

AFL Maritime Dep't Pledges Full Support To MM&P Strike



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ITF Panamanian Boycott Near

The powerful International Transportworkers Federation, representing more than 80 shoreside and marine transport unions throughout the world, poised itself this week for a knockout blow against runaway shipowners operating under the Panamanian flag. At a conference in Amsterdam, the Netherlands, on April 18, the Seafarers Section of the ITF voted unanimously for a world-wide boycott of ships under the Panamanian registry. The Seafarers International Union is one of the American affiliates of the ITF.

Originally the ITF had ordered a Panamanian ship boycott on Nov. 25, 1948, but postponed it after the government of Panama promised to toughen its shipping regulations. Since then, however, nothing has been done to back up the promise.

The ITF announced that the help of longshoremen and perhaps other unions would be sought in the effort to keep men from signing on the ships and to immobilize cargoes in port.

UNSCRUPULOUS PRACTICES

The boycott, the communique said, is intended to stop "the unscrupulous practices of shipowners who have switched to the Panamanian and similar flags and to enforce adequate living and working conditions in these ships."

Panama technically has one of the largest merchant fleets in the world although it is a nation of only 746,000 persons. This comes from registration of foreign vessels in Panama. Union spokesmen charge the owners' object is to escape the labor and safety regulations of the home governments.

Many of the 800 or so ships flying Panama's flag are owned by United States companies. A spokesman for Panamanian sailors charged last year that, of 50,000 men employed on the ships, only 130 were natives of Panama.

ABSENTEE OWNERS

Another striking fact is that the vast majority of Panamanian ships never even touch the country. As a result of this peculiar setup, there would be no opportunity for Panamanian officials to make inspections of the ships even if regulations were toughened. With most, if not all, of the owners living outside of the country it is impossible to bring pressure on those who do not live up to the flimsy regulations now in existence.

The Seafarers' boycott was voted at an Oslo conference. It was postponed several times at Panama's request. These Panamanian approaches held out prospects for a settlement by collective bargaining, the communique said.

"The report made to the Amsterdam conference revealed how the shipping interests had blankly refused to enter into any such negotiations," it said. "The Seafarers' representatives from various countries, in very strong statements, showed they were not prepared to tolerate further delay.

"The Seafarers feel that the struggle should, as far as possible, be waged through their own organizations, but they will seek the support of dockers and, if necessary, of other trades indirectly connected with the transport industry in dealing with certain types of ships."

The United States delegate at the conference was John Hawk, Secretary-Treasurer of the Seafarers International Union.

Other nations represented were Belgium, Britain, Denmark, France, Finland, Germany, Israel, Italy, the Netherlands, Norway and Sweden.

New Hiring Hall Bill

The Senate Labor subcommittee has concluded public hearings on the seafaring unions' hiring halls and is reviewing the testimony preparatory to reporting back to the full committee. The committee will then determine what action is to be taken in regard to the Magnuson-Lesinski amendment, which would legalize the hiring halls.

Meanwhile, in the House of Representatives, Congressman Hugh B. Mitchell has introduced another bill—HR 7807—to amend the Taft-Hartley law by making hiring practices prevailing in the maritime industry prior to June 15, 1947 exempt from the closed shop ban.

Mitchell's bill, which has been referred to the House Committee on Education and Labor, recommends addition of the following subsection to the T-H Act:

"Nothing in this Act shall be deemed to make an unfair labor practice the performance of an obligation of a collective-bargaining agreement between an employer and a labor organization . . . incorporating in whole or in part any hiring or employment practices prevailing in the maritime industry prior to June 1947."

Coast-To-Coast Tie-Up Of Shipping To Answer Union-Busting Attempt

NEW YORK, April 20—Unless East and Gulf Coast operators alter their union-busting stand in contract talks with the AFL Masters, Mates and Pilots, a full-scale shipping tie-up, backed to the hilt by the powerful AFL Maritime Trades Department, will go into effect within 48 hours.

The strike deadline was set for midnight, Saturday, April 22, when it became obvious that the operators were using a couple of minor issues as a cover-up for their intent to smash the licensed officers' union.

The present agreement expired on Sept. 30, but it has been extended four times at the request of the mediators.

The decision to call out the AFL dock workers, teamsters, tugboatmen and all other seagoing and waterfront labor already has been approved by the seven member unions of the Maritime Trades Department.

The MTD unions are the International Longshoremen's Association, Local 333 of the ILA's United Marine Division, Seafarers International Union, Atlantic & Gulf District, Sailors Union of the Pacific and Radio Officers Union. Full support has also been promised by the National Maritime Union, CIO.

PREPARATIONS

The MTD has been meeting continually in an effort to aid in resolving the dispute. At the same time, the powerful AFL waterfront group has been making preparations in all East and Gulf Coast ports for an effective strike in case no settlement has been reached by the deadline.

The minor issues involved are those of seniority and the hiring of all deck officers below the rank of Chief Mate through the MM&P halls.

These demands were accepted

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HAPPY IS THE WORD FOR SIU-REPRESENTED CS MEN



Pleased with SIU on-the-spot representation and contract giving them top wages, these crewmembers of Cities Service SS Salem Maritime register their satisfaction for the cameraman in Wilmington, Calif. Standing, left to right, are C. Krupinski, Utility, F. Gonzales, 2nd Cook; W. P. Preston, OS; C. Frank, AB; E. B. Tilley, SIU Port Agent; J. Peragallo, MM; J. Adams, Oiler, and T. O'Brien, Chief Cook. Kneeling are A. Orbe and C. Caropreso, Wipers.

Privately-Owned Fleet Shows Slight Decline

The privately-owned US ocean-going merchant fleet (vessels of 1,000 gross tons and over) declined by two vessels and 15,000 deadweight tons during March, according to the National Federation of American Shipping.

The Federation report showed the privately-owned fleet composed of 732 dry cargo and combination vessels of 7,356,000 dwt. and 463 tankers of 6,810,000 dwt.

During the month of March one tanker was added to the fleet from new construction, and one coastal dry cargo vessel was purchased from the US Maritime Commission. Three tankers were removed from documentation, two of which were sold for scrap and one dry cargo vessel originally built foreign was sold abroad.

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Shipowners Attack

The stalemate between the AFL Masters, Mates and Pilots and the East and Gulf Coast steamship operators, which is just two days away from erupting into a nationwide tieup of US shipping as the LOG goes to press, is more than just a contract dispute.

Despite several extensions by the union of the contract that expired last fall, and the vigorous efforts of the Federal Mediation and Conciliation Service, the parties are no closer to agreement than the day they started out.

On the surface, the principal issues are the MM&P demands for recognition of seniority and the hiring of all deck officers below the rank of Chief Mate through the union halls.

Out on the West Coast, where the MM&P has a tightly-knit organization, the operators granted these same demands in a contract negotiated last October. The agreement has operated satisfactorily for both sides, and certainly has not been a hardship on the operators there.

The East and Gulf Coast operators have refused to budge an inch, however. In nixing the union's demands, they have said such an agreement "would usurp management's prerogative to hire its representatives," and that the operators couldn't be expected to accept the language of contracts "negotiated elsewhere."

All of which is just a lot of high-sounding malarkey that is neither fish nor fowl as far as the issues are concerned.

Every experienced maritime observer is convinced that the operators are getting set to try to bust the union. There is no other conclusion that can be drawn from their stubborn attitude inasmuch as some of these same operators, who have interests on the West Coast (Moore-McCormack is one) have accepted there what they are rejecting on the East Coast.

As a result, the East and Gulf Coast shipowners are precipitating a paralysis of US shipping.

The powerful AFL Maritime Trades Department, composed of the Seafarers International Union, the Sailors Union of the Pacific, Radio Officers Union, the International Longshoremen's Association, ILA Tugboatmen, has moved into action and announced full support of the affiliated MM&P. In addition, the CIO National Maritime Union has promised to respect all picketlines.

If the Saturday midnight strike deadline set by the AFL deck officers rolls around without an agreement being reached, US shipping will be locked up tight.

None of the unions concerned with this beef wants to see a strike develop. In fact they are demonstrating a deeper concern for the welfare of the US merchant marine than the operators. But the AFL waterfront unions are not going to stand by while 38 steamship operators go to work at smashing one of its members.

The busting of the MM&P apparently has been a long-time desire of the shipowners who have been encouraged and aided by the government's policy of flooding the industry with officers.

Despite the acute unemployment plaguing the industry, the US Maritime Schools and state merchant marine academies have been turning out more and more candidates for jobs as ship's officers.

Perhaps with the expiration of the MM&P contract the shipowners figured this was the ripe moment to step in and smash the union.

If the shipowners have no such intention, they can prove it by knuckling down with the Government conciliators and the MM&P and resolving the dispute.

Otherwise, the responsibility for the consequences is theirs.



Clearing the Deck

by Paul Hall

It would be the rare man without an ulcer these days, if the news were really as black as the headlines. Take this issue of the LOG, for example, and you read that the East Coast operators are trying to bust the AFL Masters, Mates and Pilots. Then, further down the page, there is an item that the International Transportworkers Federation, with which we are affiliated, is finally going ahead with its world-wide boycott of Panamanian flag ships.

Then, of course, there are the small things like the month-by-month shrinking of the US merchant marine and, along with it, the decline of shipping and jobs. And, if you really want to be a worry wart, there's the fact that the Headquarters building in New York is about to be sold from under us, and we have to get ourselves a new Hall. There are other things too—enough to give ulcers to your ulcers, but we won't go into them now, and save them for a rainy day.

ONE AT A TIME

But, as we hinted before, things aren't as black as the printer's ink makes them out to be. Let's take these items one by one and examine them so that we can pro-rate our worrying.

First of all, there's the MM&P beef. There is no question but that the operators are making their first real try at breaking maritime unionism.

If they are successful here, they will move on to some other union and try to knock us off one by one. But the joker here—for them, that is—is that they aren't going to take on the MM&P all alone. The AFL Maritime Trades Department has seen through this maneuver and, instead of fighting just one small outfit, the East Coast operators will find the entire strength of the MTD lined up solidly behind the mates—which puts an entirely different color to this horse.

Standing solidly behind the MM&P, shoulder to shoulder, are the SIU, the SUP, the longshore-

men, the radio operators, and the tugboatmen. In addition, the CIO National Maritime Union has promised to respect the picketlines, if the operators decide to go ahead with their Operation Openshop. And that's a pretty solid line-up, as the operators found out many times before.

GOOD PRECEDENT

Although the MTD wasn't officially in existence then, remember what the united strength of the AFL maritime unions was able to do in the 1946 General Strike? Sure, it's no fun hitting the bricks, but there is no reason why we shouldn't come out the winner in this one, and make maritime unionism just that much stronger.

On this Panamanian boycott deal, practically every maritime union outside of the iron curtain will be a participant, and those shipowners who jumped to Panamanian registry to avoid taxes, safety standards and the prevailing wage scales will soon find themselves behind the financial eight-ball.

If carried to a successful conclusion—and there is no real reason why it shouldn't be—a lot of these ships will swing back to the American flag, taking care of some of the other problems mentioned above. Those that go to other foreign flags will at least not offer the cut-throat competition to American shipping and jobs that these unorganized, uninspected, coolie-wage ships now present.

As for the Headquarters building, that may be a blessing in disguise, if contemplated plans go through. There's no point in going into details now, but the new Hall will be tops, and provide the membership with many services that are impossible in the present cramped quarters. Details will be given when we definitely have the building, because many of the things planned depend on the size of the building. But, one thing is sure, nobody will be disappointed.

Feel better?

The Union Hiring Hall—A Way Of Life

The year was 1866. America's seamen were still finding most of their jobs aboard sailing ships—steam-driven vessels having yet to make their clean sweep of the seas. President Andrew Johnson was being impeached by Congress. And, in San Francisco's Turnverein Hall, a band of hardy sailing ship seamen formed the first maritime union in America, the Seamen's Society of the Pacific Coast.

The Society's life was short, but in its existence it wrote into the record the first demand of American seamen for the most cherished of all union possessions: the union hiring hall.

Following the Society, other unions, associations and brotherhoods were formed and dissolved, each one having sought to bring to the men who sailed the ships the right to equalize the jobs available through a system of equal job distribution.

Some were partly successful, others failed; yet, wherever seamen met, the talk always turned to the hiring hall. Firing every discussion was the seaman's deep-seated hatred of the crimps.

THE CRIMP

To a seaman a crimp was the lowest form of animal life. He operated the shipping office, often in conjunction with a boarding house, and in his hands rested whether or not a seaman would get another job. If he ran a boarding house, the seaman knew he'd better take a room if he wanted a ship. The quarters offered by the crimp were crowded and vermin-infested, the food and liquor poor, and the cost high.

The seaman's small pay was soon gone, and he found himself in debt to the crimp. When the bill became high, the crimp put him on a ship, having made arrangements first with the ship's master to have advanced to him the money owed by the seaman. It was possible, under the law at the time, to advance a seaman's creditors up to four months of a seaman's unearned wages.

If the crimp didn't run a boarding house, he usually had a business of some sort, and the seaman soon learned the best patrons got jobs the quickest, and on the best ships. Seamen who didn't throw their business to a crimp had to take their chances on the piers, making the long hikes daily from pier to pier in the hope a berth was open and the captain the sort of a man who did his own hiring.

But whether a man patronized a crimp or tramped the waterfront, his chances of getting a ship were small if he was known to have ideas about unions. "Troublemakers" weren't wanted.

But despite the chances of being blacklisted with the crimps and skippers, men with ideas about unions continued to increase. Stung by the injustice of the laws of the day, swindled by greedy crimps and abused by sadistic skippers, the men turned eagerly to every movement for union among seamen against their common enemies.

In 1885, the Coast Seamen's Union was formed and, three months later, had marshalled enough strength among seamen to boycott ships hiring men from sources other than the union hall. The movement was successful for awhile, but the union was unable to check on all ships and gradually the boycott evaporated.

OTHER BENEFITS

The desire of the seamen for the hiring hall extended beyond the establishment of a system of job distribution. The seamen felt that once the hiring hall was set up, and all seamen gathered together in the firm bond of brotherhood for their jobs, the union would be better prepared to improve the conditions on the ships and force a fight on the maritime laws, which made seamen virtual slaves.

Under the law, seamen were bound to their ships and for a man to quit meant the forfeiture of all of his personal effects and any wages due him. Under this law, ship masters made life

miserable for the seaman, hoping he would quit, thus saving the shipowner the man's wages. Often the skipper owned his own ship.

The seaman could also be arrested by the ship's master without a warrant; could be imprisoned for desertion; could be docked one day's pay for each hour of tardiness, and could be fined \$10 a day for harboring a deserter.

It was not until the turn of the century that flogging was abolished by law, but not until passage of the Seamen's Act in 1915 was the law actually enforced. Under the wording of sea laws, seamen were "reckoned neither among the living nor among the dead."

Without a hiring hall, the seamen were without unity to fight intolerable conditions. Greedy shipowners stuffed every available bit of space, including the crew's foc'sle, with cargo, leaving no room for sleeping or mess facilities. Crewmembers had to throw the straw mattress they carried with them wherever they could find a bit of open space, and they took their meals where they slept.

The miserable, ill-ventilated quarters, jammed with the bodies of unwashed men—water was rationed to four quarts a day—made a perfect medium for disease. Seamen, who because of their outdoor work should have been one of the healthiest occupation groups, suffered one of the highest percentages of tuberculosis.

The intolerable conditions aboard ships also led to the most inhuman of all seafairing practices: shanghaiing.

HELL SHIPS

Certain vessels bore reputations for having unusually brutal officers and extremely bad conditions, where the crews were treated as animals. On these ships, the men were worked until they dropped. The food was slop and the disease rate high. For minor infractions—or merely at the whim of a sadistic skipper—men were triced up, beaten and often horsewhipped to death. These ships were avoided by seamen, no matter how much they needed work.

Because replacements were always necessary, and no volunteers were forthcoming, the new men could be had only by kidnapping, a job that fell to the ship's officers and cooperative crimps.

A prospective crewmember would be befriended, plied with liquor until in a stupor, and then dragged aboard ship during the night. If time was short, a seaman would be set upon in a dark street and beaten insensible. Others—guilty of some petty law violation—would be forced aboard by crimps with the threat that they would be turned over to the police. At any rate, when dawn broke the ship would be at sea and a full crew would be aboard.

Such a voyage was that of the Sunrise, which sailed from New York to San Francisco in 1873. Unlike most such voyages, it ended in court with the conviction of the captain and mate, a feat made possible by the crusading work of the "San Francisco Post." The record has the following to say of the voyage:

"As soon as the Sunrise got into the stream, the brutalities upon the crew commenced, and did not end until she took a pilot off the Golden Gate. They were knocked down, kicked, beaten with ropes' ends, iron belaying pins, tar buckets, staves, or anything that came handy. But the favorite punishment of the captain and his mate seems to have been the horrible torture known as tricing up, which consists of ironing a man by the wrists, passing a rope around the irons, and hoisting him up until his toes barely touch the deck.

"They were tortured on the Sunrise in this way for six, eight and ten hours for trivial offenses, or for no offenses at all . . . These men were maltreated in every possible way—beaten and kicked until they were a mass of bruises and discolored flesh, hung up by the wrists until

their hands were black, kept without sleep and set to the hardest and most impossible tasks.

"One . . . escaped from his torture two days after the vessel left Sandy Hook by going overboard. A second one . . . followed his example soon afterward; a third, a boy of about 17, found in the sea a refuge on the morning of July 4th—the anniversary of the great declaration of freedom and equality."

Establishment of a hiring hall thus meant more than democratic hiring, it also stood as the door to improved shipboard conditions, freedom from disease and oppressive maritime laws.

EARLY UNIONISM

The first strong wave of unionism in maritime sprung up shortly after the Sailors Union of the Pacific was founded in 1885. Within a few years the Marine Cooks Union was formed and the Marine Firemen had organized. In 1893 the three organizations became loose affiliates in the International Seamen's Union, AFL.

In 1891 the Sailors Union of the Pacific set up the first union shipping office, which bore a semblance to the hiring hall of today; but it was 1902 before the first formal working and wage agreement with the shipowners association was signed. Wages became \$35 a month. The shipowners in San Francisco agreed to maintain their own shipping office and use no crimps. In the outports the union was to furnish the crews. A committee of owners and seamen was set up to adjust grievances.

In the following years before World War I, the unions grew steadily, with wage agreements renewed regularly with wage boosts. In 1917 wages had risen to \$60 a month, plus overtime and bonuses.

A great deal of the advancements made during these years must be credited to job actions, whereby a crew went aboard a ship and, being dissatisfied with conditions, waited until the ship was about to sail, then threw their luggage on the dock and piled off. The union, informed of the situation, invariably was unable to find a crew available until the shipowner adjusted the grievance. When the grievance had been adjusted, the union furnished the company a crew for the ship.

The use of job action was made possible by the Seamen's Act of 1915, which abolished imprisonment of seamen for jumping ship in American ports, and allowed him to collect all money due. The seaman only forfeited his personal effects left aboard. Passage of this law is attributed to the tireless efforts of Andrew Furuseth, Secretary of the Sailors Union of the Pacific, who spent almost his entire life in Washington lobbying for fairer laws for seamen. Furuseth, for his efforts to liberate seamen under the law, has been termed "the Abraham Lincoln of the seas."

WORLD WAR I

The First World War brought maritime unionism to new heights, but was followed by a swift downfall.

When the United States entered the First World War, ninety-five percent of the seamen in America were members of the unions and wages had risen to \$75 per month. Conditions were good, jobs plentiful and the cost-plus operations of the shipowners gave them little reason to fight the union demands.

With the end of the war and the heavy slump in shipping which followed, the unions found themselves with their backs to the wall, forced to fight to maintain standards against the shipowners and a hostile government. Large numbers of war-trained seamen, who had not gone through the battles for union conditions, stood ready to man the ships in the event the unions struck against the proposed cut in wages and increase in working hours. The government was

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prepared to send men to struck ships through its hiring hall, which had been set up to dispatch men to government-owned ships.

The International Seamen's Union struck May 1, 1921 and the curtain dropped on maritime unionism for thirteen years. The shipowners, at the urging of the government, refused to back down on their demands for a slash.

The government, in the person of the United States Shipping Board, also stipulated that the unions would no longer have the right to have Patrolmen at sign-ons and payoffs. As ships hit United States ports, and were abandoned by their crews, the US Shipping Board promptly dispatched scab crews through its hiring halls. To swing any wavering shipowners back into line, the chairman of the Shipping Board announced to the companies that, if any of them signed on the union's terms, the Board would take away from them any government-owned ships they were operating.

The odds against the union were too much. Possessing a membership of over 100,000 men when the strike came off, the membership rapidly dwindled to 23,000. At the end of two months the union capitulated; the men returned to the ships with only a shell of a union remaining and no contract.

THE IN-BETWEEN YEARS

The years following were rough for seamen. The crimp became king again. Conditions on the ships worsened, with thousands of American-born seamen leaving the seas. Crews were reduced to the minimum set by law, the hours of work were boosted to 90 without the payment of overtime.

The "workaway" came into being: a man signed on the ship for a penny-a-month pay. He did all the work of the crew but received nothing. His break came when one of the regular crewmembers left the ship and he assumed the man's job. Another practice was for college students to sign on as crewmembers to work their way to Europe for the summer, thus denying seamen jobs.

Miserable food, crowded foc'sles were back again. The seaman lugged his straw mattress with him when he signed on a ship, and with his personal belongings he carried eating utensils and canned milk for coffee. Conditions continued to deteriorate, with wage cuts coming annually until 1934, when the longshoremen on the west coast resisted the slide downward and called a strike. The seamen hitting west coast ports piled off the ships, and declared themselves on strike for a contract embodying a wage increase and re-establishment of the hiring hall.

THE 1934 STRIKE

Thus began the toughest and bloodiest strike in maritime history. On March 5, the strike began and, through the ensuing weeks, the employers turned to desperate measures to drive the men back to the docks and the ships.

Thugs were imported to beat up on pickets, the city police went to work with their nightsticks, putting hundreds of beaten strikers in jail. The newspapers hollered "civil war" and called for extreme measures. Bands of vigilantes descended on the strikers wherever they found the odds to their favor.

The tension rose until, on July 5, in the "Battle of Rincon Hill," San Francisco police opened fire on a seamen's meeting, killing two men and wounding 105 others. The national guard was called out against the strikers, and barricades were set up in the streets. The city of San Francisco took on the appearance of war-time. The strikers, however, were not seeking battle, being content to keep the ships tied up and the strike in effect.

But the seamen had help, too. In support of the strikers, and as a protest of the calling out

of the national guard, the entire union membership of San Francisco in all occupations and trades went on a general strike. The waterfront strike ended shortly thereafter, with the seamen and the longshoremen returning, to their jobs with their case before arbitrators.

Most important of all, the 1934 strike had reunited the seamen into a force strong enough to press for its demands through job actions and the aggressiveness of the men the seamen elected to fight the day-to-day battle from the union offices ashore.

By 1935, job actions put the hiring hall back into operation. Men refused to ship except through the union hiring hall. If a man came aboard a ship from any other source, the crew formed a welcoming committee for him. Ship's delegates were set up, and a member from each department elected to represent the men in disputes with the company.

The shipowners, seeing the futility of their fight, recognized the hiring hall as fact, and gave up their resistance to having the hiring hall clause written into the contract.

In this period of resurging unionism, the National Maritime Union, CIO, was born, and shortly after the Seafarers International Union, AFL, came into existence. The big drive was on. In maritime the trend was away from craft unions and toward the formation of all men in the three departments into one union of unlicensed men.

Simultaneously with the establishment of the hiring hall, conditions on the ships improved. Union action brought about abolition of "blue linen"—a blue bedsheet given the seaman when he signed on, which was supposed to serve as bed linen as long as the trip lasted.

The "donkey's breakfast," or straw mattress, was discarded and the companies forced to supply mattresses. Crockery was supplied by the company, and the men were given ample room for eating apart from their sleeping quarters. Gradually, through the initiative of individual crews in job actions and through the union in negotiations, the working conditions aboard the ships improved.

Certain tasks outside the realm of ordinary work became penalty work, for which overtime was paid. Cleaning tanks, doing work ordinarily done by longshoremen, and working beyond the stipulated number of hours were among the penalty jobs spelled out in the contracts.

The better living for seamen was not without opposition, however. In 1938, the government announced that it was going to operate hiring halls and in several ports put them into operation. The halls were shortlived, for the seamen met them with job actions whenever a replacement supplied from the government hiring hall tried to board a ship.

THE FINK BOOK

Defeated in its effort to smash the hiring hall, the anti-union forces in the government—at the urging of the employers—came up with a neat device for keeping militant men off the ships: the Copeland Book, referred to by seamen as the Fink Book.

The book was designed to replace the usual practice of giving a seaman a separate discharge at the end of the each voyage. Instead, he was to be issued a book in which each discharge was to be listed and, next to it, a space for the skipper's comments on the man's ability.

Thus, instead of a seaman receiving separate discharges, all of his sea service would be listed in the book for a prospective employer to see. Men who had made short trips, left their ships regularly and who were given unsatisfactory ratings from skippers were easily spotted and refused when applying for jobs. If the man was sent from a hiring hall, the employer would find some pretense for refusing him.

When government representatives came aboard

ships to issue the books, the seamen revolted and refused to accept them. Crews on all coasts made it clear that they would not accept the book under any conditions. The movement became so strong that the government had to back down.

The hiring hall continued to survive the onslaughts of its enemies and gradually the unions signed up the non-union operators, until all but a handful of the steamship companies were committed to call the union hall for their men.

WORLD WAR II

Then war came. Overnight America's merchant fleet doubled, quadrupled and swelled until the pre-war fleet of 1090 ships had grown to 5500. Seamen were at a premium, and the unions, through their hiring halls, dispatched thousands of men to crew the ships. Skilled men were not available in the large numbers needed. The government turned thousands of hastily trained men from its training schools. The Sailors Union of the Pacific set up its own training school and sent over 500 union-trained seamen to its contracted ships.

Men who before the war had been ABs and Oilers became Mates, Skippers and Engineers. The tremendous number of men needed to supply the ships strained to the limit the facilities of the union hiring halls, yet the union knew that to let the men be hired outside its offices would mean a breakdown of its hard-earned security of the hiring hall.

Seamen who had been torpedoed, strafed and shelled on the perilous Atlantic run to Murmansk, through the Suez Canal to Malta, through the sub-infested waters to England and through "U-boat Lane" along the Atlantic coast, came back again and again to take out ships fresh from the shipyards.

Unescorted, sparsely armed and slow, the ships lumbered across the waters to deliver the much-needed lend-lease cargoes and, later, America's armies and war materials. By the end of hostilities, 6,028 seamen had lost their lives in the war, a percentage loss higher than suffered by any of the armed forces. But the job was done.

LAY-UPS AND SALES

The end of hostilities saw a cut back in maritime operations on a scale unequalled in any other industry. Almost with the signing of the armistice, ships began making their last run to the "boneyard," the lay-up fleet. The government, which had built most of the ships and chartered them to private operators, found the shipowners reluctant to stay in operation on a large scale. Some companies, which had operated as many as fifty ships, went out of business entirely, the fat, guaranteed profits of wartime gone.

The full effect on employment wasn't felt for nearly four years, as thousands of men who entered the merchant marine during the war returned to their homes, farms and schools. The government, concerned with the growing lay-up fleet, attempted to dispose of its ships by offering them for sale at a small percentage of their original price.

The American shipowners were slow to take up the government on its offer, but the steamship operators of foreign countries were definitely interested. Ships were sold wholesale to operators in all the countries of the world.

Hundreds of ships were sold to operators listing Panama and Honduras as their home offices. Actually, the ships were primarily owned by American interests, but registered in Panama and crewed by Europeans and Asiatics. Their purpose was to evade the American safety laws, American shipyard costs and American crew wages.

By January 1, 1950, the government had disposed of 1,806 ships in its lay-up fleet. American

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All Three Departments Share In New York's Fair Shipping

By JOE ALGINA

NEW YORK—Shipping out of the Port of New York was pretty fair during the past two weeks for all departments. The black gang had a slight edge over the deck and stewards in number of men shipped.

This does not mean, however, that anyone should rush off in the direction of New York. There are approximately 900 men registered—about evenly divided in the three departments. That's about average for the port, as a rule.

Most of the past period's payoffs were smooth, and all beefs were settled satisfactorily. Ships paying off were:

Tankers Give Hypo To Boston Shipping

By BEN LAWSON

BOSTON—Shipping was just fair in the Beantown, although a number of ships paid off and approximately a half-dozen others called in-transit during the past two weeks.

The payoff ships were all tankers: the SS Alexandra, and SS Trinity, Carras, and the SS Bents Fort, SS Fort Hoskins, and SS Royal Oak, Cities Service. All of these vessels signed on again.

With the way the Cities Service ships are hitting this area, and with the Yarmouth and Evangeline scheduled to begin crewing up in about six weeks, shipping ought to be pretty good up this way.

Elizabeth, Puerto Rico, Suzanne, Caroline, Frances, Bull; Topo Topa, Hurricane, Choctaw, Chickasaw, Jean LaFitte, Waterman; Steel Designer, Steel Worker, Steel Chemist, Isthmian; Robin Kirk, Robin Kettering, Seas Shipping; Southwind, South Atlantic; Chrystar, Triton; John Stagg, Mar-Trade; Elly, Sea-Trades; Black Eagle, Orion; Seatrains New York and the Sandcraft, which came in from the West Coast.

The Eastern Steamship Lines will put the Evangeline into cruise service beginning July 1. The vessels will make a series of ten weekly cruises to Nassau, leaving every Saturday from Pier 18, North River, and will return to New York the next Friday by way of the Grand Bahama Island.

The Bernstein Shipping Company is still awaiting final word on its bid for operations and conversion subsidies on two passenger ships for the European run.

Meanwhile, the company is placing a ship in the trade under Panamanian registry (on a temporary basis) so that it can build up its bookings.

If there had been swifter action on the Bernstein applications, there would have been no need for the Panamanian flag operation. This is one of the lessons this nation should learn in making decisions affecting its merchant marine.

Sailing Short

All delegates aboard SIU ships are urged to make certain that every ship is fully manned before it leaves port.

If the company tries to violate the contract manning scale by sailing short, the ship's delegate should call the nearest Union Hall immediately.

The Union will take immediate action to see that our agreements are observed to the letter as it does whenever violations are reported.

Know your contract and report all violations to the Union right away.

Still Slow, Says Port Savannah

By E. M. BRYANT

SAVANNAH—No matter how you say it, shipping is still slow in this port.

There were only a couple of payoffs in the last shipping period, they being the SS Southport, South Atlantic, and the SS Strathmore, a Liberty tanker which was sent by the company into dry dock to be reconverted to a dry cargo carrier. The Strathmore will be in the dry-dock for about 45 days.

The Southport showed up as a mighty clean ship, manned by a heads-up crew of bookmembers. Not a single beef was carried aboard this vessel.

In-transit we had the SS

Kyska, SS Iberville, and SS Azalea City, all Waterman ships; SS Steel Surveyor and SS Steel Chemist, Isthmian, and the SS Jean, Bull Lines. None of these ships had any beefs, either.

Among those waiting to ship out of this port at the moment are Brothers A. J. Bullard, W. Breedlove, Tommy Wickham, Mike Kavanaugh and Marvin Swords.

UNION SHOP

We'd like to advise all Chief Stewards that when ordering supplies in Savannah, they should order NBC bread and crackers, as it is the only organized bakery in the city.

The Hall here has been painted and is looking fine. We've purchased a phonograph-radio combination from Brother Tommy Moore, who gave us a bargain. This addition helps make this Hall one of the finest in the South—and one of the cleanest, we proud to add.

The Garden City Cab Company sold out, so we have no organized union taxi service in this city. The new owner keeps giving the Teamsters local the runaround, although he is supposed to be an old railroad man. We expect to hear something definite on the union's efforts to get a contract in a short time.

Three of our Brothers are in the local Marine Hospital: J. Maxey, J. (Chubby) Morris and Carl Smith, SUP. Stop in and pay these Brothers a visit if you have a few moments in this port. It'll go a long way in cheering them up.

Mobile Just Keeps Rolling Along

By CAL TANNER

MOBILE — Shipping in this port for the last couple of weeks has been dead slow, with approximately forty-five bookmen and six permits shipped for the two-week period. In addition to these, we had approximately forty relief jobs on tugs and deep sea ships.

Ships paying off during the last two weeks were the Monarch of the Sea, Fairport, Alawai, Morning Light, Antinous, Wild Ranger, all Waterman; the Clipper and Corsair of Alcoa, and the Sanford B. Dole, Mar Trade.

Signing on were the Monarch of the Sea, Alawai, Clipper, Fairport, Morning Light, Antinous, Sanford B. Dole, and the Wild Ranger. All sign-ons and

payoffs were smooth, with only a few minor beefs on any of them.

In-transit for the period were the Bull Run, Mathiasen tanker; Chickasaw, Alcoa Runner, Cahaba, SUP tanker, and the Lasalle. All in-transit jobs were contacted and necessary replacements furnished.

Biggest thing around Alabama this last week was the Alabama State Federation of Labor convention in Montgomery the first three days of the week. As usual the SIU delegates were there, and were elected on all the important committees for the coming year. The convention went on record to endorse candidates who were favorable to labor in the coming May primaries.

(Continued from Page 4)

operators purchased 693 ships to replace out-of-date vessels and those lost in the war. Foreign operators, representing 34 nations, purchased 1,113 ships. Still in the lay-up fleet are 2,189 ships, all but 51 being war-built ships. America's merchant marine now numbers 1,164 ships—only 74 more than before the war — and is still dropping.

MARITIME TODAY

With the heavy shipping of wartime only a memory, seamen today find the hiring hall their one consolation. The number of jobs being fewer than the men available, the seamen know that what jobs become available will be offered them on an equal basis.

They know the jobs that become available will be called into the hall, where they can wait in leisure, knowing that eventually their job will come up "on the board." No trudging the waterfront, no putting up at a crimp boarding house, no buying the shoddy merchandise of a business man-crimp. If a job is to be had, the man with the longest time in waiting will get the job. Waiting for his turn is the only price he pays.

But, just as it has dogged the existence of every seaman, the threat to the hiring hall remains ever over them. The unions today are too strong for the employers to attempt to hire their men from crimps or off the piers. The biggest threat today comes from the Taft-Hartley Law, which bans the hiring hall. In a recent court case, the Supreme Court upheld the law by declaring illegal the hiring hall operated on the Great Lakes by the National Maritime Union. The Supreme Court's decision is the hiring hall's severest blow since 1934.

To the men of the Seafarers International Union, the hiring hall is their most prized possession as union men. Shipowners contracted to the union have stated their complete satisfaction with the operation of the hiring hall and with the men supplied by the union.

The Hiring Hall

The present contract, under the provision covering employment, reads in part: "To assure maximum harmonious relations and in order to obtain the best qualified employees with the least risk of a delay in the scheduled departure of any vessel, the company agrees to secure all unlicensed personnel through the hiring hall of the union."

HIRING HALL SUPPORT

The hiring hall is not without friends, however.

Recently, to acquaint the country's lawmakers with the union's operations, several congressmen toured the SIU's facilities and later commented favorably in the Congressional Record. One Congressman, Isidore Dollinger (Dem., N.Y.), stated, "because of problems peculiar to the maritime industry, the union hiring halls have injected stability into the industry and have given to seafaring men a proper dignity and security that was impossible under the previous hiring practices. The union hiring hall wiped out crimp halls and shanghaiing and the maritime industry is better off for it.

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

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

In agreement with Congressman Dollinger,

Senator Warren Magnuson and Representative John Lesinski have introduced a bill in congress to exempt maritime unions from the Taft-Hartley ban. Despite a great deal of support for the measure in both Houses of Congress, maritime union leaders are not optimistic over its enactment into law.

The seamen feel that, outside a full repeal of the Taft-Hartley Law, their greatest hope for retention of the hiring hall, and the multitude of benefits derived from it, lies in an all-out fight against any attempt by shipowners or the government to weaken in any way or destroy the hiring hall in its present form. The seamen are determined that in no way, and by no dictate, will they give up the cornerstone of maritime union independence.

America's maritime unions have always operated independently of one another in the signing of contracts, organizing companies and conducting strikes, with no concerted action by all unions other than the usual respect of one another's picketlines. But, now, the unions—AFL, CIO and Independent—representing over 170,000 seamen, are united in their determination to maintain the strong right arm of unionism.

History has taught them that the end of the hiring hall means the end of a way of life. Clean, well-ventilated foc'sles, first grade food, fresh linen weekly, a 40-hour week at sea, and union representation constantly at their call, spell a way of life for America's seamen today equal to that of craftsmen in shoreside industries.

The union hiring hall has made it possible for the seaman to become a respected member of the community, to enjoy the fruits of his labor, to hold his head high and be proud of his trade.

He is determined that no one will relegate him again to the state of the seaman a generation or two ago, as it was characterized by Andrew Furuseth: "You can put me in jail but you cannot give me narrower quarters than as a seaman I have always had. You cannot give me coarser food than I have always eaten. You cannot make me lonelier than I have always been."



SHIPS' MINUTES AND NEWS

Del Norte News Sheet Makes Shipboard Debut

Charting a course dedicated to the best interests of its readers and the Union, the SS Del Norte Navigator made its initial appearance as the monthly publication of ship's unlicensed personnel.

Edited and printed at sea, the Navigator is being published "for the dissemination of shipboard news, discussions of ideas and actions within our Union pertinent to our welfare, and for instruction and entertainment," according to the statement of policy made by Thurston Lewis, editor.

The first issue of the Navigator contains nine neatly mimeographed sheets of editorial matter, stories of the crew's sports activities, cartoons, news items, poetry and a gossip column dealing with hipboard personalities.

The name of the paper was selected from a number submitted by crewmembers. The successful entry, the Navigator, was offered by Gottfried (Tex) Metting, AB Maintenance aboard the Mississippi passenger vessel. Metting was awarded the ten-dollar prize set up by the judges for the winning name.

Metting joined the SIU in 1943, and according to the Del Norte Navigator has been active in several organizing campaigns, including Isthmian and US Waterways. He has served as delegate on many ships and "has proved himself to be a good shipmate at all times." Before joining the SIU, Metting was a member of the AFL Brotherhood of Railway Clerks.

The Del Norte Navigator's sports page features the victories scored by the crew baseball team over two teams from the Argentine. In their first game of the season, the Del Norte defeated a strong team from San Isidro at Buenos Aires, 25 to 19. The second win was registered over Gimnasia y Esgrima, 4 to 3.

The Navigator also carried the news of the death of Seafarer Richard Bramble, Third Electrician on the Del Norte, at the British Hospital in Buenos Aires on March 16.



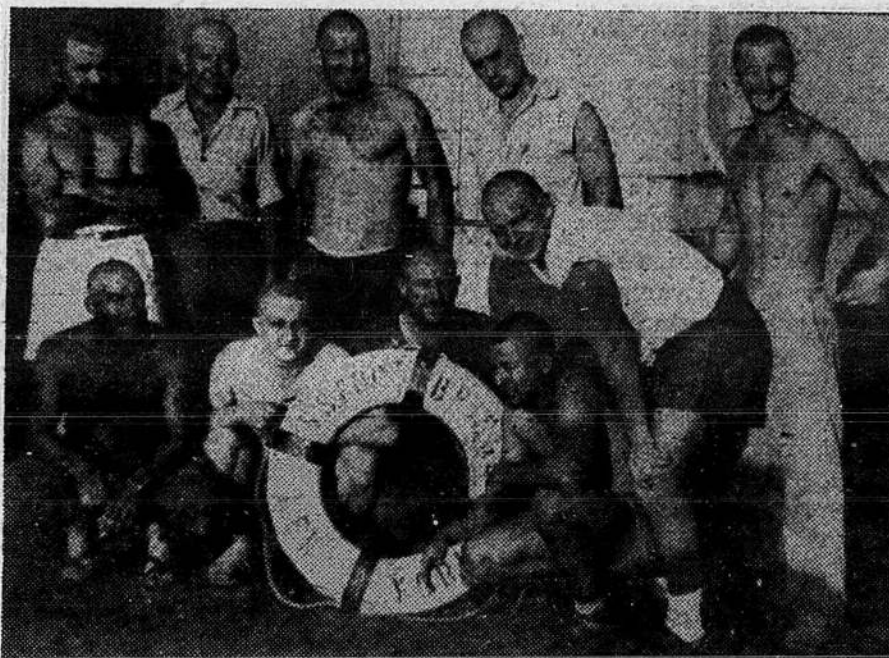
"Tex" Metting, who won the cash award offered to the Del Norte crewman submitting the most suitable name for the shipboard paper.

Bramble, who was 45 years old, was a member of the SIU since 1947, holding Book No. 51199. He is survived by his wife, two sons and a daughter of Norfolk, Va.

Del Norte crewmen sent a large floral wreath to the funeral, and the Navigator said that "all hands mourned the passing of Brother Gamble, who was a good shipmate, well-liked and always willing to cooperate with his shipmates."

Staff members of the new shipboard publication, in addition to Editor Lewis, are: Gabe Myrick, associate editor; Jimmy Darouse, sports editor; E. Reyes, art editor; R. E. Holland, director; C. A. (Red) Hancock, advertising manager, and Dick Martinez, Juan Gerala, Tommy Scoper, Coolidge Campbell, Pat Frango and Daniel Kelley, reporters.

SMOOTH SAILORS



These crewmembers of the SS Fort Bridger believe in traveling light. In case anyone doesn't recognize them without their customary locks, kneeling (left to right) are D. Desei, Bosun; Red Faircloth, Engine Utility; Ollie Olivera, AB; Bing Cotel, AB. Standing are Jake Fidew, AB; P. Arthrofer, DM; Red Korsak, OS; Buzz Celkos, MM and Chuck Bogucki, DM. Photo was sent from Cete, France.

Wernick Anxious For Chance To Wrestle In N.Y.

Seafarer Abe Wernick is hoping to get a wrestler's license in New York so he can show the folks in his home state that he can tangle with the best in the grunt 'n' groan game.

Abe, who has been sailing since 1940, joined the SIU in 1943 in Baltimore. He says that he started his wrestling career at a carnival in India back in 1940 while a crewmember aboard a ship calling there.

Since that time, Abe says, he has wrestled all over the world. As an amateur he won 32 bouts and lost five, he told the LOG.



ABE WERNICK

A middleweight, Brother Wernick keeps in shape by working out aboard ship.

Last December, Abe matched grips with Johnson Smith in a mat contest in New Orleans, he recalled. He threw Smith in that one.

Wernick is an expert in jiu-jitsu, having been trained in that manly art by Japanese instructors. He holds a certificate testifying to his ability as a rib-buster.

Load Of Lard Sets Pattern On Southland's Smooth Trip

Loaded with lard and live tigers, blackbirds and turtles, the SS Southland was due to arrive in Europe this week to begin discharging her diversified cargo.

According to crewmember Edmund Eriksen, the voyage was smooth, despite the presence of the striped cats, who came aboard in Jacksonville. The tigers—seven of them—destined for the Hagenbeck Circus in Hamburg, made the trip on the after deck alongside of No. 4 portside hatch. In cages, of course.

From Jacksonville, the Southland headed for Wilmington, where she picked up the first shipment of lard to be sent from the port. A total of 1,624,000 pounds were loaded on the South Atlantic ship for ultimate consumption by Europeans as part of the Marshall Plan aid program.

The Southland left for Europe, after a call at Newport News, on March 25. She averaged 400

miles a day to Antwerp, Belgium, arriving there on April 7, according to Eriksen.

The trip was notable for its smoothness, the crewmember reported. The big cats behaved themselves, thanks to the efforts of a Ringling Brothers circus trainer and his assistant, who made the crossing with them. As for the lard, you'd never know it was aboard, said Eriksen.

The turtles slept most of the way and the blackbirds didn't try to snip off any noses, on account of all hands kept their distances. These specimens were slated to replenish the Hamburg zoo, which was pretty well cleaned out by the war.

Best of all, Eriksen said, was the Southland's chow, especially on Thursdays and Sundays, when the mess table "looks like something in the Waldorf-Astoria."

Voice Of The Sea

By "SALTY DICK"

The wedding bells are ringing loud here in New Orleans. George Duxworth heard the bells about three months ago. Our friend, Jack Cobb, is also married, and he and his wife have adopted a child and are residing in Algiers, across the river from New Orleans.

It has been reported that Tex Krohn's favorite remark is "All gashounds should go!" . . . Harry Hastings is serving as Ship's Delegate aboard an Alcoa ship and doing a fine job . . . No mentioning any names, but a certain waiter who hails from up North and now sails out of the Gulf wears flashy nylon shorts.

Caspar Stevens is one of the better known members of the SIU, but darn few would recognize him by that name. I'm

speaking of "Buck" Stephens. In Brazil, when a native calls you pao duro (stale bread) he means you're a cheap skate . . . Emmet Stephens wants Joe Volpian and his other friends to know he got married last Dec. 17. He's still sailing, though.

Who is the young man working on a Delta passenger ship, who is met every time he arrives at Poydras dock by a beautiful senorita in a green buick?

The best sandwich salesman along the New Orleans docks is Hugh Dick, who is now on a ship headed for the land of manana.



The Del Norte's baseball squad lines up for a pre-game photo in Buenos Aires. Kneeling (left to right): B. Browning, S. Candela, B. Dominicus, R. Boyd, W. Smith, B. Collins. Standing: Campbell, Rineay, Rags Mailho, J. Newell, D. Eaton, J. Allard, V. Keecick, R. Whitney, S. Eddy and Leon.

Digested Minutes Of SIU Ship Meetings

FAIRLAND, Jan. 29 — Harry Galphin, Chairman; Grady Faircloth, Secretary. Delegates reported on disputed overtime and book standings. No beefs were recorded. General discussion on two trip-carders and motion carried recommending them for Union permits if shoreside officials see fit. Discussion on March of Dimes during which it was announced that someone would be present at payoff to accept donations. Ship's Delegate said he would discuss water situation with Patrolman.



GATEWAY CITY, Feb. 12 — Sam Drury, Chairman; J. Riley, Secretary. No beefs in any of the departments. Motion carried that each man clean laundry when finished washing clothes. Ship's Delegate to see Captain about having ship's radio turned on at certain intervals throughout the day. Under Good and Welfare the following suggestions were made: That more night lunch be available; that table cloths be kept clean as possible, and that all extra linen be turned in.



ROBIN MOWBRAY, Feb. 12 — John Samsel, Chairman; Amos Baum, Secretary. No beefs aboard ship. Motions carried: To permit two cadets to use new washing machine purchased by the crew; That money left over from purchase of washing machine be used to buy baseball equipment for use by all hands. Bosun Earl Oppel gave a talk on safety, emphasizing the no-smoking rule while explosive cargo is being unloaded and the need for action to prevent personal injuries. Ship's Delegate Samsel joined in the discussion. Considerable interest has been shown in these safety talks.

ALCOA PEGASUS, Feb. 13 — J. T. Spivey, Chairman; D. Clark, Secretary. Engine Delegate reported that one man had been left in Barbados as a result of illness. Crew voted unanimously to expell Trotskyites and communists. Discussion on compulsory vacations. Members said they thought it good idea to rotate jobs, especially on passenger ships. Many members spoke out against credit unions, citing specific instances where other unions had experienced failure of men to meet notes. Others held that credit unions are not adaptable to seamen's way of life. Vote was 100 per cent against the idea.

TRINITY, Feb. 4 — J. B. Barnett, Chairman; C. L. Brown, Secretary. No beefs reported by department delegates. Ship's Delegate O. W. Rhoads' resignation accepted with vote of thanks for job well done. Delegate to see Port Captain about changing foc'sles for Black Gang so they can be called out without disturbing all men. Agreed that delegates collect funds for expenditures for telephone calls, telegrams and so forth made in carrying out their duties.

BALTORE, Feb. 12 — E. L. Eriksen, Chairman; J. Taylor, Secretary. J. W. Busmurski, elected Ship's Delegate. Motion carried that Baltimore Hall be notified of member jumping ship

at Sparrows Point, causing Deck Department to sail shorthanded. Stewards Department was given vote of thanks for well-prepared food and excellent service. Crew voted to allow J. Kusmirski, who was acting Bosun, to remain in that capacity aboard this ship if he so desires. Suggested that if time permits, Ship's Delegate to see about exchanging library books, and that heads of departments be asked about sougeeing crew's lounge.

EDITH, Feb. 13 — Woodrow Reid, Chairman; Louis Rizzo, Secretary. Delegates' reports accepted. Witt elected Ship's Delegate. Old linen locker given to Deck gang by Steward for stowing heavy gear and luggage to relieve congestion in rooms. Night Cook and Baker requests 12-4 watch to call him on time. Crew asked to clean up after themselves during the night. Prolonged discussion on March of Dimes drive to fight polio. Delegates to take up collection and turn it over to Ship's Delegate so it will be ready for the Patrolman at the payoff.

STEEL NAVIGATOR, Feb. 5 — R. F. Ransome, Chairman; D. Maxwell, Secretary. Delegates reported some disputed overtime in Deck and Stewards Departments. Motions carried: To have delegates check slopchest and see that lava soap is ordered; that each member using washing machine contribute two dollars to ship's fund for upkeep. In discussion on washing machine, Electrician volunteered to check price of new motor, also to see Chief Engineer or Captain to find out if discount could be had by ordering through shiphandler. Rec room to be used for card playing and bull sessions.



WARRIOR, Feb. 12 — F. P. Jeffords, Chairman; Gordon H. Bilbo, Secretary. Motion carried that Andy Gowder take full responsibility to see to the two-dollar donation from each crewmember to the March of Dimes. Each delegate to collect from his respective department, Steward to collect from topside. Receipt to be posted on bulletin board. Delegates reported everything ship-shape. Each delegate to check his department for repair list. Some action to be taken in regard to Night Cook and Baker's and Chief Cook's room, since it is too small. To be taken up with Patrolman on arrival and Master to be notified of our action.

SEATRAN NEW JERSEY — Ray Perry, Chairman; Phil O'Connor, Secretary. Ship's Dele-

gate reported 17 hours overtime in Engine Department had been adjusted and will be paid; small beef pending in Deck, and matter of chairs needing reupholstering will be taken care of in New Orleans. Bill Gray resigned as Ship's Delegate and thanked all hands for the cooperation he had received in the job. Election of delegates, with following men designated: Bill Gray, Ship's Delegate; Morton Trehan, Deck; Clark, Engine; Fontain, Stewards.

ALCOA PLANTER, Feb. 8 — Percy Boyer, Chairman; H. Gallagher, Secretary. Ship's Delegate reported that beefs on slopchest, draws and promotion of Wiper will be turned over to Patrolman. Crew to get together and suggest sizes and quantities of items needed for slopchest on next trip. Recommended that collection be taken up for purchase of washing machine. Thanks given to Stewards Department for fine food and excellent service during entire trip; special thanks to Baker for delicious bread. Old crewmembers told they should not get the idea they run the ship or are entitled to special favors—all hands to be treated exactly alike.



STEEL CHEMIST, Feb. 4 — E. Anderson, Chairman; J. L. Yakush, Secretary. Ship's Delegate reported that he had spoken to Captain about unsafe gangway. Captain said matter would have to be taken up on return to the States. Crew went on record unanimously against communist and other splinter group disruptors in the SIU. Ship's Delegate was told that shore gang will paint the quarters and that if anyone has anything to say against it, the matter would have to be taken up upon return and a report made to the Patrolman. No beefs pending.

ALCOA CAVALIER, Feb. 12 — Tex Krohn, Chairman; Andy Stephens, Secretary. Overtime disputes reported in Deck and Engine Departments. Motion carried making it obligatory for all hands to attend ship's meetings, vote was 38 for, 20 against. Suggested that action be taken to put another hand rail along ladder leading from the door near the galley to our deck. Suggested that Messman be compensated for cleaning up the messhall after the movies. Men were reminded that contributions for ship's fund should be turned over to Ship's Delegate.

EVELYN, Feb. 5 — E. R. Smith, Chairman; C. Mitchell, Secretary. All delegates reported everything in good order. Motion carried to discuss and draw up a statement concerning compulsory vacations after one year's service on a ship. Motion carried to buy a washing machine with voluntary contributions. Charles Bedell elected Ship's Delegate. General opinion on ship is that vacations should be taken when due. Suggested that three delegates continue to check iceboxes regularly. Suggested that Steward check to find out about new sinks for Stewards Department.

SEAFARER SAM SAYS:



THE BROTHERS IN THE MARINE HOSPITALS ALL SAY THAT THE ONE THING THEY WANT — BESIDES OUT — IS TO HEAR FROM THEIR OLD SHIPMATES. SO WHY NOT TAKE TIME TO DROP THEM A LINE — IT'S GOOD MEDICINE!



CUT and RUN

by Hank

FLASH NEWS—The SS Sandcraft, the dredge from the West Coast, has two oldtimers aboard. They are Nick Yacislyn, the New Yorker, and Brother Bob Fall . . . So far there have been no reports from any SIU ships saying they have spotted flying saucers over any of the seven seas in the world . . . Two of the most important issues for the membership continues to be the "battle for the hiring hall" and the "vacation rule" . . . Shipping here in New York is picking up slightly—in fact, should be getting better, we believe—and the membership here is as active as ever in helping out in various things which are important for the SIU . . . Richard Pujos, who has been helping out, just grabbed a tanker. Good tankering, Richard . . . Abe Partner and Brother R. J. Mikutal have been giving a hand with whatever there was to do . . . Brother Niedomeyer, the artist who drew the picture of the SS Colabee, just sailed into town.

Steve Pitiak, the well-dressed guy, is in town . . . Red Shea, a happy guy, is now voyaging aboard the tanker, SS Bull Run . . . Tony Apalino, another good union man, says the best runs he can think of is grabbing a scow for the Mediterranean ports or, as second choice—the European run . . . Timmy McCarthy is in town, smiling as ever . . . We are wishing speedy recovery to Brother N. A. Cobb who is going to be drydocked for about half-a-year over in Holland, Michigan . . . Tony Zalewski, who has been sailing tankers every now and then, is in town with his cigar . . . Other Brothers in town are: Mitchell Milefski, Fred Paul, Bill Dunham, Big Dutch Bolz . . . Andy Havrilla and Eddie "I Save Coins, Too" Saul shipped out on an Alcoa scow . . . Next trip will be better for Charles Dutch Palmer. He's hoping he won't have hospitalization again and have to get off the ship . . . A few weeks ago, the West Coast Brother, Red Beers was in town . . . Pete Gonzalez, the Cook without a cookbook, is off the SS Puerto Rico for one trip.

Eddie Nooney and Ray Queen grabbed the SS Black Eagle on the European run. Two humorous guys who will grab any scow, any run . . . Brother John Nelson just came back from Rotterdam and other ports. In Rotterdam he saw some beautifully-made ship models of square-riggers which were not priced too expensively . . . Here are some of the best stewards department Brothers who are anchored in this town—Michael Gottschalk, De Forest Fry, Robert Rogerson, Frank Wall, George Kittchner, Harry Earl, and Peter Naujalis.

The membership in our halls and aboard ships throughout the world have realized that the question of boycotting the Panamanian ships—ships owned and operated profitably by American steamship companies — has been endangering the number of American ships operating and providing the necessary jobs and conditions for American seamen. The present situation of great unemployment for American seamen is to quite an extent due to these Panamanian ships operating in competition with American ships and American crews. This is an excellent example of why every member of the SIU is anxiously protecting the SIU against various threats to our existence—fighting the commies so they can't disrupt our programs—helping other unions who need aid, etc. When any member protects his union, he is protecting his job, his conditions, and the security he has from the hiring hall, which the Taft-Hartley law is outlawing.

THE MEMBERSHIP SPEAKS



Idea Of Vacation Rule Viewed As Fair To All

To the Editor:

After reading all these opinions on compulsory vacations, I found none made me so mad as that of Mrs. Mary Masters, which appeared in the LOG of Mar. 10, 1950.

I would like to know if her husband is married to a ship or to her. I would sure like to see my husband once in awhile. How about you other wives?

Mrs. Masters asks: "Suppose a seaman's wife is expecting a baby in April. He wants to take his vacation at that time. Would it be right to compel him to take his vacation in February or March?"

OFF SCHEDULE

I say suppose he does get his vacation in February or March? What more could you ask for? Babies do not always show up at the correct time. Maybe your husband even gets his vacation in April and he wants to be back on the ship in May. Okay, so your baby decides to wait until May. It has happened, you know. Are you any better off?

Compulsory vacations don't mean you have to stay on a ship for a year, you know. If you want to see grandpa or grandma, have hubby get off his ship and go see them.

If it is so important to go anywhere at a particular time of the year, as some seem to think, then your vacation pay isn't so important.

Any man who lays down on the job just because he knows he is getting off the ship when he reaches port isn't much of a Union Brother.

BETTER CHANCE

With compulsory vacations a man will stand a much better chance of getting another ship when his vacation is over.

Seamen have known for many years that they were paying off at the next port and they didn't become careless because of it.

Mrs. Masters suggests that the membership allow seamen to take their vacations and then return to them after the vacation is over. Other seamen would

relieve them during the vacations.

Have you ever seen the constitution and by-laws of the SIU? If so, you must know the second paragraph of the preamble, which says:

"Whatever right belongs to one member belongs to all members alike, as long as they remain in good standing in the Union."

Here's to winning the vote on compulsory vacations.

Mrs. Ellen Mize

(Ed. Note: Mrs. Mize is the wife of Seafarer Cyril Mize.)

Neponsit SIU Men Ask Increase In Hospital Benefit

To the Editor:

On behalf of our members in the hospitals, I wish to suggest that an immediate increase in benefits would be in order.

Three dollars a week for so-called hospital expenses are insufficient. A package of cigarettes each day at 20 cent a pack, a few stamps and stationery and a daily paper run into more than three dollars a week, leaving no margin.

I understand that an increase is contemplated for about September or October, when the hospital fund is expected to be paid from the Welfare Fund.

In the meantime, however, I feel our present hospital fund can pay five dollars per week and still leave a good balance. Until the time the Welfare fund takes over I am sure our membership would be 100 percent in favor of this increase without red tape, delay or voting.

A resolution urging this increase has been adopted by SIU members in this hospital.

William A. Padgett
US Marine Hospital
Neponsit, L. I.

(Ed. note: This letter was also signed by 15 other book members hospitalized in Neponsit.)

Family Security Hinges On Continued Use Of Hiring Halls, Says Seafarer's Mother

To the Editor:

Please let one mother add her voice to the protest of the members of the SIU regarding the recent lower court ruling that the Hiring Halls were a violation of the Taft-Hartley Act.

I have always regarded the fine spirit of fair play and the good sportsmanship in the operation of these halls as truly in the American tradition.

We mothers and wives of merchant seamen have had the as-

urance, with rotary shipping as conducted in the SIU Hiring Halls, that our menfolk would be given a fair chance for a ship whenever they paid off a ship and came home to their families.

END OF SECURITY

With the Hiring Halls out of operation and the chance of discrimination and favoritism in shipping, we feel that our security would be gone.

Are we going to dread seeing our loved ones leave the ships

to come home for the rare visits we now have? What would be their chances of getting another ship, with the Hiring Halls gone?

With answers so varied and our feeling of comfort at stake, I think every mother and wife should protest this outrage against personal security and liberty.

Mrs. Anne C. Verner
Ocean Springs, Miss

(Ed. Note: Mrs. Verner is the mother of Seafarer Frank L. Verner.)

WHICH ONE HAS THE PONY?



It doesn't matter really because these hardriding Brothers believe in the rotary system. They're Dickie (left) and Eddie, sons of Seafarer Joe Brookes of Philadelphia. Their grandfather was the late Eddie Lynch, former SIU Patrolman who passed away recently in the Baltimore Marine Hospital.

Nagels Becomes US Citizen, Suggests Firm Alien Stand

To the Editor:

I have been reading up on the alien situation in the April 7 issue of the SEAFARERS LOG and I would like to say something about it.

I was an alien myself until March 13 of this year. On that day I had the pleasure of changing my citizenship to American, thank God.

Before I became a citizen of this country, however, I once heard another alien say: "Citizenship? To heck with it. I got my five years but I'll ride the gravy train and let them pay the taxes."

That hurt bad, because at that particular time I was in the midst of taking out my papers and if it hadn't been for the fact that we were on an SIU ship, I think I would have knocked the guy in the kisser.

I would like to make a suggestion to general headquarters that somehow or other a check be made and that those aliens who have their seatime be bluntly asked what their intentions are in connection with obtaining their citizenship.

If they want to take out their

papers, I would suggest we help them in every way possible. But if they don't, or if they are way over five years and have done nothing more about it, I suggest that they be barred or kicked out.

Jack Nagels

Rogers Grateful For Brothers' 'Life Saving' Aid

To the Editor:

I wish to thank my Union Brothers for all they have done for me during my illness here in the Savannah Marine Hospital. If it had not been for my Brothers and SIU Port Agent Bud Bryant, I might not be alive today, so I want you all to know how grateful I am.

When I am discharged from the hospital I hope to thank each one of you personally. I also want you to know that any time any of you need similar help, all you need do is call upon me.

The hospital people were amazed at the response of the blood donors and everybody has been very complimentary about the Union because of it.

I would like very much to have this put in the LOG as I don't know how else I can show my deep appreciation for everything.

H. L. Rogers

Send Those Minutes

Send in the minutes of your ship's meeting to the New York Hall. Only in that way can the membership act on your recommendations, and then the minutes can be printed in the LOG for the benefit of all other SIU crews.

Nobody Will Deny Shipping Pace In Savannah Is Slow

To the Editor:

It's a long time since you got a letter from me and it's a long time since I got a job. First I'll let you know that shipping in Savannah is miserable.

In the last edition of the LOG, the Savannah port report mentioned good shipping in Savannah. The story is misleading to Seafarers.

I am out of work and hunting for a job since Oct. 5, 1949 and twice went to the bottom of the shipping list here. Since December 1949 we shipped out of the Hall one Steward, one Third Cook and several messboys in the Stewards Department.

Is that good shipping?

The port of Savannah is full of ships — Norwegian, English, Greek, tankers, Lykes Brothers and of every type, except SIU ships.

Stay away from Savannah.

Otto Preussler

(Ed. Note: Savannah port reports have consistently mentioned the fact that shipping in that port has been bad. Brother Preussler is obviously referring to the report which stated that shipping improved slightly during the period it covered, but added that "shipping is slow nevertheless." As for foreign ships, like the Norwegian which pay \$40 a month for a Wiper's job, Savannah is no different from any of the other ports, except that it is smaller and the problem is therefore accentuated. This is partly the result of the government's failure to recognize the acuteness of the problem of the US merchant marine, something unions have no control over or responsibility for.)

BOYER BREAKS OUT MORE FACTS ON HISTORY OF 'MOON'

To the Editor:

People often ask what part of New Orleans Moon Kouns, the Bing Crosby of the SIU, comes from. The fact is that Moon does not come from New Orleans. He's just a big, overgrown country boy.

Moon was born in a little one-horse town near Shreveport, La., and moved to New Orleans when he was a pup (six years old). He was brought up on the downtown side of Canal Street and for the past 12 years has hung his hat in the Irish Channel (uptown side). But Moon claims that doesn't make him an Irishman.

He's always bragging about being a full-blooded Cherokee Indian, and that one of his ancestors made Sitting Bull get up and run.

Percy Boyer

Europe Run Nourishes Red Campbell's Gripes

To the Editor:

Being of sound mind and body, and having the papers to prove it, why do I start a new year under the Waterman banner? With a mild blare of trumpets, and under a shower of hominy grits I took my services to the SS City of Alma. I'm overpaid but I'm worth it. Waterman is the type of company you don't like or dislike, you either hate it or you don't know it. I don't know what I'd do without them, but I'd rather.

This trip biting your nails is absolutely necessary to nourishment. In some ports we have to borrow garbage from other ships so people will think we are eating. In the future please send your CARE packages to the nearest Waterman ship. As for the linen on these ships, I'm not saying it's undersized, but Waterman is the only outfit that gets its laundry done by "Di-Dee Service, Inc." Our towels are so thin they only have one side. Another item John B turns his back on are the repair lists. I know there's a leaky pipe over my seat in the messroom.

Everyday I eat the same bowl of soup three times. My bunk light is so low I have to read under the pillow. The escape panel in our foc'sle couldn't be kicked out by the All-American backfield. In bad weather we run a rodeo back aft. We get thrown up in the air so much we're asking the Patrolman to collect us flight pay.

Before heading for Nothern Europe we made a coastwise run through the Gulf. The favorite port seemed to be Galveston. The daily stream of crew members to Post Office St. was amazing. What's more amazing they're never carrying any mail. The choice hangout is the ??? Club. It's an underground affair catering to moles and prairie dogs. And what a tough spot it is. They close on Sundays so they can pump the blood out of the cellar. One



minor defect is the poor ventilation. One night there was so much smoke they had to ground the balloon dancer for three hours.

Our ports of call in Europe were La Havre, Dunkerque, Bremen, Rotterdam and Antwerp. Being a firm believer in the North Atlantic Pact I withhold any condemnations of our friends to the East. For recreational purposes on the way over the crew conducted the famous tobacco test with slop chest cigarettes. The outcome, seven out of 10 preferred Camels—the other three preferred wemen.

The trip progressed with only a few minor injuries. One AB lost the tip of his tongue. He was licking the bowl in the Mixmaster and forgot to shut the motor off. However, at present we are confronted with a serious situation. Half the crew has diarrhea, the other half has constipation—gad! If we could only strike a happy medium.

Red Campbell



Men Now In The Marine Hospitals

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

BALTIMORE MARINE HOSP.

J. R. GNAGEY
M. J. LUCAS
R. FREY
H. DUFFY
J. TAURIN
C. HANSON
E. MATHEWS
S. SHACK
J. MACK
W. D. WARMACK
L. T. CAMPBELL
M. D. WATT
J. YUKNAS

C. P. SLIM THOMPSON

C. W. GOODWYN
HENRY BECKMAN
T. MAYNES
FRANK KUBEK
THOMAS FRAZONE
F. M. OTT
S. INTEGRA
JOHN WYMOND
E. V. BULIKA
A. VEIERA
H. J. OUT
O. P. OAKLEY
MICHAEL PARACHIV
T. F. ROZUM

JOHN PADZIK

J. DRISCOLL
JOHN T. EDWARDS
FRED ZISIGER
V. FERRER
R. A. LILLAK
R. BLATTINO
JIMINEY
TULL
ELI DUTCHEN

NEW ORLEANS HOSP.

J. LYONS
W. HANSTUCH
R. CRUZ
E. NAVARRE
F. LANDRY
H. F. LAGAN
L. WILLIS
L. LANG
J. H. FORT
T. A. CARROLL

C. EZELL

A. O. ROY
G. NEWMAN
O. NORM
L. GOLEMBIEWSKI
A. J. LAPEROUSE
A. F. KOTHE
R. N. FRENCH
L. TICKLE
M. FIELDS
J. HULL
E. W. WALDEN
W. CARROLL

SAVANNAH HOSPITAL

J. MAXEY
J. (CHUBBY) DAVIS
CARL SMITH

BOSTON HOSPITAL

FRANK ALASAVICH
PETER KOGOY

STATEN ISLAND HOSPITAL

C. ESOLAN
HENRY WATSON
FREDERICH PEACE
J. F. CAMBLICH
J. BLOMGREN
J. B. PURVIS
J. H. O'DANIELS JR.

NEPONSIT HOSPITAL

WILLIAM PADGETT
MATTHEW BRUNO
MALVIN COLLINS
JAMES RUSSELL
R. A. BLAKE
ESTIBAN LOPEZ

Vacation Rule Advocate Says Seamen, Shore Workers Face Different Problems

To the Editor:

I have written previously on the vacation issue, but at the time the controversy was yet in the embryonic stage. Since then the issue has broadened considerably and as more members and non-members are taking an interest in the proposal and new facts presented, I would like to comment further.

In the first place, I notice that some of the arguments especially those submitted by wives of some members, have a tendency to classify the occupation of a seaman the same as that of shoreside workers. Such is definitely not the case. We must not ignore the fact that a seaman's occupation differs from that of any other in that his vacation cannot be arranged for

any specific time of the year, but rather he must adjust his plans to the time of the year his vacation falls due.

In practically any other industry, employees are not required to work over the Christmas holidays and they can celebrate at home with their families and friends, but a seaman may be half way around the world at that time of the year and Christmas is just another nostalgic day to him.

As for a man wishing to take a certain time of the year off, if the situation is so desperate he should be willing to forfeit the time he has accumulated for a vacation. In any case a man should always be entitled to the privilege of putting in the time needed to be eligible for a vacation, even if the circumstances

make it necessary for him to exceed the 12-month clause.

Secondly, since it seems definitely agreed by everyone that homesteaders comprise only a very small segment of our membership, it necessarily follows that a compulsory vacation rule would be in the best interests of the majority.

Most homesteaders will homestead only on certain ships and runs. Their attitude seems to be: "To hell with everyone else, hooray for me." Is that good unionism? If they get off a ship after a year they will not be left without a job like a shoreside worker.

Their names will go on the shipping list and they can catch a ship as well as the next man. Their pay will be the same.

I don't think the company will shed any tears if you leave and if a man is so much in demand by a company he can get a license and stand a good chance of sailing topside, where we have a good example of what homesteading leads to.

The men who homestead make it tough for the members who like to get off occasionally to visit their wives and children or friends.

I agree with the member with a large family who wrote to the LOG that if a man cannot put enough aside in a year to last him until he gets another ship, then something is wrong in Denmark.

I don't know of any member of our Union who is indispensable. There are many competent men, also with wives and children who, I am sure, will be able to fill the vacancies when they take vacations. It is a reciprocal proposition. There are other companies and other ships.

Admittedly, compulsory vacations will not create jobs, but it will bring about a better turnover in the jobs we already have.

I feel sure that if we are not trying to live beyond our means, or are not trying to get rich quick and are not too selfish about letting our Brother members take their turn on those "certain jobs," we will all get along under the 12-month vacation ruling.

Let's vote for it!

Fred T. Miller
SS Kenyon Victory

Uncle Sam Asleep At Post In World Shipbuilding Race

To the Editor:

Betrayed by President Truman, deceived by Maritime Commission, disliked by the landlubbers in Senate and Congress, discriminated against by our exporters and importers, prejudiced against by our newspaper editors—we, the American seamen, a hundred-thousand of us, who kept the ships sailing through the war, are on the beach and no longer wanted to man our ships. American seamen, used as a commodity in wartime, have been displaced by foreigners in peacetime.

Twice, in two World Wars, our government has appealed to our patriotism to man the ships, to sail them across the ocean in convoys, to sally forth from port and brave the sub-infested sea, making sortie after sortie.

And twice, too, after the two World Wars, our government has betrayed us in a manner incompatible with honor and dignity of the United States. Gone foreign, given away on the sly,

are a 1,000 of our Libertys; 2,000 others are up the river, rotting away. While a 100-odd tramps are only left, begging for cargoes and crying, in vain, for subsidies.

Meantime, one of the mightiest empires in the world, stretching from Behring Straits to Berlin Bridgehead, is busy building ships and subs, and will have in 1952 a thousand schnorkels on the job and infesting the seas.

R. J. Peterson

Erazo Convalescing In His Brooklyn Home

To the Editor:

I want to thank all the Union Brothers who called upon me while I was in the Staten Island Marine Hospital.

I underwent two operations and was discharged on March 28. I lost a few pounds, but I feel okay now.

I'll be home for the next 45 days, so I'd like my friends and former shipmates to visit me at my home at 17 Moore St., Brooklyn, New York.

Brother Palmer has also been discharged from the hospital and Tony Viera was operated on.

Pedro J. Erazo

Hospital Patients

When entering the hospital notify the delegates by postcard, 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.)

ABOARD A WATERMAN SHIP



These SIU crewmembers of the SS Beauregard took advantage of clear skies to get together for a "shot" on deck. Photo was taken for the LOG by Joseph L. Duke, Junior Third Assistant on the vessel.

The Seafarers In World War II

By JOHN BUNKER

Caribbean Carnival

(Part Two)

Although U-boats liked best to bag a bauxite ship or a tanker, because these cargoes were so vital to the war effort, they weren't at all choosy about their targets—and molasses tankers got sunk as well as more "vital" prey during the war in the Caribbean and the Gulf in 1942.

The SS Catahoula of the Cuba Distilling Company, a favorite among SIU men who liked the seniorita run, was hit on April 5, to be followed by its sister ship the SS Carrabelle on May 26.

There was a full load of molasses in the tanks of the Catahoula, as she stood north from San Pedro de Macoris, Dominican Republic, toward Wilmington, Del., in the late afternoon of a warm clear day over a lazy, beautiful sea.

Two men were on lookout, but they couldn't see the sub waiting for them against the glare of the setting sun. The first torpedo hit on the port side in a terrific blast that blew up the deck plates, loosened the engine room bulkheads and carried away the catwalk.

PITCHED BATTLE

Being one of the first ships equipped in some fashion to fight back against the subs, the general alarm was sounded; and a complement of Navy gunners manned their machine guns so well that the inquisitive sub had its periscope shot away—or so it seemed from the deck of the tanker.

Not a bit daunted by the prospect of fighting a raider with .30 caliber pellets, the guncrew fired away till they consumed 200 rounds.

But four minutes after the first torpedo, the sub let them have another, which found its mark forward of the bridge to starboard—showing that the wary U-boat had made a quick circuit around the ship for its second try.

After this hit, the Catahoula lost no time going down, and was under water fore and aft in little more than 60 seconds.

Two of the crew had been killed in the first blast, and five more were crushed when the stack fell athwart the starboard lifeboat.

One lifeboat and one raft on the port side got away safely and, thanks to Sparks having stuck by his post to get off four calls for help, 38 survivors were rescued the next day by the USS Sturtevant.

Heroism of the Radio Operator and the tragic death of the Skipper and 23 men marked the sinking of the Carrabelle, which tried bravely to escape from a U-boat on the night of May 26, while en route from Good Hope, La., to San Juan, Puerto Rico, with a cargo of emulsified liquid asphalt.

The first they knew of a U-boat's presence was the moan of a siren and the crack of a shot across the bow.

CLOSE RANGE

In a moment or two, they saw the raider little more than a ship's length off the beam, where it opened fire on them with a light gun, throwing shell after shell into the defenseless tanker while the general alarm summoned all hands to the boats and the order was given to abandon ship.

They lowered away as the nearby U-boat moved around to the port side and opened fire again, the shells hitting in rapid succession against deck house and bridge.

As the first boat pulled away from the ship's side, the U-boat commander hailed them from the conning tower.

"Are you all right?" he asked.

They shouted "no"—that another boat was still preparing to cast off. They heard several men laughing on the raider's deck, even while a second torpedo streaked past them and headed for the lifeboat that was just now shipping its oars beside the sinking Carrabelle.

The men in the boat probably never saw the

torpedo till it was all but on top of them, and then there was only time for a startled cry or two.

The steel tube bulleted through the lifeboat, and hit the steel hull of the tanker in an explosion that stifled all cries or shouts for help, blowing boat and men into a myriad torn pieces of human bodies and flying steel.

It was one of the few known cases in which German submarines deliberately attacked lifeboat occupants from American ships.

SIX SOS CALLS

Before the Carrabelle sank, Sparks managed to get out six SOS calls, then ran out of the radio shack onto the flooded deck and jumped overboard just as she went under.

Brave were the men who volunteered to sail their old, unarmed ships through "U-boat Lake" in early 1942.

On the 20th of May, the George Calvert, a Bull Line Liberty, was sunk with a loss of three men while bound for Bandar Shapur with 9,116 tons of war supplies for the Russians.

Another Bull Line ship, the Major Wheeler, disappeared in the Caribbean to become an unsolved mystery of the sea.

And there was the City of Alma of the Waterman Company, en route from Port of Spain, Trinidad, to Baltimore on June 2, when she was hit by just one torpedo from an unseen submarine.

Ripping a 40-foot hole in the hull, the "tinfish" almost sliced the freighter in two, and she sank so speedily that ten men were saved only because they had jumped clear when she plunged, later climbing aboard a lifeboat which had broken loose and floated free.

Sparks was caught in his shack, sending out calls for help. The Skipper, Second Mate, Chief Engineer, First, Second and Third Assistant Engineers and 22 other crewmen were lost on the City of Alma.

The little Millinocket, Bull Line, was warned of the proximity of a marauding sub, but too late to save herself.

It was five minutes past five in the afternoon when Steward Ernest Oxley stopped by the wireless room and read a message which had just come in from San Juan. The radiogram warned that a submarine was in their vicinity.

And correct it was, for Steward Oxley had no more than read the warning of danger when the ship shuddered from a torpedo explosion in the starboard side amidships.

Oxley ran out on deck to see the Skipper, the Chief and the First Mate running toward the life rafts, with the Captain shouting "Let go the rafts. It's our only chance. Let go the rafts."

~ ~ ~

The SS Santore got hers just outside of an Atlantic port and capsized in 3 minutes, trapping the black gang below deck. Fortunately help was close by, and the majority of the crew was saved. On the right is a Coast Guard boat picking SIU men out of the water. For some of the crew, this was their second sinking.

U-boat Lake was a happy hunting ground for Nazi subs, and the ocean floor was literally covered with American ships—and American seamen. But however short were the odds against them—and they were for many, many months unarmed and unescorted—there was no lack of seamen to carry supplies and arms to all corners of the worldwide battlefield.

~ ~ ~

That was the last he saw of the trio, for they went down with the ship.

On watch below, when the torpedo hit, was the 4 to 8; Second Assistant Francis Amberger, Fireman Robert Baylis and Oiler Joe Lewnuk.

Joe escaped—miraculously, it seemed—by climbing up the emergency cable ladder to the engineroom skylight before the engineroom flooded and the Millinocket settled by the stern.

Seamen could never tell when their ship might get hit during these hectic days, for subs gave no warning.

Captain Homer Lanford was pulling the whistle cord of the SS Del Mundo, to turn a convoy into the old Bahama passage off Cuba, when this Mississippi Shipping Company freighter got a torpedo in the engineroom, killing all hands below.

An old "Hog," the Del Mundo was "commodore" of a 38-ship fleet, and was carrying 30 Polish women war refugees as passengers. A number of other ships were sunk in the same attack, covering the sea with a maze of floating debris.

Captain William B. Sillars, of the Waterman freighter Afoundria, sensed pending disaster to his ship on May 5, 1942, when the vessel was hit by a sub in mid-afternoon off the northwest coast of Haiti.

SENSED DANGER

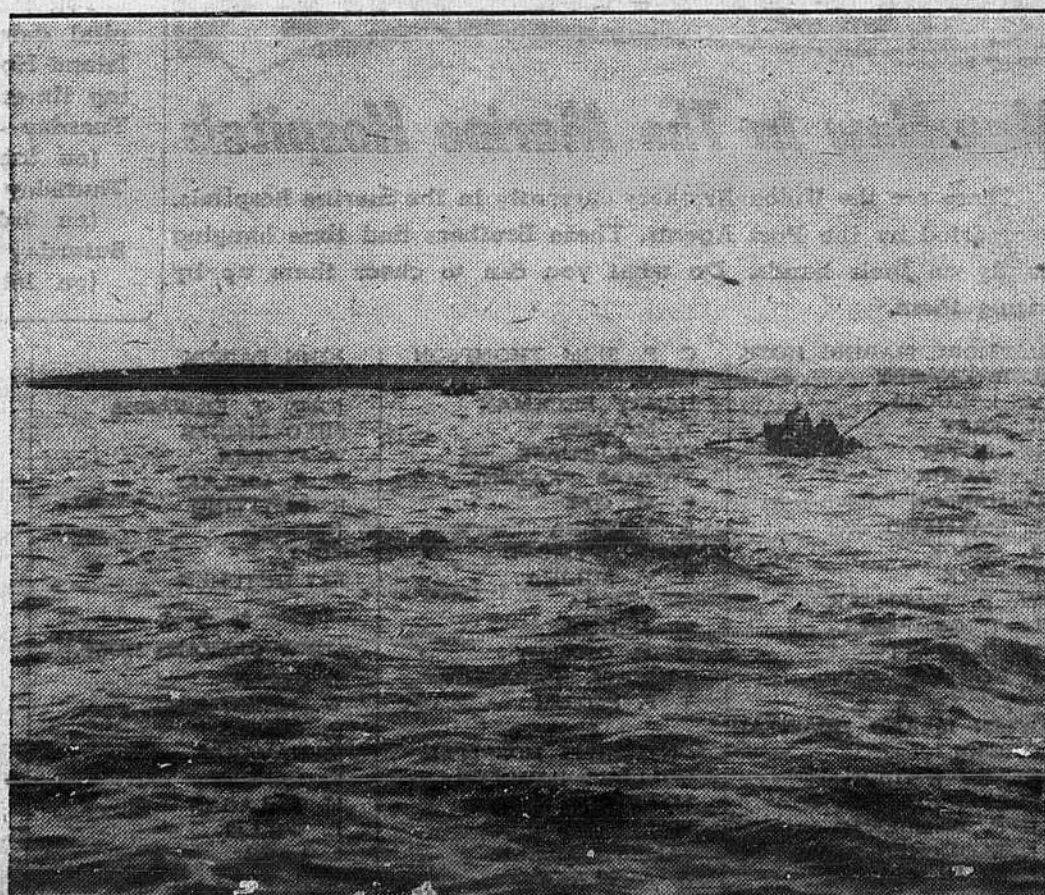
He had come on to the bridge just a few minutes before, saying to Second Mate James Chatfield, "I feel that right now we are at the most dangerous stage of our trip. Keep a very good lookout!"

The Afoundria had a load of bombs up forward and a cargo of beans aft. Fortunately, the torpedo hit among the beans. All hands were saved.

By the end of July, submarine sinkings in the Caribbean and the Gulf of Mexico had been drastically cut, but ships continued to go down in these waters right up to the end of the war, and among them were freighters manned by SIU crews.

It is, unfortunately, impossible in this account even to mention all of the Union's contracted ships that went down in these tropic waters, but not to be forgotten are some of the "oldtimers," including the Barbara, sunk with considerable loss of life among passengers and crews; the Alcoa Carrier, Alcoa Partner, Edith, Lebores, Alaskan and Antinous.

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



Minutes Of A&G Branch Meetings In Brief

NEW ORLEANS — Chairman, Leroy Clarke, 23062; Recording Secretary, George Allen, 114; Reading Clerk, Buck Stephens, 7c.

Minutes of all Branch meetings read and approved. Secretary-Treasurer's financial report read and accepted. Agent reported that shipping had picked up since last meeting but had not reached heights enjoyed in previous months. There were seven payoffs, six sign-ons and more than 20 ships hitting here in-transit. The latter helped shipping, as about 15 of the in-transits took replacements. The Del Mundo came out of the shipyard and took almost a full crew. The outlook for the coming two weeks is not too good, with only eight scheduled payoffs. Two of these ships are heading for the boneyard. The Seatrain Havana is still in Havana locked in by trouble between the company and the railroads there. SIU delegates attended the Louisiana State Federation of Labor meeting. Delegates from the Lake Charles area praised the SIU in that place during the Cities Service beef, and the Agent said they deserve a vote of thanks as assets to the Union. He said that Bisso tugmen are still on strike, which is 90 percent effective with longshoremen, the companies and the NMJ cooperating with the MAW. Volunteer pickets are still needed, he said. Brother Warren urged all hands eligible to register for local elections so that support can be given to friends of organized labor. Motion carried to allow Stephen Miskow, who was behind in assessment, to register. Motion carried to accept committee recommendations to permit four members to reactivate their books. Five members took the Union Oath of Obligation. Under Good and Welfare, there was discussion on need for registering to vote, the Cities Service beef, the MM&P beef. Meeting adjourned at 8:20 PM, with 390 members present.

§ § §
BOSTON — Chairman, A. Forque, 48462; Recording Secretary, Ben Lawson, 894; Reading Clerk, B. Murphy, 39427.

Minutes of other Branch meetings read and approved. Headquarters report to the membership read and concurred in. Agent discussed shipping in the Port of Boston, which has been fair. Motion carried to accept Secretary-Treasurer's financial report. Meeting adjourned at 7:35 PM, with 120 members present.

§ § §
BALTIMORE — Chairman, Al Stansbury, 4683; Recording Secretary, G. A. Masterson, 20297; Reading Clerk, J. Beresford, 3860.

Motion carried to suspend regular order of business and go into obligations and charges. William T. Ellwood took the Union Oath of Obligation. Charges were read and trial committees findings were concurred in. Branch minutes read and approved. Several men excused from meeting. Motion carried to concur in Headquarters report. Port Agent discussed shipping. He said that SUP wished to move into the Baltimore Hall because of the adverse conditions in shipping. Motion carried to elect port committee from floor of meeting to draft resolution on

A&G Shipping From March 29 To April 12

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	20	16	15	51	7	7	11	25
New York.....	104	94	91	289	82	104	84	270
Philadelphia.....	15	20	22	57	13	13	9	35
Baltimore.....	92	106	98	296	89	83	55	227
Norfolk.....	26	34	24	84	2	—	1	3
Savannah.....	6	8	2	16	5	5	1	11
Tampa.....	(No Figures Received)				(No Figures Received)			
Mobile.....	32	33	29	94	17	18	14	49
New Orleans.....	44	41	81	166	74	69	99	242
Galveston.....	43	30	32	105	27	19	21	67
West Coast.....	21	27	19	67	19	24	17	60
TOTAL.....	403	409	413	1,225	335	342	312	989

compulsory vacations to be submitted to Headquarters for use in setting up ballot. Elected were R. Gibbs, H. L. McGrath, Deck; J. Davis, R. L. McKenzie, Engine; E. Gordon, F. Orjales, Steward. Motion carried to permit SUP Branch to move into Baltimore SIU Hall. Meeting adjourned at 8:15 PM, with 340 members present.

§ § §
MOBILE — Chairman, J. Carroll, 14; Recording Secretary, H. J. Fischer, 59; Reading Clerk, J. Ward.

Minutes of other Branch meetings read and accepted. Port Agent reported on shipping prospects for the coming two weeks, listing the vessels slated to hit the port. He reported on the three-day State Federation of Labor Convention which he and other SIU delegates attended in Montgomery. He also informed meeting that he and other SIU officials would attend a conference aimed at getting some of the ECA cargoes down into Gulf ports for shipment abroad. Motion carried to accept Headquarters report and Secretary-Treasurer's financial report. Meeting adjourned at 7:40 PM, with 282 members in attendance.

§ § §
SAVANNAH — Chairman, Jeff Gillette, 37060; Recording Secretary, J. B. Sellers, 36401; Reading Clerk, E. M. Bryant, 25806.

Minutes of previous meetings in all Branches read and accepted. Motion carried to concur in Secretary-Treasurer's financial report. Agent said that shipping is still slow in this port. Scheduled to arrive in the coming two-week period are the Topa Topa, Alawai, Inez, Southstar and the SUP-contracted Hawaiian Retailer. Motion carried to concur in Headquarters Report. Two men were excused from the meeting. Under Good and Welfare, it was stressed that time is growing short for those who have not yet registered to vote in the coming local elections. A large turnout of the labor vote is important in order to elect candidates friendly to organized labor.

§ § §
PHILADELPHIA — Chairman, A. S. Cardullo, 24599; Recording Secretary, Don Hood, 41130; Reading Clerk, D. Hall, 43272.

Minutes of other Branch meetings were read and accepted. Motions carried to accept Secretary-Treasurer's financial report and Headquarters report to the membership. Agent reported that shipping has slowed down a bit these past two weeks, but that the affairs of the port were in good shape otherwise. Charges were read and approved. Motion

carried to concur in committee's findings on member accused of conduct unbecoming a Union man. Sent to a vessel as a relief Fireman, this man accepted the pay, then disappeared without performing any work. Committee suspended him for 90 days and ruled that he not be sent on any relief jobs for a period of two years.

§ § §
NORFOLK — Chairman, J. S. White, 56; Recording Secretary, Ben Rees, 95; Reading Clerk, Glen Lawson, 39580.

Minutes of all previous Branch meetings read and accepted. Motion carried to concur in Headquarters report to the membership. Secretary-Treasurer's financial report read and approved. Port Agent discussed in detail the set up for servicing Cities Service ships entering this port. He pointed out that since there are only two CS company agents on the Atlantic Coast—Norfolk and Boston—with proper care this would mean a lot of jobs for this port and the Union. Motion carried to concur in Headquarters' Reinstatement Committee's report. Excuses were referred to the Dispatcher. Motion carried to elect two SIU Brothers to attend Virginia State Federation of Labor convention in Roanoke. Elected were J. A. Bullock and J. S. White. Under Good and Welfare there was discussion on servicing Cities Service ships. A number of good ideas were advanced. Meeting adjourned at 7:50 PM, with 84 members present.

§ § §
GALVESTON — Chairman, Keith Alsop, 7311; Recording Secretary, C. M. Tannehill, 25922; Reading Clerk, R. Wilburn, 37739.

Motions carried to concur in Headquarters report and Secretary-Treasurer's financial report. Agent discussed shipping in this port. Motion carried to buy new watercooler for the Branch Hall. Meeting adjourned at 7:20 PM.

§ § §
NEW YORK — Chairman, Lloyd Gardner, 3697; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Eddie Mooney, 46671.

Minutes of other Branch meetings read and approved. Secretary-Treasurer's financial report read and concurred in. Port Agent discussed shipping in the port, which he described as fair. Charges read and referred to a trial committee. Headquarters report recommended that committee be elected to handle vacation clause beef. Committee to be elected within one week and that it also be authorized to function as the Quarterly Fin-

ance Committee. The report said also that negotiations with Cities Service on working rules were in progress, with only five points remaining to be settled. In order to give CS crewmen protection on the working rules as soon as possible, it was recommended that pact be signed, exclusive of the points in disagreement, rather than hold it up until each one had been dealt

with. Progress was also reported on the welfare fund talks and the details of the plan should be ready for presentation to the membership within a short time. The possibility of a strike on the waterfront as a result of the East and Gulf Coast operators refusal to give MM&P the contract in effect on the West Coast was discussed in the report. It was reported that the AFL Maritime Trades Department had pledged all out support of any strike that might be called in view of the fact that the operators stall is based on a desire to smash the union. The strike deadline has been set for midnight, Saturday, April 22. Motion carried to concur in Headquarters report. Motion (by Oppenheimer) carried instructing negotiating committee to work toward a vacation clause whereby payments will be computed on the basis of a minimum of 90 days service, instead of the six-month clause now in effect. Under Good and Welfare, there was discussion on a variety of subjects of Union interest. Meeting adjourned at 8:30 PM.

Personals



AVIT ARDOIN

Write at once to Miss Isabelle Vidrine, Route 3, Box 33, Ville Platte, Louisiana.

HENRY MEYERS

C. Sheridan asks that you call him at Stillwell 4-4930 in New York City.

GERALD J. ARTIACO

"Please write and send your address again; it has been misplaced: Mary."

HENRY BECKMAN

This Brother is now in Ward 5B, Staten Island Marine Hospital and asks that his former shipmates visit him when in New York.

ROBERT (Bob) DAVIS

Get in touch with Pvt. Frank J. Schutz, RA 18354141, Hq., Hq. & Sev. Co., 67th Med. Tank Bn., Camp Hood, Texas.

JAMES H. SHEARER

A. J. Merz, Claims Agent for Triton Shipping Company, asks that you get in touch with him.

ARMANDO DE FERMO

"Mother is very ill. Please write home at once: Sister Yolanda."

SAMUEL F. BRUNSON

Write your mother at Fairfax, S. C.

RUSSELL E. INSCOE

Get in touch with Frank R. Klein, 5 Court Square, Long Island City 1, N. Y., as soon as possible.

ALLEN MYREX

Contact your home in Gardendale, Alabama. There is serious illness in the family!

WILLIAM STYDINGER

Important you contact Adelaide Becker, 713 S. Clinton Street, Baltimore 24, Maryland. Your mother is ill.

ROBERT EDWARD MORAWITZ

Get in touch with your Local Board, No. 3, 400 E. Lombard Street, Baltimore2, Maryland immediately, inasmuch as they have you listed as "delinquent."

MILTON KURKEMILIS EDDY BURNETT

Please contact Benjamin B. Sterling or Marvin Schwartz at 42 Broadway, New York, immediately.

MIKE ZEGLEN

"Write to me c/o the New Orleans Hall. Your mother wants to hear from you, too: Eddie Pendzimaz."

AMILIO SIERRA

Contact Department of Welfare, 157 E. 67 Street, New York 21, New York.

LESTER MCHUGH

Sidney J. Swearingen, 412 Harwood, Orlando, Florida, has some of your belongings and would like to send them to you.

JUSTO R. VELAZQUEZ

Contact Rose Velazquez, 311 W. 29 Street, New York City, regarding your mother.

NORBERT PRUSZKA

Your parents are worried about you.

Money Due



SS TINI

(Oct., 1949 - Jan., 1950)

The following crewmembers have money due them: G. Champlin, DM; J. McGuffey, Oiler; A. Ramos, FWT; W. Singleton, Wiper; J. Bernard, Wiper; H. Connell, MM, and O. Richard, MM. Get in touch with Mr. Paul Castelli, Paymaster, Carras Ltd., 24 State Street, New York 4, New York.

Bridges' Conviction Big Blow To Commies

MTD Pledges Full Support To Officers

(Continued from Page 1)

by the West Coast operators in contract negotiations with the MM&P last October, and have been in effect ever since without causing any hardship to the shipowners there.

Spokesman for the East Coast operators—some of whom have interests on the West Coast and signed contracts there—answer this fact by simply stating that they cannot be expected to accept agreements “negotiated elsewhere.”

The shipowners' bad faith has been demonstrated by a series of cables and telegrams they have been sending to skippers at sea, telling them the union is in no position to conduct a strike and that their ranks are divided.


MTD STATEMENT

The position of the AFL waterfront unions was set forth in a statement released by John Owens, executive secretary of the MTD. The statement said that the member unions of the MTD, “after due deliberation, agreed that the committee for the companies and agents is determined to smash the AFL licensed officers' union.”

The demands of the MM&P are “reasonable and fully within the ability of the shipowners to meet,” the statement continued. “The MM&P is not asking for anything that has not been granted on the West Coast, and which have caused no hardship to the operators there.”

“In view of the shipowners' union-busting stand, the MTD—whose position is endorsed by AFL President William Green—is immediately calling upon all of its affiliates in all US ports to set machinery in motion for complete, all-out support when the MM&P issues its strike call,” the MTD official said.

‘In The Best Traditions Of Trade Unionism’



Hotel & Restaurant Workers Union

Local No. 16

Hotel and Restaurant Employees and Bartenders International Union

Affiliated with the American Federation of Labor

752 Eighth Avenue, New York 19, N. Y.
(at 46th St.)
Telephone: Circle 6-9585

March 31, 1950

DAVID SIEGAL
President

JOSEPH RODRIGUEZ
Sec'y-Treas.

JOHN GREEN
General Organizer

LEW GLICK
Labor Chief

FRANK BOTTACCINI
Business Agent

MAX FREED
Business Agent

BASIL KALFIDES
Business Agent

MORRIS ZWIRN
Business Agent

JACK WOLFSON
Business Agent (Banquet Dept.)

JACK KENNEDY
Vice-President

JOHN H. GARDNER
Organizer

DICK MARTIN
Bus. Agent-Organizer

FRANK McGUIRE
Bus. Agent-Organizer

Mr. Paul Hall, secretary-treasurer
Seafarers International Union
51 Beaver Street
New York City

Dear Sir and Brother:

On behalf of the officers and members of Local 16 allow me to express our deep appreciation for the splendid cooperation you and your members gave us in helping to win the Howard Johnson strike.

This strike was in many ways a crucial one for our union. These employers were trying to reestablish an open shop, hourly wage type of operation which was eliminated many years ago on Broadway. Had they succeeded, they would have imperiled the wage standards and conditions of thousands of union workers.

That this did not happen is a tribute to the staunch support we received from Brother Al Bernstein and all the other members of the SIU who were in there pitching with us for the duration of the strike. Their action was in the best traditions of trade unionism.

Once again with many, many thanks for your outstanding support, I remain,

Fraternally yours,
David Siegal
David Siegal
President

DS/ha

Time and again the SIU membership's policy of aiding fellow-trade unionists in legitimate beefs has proved a vital factor in snatching employers' attempts to destroy hardwon wages and conditions. The above letter, from the president of a union that has accomplished much in the drive to wipe out substandard conditions in its industry, should fill Seafarers with pride. As the letter states, “their action was in the best tradition of trade unionism.”

The policy of inter-union cooperation, so religiously followed by the SIU, is imperative in protecting the interests of all organized workers. A defeat for any trade union is a defeat ultimately felt by all trade union members.

The West Coast CIO longshoremen has been practically shorn of its top communist officials as a result of Harry Bridges' conviction on a perjury charge by a Federal Court jury in San Francisco two weeks ago.

The Frisco jury found Bridges guilty of lying that he was not a communist when he obtained American citizenship. Convicted with Bridges were two other top leaders of the International Longshoremen's and Warehousemen's Union, CIO, who had helped him to get his naturalization fraudulently. They are James R. Robertson, first vice-president and Henry Schmidt, international representative.

Although Bridges had evaded the US government for the past ten years, he found the going hard in his attempts to win control of the entire US waterfront for the communists.

BLOCKED BRIDGES

Acting with other AFL maritime organizations, the Seafarers International Union repeatedly smashed the power-seeking moves of the commies and their number one waterfront tactician.

Back in 1946, when Bridges made his strongest bid for control of the US maritime industry by forming the Committee for Maritime Unity, composed of the CIO maritime unions, the SIU led the fight that ended in the CMU's collapse.

Legal maneuvers will undoubtedly delay Bridges' deportation. If and when he is finally ousted from the US, he will probably continue his waterfront activities in behalf of the communists from another sector. Bridges is president of the World Federation of Maritime Unions, set up and controlled by the communist-dominated unions in Europe.

Formidable opposition awaits Bridges in that capacity, too, for the powerful International Transportworkers Federation, with which the SIU is affiliated, is prepared to lock horns with the commies whenever they attempt to smash any of the free and democratic waterfront unions or disrupt the flow of goods between the world's democracies.

Free Trade Union Body Launches Battle For World-Wide Democracy

WASHINGTON—The strongest effort in world history to unite free labor of all nations is underway.

This was revealed by J. H. Oldenbroek, secretary-general of the 3-months-old International Confederation of Free Trade Unions, on his first official visit to the United States.

The campaign is planned for at least 3 years and will reach into Asia, Africa, the Near and Middle East, South America and countries behind the Iron Curtain. These are some of the steps already authorized:

1. Dispatch of a mission to the Far East and Southeast Asia for a 2-month investigation of social and trade union conditions.

2. Establishment in that part of the world a training college for trade unionists, to operate for 3 years at least.

3. Opening of well-staffed offices in New York and Geneva

to work with the United Nations, International Labor Organization, United Nations Educational, Scientific and Cultural Organization and other world bodies.

ARMS AID

4. Assure delivery of American arms to western European democracies with the aid of working agreements with International Transport Workers Federation and other trade secretariats.

5. Carry the message of free democratic labor behind the Iron Curtain to the non-communist peoples of Czechoslovakia, Poland, Roumania, Esthonia, Latvia, Lithuania. “They are not communist, they are just under an iron heel,” Mr. Oldenbroek said.

Mr. Oldenbroek emphasized that all of these things will be carried out without imposing anything on peoples or nations.

“We are not imposing anything,” he said. “We will assist them so that they may teach themselves and get necessary influence in public life.”

Mr. Oldenbroek said the new Confederation is prepared to work with governments.

“But we are also prepared to criticize governments,” he said. “That distinguishes us from the World Federation of Trade Unions which is prepared to criticize only those governments which don't take orders from Moscow.”

“We commend the American government for the European Recovery Program and Atlantic Pact. We criticize the American government when it tries to establish relations with Franco Spain.”

The new Confederation speaks for more than 50,000,000 workers in 53 nations, including the AFL and CIO in the United States.

IT'S A SMALL WORLD



Just a few days before this scene, Frenchy Michelet (left) and Eddie Mooney were thousands of miles apart. But their ships hit New York at the same time and here they are as chairman and reading clerk at the Mar. 29 meeting.