

SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

VOL. X

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No. 9

Four Resolutions Go To Referendum Vote

Voting For Strength

From March 10 through April 10 the membership of this Union will have the opportunity to chart the course for the future. What is decided during that short period may well turn out to be the difference between a growing vibrant organization and a stodgy discouraged Union.

One recommendation is for a \$10.00 strike assessment, to be known as the 1948 \$10.00 Strike Assessment. There can be no argument against the fact that the shipowners, encouraged by the government and the Taft-Hartley law, will try their damndest to break the SIU when the present contracts run out.

They know as well as we do that the foundation of the Seafarers, and of other maritime unions, is built on the Hiring Hall and the democratic Rotary Shipping system. That's why they will undoubtedly go all out to scuttle the Hiring Hall so that they can in that way eventually break up the Union.

In the past seamen paid with their lives to establish a shipping system free from operator control. Now, with that system under attack, it is certainly worth a double sawbuck to defend the right to sail the ships without having to beg for jobs, without having to kiss the hands of a bunch of men who would like to cut wages and set conditions back to the days before the SIU.

Honest weakness, however, is no match for dishonest strength. That's why the Strike Assessment is so necessary. The shipowners have millions of dollars set aside for a strike. The Seafarers also has money earmarked for strike action, but it's only a drop in the bucket compared with the bosses' bankroll.

Ten bucks from every man in the SIU will give us the strength to be able to look the shipowner in the eye

(Continued on Page 2)

A&G Membership Will Ballot On Bigger Strike Fund And New Halls

NEW YORK—In a move designed to strengthen the Union in preparation for any possible future trouble, coastwise meetings of the Atlantic and Gulf District on Wednesday voted unanimously to place four recommendations from the Agents Conference on a Referendum Ballot. Voting is scheduled to start on March 10, and will continue through April 10. All of the reports drawn up by the various committees during the Conference were approved by the membership at the same meetings. Because of the pressing problems posed by the anti-closed shop section of the Taft-Hartley law, the most im-

Notice To Crews

From now all new crewmembers shipping to ships in eastern Canada on SIU-contracted vessels must be cleared and shipped through the Boston Hall.

There will be no deviation from this ruling which goes into effect at once. Under no circumstances should a crew allow a man to come aboard in an eastern Canadian port unless the Boston Hall has cleared him.

This ruling is in accord with the Headquarters Report of February 11, which was concurred in by the membership and reaffirmed by the Agents Conference.

portant one of the four proposals calls for a strike assessment to immediately build up a strike fund huge enough to make the shipowners think twice before attempting to wreck the SIU.

The four propositions are:

1. A \$10.00 strike assessment to be known as the 1948 \$10.00 Strike Assessment.

2. Another \$10.00 assessment for the building fund, to be known as the 1948 Building Assessment.

3. A change in the Shipping Rules to prohibit shipboard promotions and transfers except in cases of extreme emergency. Violators to be fined not less than \$25.00 for each such offense.

4. Adoption of a new clause in the Shipping Rules making it an offense punishable by a fine of not less than \$10.00 for Wipers and Ordinary Seamen to refuse to put in the two hours allotted to cleaning the crews' quarters.

CLEAR REASONING

The reasons for the resolutions were made clear in the discussions which preceded the voting. Many speakers took the deck to press for the strike assessment on the ground that the biggest threat to the SIU this year is the Taft-Hartley law, and that a big strike fund would be a powerful weapon in the hands of the Union.

On the question of the Building Assessment, there was a great deal of feeling shown by the membership. It was pointed out that paying rent for Branch Halls is uneconomical, and that buying buildings in the six ports where the Union is forced to rent space would be a good investment for the future.

The two proposed changes in the Shipping Rules were thoroughly discussed, with an overwhelming majority of the speakers declaring themselves in favor of putting a stop to shipboard promotions and making it mandatory that Wipers and Ordinary Seamen live up to that section of the contract which calls for cleaning the crews' quarters in time allotted for the job.

"An SIU Ship Is A Clean Ship," declared one speaker, "and the only way to keep it that way is for the Wipers and Ordinaries to do their part of the job."

Ballots for the Referendum have already been prepared and will soon be mailed to all Branches. A copy of the ballot appears on page 16.

This issue of the LOG includes a special supplement containing the reports to the Conference and the full Conference recommendations. The supplement begins on Page 3.

The Agents, before ending their meeting on February 20, made a request that as many members of the Union as possible vote in the Referendum. They pointed out that the balloting would be a democratic expression of the will of the membership.

All the proposals on the ballot were first suggested by members, and adoption of the four resolutions would strengthen the already staunch militancy of the Union.

Cities Service Tries To Stall Certification

Still staggering under the impact of the SIU's overwhelming collective bargaining election victory, the Cities Service Oil Company was resorting to legal tricks this week.

The company has filed a petition with the National Labor Relations Board protesting the election results, which gave the SIU 83 per cent of the total votes cast.

A hearing by the NLRB is expected next week. The SIU is confident that the outcome will be favorable and thus pave the way for the Union shop election required by the Taft-Hartley law.

Seafarers Tanker Drive Rolls On

The Seafarers organizing drive rolled on this week with the signing of another tanker company. Latest addition to the growing list is the Strathmore Steamship Company, which accepted the Union's standard east coast tanker agreement, it was announced by Lindsey Williams, Director of Organization.

Agreement between the Union and the company was reached on February 18. Strathmore will operate Liberty-type tankers from east coast ports.

Acquisition of the Strathmore tankers made it two in a row for the SIU. A contract was signed last week with yet another new tanker company—which is now arranging for the purchase of seven T-2s and may acquire even more.

Williams announced another development of significance in the tanker field which will mean

additional jobs for SIU men. The John M. Carras Company, an SIU-contracted tanker operator, now has two more vessels being fitted out in shipyards.

Upon completion of repairs, the two ships will join the Carras

tanker fleet operating out of east coast ports.

Progress by the organizing department is also continuing on other fronts, details of which will be announced as soon as practicable.

Boutwell Acquitted By Jury; Youtzy Awaiting New Trial

Just before the LOG went to press, word came from Georgetown, British Guiana, that Robert Boutwell had been acquitted of manslaughter and that Ralph Youtzy got a divided jury. Youtzy is awaiting a new trial which will be held in April.

The two Seafarers were on trial on manslaughter charges growing out of the accidental death of a Georgetown launch captain last October.

The British Colonial authorities claimed that the man died

in a fight in the course of which he went overboard. Fellow crewmen of Youtzy and Boutwell, who testified at the trial, maintained that they saw the captain swimming in the water after he fell.

The charges were widely regarded as a bum rap by SIU members and a series of donations for the defense totaled about \$700. Youtzy and Boutwell were members of the crew of the T. J. Jackson, an Alcoa ship on the bauxite run.

SEAFARERS LOG

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PAUL HALL - - - - - Secretary-Treasurer

Editorial Board

J. P. SHULER PAUL HALL
 JOE ALGINA

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George K. Novick, Editor



Voting For Strength

(Continued from Page 1)

and tell him that we are ready and willing to fight for our hard-won rights; ready, willing and ABLE to hit the bricks to defend the Hiring Hall and Rotary Shipping.

No less important on the Ballot is the proposal for another \$10.00 assessment, this one for the purpose of buying our own Halls in the six ports where the Union rents building. Branches in New York, Philadelphia, Baltimore, Savannah, Galveston and San Juan are housed in quarters for which the Union pays many thousands of dollars rent each year.

That's silly, and should be brought to an end. This Union, with its steady growth, rates its own buildings. In the long run, it will prove to be much more economical than continuing to pay rent for many years, and then having nothing at all to show for the outlay of money.

The membership has repeatedly stated its desire for modern up-to-date buildings, with good accommodations for the men on the beach. There's no reason why Halls, with recreation rooms, libraries, and comfortable places to relax shouldn't be available to every Seafarer.

One of the big beefs of the membership, during the past year, has been the question of shipboard promotions. There are some men who like to trade on favoritism instead of on merit, and those men have taken jobs which rightly should have been posted on the dispatching board so that the men rated for the jobs could have first crack at them.

The principle of Rotary Shipping is thereby being violated, and the membership has stated, in no uncertain terms, that shipboard promotions must stop. Fining offenders is the only way to stop this anti-union practice!

And last, but by no means least, is the proposal to fine Wipers and Ordinary Seamen who refuse to do that part of their job which consists of cleaning the crew's quarters. An SIU ship is a clean ship, and it's clean because the Union has fought for these conditions and they are embodied in our contracts.

Everytime some irresponsible guy fouls up the works, it makes it just so much harder for the Union negotiators to hold the gains already made and win new ones.

American seamen enjoy the best quarters of any merchant seamen. But this will come to an abrupt end if we do not live up to the provisions of the contract. A man who does not put in the time allotted for cleaning crew's quarters deserves to be fined, for he is a menace to that crew and to the Union.

All of these proposals are for the betterment of the Union. They are resolutions for the future, and are an indication of the strength of this organization.

There can be no question as to the merit of the resolutions contained on the Referendum Ballot. The membership has requested them, and will now have the chance to back up their words with their actions.

A "YES" vote on each proposition is the only answer to the shipowners, the governmental bureaucrats, and to the guys who ride the Union gravy train for what they can get out of it.

A "YES" vote on each of the four proposals is a vote of confidence in the future of the Seafarers International Union!



Men Now In The Marine Hospitals

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

GALVESTON HOSPITAL

- W. CANAVAN
- ROY E. WILSON
- D. N. De PLANK
- Q. JOHNSON
- F. KOPF
- OSWALD
- J. F. MARTIN
- C. R. HANSON
- O. M. STIREWALT
- CLIFF MOUNCE



NEW ORLEANS HOSPITAL

- A. R. CHISHOLM
- A. C. KIMBERLY
- W. WILCOXON
- R. E. STRIPPY
- ROBERT JOHNSON
- S. LeBLANC
- JAMES GORDAN
- T. M. LYNCH
- PAUL KRONBERGS
- G. ROCZAN
- R. SMITH
- P. PETAK
- JOHN E. KENNAIR
- P. R. CALLAHAN
- L. CLARKE
- C. McHILBERRY
- R. LUNDQUIST
- GEORGE BRADY
- J. GONIGLIA
- L. A. HOLMES

- A. AMUNDSON
- J. CARROLL
- J. MAGUIRE
- A. M. LIPARI
- A. A. SAMPSON
- A. M. LUPER
- E. FITZER
- D. PARKER
- J. J. O'NEAL
- A. L. MALONE
- C. MASON
- J. DENNIS



BALTIMORE HOSPITAL

- L. J. SWAN
- R. CASEY
- L. J. STEPHERSON
- E. J. CARAVANA
- J. P. THRASHER
- E. FREMSTAD
- M. B. VIKE N.
- F. A. CARROLL



STATEN ISLAND HOSPITAL

- F. J. SCHUTZ
- J. H. HOAR
- J. SLAMAN
- P. FRANKMANIS
- M. CASTRO
- S. HEIDUCKI
- J. McNEELY
- T. McNICHOLAS
- J. PRATS

Hospital Patients

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

Staten Island Hospital

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

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

- E. LACHOFF
- G. FRESHWATER
- J. MASONGSONG
- D. HERON
- C. GREEN
- P. TAURASI
- M. ROSENBERG
- A. JENSBY



BRIGHTON HOSPITAL

- W. J. FEENEY
- J. F. LAND
- W. CAREY
- JOE McDONOUGH
- JOHN SCULLY
- A. FAZERKELY
- P. CASSALINOVA
- JOEL LEE
- JOE THOMAS
- ROBERT LORD
- E. J. DELLAMANO



FT. STANTON MARINE HOSP.

- R. B. WRIGHT
- ARCH McGUIGAN
- R. S. LUFLIN
- JULIUS SUPINSKY
- FRANK CHAMBERLAYNE
- J. LIGHTFOOT

SEAFARERS LOG




Supplement

**REPORTS and
RECOMMENDATIONS**

**AGENTS
CONFERENCE**
ATLANTIC and GULF DISTRICT



SEAFARERS INTERNATIONAL UNION of N.A. • AFL •
NEW YORK • N.Y. FEB. 16-20
• 1948 •

Reports TO AGENTS CONFERENCE

Headquarters Report

Finances

The records will show the financial condition of the Organization has improved since this time last year. While we are operating within the general income, it doesn't mean that we have by any means retrenched financially to a satisfactory point of minimum cost of operation. The following is the present Headquarters conditions compared with a year ago.

Funds	Balance Beginning 1947	Increase	Decrease	Balance Feb. 14, 1948
General Fund	\$ 35,078.17	\$ 91,522.06		\$126,600.23
Strike Funds	434,879.15	237,454.83		672,333.98
Building Fund	201,814.91		\$64,855.07	136,959.84
Hospital Fund	109,430.06		19,789.66	89,640.40
Totals	\$781,202.29	\$244,332.16		\$1,025,534.45

(Note: These figures do not include physical properties of the Union. Value of real estate owned by the Union appears on Page Five, under the heading of "Buildings and Halls.")

It is recommended to this Agents Conference that, in any recommendations and program made in the matter of finances of this Union, the errors we made in the past year should be taken into consideration. These errors can be attributed mainly to the fact that in various instances which are in the record, some of the officials and former officials have not cooperated 100% on the matter of expenditures.

It is to be further pointed out to this Conference that some specific recommendation should be made to guarantee the curtailment of any particular expendi-

tures which are not in accord with the Union's Economizing Program.

The record has shown that unusual amounts of per diem have been run up by various ports, as pointed out in various Headquarters financial reports from time to time. This was done in spite of the fact that those responsible officials have been told not to spend such money without proper authorization. It is recommended to this Conference that any program it may draft up should be clear, brief and to the point.

Contracts and Negotiations

The contractual conditions of the Organization in the off-shore field as applies to various com-

Company	Effective Date	Expiration Date
Alcoa Steamship Co.	7/31/47	7/31/48
American Eastern Corp.	8/19/47	8/19/48
American Liberty Steamship Corp.	7/31/47	7/31/48
Atwacoal Transportation Co., Inc.	8/21/47	8/21/48
Arnold Bernstein Steamship Corp.	7/31/47	7/31/48
Arnold Bernstein Shipping Co., Inc.	7/31/47	7/31/48
A. H. Bull Steamship Co.	7/31/47	7/31/48
Baltimore Insular Lines, Inc.	7/31/47	7/31/48
John M. Carras, Inc.	11/11/47	11/11/48
Coral Steamship Corp.	8/11/47	8/11/48
Eastern Steamship Lines, Inc.	7/31/47	7/31/48
Illinois-Atlantic Corp.	7/31/47	7/31/48
Isthmian Steamship Co.	8/21/47	8/21/48
Kearney Steamship Co., Inc.	7/31/47	7/31/48
Mississippi Shipping Co., Inc.	7/31/47	7/31/48
Moran Towing and Transportation Co.	4/30/47	
Newtex Steamship Co.	7/31/47	7/31/48
Overlakes Freight Corp.	7/31/47	7/31/48
P & O Steamship Co.	7/31/47	7/31/48
Ponce Cement Corp.	7/31/47	7/31/48
Pratt Steamship Co.	9/29/47	9/29/48
Seas Shipping Co.	7/31/47	7/31/48
Seatrade Corp.	11/13/47	11/13/48
Seatrain Lines	7/31/47	7/31/48
Smith and Johnson	7/31/47	7/31/48
South Atlantic Steamship Co.	7/31/47	7/31/48
St. Lawrence Navigation Co., Inc.	7/31/47	7/31/48
Petrol Tanker Industries, Inc.	9/23/47	9/23/48
Tanker Sag Harbor Corp.	7/21/47	7/21/48
Waterman Steamship Co.	7/31/47	7/31/48

We are at present in negotiations with Calmar and Ore Lines for a full new contract.

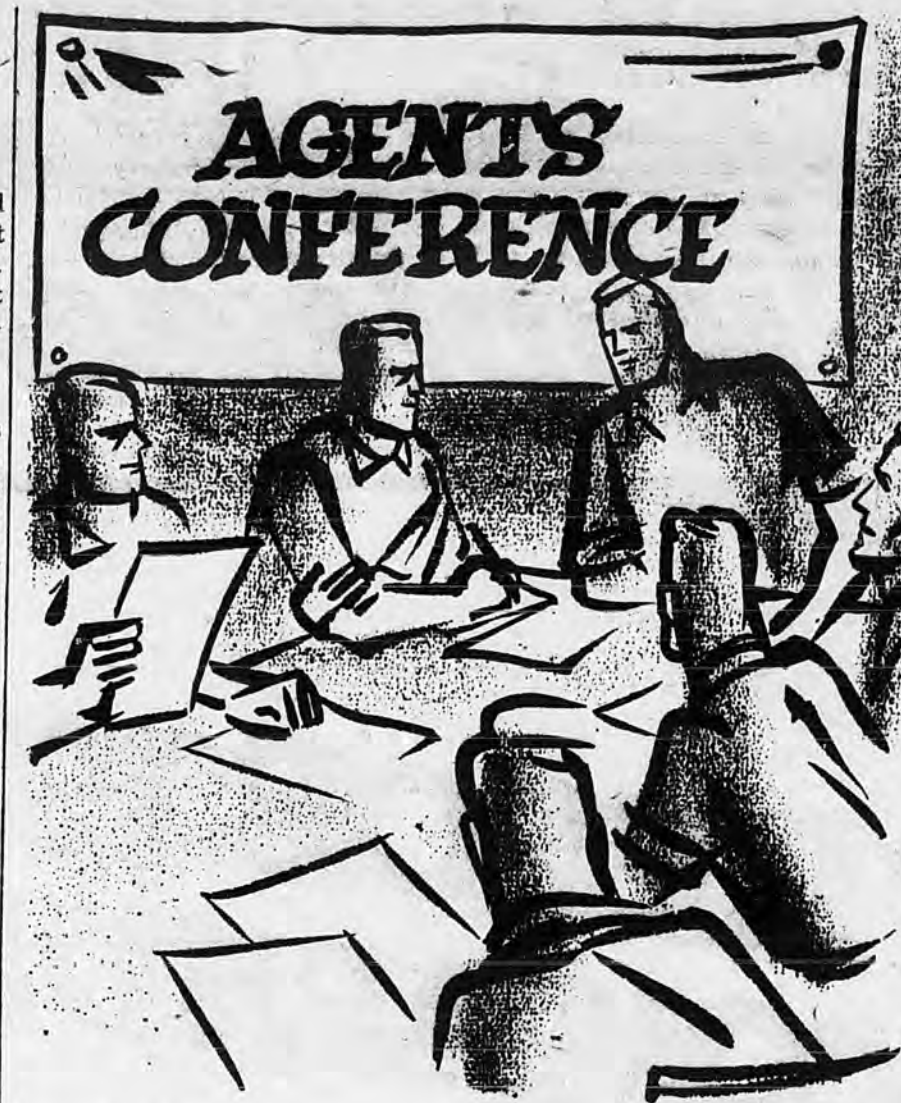
We are at present in negotiations with the following companies for wage increases:

- Alcoa Steamship Company.
- American Liberty Steamship Corp.
- Arnold Bernstein Steamship Corp.
- Arnold Bernstein Shipping Co., Inc.

- A. H. Bull Steamship Co.
- Baltimore Insular Line, Inc.
- Eastern Steamship Lines, Inc.
- P & O Steamship Co.
- Seas Shipping Co.
- Seatrain Lines.
- Smith and Johnson.
- South Atlantic Steamship Co.

Notices have been sent the other operators and, as soon as possible, we will be meeting with them on the wage increases.

It is to be noted that the num-



ber of off-shore tanker and freight ship companies under contract to this District of the SIU is at an all-time high.

The number of contract violations on the part of the operators is not as great as it has been, although a few of the operators still attempt to chisel our members as much as possible.

It is felt that the continued use of economic action at the

point of production by the union whenever necessary to stop the operators from chiseling on the contracts should be continued.

This application of use of economic action should, of course, be used sensibly, not in a screwball manner, and only in matters which cannot be settled in a legitimate collective bargaining manner.

Government Agencies and Legislation

As in former years, very little can be expected this year in the way of legislation to benefit the merchant seamen. One important piece of legislation, however, will probably be enacted in one form or another—the European Recovery Program, better known as the Marshall Plan.

The Marshall Plan is of vital concern to every man in the maritime industry, for, if it is enacted as it now stands, it will deliver a staggering blow to the entire American merchant marine.

Although we have gone on record as being in favor of the general principles of the Plan, we are vigorously opposed to that provision of the bill which the State Department has recommended, and which calls for the transfer sale, and "loan" of 500 ships to the beneficiary countries so that they can transport the huge supplies by themselves.

The State Department says it attached this provision to the bill as an economy measure. The only way they could whittle off anything from the billions they are asking for is to knock off the cost of shipping in American bottoms, which would amount to be-

tween one and two per cent of the total cost of the program.

If that provision is not blasted out of the plan, 25,000 American seamen will find themselves beached, while American-built



ships manned by foreign crews shuttle back and forth with the supplies.

We have already announced our opposition to this vicious section of the Plan. The Union was represented at the Senate Hearing in Washington. We intend to fight with every means at our disposal until the ship transfer section of the proposed bill is removed.

Unemployment Insurance

There was one notable advance in the past year—the broadening of the Federal Unemployment Insurance Program to extend

jobless pay benefits to merchant seamen, which we have been fighting for constantly.

Our position is that this is still

far from what we want for the seamen, but it does represent a step forward. The federal agency handling this jobless insurance offered us a plan years ago, but with strings attached which would have affected our rotary Hiring Hall system. We have consistently turned down these overtures and demanded unemployment insurance for merchant seamen free and clear of any governmental tie-ins.

During the past year we were successful in having some minimum demands met, but we shall continue pressing for a more adequate unemployment insurance program for the seamen.

Legislation Under Consideration

Several bills affecting seamen have been introduced in Congress in the past few months, although there are no signs of immediate action on any of them. We are naturally interested in the enactment of all of them, and will continue to direct our efforts to that end.

Among the bills in the legislative "hopper" are:

1. The "Seamen's G.I. Bill of Rights" (H. R. 476). This bill would provide medical aid for seamen needing it as a result of injuries suffered during wartime service on U. S. ships and aid for the families of seamen who are under medical care, as well as the dependents of the seamen lost due to hazards of war.

2. The Celler Bill (H. R. 4156) if enacted would grant citizenship to those alien seamen with wartime service aboard American ships. We are particularly anxious for passage of this bill. These men who were in there with us when the going was tough, and who have worked alongside of us on the picket-lines, are worthy of our support. We favor and will fight for any measure that will give them citizenship.

3. The Bradley (Calif.) Bill (H. R. 4834)—This bill would provide disability payments to seamen disabled as the result of wartime service aboard U. S. ships, and death benefits to the families of those who were killed in the course of wartime sailing.

4. Hospitalization — Several bills have been presented. One has been introduced which would provide care and treatment of seamen at Marine Hospitals regardless of their length of stay on the beach, providing it has not been interrupted by shoreside employment. The present 60-day ruling, or the 90-day ruling as some hospitals allow, is definitely unfair and we must continue our fight for a more liberal ruling.

In surveying legislation of interest to us as seamen, we must not forget the Taft-Hartley Law. We, as well as the entire labor movement, are fully aware of the dangers inherent in this vicious Union-busting law.

This threat to the trade union (Continued on Next Page)

(Continued from Preceding Page)

movement must be removed, and we will do everything possible in labor's fight, consistent with Union policy, to effect the repeal or amendment of the labor enslaving law.

Matthew Dushane, SIU Legislative Representative in Washington, shall continue keeping the Union informed at all times on the matter of seamen's legislation.

Maritime Commission

The Maritime Commission's complete disregard of the status of American shipping, and of the welfare of those who man our ocean-going fleets, was more clearly demonstrated than ever in 1947. It continued its ruthless policy of scuttling American ships and seamen by giving or transferring our vessels to foreign-flag operators, among which were a large proportion operating under Panamanian registry.

In violation of the Merchant Marine Act of 1936, which called for the maintenance of a strong merchant marine, the Commission has been continually whittling down the number of American vessels and building up foreign fleets at the expense of the domestic industry.

The Maritime Commission is currently pursuing its traditional role of a sink agency. It is attempting to standardize wages aboard ships which it charters. These wages are, of course, below Union standards. We have refused to recognize the Commission's authority to set any wage standards for our membership.

The SIU stands four-square opposed to the Maritime Commission and regards it as an enemy of American seamen and shipping. The Commission has caused a condition wherein foreign merchant fleets are now operating more tonnage than American ships. In fact, these foreign operators have greater tonnage than they did in 1938. This the Commission has permitted in spite of the fact that shipyards abroad are working night and day, and the U.S.A. output is less than 3 per cent of the world's total tonnage under construction.

Continuation of the Maritime Commission's present policy of destruction of the shipping industry will lead to further waste of the taxpayer's money and large-scale unemployment among American seamen and shipyard workers.

Coast Guard

During the past year we partially succeeded in taking the bite out of the Merchant Marine Hearing Unit. However, they are still doing business at the same old stand under the title of Merchant Marine Investigating Unit, although they no longer have the authority of brass hats to act as both prosecutor and judge.

The last legislature set up a bill under which merchant seamen could still be brought to trial before judges who are members of the Civil Service. Congress, however, failed to appropriate any money to pay these judges. Consequently, there are no judges and no trials being conducted at the present time.

These units are operating, therefore, strictly as investigating units. They are preparing cases to be tried when and if judges are appointed to pass on the cases. Under the present method of investigation, these units only board ships when a

complaint has been filed. Then they subpoena witnesses, the defendant and plaintiff, and conduct the investigation by taking testimony under oath.

The defendant has the right of cross-examination, either by himself or by anyone whom he designates as his representative, and the testimony becomes part of the trial, if one is ever held. This procedure appears to be similar to the taking of depositions in civil actions.

The Coast Guard has introduced a bill in Congress which would give them the authority to try their own cases. We have been informed that they are not too optimistic about getting it passed, as there are about 40 other government agencies trying to set up disciplinary machinery over their Civil Service workers.

When public hearings are opened on this bill, we will be present to oppose any effort to again put our members in a strait jacket.

Our policy toward the Coast Guard remains unchanged. All members are advised that their seamen's papers are their own property, and cannot be taken from them without having had a hearing. Those who have voluntarily surrendered their papers have learned that they do not get them back so easily.

It should be noted, however, that when a subpoena is issued for a man to appear for questioning, if the man refuses to testify or fails to show up, the Coast Guard may turn the matter over to a Federal District Attorney. So far, we have never heard of any of these cases being



turned over to the District Attorney and we doubt that he would even handle them.

It should be made known to all persons that the SIU has been at all times opposed, and will always be vigorously opposed, to any type of Government interference in the trade union movement or to any attempt on the Government's part to regiment workers in any manner.

Buildings and Halls

The Union today owns buildings in the following ports at the listed values:

Boston, Mass.	
276 State St.	\$ 47,491.28
Norfolk, Va.	
127 Bank St.	27,963.57
Tampa, Fla.	
1809 N. Franklin St.	27,584.57
Mobile, Ala.	
1 So. Lawrence St....	49,515.75
New Orleans, La.	
339 Chartres St.	20,715.81
New Orleans, La.	
526 Bienville St.	65,455.00
Total	\$238,725.98

Note: This does not include any property of the Union such as office fixtures, furniture, automobiles, etc.—but only the buildings themselves.

The Building Program of

Headquarters Report

this Union, which was instigated by the \$10 Building Assessment, is progressing and it has been proven from the membership's action that having suitable quarters for our Union membership is a benefit to the Union as a whole.

It is recommended to this Agents Conference that, in drafting recommendations on the mat-

Operation of Union Apparatus

The handling of the Union's inter-office correspondence and business operations, even though the Headquarters Staff has been reduced considerably the past 6 months, is operating fairly efficient. The files of the Union now are in such a shape as to guarantee a quicker response to the outport Branches requiring information.

Headquarters Offices recommends to this Agents Conference that a plan be drafted in such a manner so as to expedite quicker delivery of the minutes exchanged between the various ports. Several complaints have been received at the Headquar-

ter of the Building Program, special care should be taken that each Port Agent is charged with the responsibility of seeing that the Union Hall of his Branch is kept up to par in cleanliness and efficiency at all times.

It is further recommended that some ways and means for more suitable quarters be arranged in those ports needing same.

ter Offices that occasionally some minutes do not arrive in other Branches in time for meetings. This situation should be remedied.

It is understood, of course, that from time to time Headquarters, in an attempt to work towards greater efficiency, has requested Port Agents to assist in changing various routine matters, such as handling Social Register, etc. Announcement of any proposed changes in the business structure of the Union shall be announced to the various Officials and membership and recommendations for this will be put up for action.

Strikes

The good judgment of the last Agents Conference in tightening up the strike apparatus of the Organization was shown by the manner of the operation of the Union strike against Isthmian Steamship Company this past year. There is no necessity of analyzing this strike because of the fact that all this was carried at the time it occurred in the SEAFARERS LOG.

It is felt, however, that an

even tighter structure should be made regarding possible future strike action, in the event we have to hit the bricks this year against any operator or group of operators. Thus the Union will be prepared to take the field on as short a notice as possible.

The Agents Conference should give serious thought to this matter, inasmuch as whether or not we are prepared for a strike can easily mean the life or death of the Union.

Shipping Rules and Constitution

Various recommendations through the form of ships' minutes, Branch minutes and individual recommendations from membership have been set up on the matter of Shipping Rules and Constitution. Headquarters

Office has prepared this and have turned them over to this Conference for their consideration and action.

It is recommended to this Conference that, in the event any recommendations are made to

change any of these two points, these recommendations be presented to the membership as soon as possible in a ballot form.

Membership Admission

A previously enacted provision by the membership of this Union to stop admission of new members, other than through the organizing offices of the Union, has proven highly successful. The number of members in good standing, at this date, follows:

Books	11,003
Permits	8,637
Trip Cards	429
Total	20,069

Thus we see that, although numerous men from the Organizing field have been allowed in this Union, we are far from having a top-heavy Union. It is called to the attention of this Agents Conference that, even though the number of jobs we hold under contract far exceeds our book members, shipping in some areas is not too good. This is attributed, in the opinion of Headquarters Office, to the fact that a large number of our contracted jobs are now being held by the membership of the SUP and the Great Lakes District. It is recommended to this Conference that, in setting up any recommendation on this matter, they consider all these issues.

This Agents Conference must, above all, realize the potential dangers in this Taft-Hartley Bill and the fact that, because of it, we will see strikes throughout this industry the middle and latter part of this year. Each Official must bear this in mind at this Conference, and work out a program in this Conference to put this Union in complete preparedness in the event of such strikes.

- Paul Hall,
- Secretary-Treasurer
- R. A. Matthews,
- Asst. Sec.-Treas.
- J. P. Shuler,
- Asst. Sec.-Treas.
- J. H. Volpian,
- Asst. Sec.-Treas.

Organizer's Report

From the point of view of organizing accomplishments, the past year has been one of considerable progress for the SIU, and the gains made take precedence over those of any other single year. The Organizing Program which was laid down at the 1945 Agents Conference reached a smooth, efficient level of operation and culminated in several important victories after a long series of preparations.

The office and duties of General Organizer were assigned to me in mid-year. Since taking over, I have made every effort to keep the Organizing Department moving along at the pace set and established in the early days of the drive.

Many factors are responsible for the strides which we have made, but none is more directly responsible than the cooperation which is becoming more evident in the conduct of our Union affairs. This essential cooperation rose to a new high in all ports.

The growing realization on the part of all Port Agents and Officials that the entire Union structure must be efficiently geared to the Organizing Program, if we are to make headway, ties in with the spirit of cooperation now prevailing.

Any comparison of the accomplishments made last year with those of earlier years will point

up how much more profitable our efforts can be when we function as a well-coordinated body.

Without a clearly defined purpose and streamlined Organization to put it into effect, we'd simply be striking out at many targets—and hitting none. We cannot afford to dissipate our energies; we must make every job we undertake a success.

In previous years, the work of the Organizing Department had



been hamstrung in spots by the view that some ports were separate "Port Unions" and not interlocking roots from which the strength of the entire Union structure must come. Such a misconception of Union purpose can have—and has had in the past—a paralyzing effect on SIU growth.

It goes without saying that no Union can expand unless every point of its machinery is operating effectively in behalf of its Organizing Program. That is

true right down the line. Every single little shortcoming — no matter how seemingly trivial — in some way retards its growth.

A poorly kept Branch Hall, a bad payoff, a failure to carry out the Union's Educational Program, can foul-up the best laid plans for expansion. For, in the final analysis, every Union man — official and non-official alike — is a Union Organizer. What he does and what he may not do eventually affects the progress of all.

Fortunately, the entire Union apparatus has awakened to this fact. Increasing signs of the membership's awareness can be seen every day. They have struck a serious note in connection with Union efficiency and progress, as they realized that the Union's future is tied up with its ability to expand. In this respect, the membership shares the views of the officials whom they have elected to implement the Organizing Program.

An interesting note that should be mentioned here is a fact that indicates the trend within the organizational structure. And that is that there is hardly an elected official today in the SIU who has not graduated from the ranks of the Organizing Staff.

On the basis of this trend, the Union's showing to date proves the real success of the steady integration of the Organizing (Continued on Next Page)

Organizer's Report

(Continued from Preceding Page)

Department into a more prominent role in the SIU's affairs.

The effect of this integration has been manifold. Besides stepping up our drives and increasing the coordination so essential to their success, the experience of all hands participating has enabled us to reduce expenses. It has also permitted a maximum degree of flexibility in the use of all our organizational assets in pushing ahead on our program.

Probably the best proof of the workability of our program is demonstrated by the range of the Organizing Department's efforts and the results it attained.

For the purpose of brevity, the accomplishments of the past year will be reviewed in outline. For a more comprehensive picture of the Organizing Department's work, you are referred to the booklet, "Seafarers Organizing Program," a reprint of which appeared in the November 7, 1947 issue of the Seafarers LOG.

Union's Organizing Gain

During the past year, 15 previously unorganized companies were brought under the SIU banner. With the signing of the contracts with these outfits, a total of 93 more ships was added to those already being crewed up from our Union hiring halls.

Prospects are that some of these companies will expand their operations, which will correspondingly increase the number of their vessels.

Of these 15 companies, 11 are dry-cargo operators, 3 are tanker concerns, and one is a deep-sea towing outfit.

Present Organizing Status

The announcement last week by the National Labor Relations Board on the voting conducted among unlicensed personnel of the Cities Service Oil Company's tanker fleet gave terrific impetus to our current drive in the tanker field.

The SIU received a total of 153 votes as against 30 cast for "No Union," giving us 83 per cent of the valid ballots.

This overwhelming victory paves the way for the next step, which is the polling of the Cit-



ies Service men on the question of a Union shop as required under the Taft-Hartley Law.

Important as the Cities Service victory is at the moment, it will have even greater significance in the near future, since plans are now under way to expand the fleet to 22 ships. Acquisition of that fleet would definitely establish the SIU as a formidable trade union factor in the tanker industry.

In line with our policy of establishing points of concentration in the unorganized sections of the Maritime Industry, and bringing into play the full power of our organizing machinery

for maximum success, the tanker field stands as the current target of our organizing broadside.

Simultaneous with the Cities Service project, we are working on other unorganized tanker outfits, which vary in size.

For the present then, the tanker field is the baby. We have already made notable progress. The field for organizing activity in this section of the Maritime Industry is vast, the obstacles are many. It must be repeated that our success will be determined by the amount of energy and cooperation every Union member is ready to give.

Other Organizing Department Activities

In addition to the activities directly involved in spearheading the Union's expansion program, the Organizing Department was engaged in many other endeavors—all related to the tightening of the general organizational structure of our Union and increasing the SIU's prestige in the labor movement.

The latter objectives are the particular concern of the organizing arm of the Union, because without a sound, smooth-working organization that enjoys top inter-union relations, our work among the unorganized could well be in vain.

Briefly, we have responded with picketline help and related forms of assistance to all calls from legitimate trade unions fighting good beefs. The increase in good will that has resulted from this policy has been tremendous, especially when it is recalled that a few years ago our activities in this direction were practically zero.

The reputation of the SIU has jumped in all ports and our officials carry weight in the general labor set-up in their respective ports.

To bolster our defenses in all ports, we are constantly working to expand the Maritime Trades Department, the AFL's national body of Maritime Unions, which the SIU originally proposed.

For the days ahead, we will have to step up our efforts in every phase of our current activity. To meet the new problems, we must be well prepared. If we are, the difficulties will be decreased considerably.

The winning of all these objectives will not signal the end of our Organizing Program, which must be integrated into Union policy if it is to function as the sparkplug of organizational growth.

The Organizing Department—and, for that matter, the entire Union—is definitely committed to a program of continuing progress.

The SIU is young and healthy. It boasts a membership that has time and again demonstrated it is willing and able to support a program of expansion. We must push ahead on the membership's mandate.

We cannot allow any signs of stagnation in any single part of the Union structure, else all of the hard-won gains, and the Union's strength with them, stand in serious jeopardy. The Seafarers' future lies in expansion.

It is to that end that we must key all our efforts. How well we do that will determine how far we go.

Lindsey Williams,
General Organizer

Report of Boston Agent

We have a Patrolman, a Dispatcher and a Janitor on the Boston payroll, in addition to the Agent, and we are letting the Patrolman and the Dispatcher alternate in jobs, so that both men will be familiar with the entire work and responsibilities of the Branch. In this way, if we ever have to cut down, we will be prepared. Also, if business picks up, we will not have to employ any new help.

During the Isthmian strike last summer, the Branch got no actual help from other Unions, except from the Longshoremen who did respect SIU picketlines. At the same time, the NMU talked "unity" to our face and did its best to raid SIU ships behind our back. The MCS and MFOWW, having no Halls in Boston, showed no attitude whatsoever.

The Isthmian strike and other things have shown that there should be a permanent strike apparatus in this port. While there is not, in my opinion, much chance of a general strike this year, there is every possibility that we might have to take action against individual companies, the Taft-Hartley Act, or the communists.

All the Cities Service ships hit the Boston area eventually. The Branch Officials encourage the members to get aboard those ships and the Branch keeps organizational literature on hand at all times. In addition, the Officials hit the unorganized ships

which are on the list for the SIU drive.

Esso Tankers and other non-Union tankers come into the Boston area all the time, this being a central discharge point for oil for all of New England. The field is wide open for a lot of organizing activity.

Regarding the Constitution and Shipping Rules, the prevailing opinion around Boston among Officials and membership alike is that shipboard promotions should be abolished. There is also a feeling that meetings should be called at an earlier hour than 7 p.m.

Under education and publicity, we have established a beef box and a mailing box to encourage the submission of articles to the LOG, and the Port sends weekly reports of the situation in Boston to be printed in the LOG.

We have quorums regularly for the meetings and the membership takes an active part at all times. A good deal of the discussion at the meetings concerns constitutional technicalities. Our meetings could be made a good deal better if we had a good educational program which could run during the week.

The membership here seems well satisfied with the contracts, although there are points that everybody thinks should be clarified. In general, the Branch has good relations with the companies but the West Coast tanker outfits give some trouble, largely because they operate through local agents.

The Government Bureaucrats

give us no trouble here. We have no Coast Guard cases and, since we have only about 10 aliens, the laws on alien seamen do not affect the Branch very much. However, we are much concerned about the alien problem and we feel we will be able to keep these 10 men shipped.

The Hall in this port which is owned by the Union, is clean and generally shipshape.

On the subject of increasing the efficiency of the Union as a whole, the recommendation I would make is a large-scale education program that would do the job better than anything else.

The Branch averages several payoffs a week, and gets a lot of ships in transit. There usually are enough men around to fill all jobs called.

With regard to cooperation with other AFL Unions in this area, I am not familiar with the situation last year. However, this year, the Boston Branch plans to contact all AFL Maritime Unions and other AFL Unions and to establish good relations with all of them. The Branch takes an active part in the affairs of the Central Trades and Labor bodies of Boston and the State of Massachusetts. In this way, the SIU's responsibilities in the entire labor movement in the Boston area will be discharged to the best interest of the SIU and of our trade union brothers in other fields.

Walter J. Siekmann,

Agent

Report of Log Editor

During the past year, the SEAFARERS LOG has proven itself a powerful weapon in spreading the Union's news, educational program and progress to members both at home and abroad.

Over and over again, the LOG has proven itself an invaluable organizing aid, as our Isthmian and Cities Service victories—among the many others—have so clearly shown. Thousands of unorganized seamen have been getting the SIU's message in places where organizers have no entree.

And this brings us to the one big problem that always faces us—increasing the circulation of the Union paper, not only among our own members, but to all maritime workers and the public in general.

However, the circulation can be—and should be—increased and in this the Port Agents are the key men.

The following are some of the things that can be done to boost the LOG mailing list:

1. A regular announcement by the Agent at Branch meetings at Good and Welfare that the LOG will be sent free to the home of every member, his family or friends, followed by distribution and collection of subscription cards.
2. A sign to the same effect, together with a sub-card dispenser, should be prominently displayed in every Hall.
3. Announcements at each meeting, during Good and Welfare, that the LOG wants addresses of bars and clubs, etc., where SIU men congregate both in the U.S. and in foreign ports.

Union Education

Like the Union newspaper, the SIU's Educational Program is a powerful influence in accomplishing our goals as a trade union of

merchant seamen. It is the means whereby the membership and officials can be fully informed on all phases of Seafarers activities, and kept fully conscious of their role in building a stronger SIU. A full-fledged educational program means an alert membership, which, in turn, insures a stronger Union.

Our educational literature serves two general purposes:

1. It is a means of instructing the membership in the essentials of sound, healthy unionism.

2. It is an essential adjunct to any organizing drives by the Union.

Until a few years ago, our educational literature appeared infrequently and sporadically. However, the Program was stepped up last year and we printed numerous booklets and pamphlets.

The response to the increased output was significant. Requests for copies, and suggestions for other publications have come from all quarters, demonstrating the membership's interest and the need for educational material.

Similarly, the volunteer organizers and the Union's Organizing Staff, who have been in constant touch with the unorganized seamen, have testified to the importance of our literature as an organizing medium.

A strong case in point, is the Isthmian campaign which was successful, in large part, due to the effective use of Union literature throughout the drive.

It should be added now that publications costs are kept to an extremely low figure, since the greater part of our material is run off on the Union's multilith machine, whenever feasible, and costs little more than the price of the paper used.

At the present time, the following booklets are in the process of publication and should be ready for distribution in a few weeks at the most:

1. A handbook for ships' delegates.
2. A pamphlet addressed to permitmen, which should aid greatly in integrating newcomers into the SIU.

3. A revised and enlarged edition of the Organizers' Handbook.

4. A round-up pamphlet for the Special Service Department of the Union.

5. A full-sized history of Seafarers strike action. This will be published in a pocket-size edition and will sell for approximately 25c, a price that is at once cheap and will pay for any copies that remain unsold.

Other publications are being planned.

Experience has shown the need for intensification of the Educational Program, for the benefit of our own membership and as an adjunct to the organizing campaigns.

What must be perfected, as the LOG, is the method of distribution. We must be certain that every publication reaches not only every one of our own members, but that unorganized seamen and members of other Unions find our publications easily available.

Since mailing these educational publications to the LOG subscribers is too expensive a procedure, some other ways must be devised by this Conference. It would seem to us that the already established apparatus of the Union—the Branches, the Organizing Staff, and the volunteer ships' organizers—may solve this question.

Georgè Novick, Editor of LOG

Report of New York Agent

This Port is clicking smoothly in all its activities.

At present, we are operating with the following Staff: Three Dispatchers, two Stewards Patrolmen, two Joint Patrolmen, two Engine Patrolmen, two Deck Patrolmen, and one Baggage Room Attendant, in addition to temporary help as needed.

In accordance with the Union's Economy Program, as stressed by the previous Agents Conference, the Port is now operating with the minimum personnel possible under existing conditions. We have constantly trimmed all expenditures to give us a maximum of operating efficiency with the least possible expense.

In view of our steady attention to this matter, further cuts would be inadvisable since they would result in sacrifice of efficiency in handling the Port's business. However, the moment any situation presents itself that would make further reduction of expenditures feasible, the Port of New York will act immediately.

As in all previous strikes, the membership in the Port of New York during the Isthmian strike responded enthusiastically. In every phase of the conduct of

the strike, we always had available a considerably larger number of men than was needed for any particular task. The membership showed an alertness and determination to win the strike that will be of definite value in future beefs as well.

We had our usual good cooperation from the International Longshoremen's Association and its various locals, including the Marine Division of that Union. The local Port Council of the AFL Maritime Trades Department was cooperative in every respect throughout the period of the Isthmian strike, which went off smoothly in this Port. No trouble was encountered on any score.

The National Maritime Union wished us "good luck" when we pulled the pin, although, up to that time, they had used every device in the books to keep the Isthmian seamen from getting the representation of the SIU, which they overwhelmingly voted for. From the MCS we got no cooperation—we weren't look-

ing for any, nor did we need it. In New York, relations with the MFOWW are pretty good.

In our opinion, the SIU strike apparatus can be improved by education of the membership, a program which was already in effect last year. Strike efficiency can be stepped up by a broader and far-reaching plan of education.

Insofar as the AFL Port Council in this Port is concerned, relations with the other member Unions are already at a high level of cooperation. This can



be maintained by continuing our efforts for mutual understanding on all problems of concern to the group, and we will work in that direction.

The great possibility we see for a strike this year lies in the Taft-Hartley Law. It is probable that we could be forced into a strike because of the administration of the Law. That depends entirely on events ahead. We wish to emphasize that preparedness is essential.

Experience in this Port shows that the membership is wholeheartedly in favor of, and supports fully, the Union's Organizing Program. They have been very helpful on every count and are eager for organizing opportunities. The response shown in the Cities Service Organizing Drive shows what can be done by the membership.

Unorganized ships on which the Union is concentrating come into the Port from time to time. It is a hard and fast rule here that all organizing efforts be given the full support and cooperation of the Port's entire facilities and personnel. Whenever and wherever the situation demands it, New York Port machinery is put at the disposal of the Organizing Director.

A good many of the smaller craft-like towboats, ferries, etc.—come under the jurisdiction of the ILA in New York. Where they did not have jurisdiction, we have gone all-out. All companies unorganized are given complete attention. Cities Service was one, Meseck towboats was another.

We favor full continuation of the highly successful Organizing Drive which the SIU has been pushing in Maritime. There are still great possibilities for the Union among the unorganized.

Several recommendations were made by the membership at regular meetings in regard to Constitution and Shipping Rules throughout the year. Among them were suggestions on shipboard promotions and changes in rules—all recommendations are being turned over to the Agents Conference as per membership instructions.

This Port submits a weekly report to the LOG. To encourage wider circulation of the Union newspaper among the membership, we have placed a box and application cards on the fifth deck, as well as signs throughout the building. This has had

great effect in increasing membership interest in the LOG.

We feel the LOG should be increased by four pages to allow for even greater coverage of Union and Maritime activity, if and when such an increase is possible.

There is always far more than a quota at our membership meetings which are held regularly. Membership participation in the meetings is very good. A great variety of discussions take place in which many men take the floor, especially under Good and Welfare.

Interest in the meetings is already pretty high and meetings are generally of overflow proportions. Beginning with our next meeting, however, we are taking our Branch's public address gear to the meeting hall. We've found the equipment in the meeting hall to be unreliable and this will be remedied from now on.

Our contracts rate tops with the membership, since they are the best in the Industry. Some clarifications are still needed, however, in the Deck, Engine, and Stewards Departments.

At regular meetings, the membership has endorsed our current negotiations for another wage increase and has made some recommendations for changes in working rules.

Relations with operators in this Port are fair. No trouble is had in settling beefs. Our Patrolmen are very well-experienced and discharge their duties with maximum efficiency. Their

being on the ball has made for quick settlement of beefs. When they aren't busy with payoffs or beefs, they turn to other Union business such as organizing work, etc.

The Coast Guard at present is causing us very little trouble here, and there are very few cases coming up. The granting of citizenship to alien members who sailed during the war would greatly help ease the problem, since we have about 200 aliens around our Port.

Our Hall is in good, clean shape. Frenchy Michelet, our building superintendent, is doing an excellent job in keeping things shipshape. It is rented. However, we feel that a Hall should be purchased that would fill the bill as our present accommodations are inadequate. With the possibility of several new companies coming under contract, we would need more space. It could be financed by a Building Assessment of \$10.

Coordination between this Branch and other Branches and Headquarters is good. We give prompt response to all requests from them and we have received quick response to all our communications.

Ships paying off in this Port range from 10 to 20 a week, depending upon conditions, with others coming in transit status. All beefs are settled at the point of production.

We generally have enough men to meet the jobs. If we lack needed manpower, we call other Ports, and we have no trouble in getting operators to give transportation for men needed in other Ports.

Joe Algina, Agent

Report of Tampa Agent

This Port is operating with one Patrolman-Dispatcher, in addition to the Agent.

Since the effectiveness of the Union's strike machinery depends on the membership's understanding of our objectives, a broadening of the Education Program directed at both those within our Organization and the unorganized seamen might be of great benefit.

A strike in which our Union may be involved appears likely for this year, in relation to the Taft-Hartley Law.

The Union's Organizing Program has the full endorsement of the membership on the Tampa beach and they favor continuation of the all-out drive which already has met with much success.

Several recommendations which the Port has to present to the Agents Conference are those pertaining to shipboard promotions and other Shipping Rules.

Reports from this Port are dispatched to the LOG each week. All points in Tampa where seamen hang out receive ample copies of each issue. In fact, many other Trade Unions, with whom we have excellent relations, also receive the paper, which we have tried to use to cement our good relations.

Membership in this Port is active in our meeting. Problems of organizing and matters of local Union concern are among those points discussed most frequently.

One point that is constantly raised at our meetings is the problem of the local shipchangers. Our membership has been instructed to refrain from buying any stores from these finks, who refused to support us during the 1946 General Strike. The membership has been requested to pass this word to all Stewards throughout the maritime industry, and we have asked local Unions to help us by-pass these finks.

Our contracts are in the membership's opinion good ones, and they recognize the superior provisions of our agreements. Some

few clarifications are needed on some of the working rules.

Relations with operators of vessels making this Port are good. None of our men encounter any trouble with the Coast Guard, and the alien seamen's problem in Tampa is negligible.

The Branch owns its own Hall, which is in tiptop shape. This building is of particular advantage in a beef, since we have facilities for complete service to the members with adequate space to feed and house them in an emergency.

We have found, too, that owning our own building gives the Union greater prestige among other organizations in the labor movement.

We have no beefs concerning the cooperation we get from other Branches and Headquarters. All requests have been handled promptly and any aid we have requested has been dispatched right away.

Tampa averages one to two payoffs a week, although several ships come in here on an in transit status.

Fink Halls are no problem in this Port. If any need arises for manpower which we are unable to supply, we contact the nearest SIU Port. However, we generally have sufficient men available to meet any such needs.

All officials of this Branch are active in local trade union affairs. The SIU has played, and continues to play, an important role in Tampa's union movement, as a result of which we have created considerable good will throughout the community.

Last year we gave all-out support to the Teamsters Union in its conduct of the taxi strike. Only a few weeks ago, we had men on the picketlines in support of the International Association of Machinists which was striking against the airlines at the local airport.

Our efforts in cooperating with the labor movement here have resulted in much good will for the Seafarers, and have brought pledges of cooperation to us from many organizations.

C. Simmons, Agent

Report of Philadelphia Agent

This Branch is in good condition.

There is one Patrolman, a Dispatcher-Patrolman, one Organizer-Patrolman and a Secretary on the Branch Staff, in addition to the Agent.

During the Isthmian strike, in which the membership here went all-out, other Unions respected our picketlines and the Longshoremen refused to work Isthmian ships.

One thing that was learned from the Isthmian strike was that a standard procedure should be set up by which men would be uniformly fined for missing picket duty, since it is the obligation of all members to support the Union at all times.

Any strike action taken by the SIU this year is more likely to be taken against the Taft-Hartley Law.

The membership here is deeply interested in the Organizing Campaign and they will give it everything they've got. We get quite a few Cities Service ships in here and they are contacted whenever possible. Full cooperation has been given to the Organizing Department from this Port.

Among the changes recommended by the membership for consideration by the Agents' Conference is to stop shipboard promotions and changes in the Shipping Rules which would invoke a four-hour limit in the amount of time a man has to turn down a job.

Reports are submitted by this Port to the LOG each week, and the paper is widely distributed in Philadelphia.

An increase in the size of the LOG to permit a roundup of current events, general labor news,

and maybe sports would be a good thing, if it is possible. An explanation on some parts of the working rules in each issue of the paper might be helpful.

There is always a quorum present for our regular membership meetings and all hands take an active and enthusiastic part in the proceedings. Shipping Rules, Organizing and a new Hall for Philadelphia are topics always under discussion.

The membership here supports the present Union drive to obtain new wage increases to offset the rising cost of living. Some clarification of working rules and overtime provisions would be helpful in eliminating beefs.

Generally speaking, our relations with the companies here are very good. Best company to do business with is Waterman and the two toughest appear to be Calmar and Isthmian. Reason for beefs with Calmar is that it won't store its ships properly without the Union taking action.

The local membership is active in keeping down performers.

The Coast Guard is no trouble here. In fact, there have been only two or three cases here in a year.

With only about 10 or 15 aliens around the port, we are generally able to ship them, so there is no problem on this issue.

The Philadelphia Hall, which is rented, is far from adequate. It is very difficult to keep clean; it is a firetrap and is not large enough to hold our meetings.

On an average, we have two or three payoffs here a week and a number of vessels in transit most of the time. Seldom does the Port have to turn to Headquarters for help in settling a beef.

L. A. Gardner, Agent

Report of Baltimore Agent

The business of the Port of Baltimore is handled by the following Staff: one Agent, one Dispatcher, four Patrolmen, one Janitor-Handyman, who also fulfills Patrolman's duties, and one Secretary.

We are operating with a minimum of personnel and there are no recommendations for possible reduction at the present.

We had solid response from the membership during the conduct of the Isthmian strike in this Port. Their interest in this important beef made it 100 percent effective and they handled themselves well throughout.

The American Federation of Labor Unions in Baltimore, with whom we enjoy very good relations, gave us their full support. The NMU, MCS and MFOWW respected our picketlines. The conduct of the strike was airtight.

The strike apparatus has been becoming more and more effective each year, and each beef has made us stronger for the next one. To keep us prepared for any kind of a beef, the membership here feels a \$10.00 Strike Assessment might be of great help in making our position more solid for the future.

The AFL Port Council in Baltimore is a strong, closely-cooperating organization right now, and we are continually doing our utmost to tighten its effectiveness at all times.

The one fly in the ointment, which will no doubt cause a strike this year is the Taft-Hartley Law. For such possible development, we must keep absolutely prepared.

In the Port of Baltimore, the membership of the Union is 100 percent in favor of the SIU's all-out Organizing Drive and has shown its willingness to help in bringing the unorganized into our ranks. There are numerous unorganized ships coming into the Port, and we are cooperating in all possible ways with the Organizing Department in furthering the program it is pushing ahead on.

With respect to the expansion and organization Program of the Union, we feel the results prove it is a wise move and that all our efforts should be directed to further expansion.

The membership in this Port has made several recommendations in regard to changes in Shipping Rules. As per instructions, these proposed changes will be turned over to this Conference.

Reports from Baltimore appear in the LOG each issue and in

addition we submit other material of interest to the membership. Members on the beach here are encouraged to submit letters, stories, suggestions to the paper, and any material we get from them that is of general interest, including pictures, are forwarded to the LOG.

Every possible hangout of seamen receives copies of the LOG and we steadily try to widen our circulation in the Port. Meetings are always attended by a full quorum and more, with the membership actively participating in the sessions. The Organizing program generally is the most frequently discussed topics.

Seafarers in this Port regard our present contracts as very good. Some provisions of the contracts, however, require clarification. Aside from this, the membership has no recommendations for future negotiations at the present time.

The Coast Guard is no headache at this time. No instances of trouble involving our members with the Coast Guard have arisen here for some time.

With approximately 50 alien members around our Port, they do not pose any particular problem for the Branch. Nevertheless, if they were to be granted citizenship for wartime service, whatever problem does exist would disappear entirely. We are in favor and support their right for recognition of their war service.

The building we occupy is rented by the Union. It is kept clean and in good shape throughout, and whatever improvements are possible are made in the membership's interest.

We have about eight ships paying off, on an average, each week in this Port. Many vessels make Baltimore a Port of Call. With our policy of settling beefs at the point of production, it is very seldom that beefs have to be submitted to Headquarters. This may happen possibly twice a year.

Generally there is sufficient manpower on the beach here to fill our needs. Should manpower problems arise in this Port, we immediately notify the nearest SIU Port and request men.

All Port Officials of the Branch attend meetings of the local AFL Maritime Port Council regularly and take an active part in its affairs. The Council in this Port is strong and effective and is of great value in major beefs.

Wm. Rentz, Agent

Report of Mobile Agent

On all fronts, the Seafarers International Union made great strides during the past year. In this Branch, we have solidified the strength of the Maritime Trades Council, organized tugboats, riggers and shoregang, and made plans to extend this Organizing Drive to the few unorganized towboat companies.

The biggest single action of the past year was the Isthmian strike and that proved that the SIU has one of the smoothest strike machines in existence. The only recommendation I have is that the financial end be clarified so that all Branches will operate under the same program.

In Mobile, the membership was solidly behind the Isthmian strike, and we received full support from all other Unions. The NMU respected our picketlines, and had the action lasted longer, there would have been no chance for the company to fink any of its ships out.

It appears at this time that there are two things facing the Union this year. One is the possibility of a strike if the companies, backed up by the bureaucrats, try to scuttle the Union Hiring Hall. If this happens, the membership would hit the bricks on a second's notice and stay out until hell freezes over, if necessary.

The other situation is in respect to further organizing. We have petitioned the Radcliff Sand and Gravel Company (two tugs and two dredges), and the Beardsley Towing Company (three towboats). We also intend to increase our shoregang and rigging membership to about 250.

There is a great desire on the part of our members to get a real foothold in the tanker industry. Winning the Cities Service election is a long step forward, and whatever volunteer organizing is needed to do the rest of the job, will be furnished by the membership, just as it was in the Isthmian Drive.

Our meetings in this Branch are well attended, and the men take an active interest in the affairs of the Union. Lately most of our discussions have centered around the contract, Shipping Rules, and take-home pay. The gashound problem has practically been eliminated.

Most of the men feel that the present agreements are good, and realize that the only way to better them is by staying right on the course and not allowing the companies to point the finger at the Union. For that reason, we try to live up to our end of the contract all the time.

We own our building in Mo-

bile, and it is in good condition. Some repairs and improvements have been made lately which will save us money in the long run. The men are satisfied with the Hall, but much more will be done when our first floor tenant moves out.

Our main problem at present is manpower. Many times we have had to send to the nearest SIU Port to help us supply enough men to fill the contracted jobs. As long as other Ports can help us, we will be okay, and we don't want to issue tripcards unless absolutely necessary.

We're averaging about seven payoffs each week, with about the same number of sign-ons. Many ships in transit hit this Port, and they are also visited by the Patrolmen. We try to settle all the beefs right in our own Port, and have only had to send an average of two beefs per year to New York for settlement.

The Log has proved to be a valuable asset in our organizing. We post copies of the paper in all the seamen's hangouts, and have plenty of copies available in the Union Hall. In addition, we encourage the men to subscribe to the LOG so that their families can also read it.

In the organization of the Marine Allied Workers — such as the fishermen, tugboatmen, and riggers — the LOG helped out a great deal with stories and pictures. Practically all of these men get the LOG, and seeing pictures and stories about themselves made them feel like an important part of the Union.

Our relationship with the operators is pretty good. We contact all ships as soon as they arrive, and get all recommendations so that they can be thrashed out before the payoff. That keeps bum beefs down to a minimum, and enables us to really hit hard on the legitimate beefs.

The Coast Guard hasn't bothered us lately, but we keep a close watch because they may be getting ready for some more underhanded work. None of our men has been charged by the Coast Guard for any offense whatsoever, and it looks like the SIU program against the brass hats really paid off.

The membership of the Mobile Branch has made no specific recommendations, other than that the Union continue to organize the unorganized and to lead the way in wages and conditions.

Cal Tanner, Agent

Report of Savannah Agent

Besides the Agent, this Port has a Patrolman who also acts as Dispatcher.

There are no recommendations that can be made at present to further reduce the Port's expenditures.

A possibility for improvement in the Union's strike apparatus might be had by building a better strike set-up which can be made to meet each kind of beef. In spite of the fact that there seems to be little possibility of a strike developing, unless the Taft-Hartley Law is pushed, we should maintain our strike apparatus for any eventuality.

The membership here is in favor of a full program of organizing and are behind our current objectives 100 percent. At present, there are no unorganized ships on which the Union is concentrating coming into Savannah.

Generally speaking, since Savannah is mainly a Port for South Atlantic Ships, this Branch has had little to do in the way of helping the Organizing Drive, although we stand ready at all

times to aid in whatever way possible.

We do expect, however, to be able to assume a part in the Organizing Drive by working on the tankers going into Jacksonville shipyard for repairs since this is the closest Port.

News of this Port's activities are sent into the LOG whenever there are any developments. All possible points are covered in distributing the paper here.

Membership meetings are held here whenever a quorum is present. At the meetings, Union program and policy are discussed with emphasis on the Expansion Drive.

The membership holds the present contracts of the SIU to be the best in the industry and, except for a few clarifications, has no recommendations. They have endorsed the wage increase which the Negotiating Committee is presently trying to win from the operators to meet the increased cost of living.

Relations with the South Atlantic Steamship Company are fair and we have no trouble in settling beefs aboard their ships. No trouble is experienced here from the Coast Guard, and the alien seamen problem does not have any proportions, with few, if any, on the beach in Savannah.

We have no complaint with regard to relations with other Ports and Headquarters. All requests made have been met promptly.

About one payoff a week takes place in the Port of Savannah, and other ships make it a Port of Call. Calls for jobs can always be filled with local manpower. No fink halls operate in this Port. We call upon the nearest SIU Hall when we are unable to meet any job calls.

This Branch is doing whatever is possible to improve relations with other trade unions in Savannah. At the present time, the state of our relations is on a good plane.

C. Starling, Agent

Report of San Juan Agent

One Dispatcher and the Agent handle the business of this Port.

Under existing circumstances, it would be impossible to recommend further cuts in the Port's expenditures.

San Juan was not affected by the Isthmian strike, inasmuch as none of that company's ships touch the Port. In spite of this, however, the membership here was greatly interested in the strike, which they followed closely in the LOG.

A strike is always possible in maritime because of the Taft-Hartley Law, and on this score it would be wise to be prepared throughout the year.

As yet there is no AFL Port Council in San Juan, but we have been working to establish one, and our relations with the

ILA are good in this Port.

The SIU's Organizing Drive is being felt down here as it has created more jobs for the Puerto Rican membership, and the membership is behind it all the way.

One of the primary recommendations which the membership in San Juan has instructed me to bring up at the Agents Conference is a suggestion for a change to allow extension in time for permitmen aboard ship from the present three months to six months.

Articles are sent to the LOG each week from this Port and the local labor situation is reported as it affects the Seafar-

ers. Meetings are being held more regularly now. Interest in the meetings is high and among the subjects rating the most discussion is shoregang work.

The general opinion here is that our contracts are the best in the industry. The only clarification that seems to be needed is in reference to some of the Stewards Department working rules.

Our relationship with the operators here are good, and there is no trouble in settling beefs.

The membership in this Port will hardly be affected by any laws affecting alien seamen, since few of them are in this port; in fact, there are just two

alien members around San Juan.

The Coast Guard is no longer a problem in San Juan, as seems to be the situation generally.

The Hall presently occupied by the SIU in San Juan is rented. It is clean, but inadequate for our needs and a change, whether to another rented spot, or one that the Union might purchase, would be of benefit to the membership.

Other Ports have been working smoothly with San Juan, as has Headquarters, with all of our requests being answered promptly.

A payoff takes place in San Juan every other week, and there are two ships putting in here in transit every week.

There are enough men in the Port to fill any manpower needs.

Salvador Colls, Agent

Report of New Orleans Agent

This Branch is now operating under a policy of economy, which, however, does not interfere with efficiency and service to the membership. We have on the payroll four Patrolmen, one Dispatcher, one combination Dispatcher-Doorman, one Janitor-Handyman, and one Secretary.

The Isthmian strike gave the Union a chance to find out whether or not our strike apparatus had improved in the year since the General Strike. There was no question about it—it has.

On the whole, the Isthmian Strike was much smoother, and the entire Union machinery was



able to swing into action very quickly. This Branch went all-out in the action, and our picketlines were respected by all other Unions, including the NMU, MCS, and MFOWW. Although some of the CIO Unions offered us assistance, we refused and told them just to respect our lines.

This year again we face the possibility of strike, only wages and conditions will not be the main issues. This year, we will have to fight to maintain our Hiring Hall and, if that is necessary, the membership will be solidly behind such a strike.

The attitude of the membership toward the Organizing Campaign is just as good now as it was during the Isthmian Drive. There is never any trouble getting men to volunteer for unorganized ships and these men do a bang-up job once they get aboard.

Shoreside help consists of contacting the ships as soon as possible and telling the crews the latest organizational developments. We also put organizational material and the LOG aboard all the ships, and collect as many pledges as possible to be sent in to New York.

In New Orleans, we are engaged in a drive in the tugboats, and there is a good possibility that some of the companies will be brought under the SIU banner.

In order to keep expanding, the members here feel it is necessary for every SIU member and official in every port to talk to every unorganized seaman and tell the story of what an SIU contract means. Our wages and conditions are our best arguments.

In regard to Shipping Rules, New Orleans Branch recommends that no shipboard promotions be allowed, and that no man be permitted to transfer from one job to another, even though both jobs are on the same ship. This is coming up frequently, and the membership wants action taken.

Our meetings are usually pretty active with many men taking part in the discussions. Main topics are organizing, wages and conditions, and the general welfare of the Union.

Although plenty of men take the deck to be heard on the various subjects that come up, never-

theless there are still quite a few guys who never take the floor. For this reason, an Educational Program in each Port would be a good idea so that our members could become better speakers and again enough confidence to make themselves heard when anything important comes up.

Our agreements are considered by our members to be the best in the industry, and the membership has not made any recommendation along this line for this Conference.

Relations with the operators are good in this Port and we rarely have to tie up a ship to square a beef.

Sometimes the Coast Guard is called in to complicate matters. This happens about 2 or 3 times a week. We represent all members and try our best to break the Coast Guard charges.

Our present Hall is in fair shape and is clean, but we are looking forward to the time when we can move into our new home. This should take place in the Spring.

The Union structure here is in good condition, and the cooperation between the Ports and from Headquarters is generally pretty good. There are no recommendations for making the Union business system more effective at this time, but should any

snags show up, changes can be made at that time.

We average about six payoffs each week, and about the same number of sign-ons. There are several ships hitting this Port in transit each week. As a general rule, we settle all our own beefs and seldom pass a beef on to Headquarters for settlement.

In regard to manpower, we are okay, and we have enough men on the beach to fill our contracted jobs.

Whenever necessary, we call upon near SIU Branches for help in crewing up ships, and we also supply men if called on to do so. There is never any problem collecting money for transportation from the operators.

We cooperate with the other AFL Unions in this Port and have been instrumental in organizing the waitresses and bartenders, and in helping other Unions win their strikes. Our Branch is active in the Maritime Trades Council, and we have good coordination of effort with all other Unions in the Council.

This Port is also Headquarters for the Marine Allied Workers, SIU affiliate, which covers Fishermen, Tugboatmen, and Allied Workers. All these outfits are maintained and serviced by the Port's facilities.

E. Sheppard, Agent

Report of Norfolk Agent

The Port of Norfolk is on a pretty even keel. On the staff, we have one Patrolman, one Dispatcher, one Janitor-Patrolman, and one Secretary.

It does not appear that expenses can be cut any more, but occasional surveys will be made to see what can be done.

During the Isthmian strike, the membership went down the line and enthusiastically backed every move. The spirit of the strike was reflected in the 100 per cent support given us by the MCS and the MFOWW. The NMU respected our picketlines, and that's all we wanted from them.

Since last year, our strike apparatus has been streamlined and now there is nothing that this Port recommends.

The AFL Maritime Trades Council is now functioning 100 percent and is an important item in the daily affairs of the affiliated Unions. This is good because it provides a strong backing in the event of a strike.

We should be ready for a strike at any time, because even if wages and conditions are bettered, we will have to hit the bricks to save our Union Hiring. That is, if the operators try to

take it away through the Taft-Hartley Law.

The organizational progress of the past year has strengthened the Union immeasurably, and the membership in Norfolk is for its all-out continuance. The men want to move right in on any unorganized lines, and with all available resources.

We are doing all in our power to further the SIU's Organizing Drive. Very few of the ships currently being worked on come into this Port, but when they do, we contact the crews, distribute literature, and try to get pledge cards signed to be sent to Headquarters.

The membership and officials of this Port are in favor of the Constitution and Shipping Rules as they now stand, but want to go on record as being opposed to shipboard promotions. This has come up quite a bit lately, and the Branch feels that the Agents should do something to stop this practice.

The LOG is distributed to various places where seamen gather, and men are encouraged to have the paper sent to their families.

Our Branch meetings are held regularly, and the membership takes an active part in all dis-

Report of Galveston Agent

Operations in the Port of Galveston, which is now serving the entire Texas area, are running smoothly. In addition to the Agent, we have two Patrolmen, one Dispatcher, and a Secretary.

In view of the wide area of operations, there is little possibility of expenditures being cut any further.

Membership in the Texas ports went all the way in supporting the Isthmian strike. We had plenty of volunteers for all the necessary strike duties and all hands were anxious to do their bit.

All other Unions in these ports supported our strike by respecting our picketlines. The NMU, MCS, and MFOWW likewise respected our lines.

Our strike apparatus seems to be functioning effectively, but improvements can be made by revamping last year's set-up to meet the needs that may lie ahead and by further educating the membership through the Union's program.

We are continually trying to strengthen the AFL Port Council by improving the relations of the member Unions and taking an active part in the affairs of the Council.

Since the Taft-Hartley Law's effect may be felt when our contracts run out this year, it might mean a strike. We should, therefore, be fully prepared for whatever situation develops.

In the Texas ports, the membership has given 100 percent cooperation in carrying out the Union Organizing Program, and they seem to understand the benefits to all in expanding our operations in all fields.

About five unorganized ships come into ports in our area each week and we are providing every possible help to the Organizing Department in contacting these ships and attaining the Union's objectives. The Branch's staff is always available to aid the Or-

ganizers and we can be called upon at any time for any job.

At present, we are surveying the possibilities existing among unorganized outfits in this area. We feel there are good possibilities for organizing them, and in this connection will cooperate with the Organizing Director and his staff.

The one big recommendation which the membership in this



port has made is in regard to stopping shipboard promotions, which will be brought up at this Conference.

We regularly submit a report to the LOG, in addition to any other material we feel might be of interest to the membership. The Branch regularly distributes the LOG to all spots visited by seamen.

All hands take an active part in the membership meetings and quorums are always present. Ways and means of building and strengthening the Union are the main topics discussed.

The membership in Galveston is satisfied with the present contracts, although some have stated a need for a few clarifications on working rules. Aside from the wage increase, which the Negotiating Committee is currently working on, the membership has no further recommendations.

Our relations with the operators in this Port are good and we have no trouble in settling any beefs, with the exception of the Los Angeles Tanker outfit.

The Coast Guard is no problem

here and we seldom have cases involving our members. The problem of alien seamen is very little felt in this port, as we average only about ten alien seamen on the beach here. However, the membership feels very strongly about the treatment handed our alien Brothers and recommends that the Union continue using its apparatus until their beef is settled.

Our Hall is in good shape and is kept clean. We rent our present quarters.

We have no beef in our relationship with the other ports as we always get prompt answers to all our requests for information and whatever gear we might need.

The Union structure can always be made more streamlined and efficient by more and more cooperation by all hands. Full cooperation throughout the Organization will bring about full efficiency.

We're paying off an average of four ships a week in Texas Ports, with more coming in on transit calls. We have not found cause to submit beefs to New York, since all of them are settled satisfactorily at the point of production.

There are sufficient men on the beach to handle the calls for jobs. If, at any time, we have a shortage of manpower, we immediately call upon other ports for men. We have had no trouble in getting the companies to furnish transportation for men being sent to other ports.

All officials in our Port are actively attending meetings of the local Port Council of the Maritime Trades Department and working to improve the relations.

It should be mentioned in this report that Galveston is an active Port insofar as our affiliate, the Marine Allied Workers, is concerned. The Galveston Branch of the SIU services these tugs and services the membership.

Keith Alsop, Agent



cussions and all decisions. Most of the talk centers around contracts, Shipping Rules, and the Organizing Drive.

In the opinion of the members our present contracts are very good, but recommend that better wages be aimed for in the next negotiations. Some clarifications of the contract are necessary.

Relations with the operators are good at this time. We have little difficulty in getting our beefs settled.

We have no trouble with the Coast Guard, and the situation on aliens does not affect this port, as we only have about 25 around.

The Hall in this port is the property of the Union, and is always kept clean and in order.

We have had no trouble getting answers from other Branches or from Headquarters, and what gear we request is sent to us as quickly as possible.

About 2 to 4 ships payoff here each week and many in-transit vessels call here. Norfolk beefs are settled in Norfolk and we seldom pass along a beef to Headquarters for settlement.

We have frequently had to call on other Ports to help us crew ships, and never had any trouble collecting transportation from the companies.

Our Branch is cooperating all the way with the other affiliates of the Port Council, and we work with any other honest Union that asks us for help.

Ben P. Rees, Acting Agent

AGENTS CONFERENCE

Recommendations

On Finances

The Committee appointed to make recommendations on the finances of the Organization has given consideration to all financial phases of the Union and the following are our recommendations:

1. Economizing Program: This Committee finds that the current program for economizing, as laid down by Headquarters Offices this past year, has been an asset to the Union. A study of the Headquarters Financial Reports clearly shows that the expenses for the Union for the past year were greatly reduced.

This Committee therefore recommends to endorse this 1947 Economizing Program in its entirety, and that it be kept in full effect for the year 1948.

We further recommend that any official not following the recommendations on the Econo-



mizing Program of the Union shall give, upon request from Headquarters, written reasons as to why this program has not been adhered to.

In the event such occurs, Headquarters then shall be empowered to assign any official or officials to that particular port under question on the matter of Finances of the Union, for the purpose of seeing to it that the mandate of the membership is carried out.

2. Donations: The question of donations being taken on ships for various matters has been brought to the attention of this Committee. This Committee, after deliberation of this subject, recommends that in the future, no donations be taken on board any vessel which are not receipted for on an official Atlantic and Gulf District Receipt.

In the event such collections are made on board vessels in a particular port for any port beefs, this money is to be receipted in the official financial report of the Branch, remitted to Headquarters, and Headquarters in turn shall issue a check covering the amount to those persons designated by the people making donations as recipients.

This Committee further recommends, in the matter of donations, that any official not giving proper receipts as listed in this recommendation, once concurred in by the membership,

shall be immediately removed from office, pending charges and trial as per the Constitution of our Union.

3. Hospital Donations: This Committee has had it pointed out that, in some ports, Hospital Donations are taken up to give to local Hospitals. This Committee is of the opinion that this practice of distribution should be discontinued, and all such donations shall be remitted to the Hospital Fund of the Atlantic and Gulf District, and shall therefore be paid to our members due same in the form as laid down in our Constitution.

4. Hospital Benefits to Permit Members: This Committee recommends that any permit member, with all current assessments and dues paid to date, be allowed to pay previous Hospital Assessments to the amount of \$10.00, and thus be entitled to all Hospital and Death benefits, subject to Article 25, Section 1(b) of our Constitution.

The purpose of making the recommendation to allow permit members hospital benefits is due to the fact that we have had various complaints from these permit members, stating that they are not allowed to receive such benefits.

Inasmuch as our regular book members have previously had to pay these assessments to receive these benefits, it is recommended that before any permit man can receive the same benefits in like manner that he too shall be required to pay as well.

Conclusion: Your Committee on Finances requests that the



membership adopt these recommendations so that they may be put into effect as soon as possible. We are of the opinion that these recommendations, if adopted, will benefit the membership of our Union. We further call on every member and official alike at all times to take as great an interest as possible in the finances of our Union, as well as for the successful prosecution of our Economizing Program.

C. Haymond
W. Siekmann
Lindsey Williams
S. Colls



On Contracts, Negotiations

The Committee appointed to act on the contracts and negotiations of the SIU, Atlantic and Gulf District, has thoroughly studied the Headquarters Report of the Union and feels that this matter is well covered in that report. We recommend that all members and officials study this particular Headquarters Report thoroughly.

The Union's previous action in setting up a Headquarters Negotiating Committee has proved very effective. To witness this fact, our present contracts negotiated in the year 1947 are now the best in the industry in every manner.

Particular evidence of this is shown by the fact that our Negotiating Committee was successful in obtaining from the very toughest outfit in the industry, Isthmian Steamship Company, one of the finest contracts now in existence.

For that reason, this Committee strongly recommends that the present practice of the Headquarters Negotiating Committee of the SIU, Atlantic and Gulf District, be continued and that the officials and membership continue to support this Committee in the same manner as they did in 1947.

A compact Organization and direct, centralized action on the question of negotiations is especially necessary for this year 1948, because of the fact that all our contracts are expiring at one time or another this year, and we will be faced with the problems coming up as a result of the Taft-Hartley Law.

This Committee feels that it is needless to go into the various ramifications of this issue inasmuch as it has been covered thoroughly in different issues of the SEAFARERS LOG and previous Headquarters Reports. We do state and strongly recom-

mend, however, that the Union must be on guard at all times, and the Negotiating Committee must be prepared at any time to use any means necessary to safeguard our contracts in the coming 1948 Negotiation periods.

The Committee further recommends that the following issues be taken care of as soon as possible:

1. Clarify with South Atlantic that SIU men shipped from Savannah to jobs in Jacksonville are to be paid transportation.

2. Check the contracts and ask for negotiations with the operators concerned on the question of additional men for passenger vessels, as well as living quarters for same.

3. We request that the membership and all officials give their opinions immediately to the Negotiating Committee as to the advisability of obtaining specific wage increases for the Bosun, in lieu of high overtime in contracts now in existence.

4. Some manner of clarification of the Stewards Department working rules be set up. This applies to actual working rules and conditions for departmental members, more so than the redrafting of contract conditions.

5. The Negotiating Committee of the Union is to gather all recommendations as to the laying out of crews quarters on different and specific type vessels, and approach the operator during negotiations period to correct this matter on vessels needing same. This applies to mattresses, washing machines, etc.

6. The Negotiating Committee is to stand instructed to set the expiration date of all contracts on the same date. This to be done as soon as feasible.

Ben Rees
R. Matthews
J. P. Shuler
C. Haymond

On Strikes

The correctness of the last Agents Conference in going on record to tighten up the strike structure of the Union was proven by the successful and all-out effort made in the Isthmian Strike in the year 1947. There is no need of going into this strike, as a complete analysis of it was carried in the SEAFARERS LOG and the results are now well known.

In spite of the fact that the Union's strike actions have been successful, your Committee feels that a continued effort should be made to set up an even tighter strike structure. Also, it is to be considered that, in the event of strikes in the maritime industry this coming year, the Union should be in a good condition to handle any beefs.

The outlook in this industry is of such a nature, because of the Taft-Hartley Law, that we can nearly be positive there will be strikes in the coming year. For that reason, this committee recommends the following:

1. The Headquarters Offices should draft and set up new picket cards and picket card system for every port, so they can be put into use on an hour's notice.

2. Each Port Agent to be responsible upon notification by Headquarters Offices to put all strike, kitchen equipment, etc., into condition so it can be put into operation upon one hour's notice.

3. That copies of the SIU Booklet, "Strikes and Strike Strategy" be redrafted and revised and sufficient copies be put into each port for all members and officials to study.

4. That the membership favorably consider the proposition of assessing themselves an additional single \$10 Strike Assess-



ment for the purpose of creating a greater Strike Fund. While we have \$672,333.98 in our total Strike Funds now, and with total cash on hand of well over \$1,000,000.00, this Committee feels that we can be even better heeled financially for any strike, such as the type of the General Maritime Strike of 1946, if this assessment were passed.

Upon concurrence with this report, it is recommended that the Strike Assessment be put on a referendum ballot before the membership immediately.

Ray White
C. Simmons
Keith Alsop



On Education And The Log

This Committee, appointed to study the report on the Seafarers Log and Union Education, has done so carefully. In the course of studying the report, reference has been made to the Log and to the educational material published last year and that presently in process of publication.

The fact that we do have a good Union paper was proven in a contest sponsored by the International Labor Press of America in which the Seafarers Log won two Certificates of Award for being one of the best trade Union papers in the field.

Membership interest in the Union paper reached new heights during the past year.

A much larger number of members used the Log as a medium of expression for new ideas, suggestions and stories of ship-board activity than in any previous year. Issues of Union interest were discussed pro and con in the paper. In addition to the prestige which the paper helps build for the Union in the general labor movement, and its use as a publicity medium, it is also a yardstick of the heightened membership interest in their Union and its affairs.

As for the quality of material which the Union is now putting out under its educational program, the Committee finds it to be good. What is lacking, however, is sufficient quantity. We need more educational literature to enlighten the membership on every phase of Union activity. An enlightened membership, conscious of its role, is a sure sign of Union success. The Log and our other educational material are means of obtaining this goal.

With this thought in mind, the



Committee recommends that a policy be set up in relation to Union education, as follows:

1. That, as soon as it is possible, the Seafarers Log be enlarged in size by four pages, making it twenty in all, to increase its coverage of the membership's activities and interests.

2. That the educational program be stepped up and the number of educational publications increased, especially in view of the low cost of operation.

3. That a method of distribution is necessary whereby the Seafarers Log and all other educational material will reach all members and unorganized seamen and any other points on which the Union may decide.

4. Since the Organizing Staff already has established the necessary well-functioning apparatus and procedure for reaching all points in all ports, and since the Union Educational Program interlocks with the Union Organizational Program, the Director of Organization should be charged with the task of administration of a sound distribution plan.

5. Further, that the Director of Organization, in assuring the Union 100 percent use of all its facilities and personnel to see its educational aims successfully carried out, should place the responsibility for distribution on the Port Officials in their respective areas.

6. That the same system of enforcement of Union policy employed with respect to its Organizing Drive be adopted to insure successful administration of the Educational Program.

E. Sheppard
C. Starling
L. Gardner
J. Algina

On Buildings And Halls

We, the Committee appointed to act on the Buildings and Halls, have met and the following are our findings and recommendations:

The Building Program of the Union has proven successful, inasmuch as it has made it possible for us to own our facilities in the Ports of Boston, Norfolk, Tampa, Mobile and New Orleans.

The satisfaction of the membership in the established setups of these Halls which we own is constantly shown by their actions in various meetings and minutes appearing in the SEAFARERS LOG.

Therefore, we make the following recommendations:

1. In those ports in which we maintain permanent Branches, such as New York, Philadelphia, Baltimore, Savannah, Galveston and San Juan, and do not own Union Halls, we recommend that we purchase our own quarters in each of these ports, and set them up in as efficient and economical manner as possible.

2. We recommend to each Port Agent that he is charged with direct responsibility of the property of this Union, and it is brought to his attention to see to it that they are kept clean at all times, and that he be answerable to the membership for same.

3. This Committee recommends that the Philadelphia Port Agent be instructed to immediately make every possible effort to secure new quarters in the Port of Philadelphia for the membership, due to the very bad conditions the membership now has existing in the Union Hall in that Port.

4. We recommend that no additional Halls be opened at this time for the Union. However, Headquarters Offices is to keep a constant survey on the situation and when it is necessary to do so, such new Halls shall be opened subject to membership action and approval.

The Committee recommends that the membership go on record as submitting to a Referendum Ballot calling for an additional \$10 Building Assessment for the purpose of creating a large enough Building Fund to continue our Program of purchasing Halls in the ports where they are needed.

Ray White
C. Simmons
Keith Alsop



On Operation Of Union Apparatus

In accord with the economy program the Headquarters Offices continually seek ways and means to reduce the expenses of the Organization, while at the same time maintain the maximum of efficiency in Union operation.

This Committee, after thorough study of the Headquarters Report and discussion with the various Agents attending this Conference, recommends the following plan regarding Branch Minutes:

It is recommended that after each Branch meeting, the Port Agents in their respective Branches type up an original and one duplicate of the previous night's



meeting, mail one copy to Headquarters Office and keep the other on file. Headquarters, upon receipt of these copies, shall type and run off all minutes from the various Branches and mail them out simultaneously to all ports.

This plan would serve three purposes. First, it would allow for all minutes from all Branches to be received simultaneously, in

time for meeting nights. Second, it would save expenses on postage. Third, it would allow for all Branch minutes to be printed in the SEAFARERS LOG, inasmuch as they will be printed at Headquarters and will thus be on hand for the Editor's use.

This Committee feels that this program should be begun immediately upon acceptance of this Agents Conference Report by the membership.

A few minor complaints have

been made to this Committee regarding certain Branches' failure to answer communications as quickly as possible from other ports. This Committee feels this problem must be eliminated in order to serve the membership efficiently and satisfactorily, and advises all Agents at this Conference to attend to all communications promptly.

Cal Tanner
J. Volpian
Wm. Rentz

On Membership Admission

The Committee appointed to act on recommendations as to membership admission, has checked the report of the Headquarters Offices thoroughly, as well as our membership files.

As a result of this, the following are our findings and recommendations:

We find that we have around 11,000 full book members in the Atlantic and Gulf District as applies to approximately 15,000 contracted off-shore jobs. This is a healthy condition, and we figure that at all times the Union should maintain membership in such a manner that we are never overloaded any more than necessary with book membership as applies to contracted jobs.

There has been discussion on whether or not to open books. We are not in favor of opening books and are of the definite opinion that membership admission for the future should be governed in the same manner

that it has been. That is as follows:

1. Any permit men desirous of becoming a Union member shall be allowed membership only subject to the recommendations of the Organizers.

2. The Organizers are to use discretion regarding the men allowed membership in this Union and they are to keep the number of men admitted as low as possible.

Conclusion: This Committee feels that, of all the Unions in the marine industry, greater value is placed on an SIU book than membership in any other Union. We feel that the best way to maintain this is to continue the practice of having every prospective member show his true Union worth in actual work for the Union before being allowed book membership.

Ben Rees
J. Volpian
J. P. Shuler

This Committee has studied carefully the report on Government Agencies and Legislation.

We find that, in general, Government Agencies have maintained their indifference toward merchant seamen and that Congress, with the same indifference, has neglected to enact much-needed legislation in behalf of men who so valiantly stayed on the job during this Nation's greatest peril. More than ever is it evident that only through the Union can seamen improve their lot.

The Committee therefore makes the following recommendations:

1. That in view of the threat it poses for the future of our membership, in particular, and for the shipping industry in general, the provision in the Marshall Plan calling for the transfer of 500 ships to the foreign nation be removed from the proposed legislation for European recovery. Further, that we do everything in our power consistent with Union policy to effect removal of this dangerous provision which places the entire maritime industry in jeopardy.

2. That in view of the threat by the Coast Guard to extend and tighten its control over the



rights and activities of merchant seamen through the proposed Recodification Bill, this Bill be subjected to close scrutiny by the Union. Further, that we do everything in our power consistent with Union policy to remove from this Bill the provisions which the Coast Guard has introduced, and which would give the Coast Guard added

On Government Agencies And Legislation

powers detrimental to the rights and welfare of merchant seamen.

3. On various occasions, Union members have suggested that the Union press for a law bringing unemployment insurance for seamen under federal administration, in order that the process of obtaining payment can be simplified and be made the same in all ports.

It is the considered opinion of this Committee that it would be extremely difficult to press Congress for such a change, because the question of States' rights would be introduced into debates by legislators from States which emphasize those rights and guard them jealously.

These legislators would contend that their states have problems which could not be fitted into a national mold. Accordingly, if such a change were made, the unemployment benefits would be at a minimum, far below the present low standards. Therefore, this Committee recommends that the Union press for a more adequate and equitable unemployment insurance plan, to be administered as at present by the individual states, and it further recommends that each Agent deal with the problem in his own state.

4. The bills affecting the welfare of Merchant Seamen which are currently pigeonholed in Congress have long been urged by the Seafarers. The Committee recommends that this Conference reaffirm the SIU's position by calling for immediate enactment of:

- a. Legislation which will provide benefits to seamen (and their families) who saw wartime service aboard the nation's merchant ships, and that these benefits be similar in range to those granted to members of the Armed Services.
- b. A bill granting citizenship to alien seamen whose service aboard American ships

contributed so much to the nation's victory. We feel that this is the least recognition the Government can make of their contributions to the war effort. Until passage of such a bill; we are on record to allow these men to sail American ships until they acquire citizenship under existing law.

- c. A law which would provide disability benefits to seamen disabled as a result of



enemy action, and which would provide death benefits payable to the families of seamen killed or who died while engaged in wartime service aboard American ships.

- d. Legislation which would make it mandatory for all Marine Hospitals to give treatment to all seamen, regardless of the length of time they have been on the beach. The Committee also recommends extension of the Marine Hospital

facilities to include treatment for members of a Merchant seaman's immediate family.

On the Taft-Hartley Law, the SIU's position is already clear. The Committee recommends that the Conference reaffirm the stand, adopted at regular meetings on July 2, 1947, which follows:

"1. The SIU-SUP go on record as not tolerating in any way, shape, or form any interference with our Union Halls by ship-owners or Government bureaus.

"2. That the SIU-SUP consider as a lockout any attempts by any person, or persons to use the Taft-Hartley Law to the detriment of our Unions."

In repeating this stand, we should demand repeal or amendment of the Law to the point where it is rendered harmless to organized labor. Further, that we remain vigilant for any signs indicating that the Law will be used for Union-busting purposes in the maritime industry and that if such signs appear, the Union act accordingly.

Throughout the past years, the SIU has consistently condemned the Maritime Commission, and branded it as an agency whose purpose was to bring about fink conditions in the Maritime Industry. The Program which the Commission has followed last year shows that our earlier stand was a correct one. The Commission is still attempting to weaken seamen's unions and the shipping industry.

Its policy of favoring foreign flag interests over domestic shippers has resulted in the American Merchant Marine being reduced to an insecure position in world shipping.

Not content with the fact that foreign bottoms are now carrying the greater portion of ocean commerce, the Commission is now trying to destroy Unions by setting up inferior wage scales for the vessels it charters.

We feel the Conference should again take the stand that the



Maritime Commission is an enemy of the merchant seamen and the industry, and that all possible efforts should be made to discourage the continuation of that agency.

Overall, it is the Committee's unqualified opinion that any advances of merchant seamen will only be realized through the efforts of the Union.

Every Seafarer should therefore give his all-out support to the SIU program.

Cal Tanner
Wm. Rentz
J. Volpian

Five Resolutions Passed By A&G Agents Conference

Following are five resolutions, unanimously approved by the recent Agents Conference. These resolutions deal with Shore Gangs, Relationship with Pacific and Great Lakes Districts, Elimination of Pay Inequities, Slop-chests, and the Canadian District.

RESOLVED: That the SIU Organizing Staff be instructed to once again take up the question of establishing SIU contracted and controlled shore gangs in every possible port to do work on vessels contracted to the SIU.

RESOLVED: That the Atlantic and Gulf District notify the Pacific District and the Great Lakes District that we are prepared to meet them at a time and place mutually agreeable to all districts concerned for the purpose of ironing out any problems that exist on the question of shipping, etc., and to further clarify any problem that may exist between the districts.

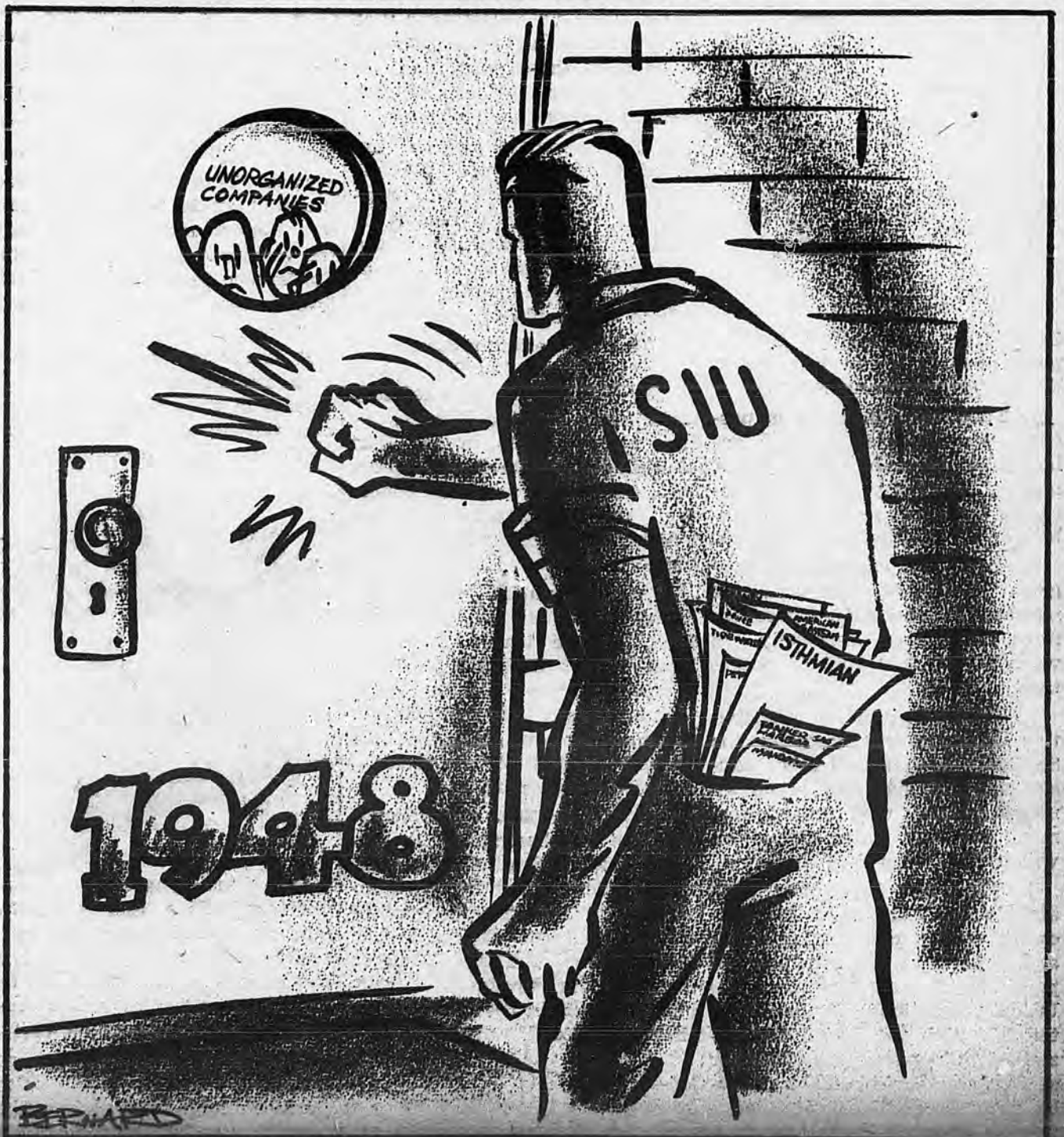
RESOLVED: That the Negotiating Committee stand as instructed by this Agents' Confer-

ence in their next negotiations session with the operators this year to make all possible efforts to eliminate the inequities existing in regards to various key ratings on board SIU vessels in comparison with lesser ratings.

RESOLVED: That SIU Headquarters be instructed to start as soon as possible a survey aimed at deciding what is the best type of action to take so as to guarantee better slop chests in quantity, price and quality on board SIU contracted vessels. Such findings and recommendations on same to be made to the membership as soon as possible.

RESOLVED: That this Conference instruct the Secretary-Treasurer to notify the International of this Union of our action in stopping financial expenditures in the Canadian District and to notify all companies contracted to the SIU that all replacements for SIU contracted vessels in the East Coast Ports of Canada are to come from the SIU Hall in Boston, Mass.

"OPEN THE DOOR, RICHARD!"



On Shipping Rules And Constitution

Constitution: This Committee has analyzed the various recommendations pertaining to amending the Constitution. Most of these matters are of such a nature that they could not be considered as vital. This Committee is of the opinion that the Constitution should only be amended when necessary.

The Committee points out that the only question pertaining to the Constitution arose in one port only, where the question was raised as to whether to count the ballots of the 1947 elections at the first or the second meetings in January. This entire matter was covered in the Headquarters Report of January 2, 1948. The report was very clear on this matter and as a result the membership voted in favor of the recommendations made in the report.

Considering these facts, this Constitutional Committee recommends that no amendments to the Constitution be submitted to the membership as a result of deliberation of either this Committee or of this Conference.

Shipping Rules: The Committee on Shipping Rules has studied various proposals made by the membership from shipboard meetings, branch meetings, as well as individual letters. The recommendations made in this matter cover a wide range, and



deal with practically every sense of the Shipping Rules in one manner or another. Among those most frequently brought up are the following:

1. Promotions or transfer of jobs on board ship.
2. Setting up a rule for qualifications for men taking key ratings.
3. Failure of the Shipping Rules to properly cover the subject of the kind of action to be taken when the Ordinary Seamen or Wipers fail to properly clean the crew's quarters as per the agreement.

While there are other issues raised on the question of the Shipping Rules, these in the main, were the most frequently discussed. Considering this fact, this Committee, therefore, recommends on the matters listed above, the following:

1. **Shipboard Promotions or Transfer of Jobs:** On this question, it appears that the membership is of the strong opinion that the rule should be changed in such a manner that there shall be no shipboard promotions or transfer of jobs in any manner, except in time of extreme emergency where the Hall cannot ship the desired rating so that the ship can sail.

This Committee recommends, therefore, that Section 29 in the present Shipping Rules be deleted and the following be incorporated in the rules as Section 29:

"No man may be promoted or allowed to transfer from one job to another on board ship ex-

cept in case of extreme emergency. This to apply where there isn't sufficient time to dispatch a man from the Union Hall before the ship is scheduled to leave, or the Hall cannot furnish the replacements as required. Any member guilty of breaking this rule shall lose the job immediately and shall be fined no less than \$25.00 for such offense."

2. **Rules for Qualifications for Men Taking Key Ratings:** There appears to be a great variation in the membership's opinion on the matter of the necessary sea time and qualifications for shipping as rated men. This Com-



mittee, therefore, has no definite recommendation to submit on a referendum ballot, but recommends instead that within 30 days after action by the membership on this Agents Conference Report, that Committees be elected in each SIU Branch for the purpose of drafting that particular membership ideas in that area on the subject. Each Port, upon completion of such report by these Committees, shall then forward them to the Headquarters Offices. Headquarters Offices shall then elect at the Headquarters meeting a Headquarters Committee, as per the Constitution, for the purpose of drafting all these Port reports into one final report, with direct recom-

mendations on this question, which shall then be submitted back to the membership for action.

3. **Action Regarding Failure of Ordinary Seamen or Wipers to Properly Clean Crew's Quarters:** This matter has come up numerous times and it has been pointed out that, on some vessels, Ordinary Seamen and Wipers are not doing a proper job of cleaning crew's quarters in the two hour period which the Union had such a hard struggle in taking from the shipowner. The Committee feels that enough of an issue has been made of this and that the membership should have the opportunity of voting on this question. This Committee therefore recommends that the following clause be adopted in place of the present Section 30, such clause to be

known as Section 30 of the Shipping Rules:

"Ordinary Seamen and Wipers shipped to contracted vessels who fail to put in tow hours allotted time for cleaning the crew's quarters as per contract shall



be brought up on charges by the ship's crew. For such offense, the guilty member shall be fined

On Organization

Your Committee, appointed for the purpose of studying the Organizer's Report, delivers the following report and recommendations on same:

After considerable discussion with the Organizing Staff and various Port Agents and a review of the Organizer's Report, as well as the General Organizing Program Report carried in the SEAFARERS LOG of November 7, 1947, we feel that it is necessary at this time to reaffirm the duties and rules governing the Organizing Staff and Program of the Union, and at the same time make direct recommendations so as to guarantee an even more successful Organizing Program than has been possible to date. Our recommendations are as follows:

1. Organizational Offices shall be set up in Headquarters for the purpose of directing the Organizing Work of the Union.

2. Lindsey Williams, present General Organizer of the Union, to be named as the Director of Organization for all such work as comes under this Division of the Union, and that his salary be the same as that of an Assistant Secretary-Treasurer.

3. The Director of Organization be empowered to appoint as many Organizers and Assistant Organizers as are needed in his opinion to further the best interests of the Union.

4. That the Director of Organization shall submit a weekly financial report covering in detail all expenditures which shall be handled as part of the Head-

not less than \$10 for each such infraction."

The subject of the manner in which a man registers for shipping in any particular port has been dealt with by this Committee, and it is this Committee's opinion that this is a local Port affair. We therefore recommend that this matter be dealt with in each Port by local Committees and once such Committees have met and made recommendations on same, that these recommendations be posted in a conspicuous place in the Union Hall.

Conclusion: Upon the acceptance by the membership of this Agents Conference Report, it is recommended that these matters as recommended in this report, shall be submitted as per Constitution to a Referendum Ballot immediately.

Ben Rees
R. Matthews
J. P. Shuler

quarters financial report, and that this report be checked in detail by the weekly Auditing Committee, as per Constitution.

5. That all expenditures made by the Director of Organization involving the work laid out for



him by the membership shall be paid from the General Fund of the Union.

6. Since the limited means of transportation available to the Organizing Department has been a problem in our drives, the Committee recommends continuation of the practice followed in the past. The Director of Organization is to direct the use of automobiles by the Department in any way he deems necessary to the best interest of the Organizing effort.

7. That the \$5.00 Annual Organizational Assessment shall continue to be remitted directly to the General Operating Fund. This is recommended to prevent the organizing work of the Union from draining the General Fund itself, and at the same time to eliminate the necessity for the establishment of separate funds.

8. That a weekly detailed report of all physical activities engaged in by the Organizing Staff shall be made by the Director of Organization to the Headquarters Offices of the Union.

9. The Director of Organization is to work in direct contact with the Secretary-Treasurer, Assistant Secretary-Treasurers and the New York Port Agent at all times to discuss the various problems with them. He is to issue, through the medium of the SEAFARERS LOG, reports on the progress of the Union's Organizing Drive in such a manner so as not to interfere with the organizational work of the Union.

The above recommendations are specifically made to clarify the duties of the Director of Organization and at the same time give him the authority to accomplish the job. Your Committee

(Continued on Next Page)



SIU MEMBERSHIP

Conference Sessions Ran Smoothly

After the Agents Conference had been called to order the morning of February 16 and a Chairman and Secretary had been elected, the first order of business was the adoption of an agenda.

Following full discussion of overall Union problems, it was moved by Mobile Agent Cal Tanner, seconded by New Orleans Agent Earl (Bull) Sheppard and carried that the Headquarters Report be considered first and be followed by the Organizer's Report, the LOG and Education Report, the Port Reports, the Appointment of Committees, General Proposals and Resolutions, and Good and Welfare.

The eight subdivisions of the Headquarters Report were considered in the following order:

Finances, as the very sinew of the Union came first, followed by Contracts and Negotiations. Then came Government Agencies and Legislation including Coast Guard, the Taft-Hartley Act, Unemployment Insurance, the Marshall Plan, the Maritime Commission and other governmental and legislative matters. After that, followed Buildings and Halls, the Operation of Union Apparatus, Strikes, Shipping Rules and Constitution, and Membership as Compared with Jobs.

RIGHT TO WORK

By lunch time the first day, the Conference had heard and accepted all reports including those from the eleven Ports represented. But this was hardly a beginning. The main work of the Conference was yet to come.

The Committees were appointed the first afternoon, but before the committees went into action there was further general discussion of the Union's general status and policy by which the committees should be guided. This discussion lasted until the afternoon of the second day.

Committee work and further general discussion kept the Agents busy until late that night.

The third day, Wednesday, February 18, the morning was again spent in general discussion of the problems faced by the committees with all conferees participating. During the afternoon, the committees went into session once more, and late in the afternoon they began to submit their reports.

When these reports had been accepted by the Conference as a whole the parleys were over. SIU policy for 1948 had been set, subject to membership approval.



On Organization

(Continued from Preceding Page) feels, however, that, in setting up the Organizing Program for this coming year, the record clearly shows the need for a sustaining program in regards to the duties of other officials of the Union in conjunction with



that of the Organizer's work.

The record also clearly shows that at times all officials of this Union have not given full cooperation in this matter. It is this Committee's intention to point out to this Agents Conference and the membership that such lack of cooperation must be stopped for all time.

It has been further pointed out, and the record once again shows this to be true, that every Port of this Union plays a distinct part, directly or indirectly, in any organizing work done by this Union. In considering these points, this Committee therefore recommends the following:

1. The Port Agent in each Branch shall be responsible for all organizational activities in that area and shall direct his full attention, as well as that of the Patrolmen and all Port facilities, to any organizational objective selected by the Union at any time.

2. The Port Agent in each Branch shall make certain that the Union's affairs in his particular Port are at all times a credit to the Union and are in an efficient working condition.

3. The Director of Organization, or any Organizer so assigned by him, shall at any time be empowered to take up any matter pertaining to the organizing work of the Union as contained in this report with the Port Agent, and make direct recommendations on the matter concerned.

4. The Director of Organization, in carrying out the Organizing Program, is to immediately call it to the attention of any Port Agent in any area where the Organizing work of the Union is being improperly handled. Matters of this sort are to be settled immediately. In the event they are not settled right away, Headquarters Offices shall then be notified as soon as possible, and the entire matter taken up by Headquarters Offices and direct recommendations

made to the membership to clarify the issues in doubt.

5. That all Port Agents, Patrolmen and other Union officials devote full attention to unorganized ships coming into their respective ports.

In conclusion, the Committee calls upon every Port Agent to not stop at merely giving lip service to the organizational efforts of this Union, but to directly concern himself, personally, with every problem that may come up out of the Seafar-



ers Organizing Program. This Committee feels that there should be no excuse for failure on the part of any official to carry out the Organizing Program to the fullest extent at all times.

E. Sheppard
L. Gardner
Charles Starling
J. Algina

Committees Set Up By Conference

To handle all the necessary work of the Conference, Committees from among the Agents and officials in attendance were appointed, and then each Committee from among the Agents and the consideration of the entire group.

The following committees were appointed:

FINANCE — Lindsey Williams, Walter Siekmann, Salvador Colls, Charles Haymond.

CONTRACTS AND NEGOTIATIONS—Ben Rees, Robert Matthews, J. P. Shuler, Charles Haymond.

GOVERNMENT AGENCIES & LEGISLATION — Cal Tanner, William Rentz, Joseph Volpian.

BUILDINGS AND HALLS—Ray White, Sonny Simmons, Keith Alsop.

OPERATION OF UNION APPARATUS—Cal Tanner, William Rentz, Joseph Volpian.

STRIKES—Ray White, Sonny Simmons, Keith Alsop.

SHIPPING RULES AND CONSTITUTION—Ben Rees, Robert Matthews, J. P. Shuler.

MEMBERSHIP AS APPLIED TO JOBS—Ben Rees, Joseph Volpian, J. P. Shuler.

ORGANIZING—Earl Sheppard, Charles Starling, Joe Algina, Lloyd Gardner.

LOG AND EDUCATION—Earl Sheppard, Charles Starling, Joe Algina, Lloyd Gardner.

FUNCTIONED WELL

The various Committees worked smoothly and submitted reports, which after approval of the Conference as a whole, were adopted for action of the membership. The reports are contained in this supplement.

Approval of the membership was voted in regular meetings, up and down the coast, on Wednesday, February 25.

In previous years the annual Agents Conference has been held in March or April. However, this year, in view of the Taft-Hartley law and other menaces to a free trade union movement, it was decided to hold the Conference earlier.

Many of the morning and afternoon sessions were devoted to discussion of the problems facing the Union, and it was from these discussions that the four proposals due to come before the membership on a Referendum Ballot were originated.

On To Even Greater Victories In 1948!

Buffalo Sees Early Season

By ALEX McLEAN

BUFFALO—This port is experiencing its best winter in many years as far as snow is concerned. But rain and ice on the streets have played havoc with our members young and old.

Right now we have three hospitalized with fractures of legs and arms: Thomas (Little Admiral) Fegan, broken ankle; Bryon Sharkey, broken leg; Frank Bain, broken shoulder and wrist. There are some more members taking medical treatment. But the sun came out and everybody is in better spirits.

The Buffalo membership wants to be remembered to the Great Lakes men in the Baltimore and Staten Island hospitals, Fred Petri, John Rothery. Speedy recovery, boys.

The winter fleet in this port is unloaded except for three ships. Since ice conditions look favorable, we expect an early opening of Lakes navigation this spring.

An open letter to unorganized seamen and to the boys who want to be seamen:

The Great Lakes offer you many opportunities. The letters on my desk now will be answered promptly to give you the facts about getting your seamen's papers. You men who have sailed on non-union or Lakes Carrier ships can learn how to become SIU men too.

The Maritime Trade Council of Buffalo is now in the making. In the near future, its structure and functions will be reported in the LOG.

PERSONALS

GERALD E. HUDDLESTON

Your father requests that you get in touch with him at 4107 McPherson Avenue, St. Louis, Mo.

ORVAL L. CLARK

Your wife wishes you to contact her at 1517 Chestnut, Minneapolis, Minn.

RICHARD BROWN

Your former shipmates John Rath and Henry Gregorski want you to write them care of the Waterman Steamship Company. They also suggest you send a letter home.

CHARLES PERTS

Get in touch with your brother, Robert Perts, in Washington, Pennsylvania. He says it is important that you do this.

FRANK GIMBER

Your mother, Mrs. Inez Gimber, wants to hear from you. Her address: 602 West Court Street, Winnfield, Louisiana.

HERMAN (BILL) KNIES

Jean Burtless, 2770 Wynglen Lane, Los Angeles 23, California, asks that you get in touch with her.

D. D. WALKER

Contact your brother, Roma H. Walker, Rt. 4, Box 166, Dothan, Alabama. Your father is seriously ill.

ANDREW SCOTT

Get in touch with your father, at 252 Swan Lake Drive, East Patchogue, Long Island.

On Overtime

To insure payment, all claims for overtime must be turned in to the heads of departments no later than 72 hours following the completion of the overtime work.

As soon as the penalty work is done, a record should be given to the Department head, and one copy held by the man doing the job.

In addition the departmental delegates should check on all overtime sheets 72 hours before the ship makes port.

LCA Trying To Flood Lakes

By FRANK MORAN

TOLEDO — The Lake Carriers Association is trying to flood the Lakes shipping industry with inexperienced youngsters again.

LCA representatives, operating in small southern towns, are showing free movies of the Great Lakes in local YMCA's. Glowing advertisements in local papers tell of the wonderful opportunities on the Lakes. "No experience needed," they say and sometimes make a special appeal for former Navy and Coast Guard men.

Here is a sample ad, verbatim: "Good Jobs—Open soon on Great Lakes vessels. Board, room furnished. Must be over 18. Have birth certificate. No experience needed. See free Pathe movie, 'The Great Lakes.' Call at YMCA, 2nd floor, Tuesday only, 10 a.m. to 6 p.m."

NY Shipping Is On The Rise

By JOE ALGINA

NEW YORK—New York shipping is gradually shaking itself warmer from the slow, cold pace it held for so many weeks, and showing signs of real life.

Shipping has been quite good during the past week and promises to be just as good, if not better, during the coming fortnight. Men with ratings are finding it quite easy to get out, but the permitmen and unrated men still have to sweat it out awhile for a ship.

Like the good weather hitting this for-so-long frozen port, the payoffs have been coming off in fine style. Even the Alcoa Cavalier came in and paid off without any trouble. Others were the Yaka and Webster, Waterman; and South Star, South Atlantic.

NO HOLD UP

The South Star's only trouble was over short stores, but this was squared away before sailing time and the ship was not forced to lay over.

Because of the alien problem, a form is being prepared which will be distributed to all aliens to fill out, giving their status in regards to citizenship. When the machinery for the handling of this is set up in all ports, a complete story will be run in the LOG.

Before the Union can take steps to ease the problems of our alien brothers, we have to know exactly what the situation is—that's the purpose of the forms.

AROUND THE PORTS

PR Waiting For Sugar Season

By RAFAEL V. ORTIZ

SAN JUAN — Shipping has been very slow during the past month because the sugar season hasn't quite started. When the season really starts there will be considerable improvement.

Most of the boys on the beach want to get out now as the shore gang jobs are scarce and the weather will be turning better up the line as the weeks go by.

The MV Ponce is expected back this week as she went out for only a short trip. And next week we should have some more ships around.

Of course, there have been ships in here. The Kathryn, a Bull C-2, came in and will be here 15 days discharging cargo and loading sugar.

The Monarch of the Seas, Waterman, is in for five days and will touch two other island ports before returning to New Orleans. The Ferdinand Hassler, a Pope & Talbot Liberty, is at Mayaguez and will hit Norfolk and New York before heading back to the West Coast.

SETTLE BEEFS

There have been quite a few beefs, but we have settled them to the satisfaction of all concerned. There haven't been any real headaches.

The Brothers on the beach down here are always ready to lend a hand in any organizing work that is to be done. We do our best to keep track of unorganized ships so that we can hit them.

Shipping Spurts For Port Mobile

By JEFF MORRISON

MOBILE — Shipping in this port has taken a turn for the better despite the lay-up of a lot of Liberties.

This week we have shipped more than 300 men, and the outlook for coming weeks is about as good. With two or three payoffs a day and the same number of sign-ons, Patrolmen here have been kept pretty busy but have managed to get all the major beefs settled to the crews' satisfaction.

Don't get the idea that we have swept the beach. We haven't. Permits still find the going hard. But if we keep the present rate of shipping the list should be thinned down soon.

Most of the Waterman ships have already undergone their annual inspection and can expect to crew up now after they complete voyages. This is a contrast to the past month when they have been laying up for a couple of weeks while the inspection took place.

Membership Rules

Membership rules require every man entering the Union Halls to show his Union book, pro-book permit card or other authorized identification to the Doorman. This is for the membership's protection. Don't waste the Doorman's — or your own — time by arguing this point. Observe the rules you make.

SIU No Place For Wise Guys

By RAY PULLIAM

BALTIMORE — Shipping has been fair in this port and might even pick up. However, plenty of men are taking whatever comes along without being too choosy.

We had about seven payoffs and six sign-ons with the usual companies, and a half dozen ships in transit.

The beefs on these ships were all settled satisfactorily. Everybody got all the overtime coming, and we managed to get all the logs lifted. However, we had one SIU man, a permit, who got to throwing his weight around a little too much.

We asked him if he didn't care about his permit when he got to talking too much, but it didn't make much impression. He knew all the answers and figured everything was a joke.

WISE GUY

This wise guy—he was in the Stewards Department—broke all the glasses and obviously did not care whether or not anybody had anything to eat.

If a man was sick, this gent would take his meal order and then throw him anything and use a little strong-arm stuff if the sick man complained. Finally, he refused to work at all, and then tried to give the Patrolman a hard time.

Seafarers won their present conditions the hard way. Wise guys like this one don't make keeping those conditions any easier. It's a good thing there aren't many of them.

We're still hitting the tankers when they come in and will keep on hitting them. The members in this Branch are going all out for those ships.

There are 20 men in the hospital here and they are doing all right. They keep asking about shipping and send their best to everybody.

RETIRING BOOKS

Members who forward their membership books to the New York Hall for retirement are urged to mark the envelope with the notation "Attention: 6th floor," in order to insure quicker handling of the matter.

Marking of the envelope in the manner advised above will save time and will result in prompt return of the book to the sender.

Philly Shipping Continues Slow

By E. B. TILLEY

PHILADELPHIA — Shipping continues slow here. So far this week we've had just one payoff, an Isthmian ship down Wilmington way.

She paid off under the old Isthmian working rules. The crewmen who remained aboard were glad to learn that real SIU rules would be in force from now on. Incidentally, bad as shipping is here, we had to send to Baltimore to crew her up again.

The outlook for next week is none too bright, either. However, we do hope to get a new Hall or do something about fixing up this one. That will be some consolation.

The big event in the Quaker City, outside of the fact that the weather softened, was a four-alarm fire which gutted the sub-basement of a large furniture store next to the Hall. We were without telephone service after 9:20 in the morning and we had to evacuate the third floor when the smoke became too dense for us.

During the fire I saw a number of Seafarers standing around with their fingers crossed. I asked them if they were afraid the Hall would catch fire. Their replies were blunt. They were afraid it wouldn't.

That gives some idea of what the membership thinks of this fire-trap of a place we have here.

Shoregang Work Helps Galveston

By C. M. TANNEHILL

GALVESTON — Shipping sort of boomed last week but this week there have been only three jobs on the board. And only one Liberty is scheduled to pay off in this area.

This port is pretty good for ABs—when shipping is good, that is. But other ratings are slow even when shipping is okay, because of the number of SUP tankers hitting along this coast.

Lately we have been getting some shore gang work for men on the beach. Mostly they clean tanks, and some of the boys like it fine. It sure makes the beach easier.

The port of Galveston functions smoothly. We have more meetings than in, for instance, New York, because of the tugboats.

There are two tugboat meetings a month in Galveston, two in Houston and one in Corpus Christi, in addition to the regular deep-sea meetings twice a month.

The River Terminals tugboats are the hardest ones for us to catch. They come into Beaumont and stay less than eight hours. Then they are out again.

Some of our men are going to Lake Charles to try to ship. They are all hepped up by our getting the Cities Service election.



SEAFARER SAM SAYS :

I'M VOTING YES!



RESOLUTION NUMBER 1

RESOLVED: That we go on record to assess ourselves with a \$10.00 strike assessment, to be known as the 1948 \$10.00 Strike Assessment, to assure us of success in any test of our Union's strength, in view of the possible strike threat posed by the Taft-Hartley Law, upon completion of our contracts this year.

YES

NO

A SURE PROTECTION AGAINST ANY TAFT-HARTLEY IDEAS THAT ARE FLOATING ABOUT. IF A TEN BUCK BILL WILL SAVE TWO WEEKS ON THE PICKET LINE - IT'S A CHEAP TEN DOLLARS!



RESOLUTION NUMBER 2

RESOLVED: That we go on record to assess ourselves with a \$10.00 building assessment, to be known as the 1948 Building Assessment, to enable us to maintain the SIU Building Program by the purchase of our own Union Halls in Ports where needed.

YES

NO

WE DESERVE THE BEST - OUR OWN HALLS - IN EVERY PORT, WITH ADEQUATE MEETING ROOMS AND RECREATION ROOMS FOR THE TIME WE'RE ON THE BEACH!



RESOLUTION NUMBER 3

RESOLVED: That Section 29 in the present Shipping Rules be deleted and that the following be incorporated in the Rules as Section 29: "No man may be promoted or allowed to transfer from one job to another on board ship, except in case of extreme emergency. This is to apply where there isn't sufficient time to dispatch a man from the Union Hall before a ship is scheduled to leave, or the hall cannot furnish replacements as required. Any member guilty of breaking this rule shall lose the job immediately and shall be fined no less than \$25.00 for such offense."

YES

NO

ALL JOBS OFF THE BOARD MEANS LESS TIME ON THE BEACH!



RESOLUTION NUMBER 4

RESOLVED: That Section 30 in the present Shipping Rules be deleted and that the following be incorporated in the Rules as Section 30: "Ordinary Seamen and Wipers shipped to contracted vessels who fail to put in two hours allotted time for cleaning the crew's quarters, as per contract, shall be brought up on charges by the ship's crew. For such offense, the guilty member shall be fined not less than \$10.00 for each such infraction."

YES

NO

PROTECT THE CONDITIONS WE FOUGHT SO HARD TO GET - AN SIU SHIP IS A CLEAN SHIP!



... FOR A STRONGER SIU!

