

SEAFARERS LOG



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

VOL. XII

NEW YORK, N. Y., FRIDAY, JANUARY 27, 1950

No. 2

Doing SIU Job Means More Jobs For The SIU

Waterman Steamship Corporation has just received the green light from the Maritime Commission, and will attempt to expand its operations in the coastal and intercoastal trade. If Waterman is successful, it will mean more SIU-contracted ships in service and more jobs for Seafarers.

The coastal and intercoastal runs are the toughest in the business, because ships not only compete with each other but with the railroads for the country's freight traffic. For that reason, all crews are urged to maintain their usual efficiency aboard these ships. See to it that none of these vessels is delayed in sailing for any reason.

These vessels work under the best conditions in maritime, and the crews are backed by the most rigidly-enforced contract in the industry. If any beefs develop at sailing time, don't hold up the ship—bring them to the attention of SIU officials at the next SIU port.

Under no circumstances are these vessels to be delayed or forced to sail short-handed.

Seven More Sign Welfare Plan; Others Indicate Full Agreement

NEW YORK—Seven more SIU-contracted operators have signed the SIU Welfare Plan and several others have given verbal assurance they will participate in the program, though formal signing hasn't taken place. The seven new companies signed bring to 16 the total number of companies agreeing to the new pact, which calls for employer contributions of 25 cents for each man for each day worked.

With the signing of the original 9 operators, the SIU became the first maritime union on the Atlantic and Gulf coasts to win a welfare plan paid for entirely by the operators.

At meetings held during the past two weeks a good deal of the hesitancy on the part of shipowners has evaporated, the Negotiating Committee reported, making the signing of others but a matter of scheduling meetings. Those signed during the past two weeks are: Mississippi Shipping Company, Ponce Cement Corporation, Oro Navigation Company, Carras Steamship Company, Standard Steamship Company, Strathmore Steamship Company and Dolphin Steamship Company.

Among those who are on the

verge of signing are several major contracted operators.

Apart from meetings with the 52 operators to bring about signings of the general outline of the Plan, the Negotiating Committee has begun conferences on specific details of the plan, such as the types of benefits, the amounts which will become payable and the requirements for eligibility and the manner in which the fund will be administered.

According to present plans, administration of the Fund will be assumed by a three-man committee, one representing the Union, one for the operators and one impartial member. This proposed committee is the outgrowth of the union's demand that although the fund would be financed entirely by the operators, it is to be jointly administered.

Negotiations for an employer-paid Welfare Plan first began on December 2, when a joint meeting of the SIU and the shipowners was held in New York. At that meeting the Union presented the shipowners with its proposal, which was to go into effect on January 1. In contracts signed to date the employers have all agreed to begin payments as of January 1.

Following the initial meeting, the SIU Negotiating Committee met with individual operators, breaking the ice early this month when 9 operators agreed to the proposed set-up.

The calling together of the operators for the purpose of a welfare plan during the life of the SIU's two-year contract was made possible by the exclusive SIU provision allowing the contract to be reopened for the discussion of wages at any time.

In reporting on the success to date, the Negotiating Committee noted that the reason the shipowners have offered no major opposition to the plan is to be credited to the SIU crews,

who through their efficiency have shown the operators that it pays to deal with SIU crews, and that added expenses are more than made up by efficient workmanship.

The 9 shipowners signed earlier are: Waterman Steamship Corporation, A. H. Bull Steamship Corporation, Seas Shipping Company (Robin Line), Seatrains Lines, Incorporated, Construction Aggregates, Seatraders, Incorporated, Cuba Distilling Corporation, South Atlantic Steamship Company and Alcoa Steamship Corporation.

The Negotiating Committee stated that the membership would be kept informed of all developments affecting the progress of the welfare plan negotiations as they occurred.

Census Bureau To Count Seamen On Ships

Seamen employed on American flag merchant ships will be included in the 1950 Population Census even though their vessels are on the high seas or in foreign ports.

The Bureau of the Census, with the cooperation of the maritime unions and the ship operators, will provide personnel of all merchant vessels plying the high seas, coastal waters and the Great Lakes with short-form questionnaires to be filled out on April 1, 1950.

To prevent the job of filling out questionnaires from being irksome, the Census Bureau has prepared a form containing only 26 questions, most of which can be answered by check marks. Thus only a few minutes time need be taken by any crewmember in answering his questionnaire.

Personnel of vessels at sea or in foreign ports on April 1, when the Census of Population will be taken, are required to answer only the first nine ques-

NLRB Puts Crusher On CTMA's Desperate Bid For Recognition

The National Labor Relations Board has issued CTMA's death warrant! In a letter to the SIU, CTMA and Cities Service on January 19, the Washington office of the National Labor Relations Board denied the Cities Service sponsored "union" a review of its request for certification as bargaining agent for seamen on seven Cities Service ships. The decision, in effect, means the death of CTMA.

In squelching CTMA, the National Labor Relations Board went down the line with the New York Regional Director's decision to refuse CTMA

a hearing and his opinion that probable cause exists to issue a complaint in behalf of the SIU's charges of unfair labor practices by the company.

The NLRB letter pointed specifically to the unfair labor charges pending against the employer and to the SIU claims that the company violated the Labor Management Act in at least two instances:

1—by the formation of a company union, and

2—by refusing to bargain collectively with the SIU as the duly certified representative of the company's tankermen.

To the SIU and the men aboard the company's 16 tankers, the decision removes the last possible legal maneuver by both the company and CTMA, clearing the way for a showdown, either through peaceful collective bargaining talks or a tie-up of the ships.

ELEVEN DAYS

CTMA's intervention in the case came eleven days after the SIU was certified as the representative for tankermen aboard nine of the company's tankers. The SIU had already received certification for the company's other seven ships.

On December 13, CTMA filed a petition to the New York NLRB asking certification for seven ships, those won in 1948 by the SIU. The NLRB three days later rejected the petition, but gave CTMA ten days to appeal the decision. The January

19 letter is the NLRB's answer to CTMA's appeal.

The NLRB order rebuffing CTMA's attempt to gain legal recognition coincides with earlier NLRB set-backs given Cities Service's two other sponsored "unions," the Unlicensed Employee's Collective Bargaining Agency of Cities Service Oil Company and the American Tankermen's Association, both of which were declared illegal by court orders. The two unions were created to fend off organizing drives by the National Maritime Union.

Cities Service Story

After more than three years of battling through the NLRB and the courts, the showdown with Cities Service nears. The near future will bring to a climax the campaign waged by the SIU to bring union conditions and security to the men of the Cities Service ships.

The full story of the SIU's efforts to organize the company and the company's stubborn refusal to cooperate is told in this issue of the LOG in a special section beginning on page 3.

Due to the length of this section, the LOG regretfully had to omit the Branch Agents' reports. But they'll be back in the next issue.

Check Sailing Time

Don't depend on guesses or rumors. Before going ashore, take a look at the sailing board so you'll know when your ship is scheduled to leave port. If the time is not posted, ask the Delegates to find out the correct departure time from the Mate.

In any event, don't leave the ship until you know when you're due back aboard. You'll save yourself and your shipmates a lot of trouble by checking with the proper sources.

SEAFARERS LOG

Published Every Other Week by the
SEAFARERS INTERNATIONAL UNION
OF NORTH AMERICA
Atlantic and Gulf District

Affiliated with the American Federation of Labor
At 51 Beaver Street, New York 4, N. Y.
HANover 2-2784

Reentered as second class matter August 2, 1949, at the Post Office in New York, N.Y., under the Act of August 24, 1912.



A House Divided

For some mysterious reason, the Marine Division of the Cities Service Oil Company refuses to recognize the Union of its employee's choice and sit down with it in collective bargaining negotiations.

We say "mysterious reason" because other subsidiaries of Cities Service, like its refinery division and its utility sections, long ago recognized the principle of collective bargaining and therefore enjoy amicable labor relations.

In view of the fact that vast numbers of Cities Service employees throughout this sprawling, giant corporation are covered by union contracts, arrived at through man-to-man negotiations across the conference table, the Marine Division's archaic tactics apparently do not appear to be the policy of the parent company.

With seemingly fanatical stubbornness, the Marine Division has rejected the demands of its seamen for recognition as a unit. The big question is "Why?"

All we can do is ask it. The answer should be supplied by the Cities Service Oil Company, which is facing the consequences of the unrealistic policy laid down by one of its subsidiaries.

The Marine Division of the Cities Service Oil Company does not have a solitary support for its stand in opposition to the wishes of its employees, who twice voted overwhelmingly for representation by the Atlantic and Gulf District of the Seafarers International Union. Nor can it legally or otherwise deny its obligation to bargain collectively with the Union which has been awarded bargaining rights for the tanker fleet.

The Congress of the United States enacted a law to govern labor-management relations. Whether Cities Service likes it or not, it should recognize that it is not exempt from the provisions of the labor law that other sections of industry abide by.

Without a legal leg to stand on, and this incapacity even the most hardened labor-hater in the company's Marine Division must admit, Cities Service is precipitating a situation that would be a distinct disservice to its own stockholders and the public.

A strike against the company would naturally have far-reaching effect. The Union would prefer to resolve the situation peaceably, in collective bargaining conferences.

But so far the Marine Division has shut the door on any such conferences. The SIU has complied with every legal requirement necessary for obtaining a contract. Organized labor, the Seafarers included, always refrains from using the strike weapon, except as a last resort.

Certainly the Union has demonstrated a far greater public consciousness than the company has.

If the Marine Division of CS has a public consciousness, and if it has any respect for the nation's laws, it certainly has shown no evidence of them.

There is something mighty strange about the actions of this subsidiary of utility empire that otherwise seems to go for good labor relations. Maybe if it were jerked out of the dark alley it appears to be operating in, everybody would understand how come.



Seafarers Members Now In The Marine Hospitals

BALTIMORE HOSPITAL

- D. H. BRUNIE
- A. TANSKI
- C. S. PUGH
- S. BOJKO
- F. W. CHRIST
- G. A. CARROLL
- E. K. BRYAN
- A. P. CATALEAMO

- J. SHEA
- J. C. HENSLEY
- F. KORVATIN
- R. SOUZA
- P. E. DARROUGH
- E. F. PAUL
- L. YARBOROUGH
- E. HARRISON
- J. JUDAH
- J. E. McCOMAS
- A. MASTERS
- G. WILLOUGHBY
- R. O. MELOY
- J. DAVIS
- S. BUZALEWSKI
- J. M. KRUSCZYNSKI
- H. G. HARRIS
- C. W. GOODYN
- J. YUKNAS

NEW ORLEANS HOSPITAL

- A. DEFERMO
- J. ONEILL
- J. A. MORRIS
- E. J. NAVARRE
- J. DENNIS
- F. LANDRY
- H. F. LAGAN
- L. LANG
- L. WILLIS
- E. H. COHOON
- L. BEAUDY
- A. KELLER
- C. EZELL
- P. ROBERTS
- A. MAUFFRAY
- N. I. WEST
- P. L. RAY

J. J. CERDA

- C. R. BRACE
- O. HOWELL
- D. LAMBERT
- P. M. ZANINSKI
- C. LYONS
- H. McKAY
- L. TICKEL
- T. A. CARROLL
- L. ROBERSON
- W. BEZANSON
- H. MINKLER
- T. SCANLON
- W. W. LAMB
- W. HALZELGROVE
- J. TASSAIN
- C. J. PALMQUIST

MOBILE HOSPITAL

- W. P. FLYNN
- E. WILLIAMS
- A. McNULTY
- G. DOEST
- WM. WERNETH
- S. SIKES
- T. JENKINS
- C. LYNAM
- B. LOWE
- J. FULTZ
- L. GALLO
- J. MILLER

STATEN ISLAND HOSPITAL

- E. J. SPROCH
- HENRY WATSON
- JOHN SCOTT
- M. J. LUCAS
- THEADORE ROZUM
- CIRNACO ESOLAN
- H. E. LOGE
- H. J. OUT
- L. D. DIODONNE
- R. GARCIA
- J. P. FARRELL
- J. J. O'CONNOR
- F. D. WALL

H. R. WHISMAST

- CLAUDE HAYES
- R. GRALICKI
- FRANK NEARING
- CARLOS MATT
- T. B. PATTON
- MICHAEL GOTTSCHALK
- K. JENSEN
- J. A. PHILLIPS
- E. OJECA
- V. RIZZUTO
- VINCENT RODRIQUEZ

BOSTON HOSPITAL

- FRANK ALASAVICH
- WM. E. GANNON
- G. EDWARDS

NEPONSIT HOSPITAL

- WILLIAM PADGETT
- MATTHEW BRUNO
- JOSE DE JESUS
- J. M. LANCASTER
- R. E. LUFLIN
- ESTEBAN P. LOPEZ
- CHARLES L. MOATS
- PEDRO G. ORTIZ
- R. REDDEST
- R. A. RATCLIFF
- THOMAS WADSWORTH
- R. A. BLAKE
- L. BALLESTERO
- JOHN T. EDWARDS
- E. FERRER
- I. H. FRENCH
- JOSEPH SPAULDING
- JOSEPH SILLAK
- LUIS TORRES
- L. TULL
- FRED ZESIGER

SAVANNAH HOSPITAL

- J. J. CERDA
- A. T. MOLAN
- W. GENTY
- CLYDE LASETER

THE CITIES SERVICE STORY—

HOW ONE COMPANY DEFILES THE DEMOCRATIC LAW OF THE LAND TO KEEP ITS EMPLOYEES IN ECONOMIC BONDAGE

Brief History Of Organizing Campaign

Certification of the SIU as collective bargaining agent for nine Cities Service ships Dec. 2, 1949, coupled with the award earlier of the company's seven other ships, brought closer the end of the SIU's three-year drive to organize the seamen of the Cities Service tanker fleet.

The recent NLRB award ruled the SIU winner in an election held in February and March of last year, in which the SIU polled 89 percent of the total vote, and disallowed 19 objections made by the company to the conduct of the balloting.

MAJOR PHASE ENDS

Government recognition of the SIU as representative of the Cities Service tankermen brings to a close a major phase of the NLRB's activity in the case, first enlisted when the SIU petitioned for an election in July of 1947. The NLRB entered the matter nine months after the SIU—holding pledge cards from a majority of the seamen in the fleet—had requested the company to recognize it as collective bargaining agent on October 26, 1946.

In the ensuing three years the company has held firm in its opposition to the SIU through various legal stalls, the interjection of a company-sponsored union and the entrance of the National Maritime Union, both directly and indirectly, in its maneuvers.

Following the company's rejection of the SIU's letter asking recognition, the first obstacle to face the SIU was provided by the NMU, when it filed charges of unfair labor practices against the company. The NMU's charges were based on an election won in 1938, though the NMU had never exercised its certification and the Cities Service fleet was recognized as being unorganized when the SIU commenced its drive.

NMU RULED OUT

The NMU's charges were squashed in hearings before the NLRB in July, 1947, and the way cleared for an election order.

On October 20, 1947, the Board ordered an election in the eight ships the company then owned, the voting to be completed within 30 days. On November 20, when the voting period expired, all but two of the ships were voted, these being the French Creek and the Lone Jack.

The voting period was extended 60 days, then another 10 days, to enable the French Creek to vote in Philadelphia. The ship was eventually voted in Jacksonville, following a company

For more than three years, the Marine Division of the Cities Service Oil Company has fought to deny seamen aboard its vessels their legally-guaranteed right to join a union of their choice for collective bargaining purposes. Despite two National Labor Relations Board elections in the fleet, the company has refused to recognize the CS tankermen's overwhelming desire to have the SIU represent them. The company has employed every form of subterfuge to halt pro-Union sentiment among the men, to stall the legal machinery that would bring certification of the SIU, and to evade its obligation to enter contract negotiations.

Unable to smash the Union preference of its men, the company embarked on a campaign of intimidation and mass firings. As a result, more than 250 Cities Service sea-

men now have charges of unfair labor practices on file against the company.

The SIU has withstood every protracted legal maneuver of the company and its illegitimate front—the company "union" known as CTMA—and has been certified as bargaining agent for the entire CS fleet.

For some strange reason the CS Marine Division still refuses to comply with Section 8 (a) (5) of the Labor-Management Relations Act and bargain collectively with the representative of its employees. Other subsidiaries of the Cities Service Company have amicable contractual relations with organized labor, which puts the Marine Division's position at variance with company policy.

With the Cities Service anti-union story approaching a climax, this history of the case has been prepared to acquaint SIU membership and their fellow trade unionists throughout the nation, with the facts.

maneuver in which a large number of crewmembers were replaced, leaving only seven eligible men aboard.

The Lone Jack, which was on charter in the Pacific, never was voted in that election.

TIME STALL

The company demanded that the NLRB extend the election time 75 more days for the Lone Jack to vote, and that the NLRB revise its procedure for conducting elections. Other demands made would have nullified the election. The NLRB furnished the company down and ordered the votes to be counted.

On February 9, the vote was announced, giving the SIU more than 83 percent of the men eligible to vote. Certification for the entire fleet was expected to follow swiftly, but the company came up with a gimmick that forced the second bargaining election, although it failed to block certification for the ships voted. The gimmick was in the form of eight new ships. But before the question of the new bottoms came up, the company protested the election results.

A month was consumed while the company and the NLRB batted back and forth objections and exceptions to the objections, at the end of which the New York Regional Director of the NLRB recommended to the National Board that the SIU be certified for the seamen in the voting unit.

It was May 24 before the NLRB issued its certification order. And it struck the SIU like a bombshell.

In a ruling which shattered the precedent set in the Isthmian

case the year before, the Board certified the SIU as bargaining agent for the seven ships which had actually been voted, but not for the Lone Jack which had been in foreign waters throughout the voting period, and not for the eight new ships which the company had acquired.

This meant that nine ships were not certified. And this in turn meant many other things. It meant, to sight an extreme possibility, that Cities Service could sell the seven certified ships, replace them with seven more and say "Phooey" to the Union.

REPEAT BATTLE

The order also meant that the men on the nine un-certified ships would have to go through the entire process their Brothers on the certified ships had experienced.

Meanwhile, the SIU protested. When the SIU was certified on Isthmian ships, SIU organizers pointed out, all the ships owned or operated by Isthmian became part and parcel of the bargaining unit. Yet, during the voting period, Isthmian had both acquired and gotten rid of a number of ships.

HOUSE DIVIDED

The Union filed a brief with the NLRB petitioning the Board to amend its certification order by including all unlicensed personnel in the bargaining unit as it had done in the Isthmian case. Essentially, the situation was the same.

Cities Service had 11 vessels when the Union first petitioned for an election. It had disposed of some and acquired others and

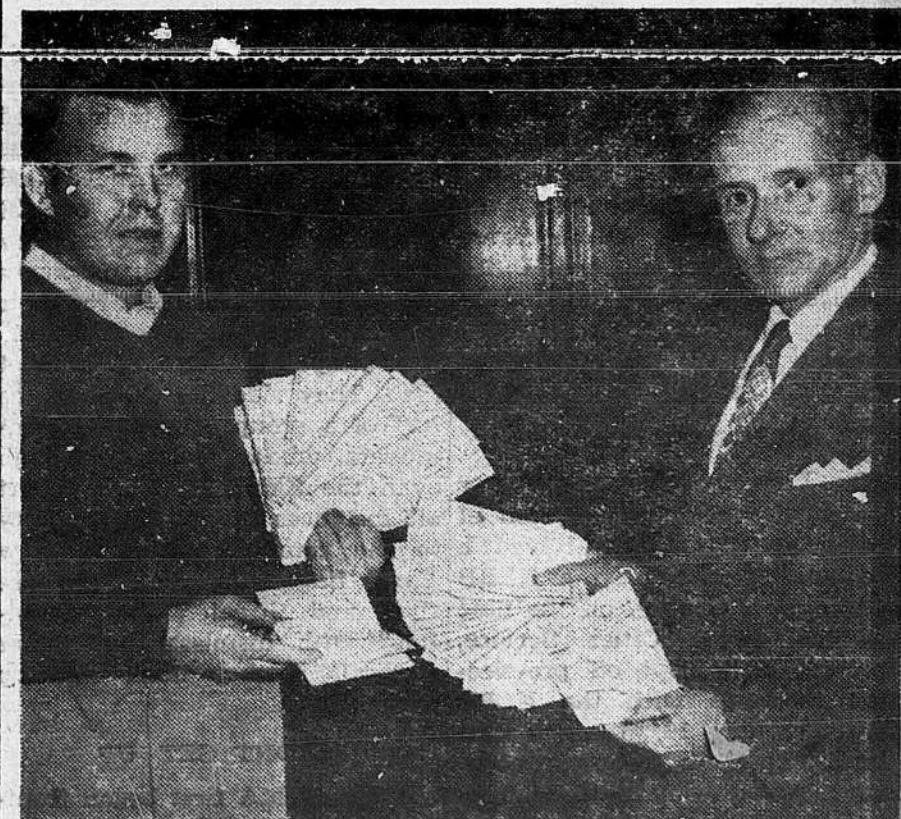
The NLRB in this instance agreed with the company's position and refused to reverse its peculiar decision. The Union immediately petitioned for recognition on the nine unvoted ships which were as overwhelmingly pro-SIU as the balance of the fleet. But there was little question but what the company would force an election order, then stall the voting off as long as possible.

At the end of June, the Union moved again, asking that the NLRB conduct a bargaining election on the nine unvoted ships, the Cities Service company having managed to stall for time through seven and a half long months.

OBSTACLE COURSE

After an informal hearing early in July, the NLRB announced that the voting unit in such an election should include "All unlicensed personnel on board vessels owned or operated by the marine division including deck, engine and stewards, excluding radio operators, pursers and unlicensed personnel aboard those vessels of which the Union has been certified by the NLRB."

After this preliminary meeting, the Cities Service company found another gimmick under



Two pro-SIU victims of the Cities Service policy of outright dismissal of those protesting intolerable shipboard conditions display evidence of their satisfactory job performances. Lowell Kelley (right), AB, and Richard Broomhead, AB, show a total of more than 40 discharges from the Bents Fort, and their CTMA membership books, which like all CS seamen, they were forced to pay for in order to stay aboard the ship. Nevertheless, they were fired on Dec. 27, 1949. They're now sailing aboard SIU-contracted vessels, where they are assured of union working conditions and job security—things that the company-dominated CTMA cannot give.

the authority of the Taft-Hartley Act, whose hidden dangers were only just becoming apparent to organized labor. Under the law, the company claimed, Stewards, Bosuns, Pumpmen and Machinists were supervisors, and could not vote in a bargaining election conducted by the Board.

At the end of August and through the early weeks of September, scores of seamen who had sailed in the disputed ratings on Cities Service ships appeared before the NLRB in New York to demonstrate that they were not supervisors within the meaning of the Taft-Hartley Act. Meanwhile, to keep the ball rolling, the Union was making an effort to induce the company to negotiate a contract for the seven certified vessels.

Both Union and company were supposed to file briefs on the bargaining unit issue with the NLRB within seven days after the hearings ended. This gave the company the opportunity it wanted to stall things along for another six weeks. The company lawyer wrangled two extensions, the second one until October 29.

COMPANY UNION

By this time, the Cities Service lawyer had thought of a new trick, a company union. It was too late for him to get a second union on the ballot in any election, but he apparently thought that, if Cities Service seamen could be lured by extravagant promises into supporting a company union, they would vote to reject the SIU. Moreover, anybody who failed to join could be blacklisted.

The new organization was called the Citco Tanker Men's Association, quickly shortened to CTMA. It first came into being around October 1, 1948.

CTMA's headquarters were in a building in Linden, New Jersey, where no one but attorneys had offices.

The SIU at once exposed CTMA as a company creation, and showed its similarity to company unions created in the past by CS. In the SEAFARERS LOG, it was pointed out that legitimate unions arose as rank-and-file movements. They did not have headquarters in the offices of lawyers, the SIU paper said, but they did have democratically elected officers, constitutions and regular meetings, all of which was lacking in CTMA.

The SIU met the company union unwaveringly. All Seafarers or pro-Seafarers in the Cities Service crews were directed to sign up for CTMA so that the company would be unable to find who exactly was who.

ELECTION CALL

On December 30, 1948, over two years since the inception of the drive, the SIU received a communication from the NLRB ordering an election on the nine unvoted ships. Cities Service, through stalls, put off pre-election meetings with the NLRB until February 16, at which time the Company refused to cooperate in any way until the 10-year old Federal Court writ ordering Cities Service to allow NMU organizers aboard its ships was rescinded.

Here the NMU threw a rock at Cities Service's scheme to get another delay. In a letter to the NLRB on February 1, the NMU officially withdrew all interest in the Cities Service fleet "in the interest of legitimate trade unionism." The company lawyer reeled under this unexpected

blow, but recovered from the shock long enough to state that the company would cooperate if the voting were put off until February 23.

The Board turned this down. The Board also rejected a company proposal that all voting be done between Boston and Baltimore.

SLICK SWITCH

What the company was up to seemed clear enough to the SIU. Eight Cities Service ships were due to hit American ports over the week-end. Some of these were to run into Gulf ports. Tuesday, February 22 would be a holiday. It was entirely possible for the company to fire the crews, sign on new men and get the ships out before the election deadline. The follow-up on this would come when the voting eventually took place with only a handful of eligible men aboard, which could bring a company protest that the vote

was not representative, and try to have the result thrown out.

The Board apparently agreed with this point of view, as voting was ordered to begin February 20. On that date crews trooped off their ships and off company property to areas where the NLRB supervised the poll. Two days later, with six ships voted, the company went into Federal Court and obtained a temporary injunction halting the election. At a hearing two days later, the injunction was modified and voting was resumed. The final balloting came in early April, when the Government Camp voted by mail from Montevideo, Uruguay.

Before the votes could be counted Cities Service was in court again. This time 12 CTMA "members" secured a temporary injunction withholding vote tallying on the grounds that they had received no notice of the election. Among the petitioners was David Furman, principal

organizer for CTMA who was exposed in the LOG as a Cities Service front man.

The injunction was thrown out and the ballots counted on April 22. The SIU swung 89 percent of the total votes cast. At the time the votes were tallied the company was given five days to file objections, if any. On the fifth day the company filed 19 objections, alleging that the conduct of the election by the NLRB was "arbitrary, capricious, illegal and void."

FINAL ORDER

It took the National Labor Relations Board almost eight months to deny the company's objections and certify the SIU as collective bargaining agent for the men on the remaining nine ships, but finally, on December 2, the certification order was handed down.

With the announced certification, Cities Service was ready with another delaying action. The Cities Service attorneys pet-

itioned the NLRB in behalf of CTMA asking certification for the men on seven of the company's ships, but their request was short lived. Three days later the NLRB answered a flat "no."

CTMA immediately seized on the NLRB provision allowing them to request a review of the decision. The national office of the NLRB made short work of the CTMA's case, issuing on January 17 a denial of the company union's request and at the same time pointing out that the SIU was the Union representing Cities Service employees. The NLRB action closed the final possible avenue for intervention by the CTMA and stymied the company's last hope for thwarting the SIU drive.

With certification covering 16 ships in its hip pocket, the SIU has requested the company to sit down and begin collective bargaining talks. To date the company has not replied to the Union's request.

Cities Service Spawns CTMA

In the dozen or so years that the Cities Service Oil Company has fought to smash efforts of its seamen to organize for collective bargaining purposes, one of its principal weapons has been the nauseating device known as the "company union." During the National Maritime Union's unsuccessful organizing campaign, the company created and fostered two phony "unions"—the Unlicensed Employees' Collective Bargaining Agency of Cities Service Oil Company and the American Tankermen's Association, both of which were declared illegal and dissolved as ordered by the National Labor Relations Board and enforced by the Federal Circuit Court of Appeals.

The currently-active Citco Tanker Men's Association, known as CTMA, which present-day CS tankermen have learned to hate as a ruthless instrument of company-inspired intimidation and oppression, is merely a reincarnation of its two unholy predecessors. CTMA was fashioned to confuse Cities

Service seamen and to delay their representation by the SIU. In both of these objectives, the company has failed miserably.

The SIU has effectively and unceasingly exposed the phony and deceitful character of CTMA and those behind it from the start. Except for the paid stooges, few CS men were taken in by CTMA's dirty tactics. No matter how sweetly CTMA propaganda was presented, the stench of the company's hand has always been evident.

CTMA is more than a story of illegitimate company activity in the field of labor-management relations—it is a classic example of how would-be union-busters, like the Cities Service Oil Company, use the fraudulent company "union" to fight the legally guaranteed rights of its employees to representation by a bona fide trade union of their own choosing. The following article merely highlights the character and methods of CTMA.

organization as a seaman's organization. Cities Service hired the services of a Steward named David Furman, an old hand at stoozing for union-busting companies. The company authorized Furman to use the title of "CTMA's authorized representative."

Cities Service itself had ample experience in running phony company "unions." During the NMU's unsuccessful drive for a contract with that company, CS set up the Unlicensed Employees' Collective Bargaining Agency of Cities Service Oil Company. The National Labor Relations Board ruled that it was illegal and ordered that it be dissolved. The order was enforced by the Circuit Court of Appeals, a federal court. Cities Service tried the stunt again by organizing another phony "union," under the less company-sounding name of American Tankermen's Association. Again the NLRB branded it "phony" and again the federal court enforced the order to dissolve the company puppet organization. The NMU's fight evaporated in face of relentless legal stalling by the company, so CS had no further need for a company "union."

But in 1948, when the SIU was showing that it was in there pitching for the company's abus-

ed seamen, and that it meant to stay in there no matter what schemes the company and its lawyers concocted, CS officials once again began shaping up another phony front.

SHADY BACKGROUND

So CS took David Furman, formerly of the Standard Oil Company of New Jersey, to do for CTMA what he had once done for the company-controlled Esso Tankermen's Association. An NMU official identified Furman as the "character" who helped develop the Esso outfit "and who has moved in to Cities Service at the request of the operator to help found the new outfit and prevent legitimate trade unionism." In addition to this testimony to Furman's shady background as a "union" man, the SIU has in file other affidavits attesting that he is in the employ of CS to assist in the union-busting tactics of CS officials.

Other many relevant factors on Furman and his "relations" with CS officials and some few crew members throughout the CS fleet are on file and fully documented. These facts will be made known during the hearings of the unfair charges against CS before the NLRB. These facts will show things that no decent

Seafarer would imagine possible.

After being briefed by the company lawyers, Furman was sent on his first mission as company stooge for CTMA, as "authorized representative." He boarded the SS Winter Hill as a Steward. He remained aboard for two months, then went ashore for one trip to report to the company. Furman was sent back to the Winter Hill with an armload of CTMA literature, all of which was done up in amateurish style to keep it from smelling too much of the company hand.

'UNION' ACTIVITY

Furman's first shipboard job was to call a meeting of the crew. Despite the company's bitter opposition to any union activity, the Skipper approved—because (1) CTMA was not a union, but a company front, and (2) the company had ordered full cooperation with CTMA stooges.

None of the officers objected as Furman boomed praise for the company. He made no effort at that time to conceal the company's connection with CTMA. When a pro-SIU crewmember bluntly asked him if Cities Service was sponsoring CTMA, Furman quickly replied:

"Yet, it is company sponsored,

FRONT SET UP

When CTMA first began fronting for Cities Service, offices were established at 129 North Wood Avenue in Linden, New Jersey, a building whose only occupant was the law firm of Dvorin and Margulies. The CTMA representative there was a lawyer named Strasburger, who is a partner in the New York law office of Murphy, Strasburger and Purcell at 217 Broadway.

To dress up the company front

but I'm sure it will be a good deal."

The company's tactic of employing CTMA solely as a device for stalling final certification of the SIU as bargaining agent for the fleet personnel soon became obvious to CS tankermen. CTMA propaganda promised that another election, with CTMA on the ballot, would be ordered shortly by the NLRB, although an SIU petition was pending with the Board and the law said that no new action could be taken until pending petitions had been disposed of.

The company could never muster more than a handful of stooges to spread its lies and threats, but all of them were amply rewarded in one way or another. Some ships' officers aided the CTMA stooges in threatening men who did not sign up with CTMA.

CHIEF STOOGES

The principal stooges—or officers—of the company "union" are:

President—John Blanchard, AB on the French Creek. This man does not mix with the crew other than to toss off threats of dismissal to those suspected of pro-SIU sentiment. He sleeps in an officer's foc'sle and eats at topside mess.

Vice-President — Nicholas De Lello, FWT on the SS Winter Hill. One of the original CTMA group who openly threatened pro-SIU men, or any anti-CTMA man with physical violence, not at the hands of himself, but instead at the hands of company "strong arm" men. He confided to crewmembers that the company pays him \$500 a month when he is on the beach for a vacation. De Lello, like Furman, also spends time going from ship to ship to get the lowdown for the company on SIU activity among CS tankermen. He fingers men for firing, and is the "brains" of the CTMA goon squad.

SPECIAL PRIVILEGES

These men are aided and abetted by two staunch company characters: Earl Gerald and Thomas P. Daly, secretary and assistant secretary, respectively, of CTMA.

In addition to these "union" officers, there is a Board of Gov-



ernors, a designation usually not employed by trade unions but common among corporation set-ups. In view of the fact that Cities Service lawyers framed the organizational setup of CTMA, however, the Board of Governors is not startling.

On the Board are Robert Halvosa, Frank Garcia, Fred Wright, and Frank Hoover.

Each of these characters enjoys special privileges aboard Cities Service ships. They determine when they get time off.

They are permitted to miss ship, even watches. They transfer from vessel to vessel in the fleet whenever they so desire. Two of them have boasted that they can have a Skipper fired, and on at least one occasion a Chief Engineer was fired because he refused to intimidate pro-SIU men.

CTMA BACKBONE

This clique of company men are the backbone of the CS front organization. To secure pledges and membership applications from personnel, they threaten men with loss of their jobs. They are openly backed by insecure company officers in all departments. CTMA membership, of course, means nothing. The men get nothing but dues receipts.

The fee for joining CTMA is \$6, which pays a member up for three months. Thereafter monthly dues are \$2.00. Everybody signs up, including the SIU men aboard the ships, to avoid being labeled pro-SIU.

If a CTMA cardholder should cease working on a CS ship, or should fall behind in dues, he is immediately dropped. On signing on again, he must join the organization all over again.

It is doubtful whether CTMA

has any members—outside of its company-paid gang of officers—who would vote CTMA in a secret ballot. The company, however, doesn't care about that. In the main, CS had two purposes it hoped to achieve through the creation of CTMA:

1. By circulating CTMA pledges among the crews, the men who refused to sign would immediately identify themselves as being pro-SIU. Thus they could be weeded out and blackballed in the fleet.

2. By introducing a new organization into the scene at the last minute, the company hoped to sway some of the men from voting for the SIU in the belief that CTMA would do something for CS men.

The SIU took the second election, despite the CTMA-directed intimidations and the company strategy—and took it by a greater majority than it had in the first election. Results of the second election gave the SIU an 89 percent majority and the victory was announced by the NLRB in April, 1949.

As the company's legal tricks to stall the final certification failed one by one, the company became more desperate and changes were made in CTMA to bring it closer to the company, both physically and in the language of its propaganda.

During the third week in October, 1949, Cities Service moved CTMA offices from Linden to a suite of offices occupied by Murphy, Strasburger and Purcell in 217 Broadway, New York City, about six blocks from the Cities Service empire's headquarters at 70 Pine Street.

During the conduct of their regular legal business, Murphy, Strasburger and Purcell act as

the CTMA. New CTMA members can join up at the law office, where membership cards are issued by an attorney or a staff employee. Nowhere in view is anything that looks like a seaman or remotely resembles one.

Upon joining CTMA, CS crewmembers must sign a statement giving the law firm of Murphy, Strasburger and Purcell the sole right to "bargain" with the company for them, and authorizing "said firm of Murphy, Strasbur-

ger and Purcell to act as my attorneys..."

Around this time the company also took a direct hand in the preparation of CTMA literature. After the SIU had been certified on Dec. 2, 1949, for the entire fleet, Cities Service took over the "Shipmate," an ineffective, childish, crudely mimeographed sheet that the company had allowed some of its stooges to get up in the vain hope that it would appear legitimate.

The company lawyers and other CS professionals became the editorial staff of the "Shipmate" and instead of mimeographing it, the company turned it over to a multilithing house in an effort to get out a professional-looking sheet. The first issue gotten out by the company officers was that of January, 1950.

To make sure there were no slip-ups in distribution after it had gone to additional expense, CS had its company officials deliver copies of the "Shipmate" to the ships. Among those who took to running "company union" papers for the top brass were Mr. Wiggins, Port Engineer for Cities Service, who carried copies aboard the Government Camp, and Edward (Murphy) Zarnowski, Assistant Port Steward, who delivered a batch of papers to the Fort Hoskins.

On Jan. 7, 1950, the company issued a statement, which it had signed by Nick De Lello, CTMA vice-president, but which was completely out of character, loaded with legal language, and calling members of the government's NLRB liars, the "De Lello" statement ended with the following get-in-line-or-else warning:

'LOYAL' TO CS

"Cities Service will be loyal to the men who are loyal to it."

But Cities Service tankermen know full well that CTMA speaks only for the company. They know that Cities Service will be loyal only to the Cities Service Company. The evidence lies in the fact that if Cities Service intended to recognize the rights and welfare of its seamen, it would have acceded to their wishes for representation by the SIU. Proof of this is what happened to the majority of the rank and file CS seamen who were foolish enough to be taken in by CS and join the other

finky company unions CS created in years gone by, and how many of those fellows the company was "loyal" to.

After more than a dozen years of fighting genuine trade unionization of their seamen, CS is still dispensing the same old hogwash.

CTMA is nothing more than an instrument for continuing to crush CS tankermen and their chances for the improvement of wages and conditions and job security.

Stay Aboard!

With the climax of the campaign near, all Cities Service seamen are urged to stay aboard their ships until otherwise notified by SIU organizers. In the meantime, SIU organizers point out, disregard all rumors and gossip. Every new development will be brought to crews' attention as soon as it breaks.

Do nothing to jeopardize your job. If you are fired from a Cities Service ship for any reason, report to the nearest SIU Hall at once.



Roy Lindquist (above) complained about the food on the Cities Service tanker SS Government Camp. As a result, the Mate, Peter Viera, who was also active as an organizer for the company "union," fired Roy. Viera admitted that the company had put him on the Government Camp to clean ship of those aboard for "a long time." Hundreds of CS seamen were driven from the company's ships in the purge.



Roy Lindquist sailed two years aboard the CS tanker SS Council Grove. "For my faithful service," he says, "I was fired for daring to exercise my law-given right to choose a genuine bargaining agent—the SIU—to represent me. The Mate warned me to lay off but I didn't because I still figure freedom is an American word . . . The fleet reeks with a spy system operating through the company-dominated CTMA."

Cities Service Makes 'Fine' Art Of Stalling

The fat file on the Cities Service-SIU case in the New York Regional Labor Relations Board bears mute testimony to the exhaustive lengths Cities Service Oil Company has gone to in its attempt to deny, by every legal and extra-legal means, the recognition of the SIU as collective bargaining agent for its tankermen. Apart from the several hundred pages of NLRB records devoted to charges, counter-charges, objections and briefs filed by the company, the New York court records are studded with company-sponsored actions taken against the SIU.

In the three years since the SIU organizing drive opened, the company's anti-union campaign has brought it before the NLRB in dozens of instances, each time with the same objective: to either knock out the SIU's efforts to gain recognition, or, failing this, to stall for time, hoping to eventually wear down the Union's energies and convince the men in the fleet that the company was unbeatable.

The following is an issue-by-issue account of the company's maneuverings, to which were devoted the full-time efforts of a battery of high-priced attorneys. Each account gives the action taken by the SIU and the rulings made by the New York Regional Labor Relations Board and its national office in Washington:

October 28, 1946

The SIU requested Cities Service to recognize it as collective bargaining agent for the men in the Cities Service fleet.

The company refused the Union's request.

The National Labor Relations Board did not enter into the matter.

October 31, 1946

The Seafarers petitioned the NLRB for an election in the CS Fleet.

The NMU intervened, claiming that it represented the company's employees. Its charges were based on an election won in 1938, though a contract was never obtained and several years later the NMU's activity in the fleet ceased.

The NLRB began investigation of the charges and in July, 1947 asked the NMU to present pledge cards representing 5 percent of the Cities Service seamen to support its claim of representation. The NMU failed to present itself at the meeting, thus clearing the way for the SIU to work on the fleet alone. Later in the case the NMU aided the SIU campaign by withdrawing all of its interest in the matter.

October 20, 1947

The NLRB cleared the way for polling of the company's fleet when it issued an election order, calling for voting to extend 30 days to November 20.

Cities Service stepped in with its first action, an action which was to become the routine pattern in the future. The Company asked that the vote be extended another 60 days. The Board agreed. Another 10 days was added later. When the SIU representative and the NLRB official arrived at a Philadelphia

For three years the Marine Division of the Cities Service Oil Company has been driving down a dead-end street. During that time it employed every possible means to shake off the SIU, twice overwhelmingly designated as collective bargaining agent by the Cities Service seamen voting in secret balloting conducted by the National Labor Relations Board.

Having failed this, the company has now run up against the stonewall. There are no more legal detours.

pier to vote the SS French Creek, the seventh of the company's eight ships, the Cities Service agent there flatly refused to let either the Union man or the Board's representative near the ship. The company agent defied the NLRB, acting, it was reported, on express orders he had received by telephone from Cities Service headquarters at 70 Pine Street in New York.

The SIU and the NLRB finally voted the ship later in Jacksonville.

January 25, 1948

Cities Service, not content to let any obstacle remain unused, went before the NLRB to ask that voting be extended another 75 days to permit the SS Lone Jack, then on charter in the Pacific, to vote. The possibility that the Lone Jack would not return to the States for many months—and could be kept away indefinitely—opened the way for the company to ask a succession of extensions. Coupled with this request the company moved to nullify the election by asking the NLRB to change the eligibility clause to allow voting by crewmen employed immediately before the balloting date instead of as of the original eligibility date; that all proceedings stop until the eligibility was changed; that it be allowed other relief and alternative, a sort of omnibus clause; that the original election order be rescinded, and that proceedings be returned to the pre-election stage for hearings.

The SIU immediately filed a counter brief, pointing out that the votes on the Isthmian ships had been counted before all the vessels had been voted.

The NLRB agreed with the Union and on February 9 ordered the tallying to begin.

February 12, 1948

Three days after the ballot count showed the SIU the winner by a landslide, with 83 percent of the vote in its favor, the company was back in the fight, this time with a protest to the election.

The SIU contested the company's position.

The NLRB denied the protest.

February 18, 1948

The company again appeared before the NLRB to protest the election.

Again the SIU appeared to fight the company's position.

The NLRB dismissed the protest.

March 5, 1948

For the third time the company's lawyers filed a fat brief disputing the election.

SIU representatives repeated their earlier position.

The NLRB again denied the company's demands.

March 8, 1948

Undaunted, Cities Service popped right back with what the company lawyer termed "exceptions to the order," repeating all of its claims disallowed in three earlier hearings.

The SIU once more appeared before the NLRB to defend its victory in the fleet.

The NLRB on March 23 denied the exceptions saying they were "duly lacking in merit." The examiner then recommended that the SIU be certified for the company fleet.

May 24, 1948

The national office of the NLRB handed down its certification order, giving the SIU jurisdiction over the seven ships voted, but not for the one ship that had been at sea nor the eight new ships the company had acquired.

The SIU immediately filed a brief objecting to the order, citing the Isthmian case, where the Union had been certified for the entire fleet despite several ships not having been polled. The Union urged the NLRB to amend its certification order to include the nine excluded ships.

The NLRB in this case agreed with the company and denied the SIU's request.

June 22, 1948

The SIU filed for an election to cover the nine unvoted ships.

July 10, 1948

The NLRB began hearings on what would constitute the voting unit in the second election and in its proceedings announced that the voting unit should include "all unlicensed personnel on board vessels owned or operated by the marine division, including deck, engine and stewards, excluding radio operators, pursers and unlicensed personnel aboard those vessels of which the Union has been certified by the NLRB."

The company lawyer at the first hearing walked out when the NLRB refused to let him have a stenotypist take down minutes. At a later meeting he returned with the Taft-Hartley Law under his arm, which he claimed barred the inclusion of Bosuns, Stewards, Pumpmen and Machinists, inasmuch as they were supervisory employees.

The SIU countered in subsequent hearings by introducing as witnesses scores of seamen who had sailed in the disputed ratings on Cities Service, all of whom demonstrated that they were not supervisors within the meaning of the Taft-Hartley Law.

The NLRB ordered the Union and the company to file briefs on the bargaining issue within 70 days after hearings ended. The company lawyer stretched out the period by stalling several weeks until October 29.

The NLRB took the two briefs under consideration.

December 30, 1948

The NLRB notified the Union and the company that an election would be held in the nine ships petitioned for. The SIU would be the only Union on the ballot, and all unlicensed men except Bosuns and Stewards would vote. Announcement was made that a meeting to arrange voting procedure would be held January 5.

The SIU agreed to meet and begin preparations for the election.

Cities Service claimed that no notice of an election had been received.

The NLRB allowed postponements until the middle of February.

February 16, 1949

The company finally attended a meeting arranged to settle the voting procedure, but refused to cooperate until the 10-year old Federal Court writ ordering Cities Service to allow NMU organizers aboard its ships was rescinded.

The SIU explained that the National Maritime Union in the interests of legitimate trade unionism had withdrawn all interest in the case on February 1, thus aiding in the removal of one more stumbling block.

The NLRB ordered the voting procedure to be set.

February 17, 1949

The Cities Service lawyer reported to the NLRB that the company would cooperate if the vote were put off until after February 23, with no voting on Saturdays, Sundays and Holidays. The company also demanded that all voting be done between Boston and Baltimore.

The SIU quickly pointed out the company's motive: Eight ships were due in American ports over the week-end, of which a number were hitting Gulf ports, during which time the company could change the crews, and send the ships back out.

The NLRB denied the motion and voting began on February 20th, a Sunday.

February 22, 1949

With six ships already voted, Cities Service went into court and obtained a temporary injunction halting the voting and impounding the ballots already cast.

The SIU immediately contested the injunction jointly with the NLRB, and two days later it was modified, to resume voting. Shortly after the injunction was totally dismissed.

April 15, 1949

Cities Service was back in court again to prevent the counting of ballots cast on the nine ships. This time the court action took the form of an injunction against the Regional Director of the NLRB by 12 CTMA men who claimed they had not been notified of the election.

The SIU protested the action to the Federal Court, being joined by the national office of the NLRB, which dispatched an attorney from Washington to



fight the company's action. The writ was thrown out of court and the counting of the ballots cast in the second Cities Service election began. The SIU netted 89 percent of the vote.

April 27, 1949

Cities Service was back in

the picture again, this time taking advantage of an NLRB provision allowing either party to file objections to the conduct of an election. On the fifth day, Cities Service submitted 19 objections, terming the NLRB's conduct "arbitrary, capricious, illegal and void."

The SIU contested the com-

pany's position, citing the uncooperative attitude of the company, whereby extreme hardships were imposed on the Union and the NLRB in the conduct of the voting.

The NLRB in New York forwarded the company's objections and the SIU's report to Washington for a decision. The Cities Service stall was successful, as it was four months later on August 19, 1949, before the NLRB denied the objections.

August 31, 1949

Cities Service then took on a bit of legal double talk and came back for another round. The company's attorneys compiled a brief in which they listed "exceptions to the objections," a stall they figured was good for another whirl.

The SIU stepped forward and re-presented its case, pointing out the company's flimsy case was aimed solely at gaining additional time.

The NLRB took under consideration the company's "exceptions."

December 2, 1949

The National Labor Relations Board issued the certification for the nine ships voted nine months earlier, and blasted the company's "exceptions to objections" by stating, "In light of the employer's refusal to cooperate with an agency of the Government in carrying out its statutory functions in the public in-

terest, we believe that, apart from other considerations, it ill behooves the employer to file objections stemming principally from its own recalcitrance."

The SIU immediately notified the company of its desire to begin anew negotiations for a collective bargaining agreement, pointing out that all legal requirements had been met by the SIU and the Government had disallowed the company's counter claims.

December 16, 1949

Cities Service pulled a switch in its stalling act by pushing CTMA into the fight. The company union petitioned the NLRB for certification as representative of the seamen aboard the 7 Cities Service ships voted in the first election.

The NLRB, three days later, denied the CTMA request, noting that the SIU was the union for Cities Service employees, but gave the company union 10 days in which to ask for a review of the matter by the national office of the NLRB in Washington.

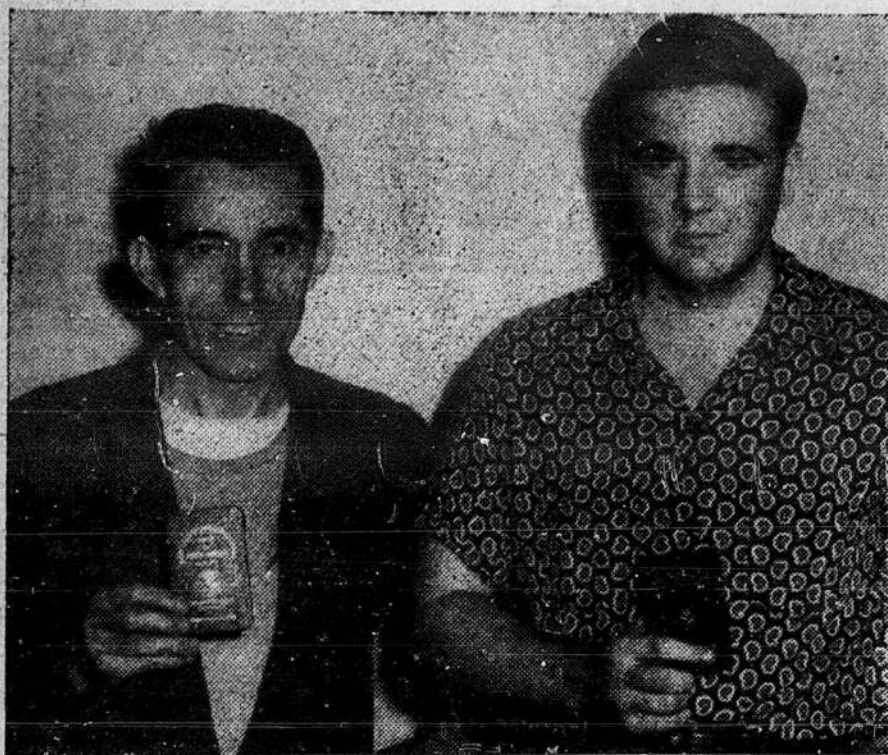
January 19, 1950

Having filed request for a review of the Regional Director's denial of certification on 7 Cities Service ships, CTMA was rebuffed again when the NLRB refused to consider the matter, notifying the company union that the SIU was the union for the company to deal with, thus

closing the last avenue for intervention in the matter by CTMA.

Thus, three years and three months later, the company has exhausted every legal means of forestalling the SIU in its fleet, and CTMA has been stopped cold in its attempt to worm into the case. The only road open to the company is to meet across the bargaining table with the SIU and hammer out a contract that will bring to Cities Service seamen the conditions, wages and security that exist aboard SIU-contracted tankers. Every time the company has zigged, zagged and dodged, the SIU has doggedly kept on its trail, resisting the company and CTMA's every attempt to discourage the SIU and keep the company's tankermen from an SIU contract.

The company's last maneuver has been exhausted. It must now face the fact that the SIU is going to stay in the battle until a contract is won, and if the company insists upon delaying the SIU and the Cities Service seamen in their relentless drive for a contract, direct action will be employed. Should the Union and the seamen take steps to gain a contract through economic action, it will be after having complied with every facet of the law. Such a move would have the complete sympathy of every person who — whether in maritime or not — has become acquainted with the facts in the case.



Among the hundreds of victims of the Cities Service Oil Company's hysterical anti-union purge are Paul Coone (right), Oiler, and Anthony Garcia, Wiper, shown here holding their SIU membership books. Both of these men were fired off the Royal Oak last June.

After sailing on the SIU-contracted Mankato Victory Coone said that for the first time "I didn't have to keep my bag packed all the time for fear of being fired in the next port because of something the company didn't like about me."

Intimidation, Mass Firing Key CS Policies

When the SIU launched its organizing drive in the Cities Service fleet and began accepting pledges from unlicensed personnel designating the Union as collective bargaining agent, the response was overwhelming. In a matter of weeks, the SIU had a sufficient number of pledges to petition the National Labor Relations Board for a collective bargaining election on the company's ships.

From the outset, the company fought the wishes of its employees tooth and nail. Despite every company maneuver to prevent its tankermen from obtaining the badly-needed advantages of an SIU contract, the Cities Service seamen have stuck through thick and thin to their conviction that the SIU was their only way to better sailing.

DIDN'T WORK

Mass dismissals, intimidation, favoritism became company policies but none of these was successful in swaying the tankermen from their intention to have the SIU represent them.

Why did Cities Service seamen flock to the SIU? Why are they now more than ever determined to be represented by the SIU? The answer is simply that conditions on Cities Service tankers are rotten to the core, beginning from the moment a seaman seeks a job at the company office in New York, until he pays off—or, as is more likely, until he is fired.

Back in November of 1946, when Cities Service tankermen began turning to the SIU, life aboard the company's ships was especially miserable.

Here's a report, published in the LOG on Nov. 15, 1946, from Peter Davies, a CS tankerman at that time:

This is the year 1950, and the Cities Service Oil Company conducts its business operations in the modern, streamlined manner. But its Marine Division, which transports the company's oil products, persists in treating its seamen employees in the contemptible fashion that American industry, for the most part, has happily discarded in the interests of efficiency and peaceful labor-management relations.

Because of the antiquated labor policy of the Marine Division, the company finds itself the defendant in more than 250 damage suits involving unfair labor practice

charges filed by CS tankermen with the National Labor Relations Board.

The conditions that gave rise to the CS seamen's demand for representation by the SIU, and the reactionary company policies of terror, intimidation and reprisals employed to prevent employees from bargaining collectively are an indictment against which the company is defenseless.

The examples cited on this page are but a fragment of the injustices perpetrated by Cities Service in its campaign of employee oppression and union-busting.

"This Cities Service tanker that I'm on is a good example why tankermen need the SIU to aid them in their fight for better conditions aboard their ships.

"Just to give you a clear picture of conditions I'll start with the foc'sle and work up from there.

"Two watches and two deck maintenance men are crowded into one foc'sle. Each man has one small broken locker, and until 10 days after I joined the ship we had no fan for the foc'sle—and as the ship's side is all that is between the outboard bunks and the sea and sky, the plating becomes a frying pan from the Gulf Stream sun, and like a refrigerator when we are in the North Atlantic.

DIRTY LINEN

"There are only half as many cots aboard as men and the linen is dirty and stained. It is not changed weekly but at the whim and will of the Utility man. Soap is something that I haven't seen given out since I've been aboard.

"In addition to this, we have

to heat our own water to wash or shave. In the Deck Department, there is only one tap that works on each of the basins provided. None of the foc'sles has a washstand but the Deck Department is privileged, for the other departments have only one toilet and one washstand apiece.

UNFIT GRUB

"The stuff called grub is strictly for the birds. We brought a lot of good stuff aboard but we never see it. The Officers get orange juice every morning; we get water with a tinge of orange juice every three days or so.

"They were only setting two small tables for the crew at first but I got ahold of the Steward and this has been changed. The food is thrown at the crew on greasy tables and the coffee pot is more empty than full."

Some of the sordid living conditions prevailing in the CS fleet prior to the SIU organizing campaign may have been corrected, but only because the company was frightened by the overwhelming sentiment of its personnel for SIU representation.

But every single condition on a Cities Service ship is considerably below the standard established by the Union and effective on its contracted vessels.

In fact since 1946, the conditions of employment on CS ships have become progressively worse. Conditions are bad, but what's worse, a man dare not open his mouth in even feeble protest. The company attempts to invest in every man a feeling of terror, so that talk of unionization and the SIU will be kept from the ships.

'COLD WAR'

When a man applies for a job in the company office, he is generally told "nothing doing, come back again." This goes on for weeks and weeks, one of the purposes being to put the applicant into a state of desperation. At that point the company considers him to be less likely to do anything to jeopardize his job, if and when he gets one.

Should the applicant be called in for a job, he is subjected to a grueling screening before several top officials of the company's Marine Division. Each de-

tail of the application is scrutinized and the job-seeker is cross-examined on every statement he has made. This procedure has a two-fold purpose: (1) To keep men with pro-Union sentiment from boarding CS vessels, and (2) to terrorize the successful applicant to the point where he will not dare utter or indicate any pro-Union leanings when he does get on a Cities Service tanker.

If an applicant passes the "screen test" a company official takes him to the railroad station, purchases his ticket, then tells him the name of the ship on



Gil Vila worked aboard Cities Service's SS Fort Hoskins for eight months and was highly recommended by the Skipper for being "sober, reliable and attentive to duty" and worthy of reemployment. But that didn't keep Vila from being fired from the same ship, commanded by the same Skipper a short time later. On CS ships no one is allowed to even think conditions can be bettered by a Union contract.

which he is to work and where he is to board it.

Once aboard the vessel, he experiences the all-around rotten, abusive conditions that have given rise to the present overwhelming pro-SIU sentiment throughout the Cities Service fleet.

Conditions, for example, like those on the Lone Jack, when Edgar Eddy lost his life because of lax preparation for foul weather and inadequate safety precautions. The Lone Jack left New York on Aug. 29, 1948, with no provisions made for securing deck gear, although topside had been warned of a hurricane sweeping the Atlantic seaboard. Two days out of port the ship met the full fury of the hurricane and all hell broke loose.

OUT OF CRADLE

The 125-mile-an-hour wind sent one of the lifeboats crashing into the bulkhead of the boat deck. Inspection revealed that the boat was out of its cradle and each time it swung back and forth it put bigger dents in the bulkhead and the boat.

The Mate then ordered the Bosun to turn the deck gang to on deck to secure the boat before it smashed to bits. Apprehensive, the deck crew nevertheless accepted the order and moved out on the slippery deck and made its way to the No. 1 lifeboat. Edgar Eddy was making his way along the outside of the swinging boat when the ship pitched and the lifeboat swung out from its moorings and knocked him into the sea.

Under an SIU contract, conditions like those surrounding the death of Eddy would not exist. SIU crews can protest inadequate safety precautions and can take steps to insure the safety of all hands. To squawk about hazards on Cities Service ships, means the end of employment with the company.

Another aspect of living on Cities Service ships that is far below that enjoyed by SIU men sailing on Union contracted ships is the food. Hundreds of stories told by Cities Service tankermen in recent issues of the SEAFARERS LOG point up the insufficient stores on the tankers, and that they have been helpless in

correcting the condition.

INFESTED FLOUR


Cities Service tankerman Richard Adell tells of a typical situation during a trip on the SS Government Camp:

"When I first went aboard the Government Camp, the ship had just returned from an eight-month trip and there were a lot of crummy old stores aboard.

"There were over 200 pounds of weevil-infested flour, 14 cases of practically rotten eggs—very noticeable to the nostrils. The Steward told me, 'The Health Department Inspector has condemned this flour and I'd like to throw it overboard with a lot of other stuff, but I've got to wait until the Port Steward says I should.'

"Yet," continues Adell, "I know for a fact that these crummy old stores continued to be used. To the best of my knowledge they were all used up, too. The point I'm trying to illustrate is that you could eat this stuff, or go hungry—and do nothing about it."

The effort made by Steward Richard Grant, who sailed for over a year on three CS ships, to improve feeding on the Archers Hope cost him his job on



CITIES SERVICE OIL COMPANY
PRODUCERS - REFINERS - MARKETERS - EXPORTERS
NEW YORK 5, N. Y.
SEVENTY FINE STREET

S/S Council Grove
 Portland, Me.
 September 13, 1949

United States Coast Guard
 Bureau Marine Inspection & Navigation

To Whom It May Concern
 Dear Sir:

This will introduce Mr. Eugen Kristiansen, who at the present time is signed on this vessel as Able Seaman.

Mr. Kristiansen is desirous of obtaining a Carpenter's endorsement on his Mariner's Document.

He is sober, reliable and competent; and I fully recommend him for this additional endorsement.

Very truly,

Robert A. Levy, Master
 SS Council Grove.

Eugen Kristiansen received this commendation from the Skipper of the SS Council Grove shortly before he was fired after one year of efficient performance of duty. A company "union" stooge named De Lello reported Kristiansen's pro-SIU sentiments to the company and his dismissal was then ordered by the "office or higher officials of the company."

Feb. 15, 1949, when the ship stopped off at Braintree, Mass. The Port Steward met the ship. With him was another Steward. Grant was told that he had been putting out too much clean linen and feeding the crew twice as much as any other CS ship.

Grant says, "When I asked him what the crews were eating on the other ships, he didn't answer, but said the food would have to be cut down.

"I replied that I couldn't face the men after feeding the lousy food. The Port Steward told me that anyone who squawked about the quality or quantity of the food would be fired. He wasn't talking to me any more. I was finished. He waved the new Steward aboard.

"He had stopped me on a previous trip from requisitioning fresh fruit, juices, and vegetables. He had also warned me, after I had been turned down three times, not to order milk again.

"Every item of food was kept to a minimum, and seconds were not allowed. All this on a ship that was supposedly feeding twice as well as the rest of the fleet. I can't imagine how the other crews stay alive. They must bring their own food with them," Grant concluded.

CREW PETITION

Conditions on the SS Bents Fort got so bad last March that the crew petitioned the Coast Guard in Boston to investigate the abusive treatment which they charged created working hazards. The entire Engine Department signed the petition and the Coast Guard promised action but apparently did nothing.

Warren P. Bremer, FWT on the Bents Fort from March 30 until May 24, when he was fired for signing the petition, reported one of the incidents that led to the petition.

"During the third trip," Bremer states, "the Machinist was in the Engine room, standing up on a grating while he held a



Eugen Kristiansen, AB, who Capt. Robert A. Levy of Cities Service ship Council Grove

said was "sober, reliable and competent," was fired nevertheless after one year aboard the ship. Kristiansen refused to switch his affiliation from the SIU to the company "union," despite warnings to "watch your step" from CTMA organizer Harvey Race.

pipe which was to be placed into a fitting. The First Engineer was standing below on the floor plates, giving instructions to the Machinist for guiding the pipe into place.

"The Chief Engineer came along. He called the Machinist, telling him he had another job for him to do. The Machinist explained that he couldn't move because he was afraid of dropping the pipe on the First Engineer.

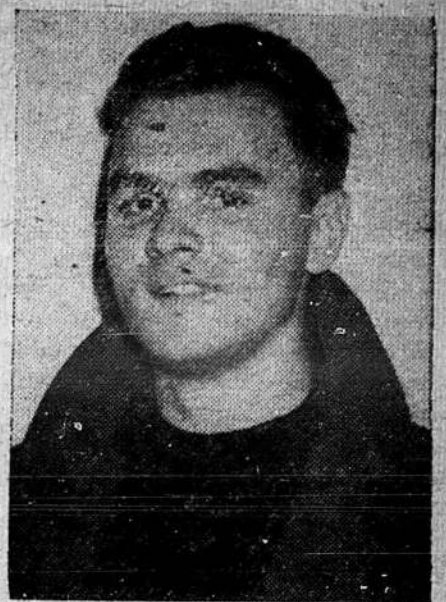
LUCKY FIRST

"The Chief insisted that his order be obeyed at once," Bremer continues. "Drop what you're doing," he said. The Machinist had to let go of the pipe. Fortunately, the First got out from under in the nick of time to see the pipe come crashing down."

Bremer says that the incident



Cities Service never had any squawk about Roy Leo's work as a Bosun on the SS Salem Maritime. But the company didn't like two things about him: (1) He did not sign the petition circulated on CS ships to get CTMA, the company "union," on the NLRB ballot; (2) He was seen, by the Port Engineer in Harbor Island, Tex., advising shipmates to vote in the NLRB election. So the company fired him.



A letter from the Skipper of the SS Archers Hope, recommending Edward Bamberger, FWT, for reemployment said in part: "He has been at all times sober and conscientious and a credit to this ship . . . Should he desire to rejoin this vessel it is recommended that he be reassigned as Oiler." A few weeks after that glowing endorsement, Bamberger got the axe, with eight other pro-SIU men, for union activity.



Like the overwhelming majority of Cities Service seamen Edward Bobinski believes that the rotten abuse, lack of security and sub-Union conditions in the company's fleet can be wiped out by genuine trade union representation—representation by the SIU. For holding this belief Bobinski was fired off the SS Chigawa

on Oct. 22, 1949. He has unfair charges pending against CS.

was just one sample of the kind of treatment all hands got aboard the ship. The Chief fired one of the Wipers after calling him every profane name in the book, merely because he didn't like the way a job was done. The Wiper was known throughout the ship as a hard and diligent worker. Overtime, says Bremer, was non-existent. Firemen were given cleaning stations. They had to paint, sougee and chip—without overtime.

Few men come off Cities Service ships with money received for overtime work. The company makes sure that overtime work is done either in regular hours, or that the officers do it—or if no other way exists, to chisel the men out of the money after they have worked for it.

It is common for men in supervisory jobs on CS ships to promise the crewmen overtime for certain jobs. But at the pay-off they get nothing—the company simply doesn't pay for it, or the officer is afraid to even put it down. Anyway, it isn't paid. Despite the frequency of



Richard Grant, Steward, says: "For putting out clean sheets once a week and feeding the crew to the best of my ability, I was fired from the Archers Hope, when the ship stopped off in Braintree, Mass., on February 15, 1949." Grant had also worked for the company aboard the SS Cantigny and the SS Bents Fort. On all

these ships, he says, "food was kept to a minimum and seconds were not allowed."

this chiseling, there is absolutely nothing a man can do about it—under present non-union conditions.

No grievance machinery exists for the settling of such overtime disputes. If any victim squawks about the overtime pay he was promised and then chiselled out of, he is fired—without getting his money.

CREW'S WORK

Another overtime chiseling tactic is for supervisors to do much of this work, which, on Union ships, is a crewman's job. On Cities Service ships, for example, Stewards, like Hans Pedersen of the Archers Hope, will do painting to deprive the men from what is legitimately their work.

Work or tasks that on SIU ships are paid for at overtime rates, or double overtime, depending on the nature of the job, are considered normal routine to be performed during regular watches. Butterworth, is practical a daily job on CS ships and there's no extra pay

for it. On SIU ships this is overtime work.

On CS ships, supervisors and company favorites hog the tank cleaning assignment, because it's the rare opportunity to make an extra dollar. They're paid for it at straight pay. On SIU ships, tank cleaning is paid for at double, or triple overtime rates, according to the type of fuel carried in the tanks. In addition, men on tank cleaning aboard SIU ships get \$7.50 as clothing allowance to compensate for the damage to their gear in the course of the job.

REIGN OF TERROR

That the working conditions aboard Cities Service ships are deplorable has been established without a flicker of doubt. But far worse is the repressive atmosphere in which CS seamen have to sweat out their voyages. No man dares open up his mouth in protest against any form of abuse or unfair treatment. Even the most feeble suggestion that things might be better is not tolerated.

Freedom of expression and job security are unknown on CS tankers, because of the reign of terror which is a matter of company policy. A company-fostered spy system prevents any discussion of shipboard conditions or talk of unionism.

Length of service with the company adds up to nothing if a CS employee is even slightly suspected of having pro-Union sentiment.

John Sullivan was a Messman for four years aboard Cities Service ships—until he was fired last spring from the Royal Oak after the ship was voted in the NLRB election in the Port of Philadelphia.

Ever since the end of 1944, when he first went to work for the company, "there had never been a complaint about my work," Sullivan says. "There wasn't a single log against me, or any other kind of black mark on my record.

"The Captain said 'he wanted to make an example of me.' However, the Assistant Port Steward for Cities Service in New York had been Steward on the Abiqua when I was on her. He and the Cook on the Abiqua knew I was interested in the SIU.

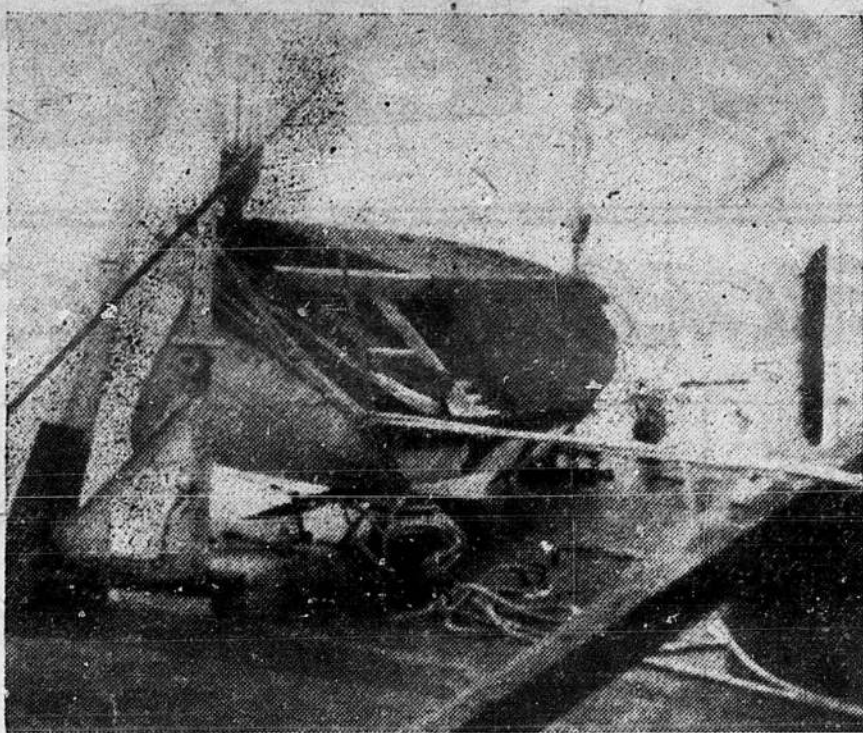
OBVIOUS ENOUGH

"So," added Sullivan, "it seems fairly obvious why I was fired."

Roy Brace, an AB on Cities Service ships, made the fatal mistake of beefing to the Skipper about the food on the Government Camp. The Mate gave him his notice and told him he shouldn't have talked to the Skipper about chow. The Mate, Peter Vierra, told Brace that the company office had sent him aboard to clean ship of all hands who had been aboard for a "long time." Brace had served a total of 15 months on the Government Camp in 1948 and 1949 and had done a hitch on the Cantigny.

Brace also tells how the Steward, a company-sponsored man, made rope rungs throughout the voyages, seldom going to the messhall, but never was censured by the Skipper.

On Dec. 21, 1948, Gil Vila, OS, received a glowing commendation from Captain H. Flaniken, master of the Cities Service tanker Fort Hoskins. In a letter to company agents, the Skipper said that Vila had been "sober, reliable and attentive to duty," and therefore was recommended



Inadequate safety preparations resulted in the death of seaman Edgar Eddy aboard the Cities Service tanker SS Lone Jack in 1948. Eddy was swept overboard when ordered to secure a poorly lashed lifeboat during a hurricane. Photo above shows the Lone Jack's No. 1 lifeboat after lashing down had been completed. The boat was not restored to its cradle and was lashed in such a manner that it could not be freed in an emergency.

A Lone Jack crewmember pointed out that the unsafe conditions leading to Eddy's death would have been corrected if the crew had Union representation and thus been able to call for remedial action before the ship left port.

for re-employment by the company.

But on Feb. 9, 1949, Vila was fired, from the same ship, commanded by the same Skipper, after the company learned that Vila had received a telegram from the SIU notifying him of the collective bargaining election to be held in the fleet. Vila had been on the Fort Hoskins about eight months.

SPY RING

The anti-union spy ring aboard the Archer's Hope ended the employment of Edward W. Bamberger, FWT, late last winter. The Chief Engineer and the Second Assistant passed along to the Skipper some statements made by Bamberger.

"After months of soaking up their ballyhoo about CTMA," says Bamberger, "I told the Engineers that there was no comparison between CTMA and the SIU.

"In my case they made no pretense as to the reason for my discharge — I had been found guilty of praising the SIU."

Bamberger says that at the payoff of the Archer's Hope in Camden at Petty's Island, near Camden, he was told that his services were no longer needed.

"When I pressed him for details, he said 'You're a little bit overly excited about union activities.'"

Prior to his last trip on the Archer's Hope, Bamberger received a letter from the Skipper recommending him for further employment. The letter said in part: "He has been at all times sober and conscientious and a credit to this ship . . . Should he desire to rejoin this vessel, it is recommended that he be reassigned as Oiler."

NO END

Testimony pointing up the deplorable and below-Union standards aboard Cities Service ships could be cited endlessly. They have been repeated so often that they establish a definite pattern.

Cities Service seamen are not crazy, nor do they want more than they are entitled to. All they want is the right to be rep-

resented by the Union of their own choosing—the SIU—so that they may enjoy the same decent working conditions, wages and job security that are possible under SIU contracts. They have complied with the laws governing the selection of a bargaining agent, and the official government agency, the National Labor Relations Board has polled them and found that the overwhelming majority want the SIU. The SIU has consequently been certified as agent for the entire fleet.

No legal or moral justification remains for continuance of the rank, intolerable conditions prevailing on CS tankers. The men want SIU representation and they must get it. When they do, another rotten period in maritime history will have been ended.

What SIU Contract Means To Cities Service Seamen

Cities Service seamen know what they're fighting for.

They have endured the company's vicious repressive tactics throughout the past three years because at the end of the battle they stand to win. They know what an SIU contract will bring to the Cities Service fleet. Many of them sailing on Union-contracted ships today have already experienced the night-and-day difference between the two extremes in conditions and wages.

First off, in place of the Cities Service questionable hiring practices, an SIU contract will assure them of non-discriminatory shipping. An SIU contract will spell the end of favoritism and blacklisting in the CS tanker fleet.

Under an SIU contract, Cities Service seamen will be working

for the best wages and under the best working conditions in the maritime industry. The kind of food they eat, their rights will no longer be determined by the whims of company stooges. Everything will be written down in black and white. If there are any disputes over their treatment, they will protest and use the successful grievance machinery for settlement.

Wherever necessary, SIU representatives, operating out of SIU Halls in every major port on the Atlantic, Gulf and Pacific coasts, will see to it that they receive everything to which they are entitled under the contract.

For the first time, Cities Service seamen will get overtime pay for all overtime work, as is the case on all Union-contracted ships.

Furthermore, Cities Service will directly participate in all matters affecting their economic welfare. They will discuss, pass or reject, all rules governing their own organization—without interference from the company. They will elect their own officials every year from among their shipmates in secret ballot.

Under SIU contract, Cities Service men will have a new-found freedom—job security. They will not be plagued by the constant need to curry to company favorites in order to keep their jobs. The Union will see to it that every one of their contractual rights and benefits is fully protected.

There is not a single aspect of working aboard ship that will not be improved by a Union contract and Cities Service men know it. That is why they have so overwhelmingly decided on the SIU as the bargaining agent.

Any doubts that might have existed on this score were wiped away by a comparison of conditions between those on Union-contracted ships and those on Cities Service unorganized vessels.



"You can't beat Cities Service for the way it treats its seamen," says Richard Adell, formerly of the Government Camp. "You work, like I did, for the company for 8½ months, break your back trying to do the job right, never get drunk, never miss work, do everything that's asked of you—and what happens? They fire you for what you believe in." Adell believes the SIU will help CS seamen.

If A Strike Comes

The Marine Division of the Cities Service Oil Company has shaped a situation for which it alone must accept full responsibility. In attempting to get the company to enter collective bargaining negotiations, the SIU has complied with the letter of the law governing labor-management relations. Twice the SIU petitioned the National Labor Relations Board for collective bargaining elections, after Cities Service seamen expressed a desire for representation by the Union.

Two elections were ordered and both times the SIU was overwhelmingly designated as the choice of CS tankermen. As a result of the elections the SIU holds two certification orders, naming it as sole collective bargaining agent for men of the company's fleet.

The company filed objection after objection and exception after exception to the board's decisions throughout a three-year battle to stave off what any sound-thinking management group would have quickly accepted as just, legal and reasonable—collective bargaining relations with its employees through the medium of their legally designated representative, in this case the SIU.

The company has now exhausted every legal maneuver to prevent dealing with its employees. Even the illegitimate company "union," which it injected to extend the stalling, is now locked up legally and can do nothing further to block contract discussions.

If the SIU calls a strike against the Cities Service company it will be doing so because the company has closed the door on negotiations.

The SIU will be striking against the company because of its refusal to comply with the provisions of the Labor-Management Relations Act, enacted by the Congress of the United States.

Specifically, the strike will be called in protest of the company's refusal to recognize the Union certified by the Government agency as representative of its employees, and against the company's refusal to bargain collectively with the representative of these employees.

The Cities Service Oil Company has chosen to ignore the laws of this land by refusing to comply with the decisions of the National Labor Relations Board.

In effect, Cities Service will be calling the strike against itself.

CITIES SERVICE SCOREBOARD

NLRB VOTING RECORD OF CITIES SERVICE SEAMEN

	TOTAL VOTES CAST	TOTAL VALID VOTES	VOTES CHALLENGED	VOID VOTES	VOTES FOR SIU	VOTES AGAINST SIU	PERCENTAGE FOR SIU...
FIRST NLRB ELECTION	190	183	1	6	153	30	83.8%
SECOND NLRB ELECTION	181	110	66	5	98	12	89.9%
TOTALS	371	293	67	11	251	42	

In the first National Labor Relations Board election, conducted before the creation of CTMA (the company "union"), only one vote was challenged by the SIU. None of the votes was challenged by either the NLRB or the company.

Ships voting in the first election, results of which were announced on February 9, 1948, were:

SS Abiqua, SS Cantigny, SS Chiwawa, SS French Creek, SS Council Grove, SS Logans Fort and SS Paoli.

The NLRB issued its order certifying the SIU as collective bargaining agent on May 24, 1948.

In the second election, held after the creation of CTMA, not one vote was challenged by the Union. All of the 66 ballots questioned were challenged either by the NLRB or the company.

The ships involved in this election were:

SS Archers Hope, SS Bents Fort, SS Bradford Island, SS Fort Hoskins, SS Government Camp, SS Lone Jack, SS Royal Oak, SS Salem Maritime and SS Winter Hill.

The results of the second NLRB election were announced on April 22, 1949, and the final certification order was issued by the government agency on December 2, 1949.

The Union's overwhelming majority in the second balloting is especially significant in view of the unusually large number of votes that were challenged—66 out of a total of 181 cast.

Because of the heavy vote cast in favor of the SIU, the NLRB ruled that it was not even necessary to hold hearings on the challenged ballots to decide the outcome. Even if none of these questioned votes was registered in the Union's column, the results of the election would not have been altered, although it is a certainty that the majority, if not all of them, would have revealed a preference for the SIU, as these company- and NLRB-challenged votes undoubtedly would have followed the pattern set by their shipmates.

In other words, even though well over one-third of the entire vote was challenged in the second election by the company or the NLRB, the SIU still was far ahead, scoring the amazing majority of 54.1 percent of the total votes cast—including the 66 challenged and five void ballots.

The National Labor Relations Board cannot designate a union as the winner of an election unless the union scores better than a 50 percent majority of the valid votes cast. As the figures prove, the SIU has more than met this requirement.

UNFAIR LABOR RECORD OF CITIES SERVICE OIL CO.

Of the approximately 500 jobs in the Cities Service fleet, more than 250 of the company's seamen have filed unfair labor charges against the company in the space of a few months.

The startling fact about these pending unfair labor charges is that, even if the Cities Service Oil Company had agreed to an SIU contract when it was first requested, the added cost to the company of a contract with the Seafarers would have been far less than the sum the company will eventually have to pay for its anti-union fight. This will be demonstrated if only a small percentage of the unfair labor charges against CS is upheld by the National Labor Relations Board.

There is ample precedent to sustain this estimate of heavy costs to be borne by the company. In the earlier dispute between the National Maritime Union and the Cities Service Oil Company's Marine Division, the NLRB heard six cases of unfair labor charges filed by NMU men against the company for anti-union activities. Of these six cases, the charges of five of the men were upheld by the government Board.

The company was ordered to pay these men back wages and subsistence for the time they spent on the beach as a result of their arbitrary dismissals. In addition, the Board ruled that the men were to be reinstated to their former jobs.

It is interesting to note that the evidence presented against the company in the five successful NMU cases was not nearly as strong as even the weakest cases of the more than 250 cases pending against the company today.

One of the conclusions that can be drawn from this situation is that the Cities Service seamen are not the only victims of the Marine Division's unfair labor practices. The company itself is a victim of the anti-union policy it has effected.

Besides placing the company in the present unfavorable predicament, the persons or "labor experts" advising CS Marine Division officials will be responsible for the financial soaking the company will get as a result of the pending unfair labor charges. The company can add this to the cost of paying professional union-busters, whom these "experts" recommended be brought into the field to work against the SIU.

The strange aspect of it all is that the would-be professional union-busters the company has employed have not accomplished the job they have been paid to do.

When the chips begin to fall, it would be interesting to be around when the Marine Division officials of Cities Service start explaining to the corporation and its stockholders just exactly what happened—and how.

Minutes Of A&G Branch Meetings In Brief

SAN FRANCISCO—Chairman, W. McCuiston, 23138; Recording Secretary, Jeff Morrison, 34213; Reading Clerk, P. Robertson, 30148.

Minutes of meetings in other ports accepted. Agent reported slow shipping during past weeks. Communication received from crew of SS Bethore. Motion by Dore, 38091, carried, that the Negotiating Committee go after Isthmian to sign the standard agreement, with emphasis on the transportation clauses. Good and Welfare: General discussion on particulars which should be included in agreement to be negotiated for the future. Meeting adjourned with 38 members present.

§ § §
SAVANNAH—Chairman, Jim Drawdy, 28523; Recording Secretary, L. E. Hodges, 255; Reading Clerk, Jeff Gillette, 37060.

Agent reported on the status of shipping for the past two weeks and the prospects for the future. Minutes of meetings held in other ports accepted, except those of Norfolk, which called for 30-day extension of shipping cards. Headquarters Tallying Committee report accepted. Motion by Goude, 50999, carried, that Headquarters be asked again to have all ships touching Puer-

A & G Shipping From Jan. 4 To Jan. 18

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	11	8	5	24	6	2	6	14
New York.....	153	134	147	434	80	83	91	254
Philadelphia.....	23	27	24	74	22	12	15	49
Baltimore.....	93	79	60	232	65	53	59	177
Norfolk.....	49	44	27	120	7	7	7	21
Savannah.....	22	17	17	56	6	3	1	10
Tampa.....	14	11	9	34	12	14	11	37
Mobile.....	52	43	46	141	13	14	19	46
New Orleans.....	91	87	118	296	65	59	94	218
Galveston.....	37	18	23	78	10	16	11	37
West Coast.....	32	34	29	95	20	39	18	77
GRAND TOTAL.....	577	502	505	1,584	306	302	332	940

to Rico be contacted by the SIU representative there, and the set-up on quitting ships in the Island be explained to the crews. The motion also called upon Headquarters to explain the set-up through the air-mail Bulletin. Good and Welfare: Retiring Agent Jim Drawdy thanked the membership for their cooperation during his time in office, and asked the members to give the same cooperation to the new Agent. One minute of silence for members lost at sea. Meeting adjourned with 80 members present.

§ § §
GALVESTON—Chairman, Keith Alsop, 7311; Recording Secretary, J. Hammond, 24404; Reading Clerk, R. Wilburn, 33093.

Meetings of other Branches accepted as read. Agent, Patrolman and Dispatcher reported. Headquarters Tallying Committee's report accepted as read. One minute of silence for Brothers lost at sea. Meeting adjourned at 7:40.

§ § §
MOBILE—Chairman, J. Parker; Recording Secretary, J. L. Carroll, 50409; Reading Clerk, Harold J. Fischer, 59.

Motions carried to accept minutes of meetings held in other Branches. Agent reported on the shipping prospects for the coming two weeks. He also reported on a meeting of 5 State Federation Directors in connection with the fishermen recently brought into the SIU. The Agent concluded his report with comments on the status of the Welfare Plan. Tallying Committee's report on elections accepted. One minute of silence observed for Brothers lost at sea. Meeting adjourned at 7:30 with 420 members present.

§ § §
TAMPA—Chairman, R. H. Hall, 26060; Recording Secretary, T. Tyre, 32746; Reading Clerk, P. Carter, 48287.

Motions carried to accept minutes of meetings held in other Branches. Agent's report accepted. Motion carried to accept Ballooning Committee's report. Secretary-Treasurer's financial report read and accepted. Meeting adjourned after one minute of silence for Brothers lost at sea.

§ § §
NORFOLK—Chairman, Ben Rees, 95; Recording Secretary, J. Bullock, 4747; Reading Clerk, W. LaChance, 46127.

Headquarters Tallying Committee's report read and accepted. Charges against one member read and a Trial Committee

elected. Resolution from the crew of the SS Bethore read. Communication requested that steps be taken to improve the quantity and quality of stores on Ore ships. Membership stood one minute in silence for lost Brothers. Meeting adjourned with 120 members present.

§ § §
BALTIMORE—Chairman, Al Stansbury, 4683; Recording Secretary, G. A. Masterson, 20997; Reading Clerk, Rex Dickey, 652.

Minutes of meetings held in other ports accepted, except that

part of Norfolk New Business requesting 30-day extension of shipping cards. Agent Rentz reported slow shipping. Volunteers who have aided the Grain and Mill Workers were thanked by the Agent for their good work. Motion by Rentz, 26445, carried unanimously, that the SIU donate \$35 to the Grain and Mill Workers, who are in tough straits as a result of their long strike. Meeting stood in silence for one minute for Brothers lost at sea. Meeting adjourned with 400 members present.

§ § §
PHILADELPHIA—Chairman, J. Sheehan, 306; Recording Secretary, G. Campbell, 34735; Reading Clerk, A. Fusco, 42860.

Motions carried to accept minutes of Branches in other ports. Agent's verbal report accepted.

§ § §
BOSTON—Chairman, S. Greenridge, 1863; Recording Secretary, B. Lawson, 894; Reading Clerk, R. Lee, 47958.

Minutes of other Branches accepted, except that portion of Tallying Committee's report read and accepted. Trial Committee elected to hear charges pending. Meeting adjourned with 200 members present.

§ § §
BALTIMORE—14 North Gay St. William Rentz, Agent Mulberry 4540
BOSTON.....276 State St. Ben Lawson, Agent Richmond 2-0140 Dispatcher Richmond 2-0141
GALVESTON.....308½—23rd St. Keith Alsop, Agent Phone 2-8448
LAKE CHARLES, La......1419 Ryan St. L. S. Johnston, Agent
MOBILE.....1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
NEW ORLEANS.....523 Bienville St. E. Sheppard, Agent Magnolia 6112-6113
NEW YORK.....51 Beaver St. Joe Algina, Agent HANover 2-2784
NORFOLK.....127-129 Bank St. Ben Rees, Agent Phone 4-1083
PHILADELPHIA.....337 Market St. J. Sheehan, Agent Market 7-1635
SAN FRANCISCO.....85 Third St. Jeff Morrison, Agent Douglas 2-5475
SAN JUAN, P.R......252 Ponce de Leon Sal Cells, Agent
SAVANNAH.....2 Abercorn St. Jim Drawdy, Agent Phone 3-1728
SEATTLE.....2700 1st Ave. Wm. McKay, Agent Seneca 4570
TAMPA.....1809-1811 N. Franklin St. Ray White, Agent Phone M-1323
WILMINGTON, Calif., 227½ Avalon Blvd. E. B. Tilley, Agent Terminal 4-2874
HEADQUARTERS, 51 Beaver St., N.Y.C.
SECRETARY-TREASURER
Paul Hall
DIRECTOR OF ORGANIZATION
Lindsay Williams

Norfolk business requesting a 30-day extension of shipping cards. Tallying Committee's report read and accepted. New Business: Motion defeated that at every meeting, after electing a Chairman, Secretary and Reading Clerk, a Trial Committee, an excuse committee be elected. Membership stood in silence for one minute in memory of Brothers lost at sea. Meeting adjourned with 126 members present.

§ § §
NEW YORK—Chairman, L. Gardner, 3697; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, C. Simmons, 219.

Minutes of all meetings held in other ports accepted, except Norfolk, which was rejected for requesting a 30-day extension of shipping cards. New Business: Motion by Aponte, 102075, car-



ried, that Headquarters investigate Ponce Cement Company on the matter of unemployment insurance and see whether or not the company is paying into the fund on wages earned by its seamen. Good and Welfare: Discussion on men missing ship. Membership was strongly in favor of strong action to curb practice.

§ § §
NEW ORLEANS—Chairman, C. Stephens, 76; Recording Secretary, H. Troclair, 6743; Reading Clerk, Jack Parker, 27963.

Charges against two men read. Trial Committee recommendations accepted. Minutes of meetings held in other Branches read and accepted. Agent reported business in port as being in good shape, but shipping has been slow. All hands were urged to register and vote in municipal elections. Good and Welfare: Lengthy discussion on Cities Service and the Union's successful fight to bring the case to a head. Meeting adjourned with 510 members present.

Personals



VINCENT CELLINI
Get in touch with your sister, Mrs. Beatrice Schmidt, 1606 Mifflin Street, Philadelphia, Pa.

§ § §
TED DYSON
Your gear is in the New York baggage room.

§ § §
PHILLIP SARKUS
Please get in touch with Frank E. Guitson, 409 East 92 Street, New York City.

§ § §
MORRIS BERLOWITZ
"Please contact, or send money to me as soon as possible, c/o Baltimore Hall, 14 N. Gay Street—Gosta Skyllberg."

§ § §
AL FORQUE
Write to your old shipmate, Harry Newton, 318 W. Laurel St., Compton 3, California.

§ § §
WM. JOHN DARCH
It is necessary for you to communicate with Richard M. Cantor, 51 Chambers St., New York 7, N.Y. immediately.

§ § §
EDDIE
"I got off the ship. Write me c/o Leah. Everything okay: Frank."

§ § §
ARTHUR W. CORNMAN
Your wife is anxious to hear from you at 2121 Eastlake Ave., Los Angeles 31, Calif.

§ § §
WM. EDWARD THOMPSON
Write your mother at 542 N.W. 10 St., Miami, Fla. She is worried about you.

§ § §
ANTHONY CZEZEMSKI
Contact your sister, Mrs. Fred Bell, 109 Prospect Ave., Buffalo, N. Y.

§ § §
EDWARD B. YOUNGBLOOD
Please contact your brother, T. Doug Youngblood, Box 30, Sum-

ter, South Carolina at once. It is very important.

§ § §
ANTONIO TEIXEIRA
Your wife is ill and asks that you write her at once, at Azara No. 10, Dept. 4, Buenos Aires, Republica Argentina.



§ § §
SS DOROTHY
The following crewmembers, who paid off in New York on January 23, received overpayment. Get in touch with Paymentmaster, Bull Lines, 115 Broad Street, New York:
Louis Cambaro, Bennie Crawford, Walter Hallett, Wm. Healy, James Sealy, Phillip Snyder and Leonard Toland.

§ § §
The following men have transportation money waiting for them at the office of the Ponce Cement Co., Ponce, Puerto Rico:
S. Crespo, R. Moran, A. Morel, R. Hestres, J. Cordero, F. Rombach, G. Rivera, L. Guatier and L. Cabrera.

§ § §
SS THOMAS WOLFE (1946)
The men listed below have won judgment of a month's wages. Contact Albert Michelson, 1650 Russ Building, 235 Montgomery St., San Francisco, California:
Herebert Bagley, George E. Rodriguez, Joseph Hassler, Jr., Isaac L. Jones, Richard E. Holstein, James A. Knittles, Lee T. Devol, Raymond R. Carroll, Jr., Franklin O. Miller, Raymond E. Schott, Troy W. Gemmell, Robert A. Allee, John S. Hauser, Ted Boling and Ronald F. Chandler.

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BALTIMORE—Chairman, Al Stansbury, 4683; Recording Secretary, G. A. Masterson, 20997; Reading Clerk, Rex Dickey, 652.

Minutes of meetings held in other ports accepted, except that

Directory Of SIU Halls

SIU, A&G District

- BALTIMORE.....14 North Gay St. William Rentz, Agent Mulberry 4540
- BOSTON.....276 State St. Ben Lawson, Agent Richmond 2-0140 Dispatcher Richmond 2-0141
- GALVESTON.....308½—23rd St. Keith Alsop, Agent Phone 2-8448
- LAKE CHARLES, La.....1419 Ryan St. L. S. Johnston, Agent
- MOBILE.....1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
- NEW ORLEANS.....523 Bienville St. E. Sheppard, Agent Magnolia 6112-6113
- NEW YORK.....51 Beaver St. Joe Algina, Agent HANover 2-2784
- NORFOLK.....127-129 Bank St. Ben Rees, Agent Phone 4-1083
- PHILADELPHIA.....337 Market St. J. Sheehan, Agent Market 7-1635
- SAN FRANCISCO.....85 Third St. Jeff Morrison, Agent Douglas 2-5475
- SAN JUAN, P.R.....252 Ponce de Leon Sal Cells, Agent
- SAVANNAH.....2 Abercorn St. Jim Drawdy, Agent Phone 3-1728
- SEATTLE.....2700 1st Ave. Wm. McKay, Agent Seneca 4570
- TAMPA.....1809-1811 N. Franklin St. Ray White, Agent Phone M-1323
- WILMINGTON, Calif., 227½ Avalon Blvd. E. B. Tilley, Agent Terminal 4-2874
- HEADQUARTERS, 51 Beaver St., N.Y.C.

ASST. SECRETARY-TREASURERS
Robert Matthews Lloyd Gardner
Joseph Volpian

S U P

- HONOLULU.....16 Merchant St. Phone 5-8777
- PORTLAND.....111 W. Burnside St. Beacon 4336
- RICHMOND, Calif.257 5th St. Phone 2589
- SAN FRANCISCO.....59 Clay St. Douglas 2-8363
- SEATTLE.....86 Seneca St. Main 0290
- WILMINGTON.....440 Avalon Blvd. Terminal 4-3131

Canadian District

- MONTREAL.....404 Le Moyno St. University 2427
- FORT WILLIAM.....118½ Syndicate Ave. Ontario Phone 3-3221
- HALIFAX.....128½ Hollis St. Phone 3-5911
- PORT COLBORNE.....103 Durham St. Phone 5591
- TORONTO.....111A Jarvis St. Elgin 5719
- VICTORIA, B.C.602 Boughton St. Empire 4531
- VANCOUVER.....565 Hamilton St. Pacific 7824
- HEADQUARTERS.....512 McGill St. Montreal Plateau 670

Labor Today

NEW YORK WORLD-TELEGRAM

AFL Seafarers Union Moving to Kick Out Trotskyite Commies

Declares Both the Party and Splinter Groups Are Dual and Hostile to SIU

By NELSON FRANK, World-Telegram Staff Writer.

Action toward expelling Trotskyite Communists has been taken by the AFL's Seafarers International Union. Significant is the fact that the resolution adopted by the AFL union lists as one of the reasons for its action the "disruptive record on the waterfront within the (CIO's National Maritime Union) . . ." of the Trotskyites.

The NMU has charged that among the leaders who led the recent disturbance at its headquarters on W. 17th St. were supporters of the two Trotskyite splinter groups, the Socialist Workers party and the Independent Socialist League.

By its action, the AFL union has gone further in opposition to the radical political bodies than the NMU which as yet has not spelled out the names of its political opponents.

'Dual and Hostile Body'

Despite its failure to name Communist splinter groups as enemies, the NMU is expected to be officially on record against the Communist party this week when the results of a referendum on two convention resolutions and a number of proposed constitutional amendments are counted in union headquarters.

Under the changes, introduced at the union's convention last September by supporters of NMU President Joseph Curran, resolutions passed by the membership have the result of establishing official union policy. One, that NMU leaders declare they believe has passed, names the Communist party as a body that is dual and hostile to the NMU and its membership.

Like the resolution passed by the SIU, this will make it possible to bring members up on charges that they are using their membership in the interests of a political party rather than for the good of the trade union.

The SIU, under the leadership of its Atlantic and Gulf Coast secretary-treasurer, Paul Hall, has consistently battled members of the Communist party and ousted them from the union.

'Enemies of Union'

Now it has stated that both the party and splinter groups are declared dual and hostile to the best interests of the SIU.

The resolution states that because of their "blind following of the antirade union theory advocated by Lenin and Trotsky we go on record here to deal with the supporters of these union-busting groups individually and collectively as enemies of our union as well as enemies of all American seamen . . ."

Further, it declares that "any member of the SIU who is a member of, contributes to or as a fellow traveler knowingly follows the policies of (the CP and SWP) be declared an enemy of the SIU and be made to stand charges and if found guilty to be expelled from the union . . ."

The SIU declares that "while the powers granted the union under the resolution have not been invoked to date, the union expects to swing into action against known offenders soon."

Some Split With Curran.

Within the NMU, a member of the one-time supporters of the present administration have been Trotskyites who left the SIU to join the CIO union when the Curran forces were battling the Communist leadership.

Although they made common cause with Curran to oust the Communists from official positions, they split with him over the issue of continuing the battle

against the Communists among the membership.

In the recent fracas at NMU headquarters, all types of pro and semi-Communists, including the real thing, were aligned against the administration which finally removed 15 of them from office.

Currently there are reports that Charles Keith, former head of the Communist party on the waterfront who after being expelled first backed Curran and more recently has led the fight against him, is being tried for his part in the seizure of the NMU headquarters.

Mr. Keith is expected to have charges against him presented to the membership at the next union membership meeting on Thursday.

TUESDAY, JANUARY 3, 1950.

SIU MAKES NEWS

New York Newspaper Highlights SIU Fight Against Trotskyite-Commie Disruptors

Congressman Dollinger Says Hiring Hall Gives Men Security, Stabilizes Industry

(From the Congressional Record)

Seafarers International Union

EXTENSION OF REMARKS OF HON. ISIDORE DOLLINGER

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, January 17, 1950

Mr. DOLLINGER. Mr. Speaker, I recently availed myself of an invitation extended to all Members of Congress by the Seafarers International Union to visit their headquarters branch at 51 Beaver Street, New York City. I was pleased to have the opportunity to see the hiring hall in action, and to learn what Paul Hall, secretary-treasurer of the Atlantic and Gulf district, Al Bernstein, their international representative, and others, are trying to accomplish.

I was convinced, that because of problems peculiar to the maritime industry, the union hiring halls have injected stability into the industry and have given to seafaring men a proper dignity and security that was impossible under the previous hiring practices.

Because I was so impressed with what I learned during my visit, I wish to take this opportunity to report to my colleagues on my experiences, and to give them the facts which were made available to me.

World War II proved conclusively that a large, strong, and efficient merchant marine is absolutely essential to our national security. Were it not for the fact that we were able to keep our ships sailing when the vessels of our allies virtually had been destroyed, it is not improbable that years would have been added to the conflict. In fact, victory might not have been ours.

It is important here to remember that the hiring hall was the backbone in keeping the ships crewed and moving in wartime to all theaters of operation.

The merchant marine has properly been called our second line of defense by those who shouldered the responsibility for the successful prosecution of our war effort. Just as we must maintain an Army and Navy strong enough to meet any emergency, so must we take the necessary steps to insure the continued efficient functioning of our merchant fleet. We should take no false comfort in the thought that Allied Nations are rebuilding their maritime industries. Constantly changing political alignments mean that the ally of today might well be the enemy of tomorrow.

There is no question that the highly successful operation of our merchant marine during the war was due to the stability achieved in the maritime industry over the past years. That stability should not be threatened, unless we are foolhardy enough not to have learned

anything from the past conflict.

Yet the stability of this vital industry, and the job security of the workers dependent upon it for their livelihoods—and the security of the Nation—is threatened because of a serious shortcoming in the Taft-Hartley law.

Because of the ban on the closed shop, the existence of the maritime unions' hiring halls is in jeopardy. If the view of the lower courts is upheld by the Supreme Court, the ban will not only end the current hiring hall procedure with its democratic rotary system of shipping, it will destroy the maritime unions themselves, and all their hard-won gains in behalf of their seafaring members.

It is possible that failure to exempt the union hiring halls from the provisions of the Taft-Hartley law was due to a lack of understanding on the part of many Members of Congress as to the nature of the hiring hall and its manner of operation.

As I saw it, the rotary hiring system is the most equitable method of dispatching men to jobs that has yet been devised, with seamen registering for jobs as they come off the ships and then being dispatched on a first-come, first-served basis.

Under the rotary hiring system, seamen who have been issued certificates by the United States Coast Guard testifying to their qualifications to sail in their particular ratings obtain jobs fairly and squarely. When a man wants employment, he registers at the union hiring hall, where he is issued a shipping card bearing the date of his registration.

As jobs come in, they are posted on the shipping board, listing the vessels, their destinations and other pertinent data. In addition, the dispatcher calls out the available jobs and those men who are qualified and wish to apply throw in their cards. Of those throwing in, the men with the oldest cards, or those who have been on the "beach"—unemployed—the longest, get the jobs. No one is compelled to take any employment. If an eligible seaman does not want a particular job, he simply does not throw in for it. He merely waits for one more to his liking to be called out. The date of his registration and the fact that he is qualified are the only considerations determining his right to the job.

I spoke with Paul Hall, secretary-treasurer of the Atlantic and Gulf district, and with his members of the SIU, and their sentiment in favor of this democratic system of obtaining jobs was overwhelming. The older seafarers were especially vigorous in their approval and in no uncertain terms they denounced the degrading crimp halls and the shanghaiing methods that prevailed in the industry before the advent of the union hiring hall.

Crimp halls were generally seamen's boarding houses, whose unscrupulous

proprietors served as employment agencies for equally unscrupulous shipowners. Crimps fleeced their seamen-guests, sinking them deeper and deeper into debt, until they were forced to accept one of the jobs offered them as a means of getting out of debt. The seamen's wages were then used to pay off the debt and, in addition, the crimp received a commission from the shipowner. It was a vicious cycle with the seamen never getting any more than a sum necessary to dispose of his obligation to the crimp.

Shanghaiing was an even more despicable method of supplying men to ships in those days. Manpower needs of a shipowner were satisfied by coercing or kidnapping seamen by crimps and saloon proprietors who would ply them with drugs and liquor, and then hustle them aboard ship.

The union hiring hall wiped out crimps' halls and shanghaiing, and the maritime industry is better off for it.

The union hiring hall also stepped up the efficiency and stability of the merchant marine by ending the employment of "summer sailors," generally well-to-do college students with connections who were pushed through Coast Guard qualification tests so that they could go to sea for a few months as a lark. As a result of this practice, qualified seamen who made a career of sailing and whose families were dependent upon them for sustenance were deprived of employment opportunities. They were forced to sit on the beach until these part-time sailors went back to school.

The union hiring hall not only provides fair treatment for the seamen, it has resulted in considerable advantage to the shipowners themselves, for with the innovation of union hiring came a stability that the industry never before enjoyed.

The Seafarers International Union maintains—and apparently without contradiction—that the end product of a strong union and the democratically administered system of rotary shipping is a membership that is conscientious and fully cognizant of its responsibilities as an important part of an important industry.

The Seafarers point out further that the destruction of the union hiring hall would wipe out many hard-won gains realized by organized seamen over the past 10 years, and chaos, confusion and all the sordid conditions that are now part of an inglorious history would return. And there is sound basis for this prediction.

The Congress of the United States can act to avert such a calamity. I believe all legislators share with me the desire to see our Nation move forward, not backward. I believe, therefore, that it is incumbent upon us to exempt the maritime unions from the closed shop ban. It is in the seamen's, the industry's, and Nation's interest that we do so.