwales of the boat.

STRONG HANDS HELP

Strong hands bore him to safety, while those on the Seatrain's bridge used megaphones to direct the crew to where a third and a fourth body could be seen half-alive, half-dead in the winter sea.

In a matter of minutes the boatmen had done their work, and were back at the vessel's side to be hoisted aboard with their human cargo.

At first the survivors were too weak to talk but, when they had been warmed with hot coffee and wrapped in blankets, they revealed that their ship had been the City of Atlanta.

They told how the one-time passenger vessel had been torpedoed without warning early that morning—how she had gone down so fast that there had hardly been time to jump over the side . . . how the burning hulk had rolled over to starboard onto the only lifeboat that cleared the ship, crushing its unfortunate men beneath the sea.

For a while after the sinking, they recounted, some of the crew had floated around on bits of wreckage while they joked and sang in an attempt to keep their spirits up.

Then, one by one, all but five of them had sunk beneath the cold, dark waters. And of the five who were still afloat at daybreak, only three

Two of the three survivors of the City of Atlanta—Robert S. Fennell, Jr., Oiler, and Second Mate George Tavelle—congratulate each other on their escape, as they recuperate in St. Mary's Hospital in Hoboken, N.J. The City of Atlanta was torpedoed and sunk on January 19, 1942, off the Carolinas, taking with her 39 lives.



were alive when the Seatrain Texas hove by. The others lay astride their bits of wreckage, but had died sometime during the morning hours.

Living to tell the story of the City of Atlanta, one of the most costly sinkings along the Atlantic coast, were Oiler Robert Fennell, Jr., Seaman Earl Dowdy, and Second Mate George Tavelle.

Captain Albert Dalzell and Chief Engineer Tom Kenney of the Seatrain Texas heard their story without wanting to believe it could be true.

TRAGIC COINCIDENCE

For the Chief it was a hard story to hear. His father, was Chief Engineer of the City of Atlanta.

Both Capt. Dalzell and Chief Kenney had started their seafaring careers on the City of Atlanta many years before, when she was a well known coastwise passenger liner. Capt. Dalzell's father had commanded her for many years before Capt. Leemon Urquhart took over.

"U-boat lane" they called Atlantic coastal waters now. Nazi submarines ambled down the seaboard on sinking sprees that cost hundreds of lives, and sent scores of ships to the bottom with a huge loss in precious cargoes.

There was no naval defense worthy of the name, and it was to be five months yet before the first convoy was organized for the protection of shipping along the seaboard, in the Gulf and the Caribbean. Merchant ships, in the meantime, sailed unescorted and, in most cases, unarmed—with the U-boats so bold they shelled their prey even within sight of the Delaware Capes.

As the rate of sinkings increased, no seaman could be sure that his ship would reach its destination. Legion were those that didn't, but they kept sailing, nonetheless, and none of them idled in port for lack of crews. In some cases there were even more men willing to "ship out" at SIU Halls than there were ships for them to sail.

At the old New York Hall of the SIU, at number two Stone Street, across from famous Bowling Green, men reported for the hourly "calls" as though there was no war within ten thousand miles. They manned the ships and kept the cargoes moving.

On January 25th, torpedoes struck again, sinking the 550 foot Venore off Cape Hatteras with a loss of 18 men. She, too, was a well known SIU ship.

The end of this vessel is dramatically told in the terse, urgent calls for help sent out by her radio operator.

At 12:47 a.m. he flashed this SOS: "Two crashes so far. Will keep informed. Think swimming soon."

This call came two minutes later: "Torpedoed twice. Ship still afloat but listing badly. Captain requests assistance immediately." He then gave the ship's position a number of times.

The third and last message was heard at 1:22 a.m.; "Cannot stay afloat much longer."

No more reports came through, for soon after the radio man had tapped out this message on his key the Venore sank and Sparks, true to the traditions of his calling, stayed at his post too long to escape.

Several lifeboats were launched by the Venore's crew and the survivors were picked up 38 hours later.

Sinking declined along the Atlantic seaboard after coastal convoys were inaugurated in May of 1942, but the U-boats prowled these waters off and on right up till the end of the war.

In fact, the collier Black Point was torpedoed just a few miles from the big naval base at Newport, R. I., on the fifth of May, 1945, the last American ship to be lost in the war.

Many more SIU vessels were to be numbered among the 154 Allied ships sunk along the coast and in the northwest Atlantic between January and June of 1942.

Among them were the Robin Hood, Alcoa Guide, Oakmar, Marore, Major Wheeler and Pipestone County. The Major Wheeler—of the Bull Line—completely disappeared, never to be heard from again, while the Robin Line Pipestone County, a well-liked freighter among men who sailed SIU ships, was sunk en route from Trinidad to Boston, about 200 miles due west of Bermuda. Two of her boats spent 16 days at sea before being picked up.

CHILORE GETS IT

U-boats continued their attacks despite the use of convoys, and the SIU-manned Chilore of the Ore Shipping Company was hit while in a heavily protected convoy under escort of surface ships, planes and blimps.

Known as convoy KS 520, this fleet of 19 merchantmen left Lynnhaven Roads in the Chesapeake on July 14, 1942. When it was off Cape Hatteras the next day it ran into a flock of torpedoes.

No one even saw a tin fish until the Chilore got smacked, to be followed a minute or so later by the tanker Mowinkel. The Bluefields, a small Nicaraguan freighter carrying explosives, was blown up while the escort ran around dropping depth charges and the escorting bombers splattered the water with bombs and machine gun fire.

It was the freighter Unicoi, however, which got credit for sinking the doughty sub, along with an Army patrol bomber.

The Chilore and Mowinkel dropped out of the convoy and headed for the nearby shore under their own power, but both of them ran into a minefield and suffered more explosions. The big Chilore capsized and sank while being towed toward Baltimore several days later.

Another episode of the role of SIU crews in World War II will appear in the next issue of the SEAFARERS LOG.



SHIPS' MINUTES AND NEWS

Isthmian Crew Rescues Survivor Of Sunken Greek Ship In Red Sea

Heads-up thinking and efficient seamanship by a group of Steel Fabricator Seafarers saved the life of an Arab seaman, whose vessel sank in the Red Sea on Feb. 11 with the loss of four lives.

The rescued seaman, Ahmed ben Adree, was a member of the crew of the SS Kid, a Greek ship which went to the bottom shortly after high winds caused it to founder. Tankers in the vicinity picked up the other survivors.

A report from the Steel Fabricator, forwarded from Calcutta, said the Isthmian ship was proceeding smoothly in the Red Sea at 10 AM, when SIU crewmembers spotted pieces of cargo floating in the water.

"MAN OVERBOARD"

"Several of us were looking at the floating cargo," the report said, "when we heard the Chief Cook shout 'Man overboard.'"

"The Chief Cook was on his toes. He grabbed a life ring and threw it to the fellow in the water. He threw perfectly and the ring landed directly in front of the victim."

Steel Fabricator crewmen immediately sent word to the bridge and the Captain ordered the vessel to circle ben Adree while the life boat was being launched.

"When we got him aboard," the report continued, "we gave him hot food, put him to bed for the rest of the trip. Then some of the fellows went to the Steward who runs the slopchest and told him to give the rescued man some new clothes, which the crew would pay for, and cigarettes and candy."



Lifeboat returns to the Steel Fabricator with the rescued crewman.

Aboard the Steel Fabricator during the rescue was Wilson Sweeney, economic officer of the US Consulate General in Calcutta. Mr. Sweeney said he was proud of the SIU crew, and hailed their action in the following letter addressed to Union Headquarters:

"The efficiency and seamanship displayed by the officers and crew of the SS Steel Fabricator, while rescuing a survivor of the Greek ship SS Kid, which foundered and sank on February 11 in the Red Sea, makes me feel proud of our American Merchant Marine and the members of the SIU crew."

PROUD HOLDERS OF UNBEATEN SOFTBALL RECORD



Members of the Marina Sluggers pose for photographer V. Swanson, Chief Cook, after they beat the team representing the SS Beatrice in Mayaguez. Kneeling (left to right): Dickerson, OS; Downey, MM; Watkins, Oiler; Wagner, OS; Olive, AB. Standing: Port Steward, Doyle, Bosun; Anderson, 3rd Cook; McCatey, MM; Carrera, Ch. Mate; Capt. Callas (holding bat); Shottwell, 3rd Mate, and Gireaux, AB.

Marina Sluggers Belt Beatrice Bums, 14-11 In 'Battle Of The Bull Lines Titans'

In a softball contest heralded as the "Battle of the Bull Line Titans," the SS Marina Sluggers notched another victory in their unblemished record, downing the SS Beatrice Bums 14 to 11, under a blazing sun on a Mayaguez, P.R., sandlot.

The all-Seafarers game was played on March 16, when the two Bull Lines ships were tied up in the island port, according to Bosun Doyle of the Marina.

Doyle, whose report of the game was packed with all the skillful bombast and elegance of a Barnum and Bailey press ag-

'Scram Bub' Costs Seafarer \$85; 'Bub' Was Customs Man

You can't judge a book by its cover, nor a customs inspector by his clothes, Hugo Echevarria, 2nd Cook on the SS Lilica, Dolphin Steamship Corp., learned to his sorrow—\$85 worth—recently in Bone, North Africa.

The expensive experience which befell Hugo has since been roundly criticized by the entire Lilica crew as a racket to entrap seamen performing their duty.

The sad situation came about while Hugo, busy in the galley, noticed a seedy-looking character sampling the choice bits of fare being readied for the crew's lunch. Hugo, in his best French, told the guy to take a powder and stay out of the messroom. The intruder took the hint and scrambled. But he didn't scam far.

INDIGNANT

The guy hightailed it up to the Skipper and demanded that Hugo be thrown in the hoosegow. Producing his credentials, he lamented that he, a customs inspector in the service of the French government, need not be subjected to such abuse. His pride had been severely dented, and could only be salvaged if Brother Echevarria were installed in the local cooler. But, of course, a small fine would serve just as well.

The Skipper looked the guy's papers over, and called for Hugo to come topside to explain his actions.

The guy being a customs man was news to him, Hugo explained to the Skipper. When he saw the guy dipping into the crew's food and chased him out he was

only carrying out a crew resolution to keep all unauthorized persons from the messhall.

The man had not identified himself and, not being a mind reader, had figured him for a local sharpie helping himself to a free meal. Customs inspectors, Hugo pointed out, always wore uniforms and identified themselves before nosing around.

PAY OR ELSE

But it was a losing proposition for Hugo. He had his choice of riding a bunk in jail or coughing up 30,000 francs. He paid the fine.

When the crew heard the details of the quickie trial, conviction and fine, a special meeting was called and a resolution drafted, condemning the actions of the customs and accused the Bone government boys of victimizing American seamen—who were merely protecting ship's property.

The crew also pointed out that during the ship's 15-day stay in Bizerte, a near-by French port, they had no trouble with the customs men, who wore uniforms and identified themselves when coming aboard.

The crew concluded its statement with the warning that other crews hitting this North African port would be wise to look twice before chasing a shaggy-looking character away from the stew pot. It might be another guy with a price tag on his pride.



ent's advance notice, said that after the game "both the victorious Marina Sluggers and the defeated gladiators of the Beatrice proceeded to the Seafood Bar, where a cold one was enjoyed by one and all.

"Be it also written that we are proud of our achievements on the diamond," Doyle declared.

While he was at it, the Marina's Bosun issued a challenge to all "Bull Lines and Waterman crews on the Rum and Coke run to be our guest at a game of softball.

"May the best team emerge victorious," Doyle said, but he quickly followed that up with the advice that "five will get you ten that we will win."

The unbeaten Marina Sluggers might be interested to know that the crew of the SS Puerto Rico are also hunting for competition on the ball field. P. San Miguel is booking the PR's games.

Brother Doyle, meet Brother San Miguel—and may the best team emerge victorious!



Wearing the sweat shirt and dungarees presented to him by Steel Fabricator crewmen shortly after they hauled him out of the Red Sea, SS Kid crewmember Ahmed ben Adree poses with his rescuers on the deck of the Isthmian ship in Calcutta. Nick Brancata is on his right and Bing Miller on the left.

Digested Minutes Of SIU Ship Meetings

KYSKA, Jan. 8—C. Collins, Chairman; J. J. Flynn, Secretary. Some disputed overtime in Deck and Engine Departments; none in Stewards. Motion by J. Abrams to keep Mates and Engineers out of messroom. Some felt such a rule would create ill feeling, others that it was okay for Mate on gangway to come for coffee. Abrams said one of the officers carried tales to saloon. Vote was 12 to 10 asking this particular officer to keep out.



PETROLITE, Jan. 7—V. Perez, Chairman; H. M. Rosenstiel, Secretary. Ship's Delegate spoke to Captain and reported understanding that officers will not do any more painting in their quarters. Crew's decks have been painted and port hole dogs freed. No beefs in any of the departments, delegates reported. Motion (by J. Bourgeois, seconded by Jesse Sturm) to see Captain about painting crew's mess and recreation room. Steward reported on status of ship's welfare fund. Discussion on leaks in cargo lines. Crewmen urged to make sure tanks are gas free before they enter them. Earl Gonyea suggested crew thank Stewards Department for excellent holiday dinners.

CORAL SEA, Feb. 26—Joe Barron, Chairman; Al De Forest, Secretary. Ship's Delegate explained that library hadn't been changed because of limited time in each port. He asked that privately purchased books be put in library after owner has read them. Blackie Connors thanked Deck men for cleaning up laundry. He said he and Deck Delegate Brandies will try to exchange library in Genoa. No beefs reported by department delegates. Motion carried to lock laundry room while in port. Under Education, Ship's Delegate Connors said that this was first time gangway watches have been allowed and urged everyone to do a good job and be sure he has relief before leaving. Brandies stressed fact that no stores are to be sold or traded. Joe Barron cautioned men about Greek and Turkish regulations on cigarettes and money. Under Good and Welfare it was agreed by all that each member be personally responsible for the cleanliness of the laundry before he leaves it.



DEL NORTE, Feb. 19—Thurston Lewis, Chairman; C. A. Bradley, Secretary. Ship's Delegate reminded Brothers they must be aboard one hour before sailing time and urged them to settle all minor beefs with their departmental delegates. Department delegates also reported. Motion (by Lewis) carried recommending that ship's newspaper be published. Ship's treasurer reported that \$18.44 was on hand in ship's fund. Crew had donated \$78 to March of Dimes. Motion by King carried to restrict use of ship's funds to purposes originally agreed upon. Ballard C. Browning elected Athletic Director. Discussion on lifeboat drills and the duties of each man during the exercise.

STRATHMORE, Jan. 15—Frank Walaska, Chairman; G. Butenkoff, Secretary. Ship's Del-

egate explained the rules regarding transportation. Discussion on painting of alleyways and it was agreed that spot sougeeing would take care of the vessel's needs. Under Good and Welfare crew indicated approval of a one year rule governing stays aboard one ship, after which vacation with pay should be taken. Deck Delegate reminded men that there is a no smoking rule on deck for the safety of the crew and ship.

BALTORE, Jan. 8—Edmond L. Eriksen, Chairman; M. Bunker, Secretary. Delegates reports were accepted. Eriksen moved that two men who had missed ship be referred to Baltimore Hall. Suggested that coffee urn be kept clean at all times. Wiper and Ordinary to continue making coffee. Copies of repair list to be sent to company offices in Baltimore and New York.



ALCOA PLANTER, Jan. 13—Percy Boyer, Chairman; Hugh Gallagher, Secretary. Delegates reported no beefs. Suggested by Sentis that that system be worked out between department to keep laundry room clean. Nordstrom urged crewmembers to live up to agreements reached at shipboard meetings. Steward told members that if they had any special dishes which they have not been getting to report it to him. Boyer asked all hands to cooperate in keeping down noise in passageways during the daytime.

TRINITY, Jan. 16—C. L. Brown, Chairman; Pete Piascik, Secretary. Ship's Delegate reported that some of the needed repairs had been taken care of. Department delegates reported that there were no beefs pending. Discussion on pay differential between Second Cook and Night Cook and Baker. Suggested that noise in passageways be cut down at night.

MARYMAR, Jan. 15—James Rose, Chairman; Robert Mott, Secretary. Delegates reports accepted. Anti-Trotskyite resolution was read and adopted unanimously. Delegates to visit all foc'sles in their departments and make list of needed repairs in three copies, to be given to department head, Patrolman and one to be retained by delegate.

PONCE, Jan. 21—Robert Rivera, Chairman; James Waller, Secretary. Department delegates reported no beefs. Robert Rivera elected Ship's Delegate. Motion

carried that men on sanitary work be required to do job in conformance with Union rules and failure to do so shall make them liable to fine. Resolution declaring Socialist Workers (Trotskyite) Party as dual and hostile to Union read and adopted unanimously. Suggested that radio be placed in chart room where it may be used by crew. Special vote of thanks given to Stewards Department for fine chow put out by them.

SEATRAN TEXAS, Jan. 22—Frank Prezalar, Chairman; John Messick, Secretary. No beefs in Deck Department, one in Engine and 40 hours disputed overtime in Stewards. Motion carried calling for painting in all foc'sles. Under education there was discussion and clarification on two major issues now before Union membership: compulsory vacations and credit unions. Arrangements made to call Seamen's Church Institute for new library books. One minute of silence in memory of departed Brothers.

WARRIOR, Jan. 8—Ray Queen, Chairman; Gordon Bilbo, Secretary. Three hours disputed overtime in Deck Department, no beefs in the others. Ted Hodges to carry on as Ship's Delegate until oncoming crew elects new man. Patrolman to be notified of need for repairs, as they are unseaworthy at present. Motion carried to have clock installed in recreation room. Motion carried to give Seton LaLocheur, who is paying off, a vote of thanks for his services as Ship's Delegate. Delegates to draw up letter about good condition aboard the Warrior and send it to the SEAFARERS LOG.

ROBIN KETTERING, Jan. 15—Elbert Hogge, Chairman; John Tilley, Secretary. Harry Willoughby elected Ship's Delegate. No beefs pending in Deck and Stewards departments, with everything okay in Engine department with exception of a few hours disputed overtime. Motion carried calling for schedule agreeable to all hands on cleaning of laundry room. After discussion it was agreed that departments would rotate on weekly basis in attending to this job. Motion carried to approach all department heads on question of painting foc'sle decks. Suggested that men show consideration of others at all times while aboard ship.



LAFAYETTE, Jan. 15—C. Aubert, Chairman; R. Eden, Secretary. Ship's Delegate reported everything ship-shape. Few hours disputed overtime in Deck Department, but all okay in others. Motion by Quint, seconded by Tamlin, to have new chairs put in messroom and to have them fastened to deck. Motion (by Marsh, seconded by Keel) carried to see if some place cannot be designated for placing books and magazines. Marsh and other members of Stewards Department were thanked for their fine efforts. Marsh discussed dangers of Trotskyites to unionism. Crew went on record in favor of expulsion of these enemies of the Union. One minute of silence in memory of departed Union Brothers.

SEAFARER SAM says:



WE'RE STILL DOING BUSINESS AT THE SAME OLD STAND. ORDER THE 1949 BOUND VOLUME OF THE SEAFARERS LOG FOR YOURSELF OR YOUR SHIP'S LIBRARY. ONE YEAR OF SIU HISTORY FOR ONLY \$3. FROM HEADQUARTERS, 51 BEAVER STREET, NEW YORK 4, N.Y.. WE'LL PAY POSTAGE.

CUT and RUN

by Hank

The most serious topic of discussion among the SIU membership ashore and aboard ships throughout the world continues to be the Hiring Hall. Throughout the nation in the homes of parents, wives and relatives (who read the LOG thoroughly) there is also an intense and disturbed feeling about this Taft-Hartley and Supreme Court "monkey business" of destroying the maritime Hiring Hall . . . There's good AFL news on Beaver Street, for the girls and guys of Local 16, Hotel and Restaurant Employees. They won their strike against the high class restaurant across from our Union Hall . . . Canasta is not a new "Souise" American dance but an exciting card game and we'll bet some SIU ship has already preferred canasta instead of hearts, poker, blackjack, pinochle, bridge or cribbage . . . Cities Service Company is SIU, too—and it sure provides the best tanker runs, according to many SIU tanker sailors.

One of the Brothers was wishing Harry Benner, "Big" John Carey, the Bosun, Duke Wade, the Cook; Pete King and Pete Bush were all in New York. For "pete's sake," sounds like an oldtimer's reunion which is something which hardly ever happens . . . Looking good with a cigar and a smile for all, Brother Ray Queen just sailed in after many months away from this hamburger burg of a town . . . Brother E. Anderson, oldtimer and Electrician, has been helping out for some time. Brother Anderson, a prolific reader, says he's just finished reading a fine book, the biography of Sigmund Romberg. Music, music, music . . . Another Brother who had been helping out for more than a month and a half burning up a typewriter and whatever other work there was to do, is now happily out at sea. His name is Nick De Santis and a true SIU man he is.

Eddie Saul, an artist with the quips (the only brush he owns, however, decorates his face) is studying pipes—the shipboard lines in the engineroom which are always leaking. Good luck, Eddie, towards non-leaking refrigeration engineering . . . Norman Maffie, the talented artist, grabbed a scow about a month ago . . . John Wunderlich, a talented writer with many articles logged in the LOG, has had everything good happen to him since he quit the landlubbing shipchandling business. He turned to getting married (five months ago) and has just left Galveston, Texas, aboard the SS War Hawk bound for the Far East. May the mystic mysteries of the Far East guide well, John. Congratulations and happiness on the sea of matrimony.

It's sure good to hear that the Winona Bar on Stedman Street in Houston, Texas, is a good place towards SIU guys. They're now on the list to receive LOGS, too . . . From Mobile we have received a letter from Brother Joseph A. Ryan who has written the following excellent poem:

A SEAMAN'S DREAM

Forgotten people we are, one and all
out-casts to everyone, small and tall
We deliver the goods, day after day
that they will survive, in the distance away
Our risks unheard of, our hazards untold
that the real unfortunate, may see a new world
Will we never be recognized, by smart or un-schooled
will our tasks and attempts, be always over-ruled
I'm awakening now, with a smile and a gleam
There's only one answer—it's just a Seaman's Dream!

THE MEMBERSHIP SPEAKS



Use Of Training Ships Blasted By Wunderlich

To the Editor:

This is intended as an answer to John Bunker's article on the use of sailing ships as training vessels, which appeared in the LOG of Jan. 13, 1950.

First of all, I wish to extend my sincere compliments to John Bunker for his contributions to the advancement of information concerning the merchant marine. We are, indeed, in need of more articles informing the public of the need for a large and modern American merchant fleet, in peacetime, as well as in national emergencies.

Though I differ with Bunker in regard to the use of sailing ships as training vessels, no disrespect for his opinion is meant. Although disagreeing with him in this instance, I still agree with his general purpose.

RAISED IN SEAPORT

I had my first encounter with the sea and its men in Norway. Although I was born in Brooklyn, I was raised in a small seaport on the southern coast of Norway. Arendal is the name and it is in the county (Fylke) of West Agder. Like the United States, Norway has sectional divisions as South, North, Middle West, etc. The part where I was brought up is called the Sorlandet, or Southland, which was the name of the training vessel on which the youngsters in that part of Norway got their preliminary training as seamen.

We also had the training ship Christian Radich in the Eastern part of Norway, and the Statsrad Lemkulh, which is the property of the western part of Norway.

My objection to their use is not only the fact that these ships are obsolete and of no value in a marine education. The family of a cadet on those ships has to contribute to the expenses of training the men. Consequently the average youngster you will find on them is not the kind of a boy who has an honest desire to make a career of the sea.

Quite the opposite. These training ships have become the dumping grounds for the wild youngsters from well-to-do families. They are onboard unwillingly and have but one ambition—to get back ashore as soon as the head of their families believe they have reformed.

Due to that fact, most of the men coming aboard a merchant vessel from a schoolship are treated with contempt, which most of them do their utmost to live up to.

ANTI-UNION TRAINING

Second, but not the least important, is the fact that the youngsters, while in training are taught to believe in their superiority over the ordinary seafarer, and are also solidly indoctrinated in anti-unionism in all of its various forms.

I have also spent time in the

various Maritime Training Stations here in the US. In my opinion, the only practical solution to the problem of training merchant seamen is to let them learn right on board ship under actual conditions with the men who know the score, whether they go as Wiper, Messman, OS or galley boy.

Let them learn the way of seamanship on the ships on which they are to serve in the future. Then we can rest assured they will develop into not only competent seamen, but also good shipmates and true union brothers in the great tradition of seafarers throughout the maritime world.

John F. Wunderlich, Jr.
SS War Hawk

SEVEN OF DEL NORTE'S COMPLEMENT



Dick Martines submitted this photo as a sample of typical Seafarers aboard the SIU passenger ship. Standing, left to right, Brothers Russell, Nunez, Fernandez, Poplar and Suarez. Kneeling are E. Reyes, whose cartoons occasionally appear in the LOG, and Coe.

Crew's Proposal For Yearly Log Assessment Lacks Convincing Argument, Seafarer Says

To The Editor:

I was very much amazed in reading the LOG of February 10 the resolution adopted by 25 members of the crew on the SS The Cabins, proposing a five-dollar assessment to finance the publication of the LOG.

The only two reasons that the resolution gives to support the idea of a five-dollar assessment are that the LOG is an annual drain on the General Fund and that the voluntary contributions are being paid by only some of the Brothers.

Let us examine these reasons and see if they are real enough for the SIU membership to assess themselves five dollars annually. Is the LOG a drain on the General Fund? By that to say, as the resolution implies, money is taken from the General Fund to maintain the LOG.

All right, but does the publication of the LOG continually diminish the money in the General Fund without the money being replaced and in fact the fund growing by the yearly assessment of ten dollars for each seaman?

There is a drain to be sure, but so is a wife at home with children while the husband is on a ship earning money to support them. And is he not compensated by a home to go to when he can get off a ship and the love of his family?

Is not the pleasure of smoking a drain on a man's total wages for a year, but is he not compensated for it by the enjoyment he derives from smoking? Even serious thinking is a drain of energy from one's mind and I'm afraid there has been little thinking going into the making of this resolution.

The resolution just gives the bare statement that the LOG is a drain on a fund for which we assess ourselves ten dollars and which is expressly for operational uses of the Union. We can say that the maintainance of SIU Halls, the wages of officials, the buying of equipment necessary for the Union and the innumerable pamphlets and leaflets printed by the Union is also a drain on the General Fund.

What bothers me is that the Brothers that drew up this resolution assume conditions to be so on which they haven't offered the slightest facts to back up their argument for another assessment.

FACTS LACKING

I believe it desirable that before this resolution ever gets to a referendum vote Headquarters could tell us just how much the voluntary contributions made to the LOG defray the cost of publishing it. Let us get some facts before we assume something to be true. I've never read any burst of passion in the LOG before on the subject of the LOG being a ruinous drain on the General Fund, and I want more to go on than this fuzzy written resolution.

Of the other reason that we must have an assessment because voluntary contributions to the LOG are made by only some of the Brothers. I believe that those who gladly contribute to the LOG do so because they enjoy its features; those who contribute, but do so because a Patrolman is asking him directly for a donation for the LOG.

In closing I do not believe it is the custom with unions to have their members pay a specific money for reading the union's paper. A Brother paying his dues and assessments pays for the right of reading his union's literature without another assessment superimposed on this.

John J. Flynn

LOVELY GIRLS DEPARTMENT



Looking cute as all get out in her new outfit, the gal on the left is redheaded Marilyn Williams, four months, daughter of Mr. and Mrs. Walter Williams of Brooklyn. The daring damsel on the right who appears to be right in style with an off-the-shoulder gown, is Carol Mponisikaris, whose parents are Mr. and Mrs. Bill Mponisikaris of New Bedford, Mass. Both fathers are Seafarers, of course.

Log-A-Rhythms

My Lord's Prayer

By MARY LOU FARLEY

Our Father, who are in heaven,
You know I'm not too bad,
But there comes at certain
feeling
That always leaves me sad.

I shouldn't say this, Father,
But somehow I know it's
true.

That when my life has just
begun,
You'll take me up to you.

I'm not afraid of dying
And going up above,
But Lord, you know just how
I feel,
Because I'm now in love.

I love this boy, dear Father,
So please, don't let us part.
It isn't just puppy love,
It's really from the heart.

He's different from the other
boys.

He's kind beyond compare,
That's why, my God, I don't
want to start

To climb those golden stairs,
If you don't want the sun to
shine,

Or the moon on lovers' lane,
You very easily turn them off,
And maybe let it rain.

So if when I am older,
You decide my day has come,
Give me a little warning,
Before my battle's done.

So, God of mine, please be
fair.

Don't let this prayer go by,
Read and think it over,
Oh God, I don't want to die.

CS Pact Hailed As Boost To Cause Of Unionism

To the Editor:

Congratulations to the SIU on the Cities Service victory—the signing by the Company of an SIU contract and its immediate monetary gains—not to speak of modern working rules and conditions to follow.

The men who sailed these ships and stuck to their guns in the face of all opposition are to be honored. They have given Unionism a tremendous boost.

This should convince the lukewarm fence sitters inside or outside Union ranks that genuine Unionism pays off in concrete results and that Unionism a la SIU type is in the forefront of the fight for freedom and pork chops in the maritime industry.

The power of unity and purpose, of correct leadership policies and membership backing—plus determination, i.e., plain damned stubbornness, is there for all the world to see.

Once more — congratulations. No longer need a seaman haunt the company office and be subject to a secret blacklist in the hands of men who control his life and those of his loved ones. God Bless the SIU. Yours has been a magnificent fight.

Wandering Seafarer

Cities Service Interim Contract Analyzed

DATE OF AGREEMENT
MARCH 10, 1950

Interim Agreement made this 10th day of March 1950, by and between CITIES SERVICE OIL COMPANY OF PENNSYLVANIA, MARINE DIVISION, (hereinafter called the Company) and the SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA, ATLANTIC AND GULF DISTRICT, (hereinafter called the Union) affiliated with the AMERICAN FEDERATION OF LABOR.

Article 1. Recognition. The Company recognizes the Union as the exclusive collective bargaining representative for the unlicensed personnel (excluding Stewards, Pursers, Boatswains) employed aboard the vessels of the Company or vessels bareboat chartered to the Company where the Company furnishes the crew.

COMMENT: For the first time, Cities Service seamen have a bona fide trade union to represent them in their negotiations with the company on wages, conditions and working rules, and to handle their grievances.

Article 2. Employment. The Company will not discriminate in hiring unlicensed personnel, or in their tenure in employment, between Union men and Non-Union men. The Company will notify the Union in Ports where men are required as far in advance as possible when any unlicensed men are to be employed so that the Union may send men having the qualifications for the jobs to be filled. As between applicants having comparable qualifications, the Company will give preference to those applicants for jobs who have seniority with the Company as hereinafter defined. If the Union considers the Company's rejection of any applicant for a vacancy to have been discriminatory because of Union membership, or without just cause, it shall be dealt with under the grievance procedure and the Union agrees that such rejection or resort to the grievance procedure shall not cause any vessel to be delayed.

Unlicensed personnel when applying for employment shall submit to such physical examination as may be prescribed by the Company and shall submit from time to time thereafter to such physical examination as may be required by the Company. Failure to pass any such physical examination shall be sufficient cause to prevent employment or to cause termination of employment; provided, that if the Union feels that the Company doctor has unfairly discriminated against or unjustly rejected a member of the unlicensed personnel, it shall be dealt with as a grievance; and, provided further, that the Union will not interfere with or delay any vessel because of such grievance.

Nothing contained in this agreement shall be construed to prevent the discharge of any member of the unlicensed personnel, who, in the opinion of the Company is not satisfactory; provided, however, that if the Union feels that any such discharge is discriminatory or without just cause, it shall be dealt with as a grievance; and, provided further, that the Union will not interfere with or delay any vessel because of such discharge.

Nothing in this Article is to be construed to mean that the Union will, in any manner, interfere with the Company in its free selection, transfer or retaining of employees with seniority as hereinafter defined.

COMMENT: This clause definitely puts an end to discrimination in hiring. Men sent down to the company from the Hall have to be accepted or rejected on the basis of experience and ability. Whenever the Union feels that a man has been rejected or fired arbitrarily, it can invoke the grievance procedure (Article 8 of this agreement) under which he may be awarded "reimbursement for any loss of wages and benefits."

Article 3. Passes. The Company shall furnish appropriate passes to authorized representatives of the Union to board the vessels of the Company for the purpose of conducting legitimate business with members of the Union in the unlicensed crew's messroom or recreational facilities. Any pass shall be revocable by the Company at any time for cause. Not more than two passholders shall be allowed aboard any vessel of the Company at the same time. The Union guarantees that its authorized representatives to whom such passes are issued will not interfere with or retard the work of the vessel.

COMMENT: Whenever a Cities Service tanker docks in or near an SIU port, it will be visited by SIU representatives, who will handle whatever beefs the crew may have and clarify misinterpretations of the working rules.

Article 4. Hours of Work. Work in Port and at Sea.

(a) Overtime shall be paid for all work performed by unlicensed personnel in port or at sea on any of the nine (9) holidays specified in this Agreement; provided, however, that in the case of holidays at

sea falling on Sunday, the following Monday shall be deemed a holiday and no double overtime shall be paid on holidays falling on Sunday.

COMMENT: Holidays that fell on Sundays (as they did last Christmas and New Year's) were lost to Cities Service crewmen. From now on men on CS tankers will be fully protected in this matter.

(b) The work week in port shall be forty (40) hours per week. It is understood for the purpose of this paragraph all work performed in port on Saturdays, Sundays and recognized holidays shall be paid for at the overtime rate.

COMMENT: Under the old conditions, CS men worked 44 hours a week in port, and got no overtime for work done up to Saturday noon.

(c) At sea the hours of work shall be forty-eight (48) hours per week for men standing watches. It is understood that for the purpose of this paragraph Sundays at sea shall be considered the overtime day, that is to say, all work performed on Sunday at sea shall be paid for at the overtime rate.

(d) Engine and Deck Day Men at Sea. The work week for the unlicensed Deck and Engine personnel who do not stand watches shall be forty-four (44) hours per week (8 a.m. to 5 p.m. week-days and 8 a.m. to 12 noon Saturdays).

(e) Eight (8) Hour Day. Except for emergencies, no member of the unlicensed personnel will be required to work more than eight (8) hours in any one day without the payment of overtime.

COMMENT: For the first time there is a definite, fleet-wide rule as to hours of work. Before this agreement, this was generally left up to the individual Masters or Department heads, with little—if any—overtime for work in excess of 8 hours. Even when overtime was promised, it was seldom paid. This practice has been halted for good.

(f) Stewards Department. The Stewards Department shall be required to work eight (8) hours per day in a spread of twelve (12) hours. For the purpose of this section, any work performed at sea on Sundays or holidays and in port on Saturdays, Sundays and holidays shall be paid for at the overtime rate of pay. The schedule of working hours for the Stewards Department personnel to be worked out during bargaining sessions on balance of this contract.

COMMENT: Stewards Department men would work whenever, wherever and as long as the Steward's pleasure demanded, with little or no overtime.

(g) The following days shall be recognized as holidays:

New Year's Day	Independence Day
Lincoln's Birthday	Labor Day
Washington's Birthday	Armistice Day
Memorial Day	Thanksgiving Day
	Christmas Day

COMMENT: If there ever was a company fleet-wide policy on holidays, it was never followed. The Master would recognize or ignore holidays, depending on his mood. Many a Cities Service seaman has worked Fourth of July or Christmas at the regular rate. Now the men are assured of nine recognized holidays, the same as the men on other SIU-contracted ships.

Article 5. Wage Scales.

Deck Department:	
Able Seaman	\$233.00
Deck Maintenance—AB	251.00
Ordinary Seaman	203.50
Deck Maintenance—OS	227.50
Engine Department:	
Pumpman	\$313.00
Machinist	313.00
Oiler	233.00
F.W.T.	233.00
Wiper	227.50
Stewards Department:	
Chief Cook	\$274.50
2nd Cook and Baker	245.00
Galley Man	203.50
Messman	197.50

COMMENT: All CS tankermen under this contract have won increases ranging from \$13 to \$36.50, something they could not do while they were unorganized.

Article 6. Overtime Rate. Overtime rate for unlicensed men covered by this Agreement whose base salary is under \$235.73 per month shall be \$1.15 per hour, and for those whose base salary is \$235.73 per month and over shall be \$1.45 per hour.

COMMENT: Formerly, the unlicensed personnel (except Stewards, who do not come under this contract) got \$1.15 per hour for overtime—when

they got it. Under this Article, five different ratings will make 30 cents more an hour for overtime.

Article 7. Ship's Delegate. One (1) man in each department on each vessel shall be recognized as delegate for his department. Such delegates are privileged to present to their superior officers, on behalf of the members in their department, facts and opinions concerning any working conditions specified in this Agreement wherein adjustment is thought proper. There may also be a ship's delegate who shall be privileged to present to the Master, on behalf of the unlicensed personnel, facts and opinions concerning any working conditions in this Agreement wherein adjustment is thought proper.

COMMENT: For the first time, Cities Service tankermen will have around-the-clock Union representation. Unlike the appointed stoogy CTMA "delegates," the men the crew elects as Department Delegates and Ship Delegate will do the best they can to see that the agreement is lived up to. If they cannot, they will turn the facts over to the boarding Patrolmen, who will carry on. The shipboard Delegates are the first line—and the backbone—of the Union's defenses, so be sure to choose men who know the contract and, preferably, men who have had previous experience in this matter.

Article 8. Grievance Procedure. For the adjustment of grievances arising under this agreement which cannot satisfactorily be adjusted aboard the vessel, there shall be established a port committee in the home port (New York) consisting of a representative or representatives of the Union and of the Company's shore operating staff. This port Committee shall be ready to meet on 24 hours' notice to either party any day, Monday through Friday, between 9:00 A.M. and 5:00 P.M., holidays excluded, and shall endeavor to arrive at a prompt and fair adjustment of each grievance. In the decision or settlement of all matters submitted to the port Committee, the Union and the Company, irrespective of the number of their representatives, shall each have one vote.

In the event the port Committee is unable to adjust said grievance within 48 hours, either the Union or the Company may, within 30 days thereafter, submit the same to arbitration as hereinafter provided. If such question shall not be so submitted to arbitration within such 30 days, it shall be considered closed. In the event arbitration be desired by either party, it shall notify the other party in writing as herein above provided, stating the question to be submitted to arbitration. Within 15 days after receipt by such other party of such notice in writing, the Company and the Union shall jointly submit such grievance to arbitration in New York under the voluntary rules of the American Arbitration Association. Insofar as applicable to the particular grievance submitted to arbitration, the arbitrator shall have authority to interpret and apply the provisions of this agreement, but he shall not have authority to alter or amend this agreement in any respect whatsoever; the arbitrator shall have the authority to order reimbursement for any loss of wages or any other benefit to which he might be entitled under this agreement to the employee concerned in the grievance so submitted to arbitration hereunder. The determination of the grievance by the arbitrator shall be final and binding upon the Company, the Union, or any employee concerned therein. The costs of any such arbitration shall be shared equally by the Company and the Union.

COMMENT: This Article guarantees that grievances which cannot be settled aboard ship will not die an unnatural death. A decision must be reached on all beefs, whether through the Port Committee or arbitration. So Cities Service men now know that if they have a good beef, they will get satisfaction; and that, since there are definite time limits set, the beef cannot be strangled by red tape and inaction.

Article 9. Term of Agreement. This agreement shall take effect as of the date hereinabove first set forth and shall remain in effect until February 15th, 1951, and from year to year thereafter unless either party shall give written notice of its election to amend or terminate this agreement to the other party at least 60 days before the expiration date of this agreement or the expiration of any such annual extension thereof. Within ten (10) days after the giving of any such notice of election to amend, the party giving such notice shall submit its proposed changes in writing to the other party.

Either the Company or the Union may request that negotiations be opened for designated changes in the wage scales set forth herein on or at any time after this agreement has been in effect for six months by giving at least 30 days' prior written notice to the other party of the desire of the party giving such notice to negotiate a change in such wage scale. No such

(Continued on Page 10)

Cities Service Interim Contract Analyzed

(Continued from Page 9)

request shall be deemed cause for termination of this agreement or of any provision thereof. If the parties shall fail to agree upon the requested change in the wage scale, the provisions of this agreement shall continue in effect throughout the balance of the terms of this agreement, and such failure to agree shall not constitute a grievance under the provisions of this agreement, nor shall it be referred to arbitration or mediation.

COMMENT: This provides the machinery for reopening the contract for wage increases and changes in working rules.

Article 10. Seniority.

1.—Present employees as used herein shall mean all men in the Unit presently serving in the fleet including those now on vacation, sick leave or authorized leave.

2.—Employment in the fleet shall not be broken because of vacation, sick leave or authorized leave. The Union shall be promptly notified when any such authorized leave has been granted.

3.—All present employees may remain in employment unless they quit or are discharged for cause.

4.—If any such present employee quits and later applies for reinstatement he shall have preference if he has 24 months sea service in the fleet, between March 10th, 1947 and March 10th, 1950.

COMMENT: Cities Service seamen on authorized leave are guaranteed that their jobs are waiting for them when they come back. No waiting or boot-

licking, the jobs are theirs when they want them. Even those men who opposed the SIU are protected in their job by this fair and liberal SIU contract, giving them a chance to see how democratic unionism really works for all seamen.

Article 11. Membership in the Union. The Union agrees to extend membership to present employees, as defined in sub-division 1 of Article 10, covered by this Agreement on the same terms and conditions as are available to all other applicants for membership.

COMMENT: Every man now in the employ of Cities Service can join and have all the privileges of membership in the SIU. If they choose, they can sail on any one of the SIU-contracted ships, to all parts of the world, under the finest conditions and highest wages in maritime.

Article 12. Completions of Full Contract. Immediately upon the signing of this Interim Agreement, the Company and the Union will meet to bargain with respect to working rules and other conditions of employment. When a full Agreement has been reached with respect to such working rules and other conditions of employment, such Agreement shall be incorporated with and made part of this Interim Agreement.

Failure to reach a full agreement on working rules and other conditions of employment by April 8th, 1950, shall free the Union or the Company from adherence to Item No. 13 of this Interim Agreement, unless it is mutually agreed to further extend the date for agreement.

While the negotiations for a full agreement are in progress, all the Company's working rules and other conditions of employment, not expressly provided for herein, shall continue in full force and effect.

COMMENT: Even now, the Union and the company are meeting to work out a new set of working rules for the Cities Service tankers by April 8, 1950. Until that time, the old company working rules still maintain. If full agreement is not reached by that date—unless the time is extended by both parties—the Union is released from its no strike pledge, which is covered by Article 13, below.

Article 13. No Strike or Lockout. While this interim agreement or any extension thereof, is in effect, the Company agrees that there will be no lockout; the Union agrees that neither it nor any of its members shall engage in, or in any way encourage or sanction any strike or any other group action which shall interrupt or interfere with the Company's operations.

CITIES SERVICE OIL COMPANY OF PENNA.

BY: (s) Chas. R. Johnson
Labor Relations Director

SEAFARERS INTERNATIONAL UNION,
A.&G. DISTRICT (A.F.ofL.)

BY: (s) John Arabasz
BY: (s) Lindsey J. Williams
BY: (s) George Ruf
BY: (s) Paul Hall
BY: (s) Robert A. Matthews
BY: (s) Lloyd Gardner

Esso Men Look To SIU To Mark 'Finis' To Stooage 'Union'

(Continued from Page 1)

and the SIU sympathizers were no exception. This was a must if they hoped to remain in the fleet. But as events have proved, the CTMA membership lists were no indication of its strength, just as the Esso Tankermen's Association membership lists are no indication of sentiment among the men in the Esso fleet today.

Esso's active role in helping Cities Service fight the genuine union preferences of its seamen has been substantiated in innumerable other instances.

When Cities Service was frantically trying to keep men with Union sympathies off its ships, Esso stepped into the breach and screened CS job applicants in its State Street offices in New York City. But Esso was no more successful than was Cities Service and pro-SIU men slipped through their careful anti-union screen just as they did up on Pine Street, for it is virtually impossible to obtain competent seamen today without taking men of definite pro-Union sentiment.

AFRAID OF SIU

In fronting for CS, Esso was naturally figuring that if it fought the SIU in the Cities Service fleet it would stave off the immediate possibility of the SIU going into Esso ships.

As men in the Esso fleet have pointed out, this is sufficient evidence of the fact that the company is merely using ETMA to crush the inevitable preferences of its unlicensed personnel. If there were no ties between Standard Oil of New Jersey and ETMA, the company would have remained aloof, it would have shown no interest in the outcome of the SIU drive on Cities Service, one way or the other.

But Esso was fighting its own anti-union battle as well. A victory in Cities Service for the cause of legitimate trade unionism might well be a forecast of things to come in its own fleet—and the other unorganized fleets in the tanker field.

The hand of Esso was further revealed during the Cities Serv-

ice battle by the striking parallel between CTMA and ETMA.

Both used the syrupy paternalism that is concocted to cover up the rank plot to chisel seamen out of decent conditions and a free voice in the settling of their problems with management.

But let Ernest Bossert, who was employed as a tanker man by Esso for many years, tell it:

"This company union (CTMA) was organized along the same lines as the Esso Tankermen's Association, which is the stooage union of Standard Oil of New Jersey.

NO SUBSTITUTE

"Don't be fooled by any of these company outfits that might be formed principally to keep the Unions out, and are not for the seamen's benefit. They can never take the place of a militant Union such as the SIU," Bossert warned Cities Service seamen when CTMA was formed.

"In fact," said Bossert, "one of their main objectives is a blacklist system against militant men who might have the courage to speak out and demand anything for the employees—something which the company looks upon with great disfavor.

"Having been an employee of Standard Oil of New Jersey for years, I feel that I can speak with authority about this company and their stooage, Esso Tankermen's Association.

"To begin with, all patrolmen and executives of the Esso Tankermen's Association are on the company payroll and they are, with few exceptions, the same executives year in and year out. They have been so since its inception.

"Standard Oil of New Jersey is probably one of the largest and most efficiently organized corporations in the world. They know the power of organization. They also know the power of an efficiently organized and militant union such as the SIU.

"They fear it and will go to great lengths in preventing organization of their workers by such a Union. They have insti-

tuted elaborate and costly systems of service bonuses, and other concessions and seemingly liberal policies.

"In some instances they even surpass conditions on Union-contracted vessels. They have clever high-paid lawyers to draw up union contracts and working rules closely simulating our Union contracts.

"The word 'simulating' above is used advisedly because, while these contracts appear on the surface as equal to Union contracts, a close study of them will reveal glaring evasions and inconsistencies. In a final analysis they have nothing at all, except what is to the advantage to the company.

"To illustrate just one of many meaningless clauses in their contract, which simulates Union contracts, there is this clause: 'There shall be one full unbroken hour for meals for each man.'

"But, and here is the joker, there is absolutely no provision for a penalty in the event this 'full unbroken hour' for each man for each meal is not allowed.

"The writer, on one occasion, personally asked the ETMA Patrolman, Sam Royal, for a clarification of this particular clause. I told him it had been the practice to call us out during our meal hours, and asked him if there was any penalty provision.

"He replied that no penalty could be claimed and nothing could be done about it.

"I take this one clause to illustrate the difference between the Union contract and these phony contracts. The Union contract has the above clause also, but there are penalty provisions which give it strength.

"If we are interrupted in our meals, we get one hour overtime, and one additional hour overtime as a penalty for the interruption. Without this penalty provision, the clause itself is meaningless.

"About two years ago their shrewd company lawyers drew up an entirely new contract, which is a masterpiece in the company interests.

"I say company lawyers drew up this contract, because I am certain that neither Sam Royal

nor any of the "executives" of the Esso Tankermen's Association has the ability or the ingenuity to conceive anything so neat.

"However, I do know that only those having membership in the Esso Tankermen's Association were eligible to vote. And I do know also that this Esso Tankermen's Association represents only a very small minority of the men sailing Esso ships."

What Ernest Bossert had to say about ETMA and company paternalism are the sentiments expressed by the Esso tanker men who have been contacting SIU organizers these past couple of weeks. The men are hep to the fact that the company pretends to give them something with the right hand and then takes it away with the left.

READY FOR SIU

But for the first time, Esso tankermen, inspired by the victory of their fellow tankermen in the Cities Service fleet, are inclined to shake off the yoke of company-sponsored unionism.

The SIU organizing staff stands ready to help them obtain the free voice they seek, along with freedom from blacklists, intimidation and company domination over every aspect of shipboard life.

Other Esso tankermen who are interested in the brand of legitimate trade union representation that is responsible for the high standard of wages and working conditions in the American merchant marine—the unorganized tanker ships included—should feel free to call upon the SIU organizing staff at any time for information.

All queries will be kept in strict confidence. Esso men wishing information to be mailed to them should give their private mailing address. A pledge card appears on the back page of this issue.

In view of the recent developments in the tanker field, it appears that much may be written by unorganized tanker men on the drive for economic freedom.

FIRST TO SHIP FROM SIU TO CS



Joe Peragallo (left) beams as he shows SIU Organizer Keith Terpe shipping card making him the first man to be dispatched to a Cities Service ship, the Salem Maritime.

Minutes Of A&G Branch Meetings In Brief

A&G Shipping From March 1 To March 15

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	26	11	15	52	14	19	15	48
New York.....	101	98	89	288	73	61	60	194
Philadelphia.....	37	34	41	112	18	27	29	74
Baltimore.....	73	48	55	176	50	45	57	152
Norfolk.....	32	42	27	101	1	2	—	3
Savannah.....	8	7	6	21	7	1	4	12
Tampa.....	16	14	14	44	15	12	11	38
New Orleans.....	27	26	29	82	21	20	17	58
Mobile.....	41	54	76	171	38	54	64	156
Galveston.....	57	40	22	119	5	4	14	23
West Coast.....	17	29	18	64	11	22	12	45
GRAND TOTAL.....	435	403	392	1,230	253	267	283	803

BOSTON—Chairman, T. Fleming, 30821; Recording Secretary, B. Lawson, 894; Reading Clerk, B. Murphy, 39427.

Minutes of previous meetings in all Branches read and approved, with exception of motion to non-concur with Philadelphia's and Galveston's New Business. Agent reported on the situation in regard to shipping. Patrolman-Dispatcher also reported on activities for the previous two weeks. Newly-signed interim agreement between SIU and Cities Service Oil Company was read and a motion carried to concur in it. One minute of silence in memory of departed Union Brothers. Motion carried to adjourn meeting at 6 PM, with 75 members in attendance.

§ § §
PHILADELPHIA — Chairman, A. S. Cardullo, 24599; Recording Secretary, A. M. Branconi, 100848; Reading Clerk, Don Hall, 49272.

Minutes of last meetings in all ports were read and approved. Motion carried to accept Agent's report, which outlined shipping prospects for the coming two weeks. Motion carried to make a collection for Brother D. Rose, Book No. 3139, whose home was destroyed by fire recently. Secretary-Treasurer's financial report was read and approved. Communications from men seeking to be excused from the meeting were referred to the Dispatcher. Charges preferred against a crewmember of the Steel Scientist accused of drunkenness and failure to do his job aboard ship were read, along with Trial Committee's ruling that he be placed on suspension for one year. Meeting adjourned at 8:10 PM.

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

Motion carried to suspend regular order of business and go into obligations and charges. Charges and Trial Committee's findings in case of member aboard the Allegheny Victory were read and approved. Minutes of meetings in other Branches were read and concurred in. Motion carried to refer all communications from men seeking to be excused from meeting to the Dispatcher. Communication from Headquarters announcing signing of an agreement with the Cities Service Oil Company was read and approved. Resolution from Savannah Branch was tabled until matter was fully discussed by membership through medium of the SEAFARERS LOG. Port Agent said that shipping had been slow and prospects are not bright for the immediate days ahead. He thanked all hands for standing by until midnight on Friday, Mar. 10 until word of the Cities Service settlement had been received. Motion carried to accept Hospital Committee's report. Under Good and Welfare there was much discussion in reference to the Cities Service agreement just signed. Meeting adjourned at 8:10 PM, with 360 members present.

§ § §
GALVESTON—Chairman, Keith Alsdop, 7311; Recording Secretary, R. Wilburn, 37733; Reading Clerk, J. Doggett, 50692.

Minutes of previous Galveston meeting and Secretary-Treasurer's

financial report were read and approved. Other Branch minutes also read and approved. Port Agent spoke briefly on shipping in this port. Charges were read and Trial Committee's findings were accepted. Motion carried to accept resolution offered by Savannah Branch, recommending penalties for missing ship. One minute of silence in memory of departed Union Brothers. Meeting adjourned at 7:30 PM.

§ § §
NORFOLK—Chairman, J. S. White, 56; Recording Secretary, J. A. Bullock, 4747; Reading Clerk, James Webb, 46306.

Minutes of previous meeting in Norfolk and other Branches read and approved, except for motion to non-concur with Savannah resolution regarding penalties all around in cases of men missing ship. Secretary-Treasurer's financial report read and approved. Agent pointed out that interim agreement signed Mar. 10 with Cities Service Oil Company was most significant victory won by any maritime union. He read the story of the Cities Service agreement from the SEAFARERS LOG of Mar. 10 and said he had mapped out a plan whereby some CS ships might be induced to payoff in Norfolk, as a means of providing job opportunities for the competent men in this port. Communication read from Brother D. Rose, whose home burned down leaving him, his wife and eight children destitute. Motion carried recommending that anyone desiring to chip in to help this Brother out see the Dispatcher. Requests for excuses from meeting were referred to the Dispatcher. Motion carried that we non-concur with resolution from Savannah concerning shipping rule on missing ship. Meeting adjourned at 7:50 PM with 101 members present.

§ § §
SAN FRANCISCO—Chairman, Jeff Morrison, 34213; Recording Secretary, D. C. Jones, 116; Reading Clerk, S. C. White, 39302.

San Francisco minutes of previous meeting and Secretary-Treasurer's financial report read and approved. With exception of motion to non-concur with Philadelphia New Business, minutes of all Branch meetings were approved after they had been read. Port Agent said that shipping had been dead slow, with the in-transits calling for very few replacements. Prospects for the next two weeks appear much brighter, he said, as quite a few ships are scheduled to arrive. Seattle may do well if several developments result in new payoffs coming into that port. Trial

and Excuse Committee was elected from the floor. Headquarters Reinstatement Committee's report and Trial Committee's report were read and concurred in. Motion carried to give rising vote of thanks to Headquarters for job well done in getting Cities Service to agree to contract. Motion carried to adjourn at 8 PM, with 39 members present.

§ § §
NEW ORLEANS — Chairman, Frenchy Michelet, 21184; Recording Secretary, Johnny Johnston, 53; Reading Clerk, Buck Stephens, 76.

New Orleans' previous meeting minutes read and approved. Motion carried to accept charges as read and refer them to a Trial Committee, which was elected from the floor. New Orleans financial report and Secretary-Treasurer's financial report read and approved. Trial Committee's findings read and concurred in. Minutes of other Branch meetings read and accepted. Agent reported that shipping had fallen off and that it is not expected to pick up for the next two weeks. Since the last meeting there were six payoffs, seven sign-ons, and about 25 ships in-transit in this port. He also discussed the signing of the Cities Service agreement and recommended that permit members who had stood by in Lake Charles be given consideration for their efforts. Director of Organization Lindsey Williams outlined the CS beef and discussed the principal points in the contract. Motion carried to give Brother Williams a vote of thanks and confidence for his work in bringing CS under the SIU banner. Motion carried to accept communication from Paul Hall, Secretary-Treasurer, announcing signing of CS agreement. Collection of \$105 was taken up for Brother D. W. Rose, whose home burned down, leaving his eight children, his wife and himself without quarters. Thomas Atkins and Adolph Sadewater took the Union Oath of Obligation. Motion (by Nagel) carried that no more cards be extended over 90 days unless thoroughly investigated by a committee. Meeting adjourned at 8:45 PM, with 545 members present.

§ § §
TAMPA — Chairman, Ray White, 57; Recording Secretary, J. L. Jones, 2896; Reading Clerk, A. J. Baker, 32313.

Minutes of all Branch meetings read and approved. Port Agent discussed shipping. Communication read from Secretary-Treasurer announcing signing of Cities Service agreement. Motion carried to accept with vote

of thanks to organizing staff. Motion carried to concur in Savannah resolution concerning missing of ship and catching it in the next port. Complaint against member of Chickasaw crew was referred to a Trial Committee. Committee later reported back that man is to be subject to a fine for conduct harmful to his Union Brothers; motion carried to concur in committee's report. Secretary-Treasurer's financial report read and approved. Under Good and Welfare several speakers explained hardships men riding Cities Service had experienced and all hands felt that volunteer organizers deserved the highest praise for their efforts.

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

Motions carried to concur with minutes of previous Branch meetings in all ports. Agent reported on the possibilities for shipping for the coming two weeks. He announced the death of four SIU men during the past week: Lee Yarborough, Clement Mayer, George Arnim and Ruben Nicholas. Volunteers to serve as pallbearers for Arnim's and Mayer's funerals were requested. He called membership's attention to fact that De Luxe cabs are non-union and that Teamsters asked support by having members refuse to ride them. Motion carried to give vote of confidence to Director of Organization, Negotiating Committee and Strike Committee for a very capable job all had done in getting Cities Service to agree to contract. Meeting adjourned at 7:55 PM, with 400 members present.

§ § §
SAVANNAH—Chairman, Jeff Gillette, 37060; Recording Secretary, L. E. Hodges, 255; Reading Clerk, J. B. Sellers, 36401.

Savannah Branch minutes and Secretary-Treasurer's financial report read and approved. Minutes of other Branch meetings read and concurred in, with exception of motions to non-concur with Philadelphia New Business that jobs be posted ten minutes before calling time; and recommendation that a Brother be allowed to change his registration, inasmuch as there is a regular procedure for making such a change. Telegram from Secretary-Treasurer Hall announcing signing of interim agreement with Cities Service was read and motion carried to accept. Motion carried to go on record to elect five-man committee to hear charges and act on excuses for lateness. Motion carried to elect six-man committee,

two from each department, to make recommendations to Headquarters as to procedure to be used on excuses. Meeting adjourned with 50 members present.

§ § §
NEW YORK—Chairman, Lloyd Gardner, 3697; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Charlie Haymond, 98.

Minutes of meetings in all Branches read and accepted, with exception of motion to non-concur with Philadelphia New Business recommending that jobs be posted ten minutes before the hourly call. In discussion, speakers pointed out that as soon as job comes in, it should be posted as per shipping rules. Motion carried to refer Savannah resolution on penalties for missing ship back to that Branch for clarification. Port Agent stated that shipping had managed to hold its own during the past two-week period. In Headquarters report, Secretary-Treasurer gave a picture of the developments leading to the signing of the Cities Service agreement. He pointed out how the SIU's reputation for helping other unions had been of tremendous advantage in obtaining all-out support from AFL refinery and allied workers in the South and from CIO oil workers in the East and West. He said these people were standing by up to the moment the contract was signed and were ready to respect SIU picket lines, if a strike was called. The proposed rule on compulsory vacations has been roundly discussed in the LOG for many months and it is expected that the question will be put to a Union-wide referendum to allow the membership to decide which way it wants to go on this matter, he concluded. Charges were read and referred to a trial committee. Motion carried to allow Brother extension of shipping card because of his mother's serious illness. Meeting adjourned at 8 PM.

Personals

§ § §
EILERT E. (Eric) NATVIG
"Fred died last September. Jean is in need of money: John Robertson."

§ § §
DONALD TOWNSEND
Your sister, Mrs. Glenn Skeels, 5027 Long Branch Avenue, San Diego 7, California, is trying to locate you.

§ § §
WOODROW W. MOORE
Write to your niece, Miss Lillian Moore, Box 692, South Hill, Virginia.

§ § §
LOUIS S. WITTEN
Write to your wife at once. She reports an emergency: Route 1, c/o H. D. Duke, Dalton, Georgia.

§ § §
GEORGE A. BURKE
Your mother asks that you write her at Box 95, Mass, Michigan.

§ § §
CARROLL J. ROLLINS
Your mother is very ill. Your father asks that you write at once.

ESSO TANKERMEN!

THIS IS WHAT THE CITIES SERVICE TANKERMEN HAVE JUST WON THROUGH AN SIU NEGOTIATED CONTRACT



1. Job Security
2. Non-discrimination in hiring
3. Reduced hours of work, and nine holidays.
4. Wage increases of \$13 to \$36.50 per month, and definite overtime provisions.
5. Shipboard and shoreside representation through the strongest union in maritime.
6. Standardized grievance procedure.
7. Seniority rights.

PLUS...

The right to choose from any of the thousands of jobs on SIU freight ships, passenger ships, tankers, and towboats.

PLUS...

THE PROTECTION OF THE SEAFARERS INTERNATIONAL UNION

WHAT DO YOU ESSO TANKERMEN HAVE ?

ESSO TANKERMEN: THE SIU HAS BROKEN THROUGH THE COMPANY-UNION LINE IN THE TANKER FIELD. SIGN THIS PLEDGE CARD AND HELP YOURSELVES GET THE SECURITY, THE WORKING CONDITIONS, AND UNION PROTECTION THAT EVERY TANKERMAN WANTS.....

1. No overtime.
2. No job security. (What happens to you when Esso lays up its tankers? — Or transfers them to foreign registry?)
3. No representation to speak for your beefs.
4. A fleet shot through and through with company and ETMA spies.
5. A "union" which is company-dominated and run by non-seamen, who have neither insight nor interest in your problems as active tankermen.
6. Favoritism and discrimination in hiring — and firing.

This pledge card will be held strictly confidential by the SIU, until the time comes to take positive action. Meanwhile, if you want to hear from us, enclose your private mailing address, and we will write to you in a plain envelope, to protect you from the company spies.



PLEDGE CARD

I, hereby designate, appoint and authorize the SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA to represent me in any and all negotiations relative to collective bargaining with my present or any future employer.

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

S. S. Date

Company

Signature

Rating Z #