

SEAFARERS LOG



Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

VOL. XII

NEW YORK, N. Y., FRIDAY, NOVEMBER 24, 1950

No. 23

SUP Beats Off Bridges' Raid

Lundeberg Presents SIU Case

The Congressional subcommittee investigating the activities of the Military Sea Transportation Service heard SIU President Harry Lundeberg's charge that the Navy-operated shipping agency "has endeavored and attempted to encroach upon private shipping and upon civilian merchant seamen."

After outlining the position of AFL seamen toward MSTTS, Lundeberg submitted a brief to the subcommittee of the House Merchant Marine Committee, the full text of which begins on page 3.

Apparently operating under specific orders from the communist international to halt their steadily dwindling prestige on the West Coast waterfront, Harry Bridges' job-hungry longshoremen have again launched a jurisdictional raid against the Sailor's Union of the Pacific.

Using the same tactics they employed in the ill-fated Coos Bay Beef in 1946—phony picketlines and goon squads—the commie-controlled longshoremen are trying desperately to grab jobs that have traditionally belonged to the SUP.

In fact, the raided jobs—working packaged lumber on deck in the loading and unloading operations of steamships—are part of the SUP's contracts.

The SUP has successfully staved off the raiding attacks and the Marine

Firemen, Masters, Mates and Pilots, Marine Engineers, and the Marine Cooks and Stewards members have stayed aboard the ships and ignored the commie picketlines.

On the East Coast, members of the SIU's Atlantic and Gulf District have vowed all-out support—physical, financial and moral—to their West Coast affiliate in the fight against the mad communist raid.

The manner of the commie-led attack on the SUP follows the same pattern in all ports where the mob scenes have been staged.

PHONY LINES

In both Wilmington and San Pedro, Calif., bands of approximately 500 men picketed the SUP-contracted lumber schooner, C-Trader, without success. Everywhere the lines were classified as "phony" and were not recognized by any organization.

Last Friday, when the ship left Wilmington, SUP Agent Charles Brenner and 14 other members went to the Union Hall at 440 Avalon Boulevard. Shortly after, more than 300 longshoremen surrounded the building and began an attempt to storm the Hall.

The SUP men barricaded themselves in the building and announced they were ready to defend themselves against any and all attackers. The commie-led mob then smashed all the windows and began wrecking cars in the area belonging to SUP men.

When SUP members began
(Continued on Page 4)



Harry Bridges' Falling Down

Harry Bridges' ill-conceived jurisdictional raid on the Sailors Union of the Pacific sounds much like the futile flappings of a dying fish left high and dry.

There's no question that Bridges is falling down, and every time a commie-line stalwart starts slipping, the party machinery gets rolling in a frantic effort to create confusion and chaos.

Despite the fact that, in some West Coast ports, the members of the SUP are tremendously outnumbered by Bridges' forces, the Sailors are determined to pin back the ears of the commie's number-one waterfront strategist.

Nor will the SUP be fighting alone. The SIU's Atlantic and Gulf District will back its West Coast affiliate with every resource at its command—physical, moral and financial—to slap down the latest communist-inspired maneuver.

History points to a discouraging outcome for Bridges. He and his fellow plotters have been frustrated time and

again whenever they sought to spread commie-control over North America's waterfronts.

In 1946, in the strikingly similar Coos Bay Beef, the SIU-SUP, aided by the AFL Maritime Trades Department, knocked the props from under Bridges and his commie Committee for Maritime Unity in another jurisdictional raid on the West Coast Sailors. In fact, that

(Continued on Page 2)

Play It Close To The Vest, Brothers

Incidents have been reported to the Union of fights arising as the result of differences among crewmen in the course of card games. The Union is not interested in, and has no intention of interfering with the way Seafarers spend their off hours.

However, when card games develop into shipboard clashes, they are damaging to the Union's reputation and to its contractual relations. It is the Union's job to see to it that incidents of the sort mentioned do not react to the disadvantage of the membership as a whole.

Anyone, therefore, who is guilty of causing shipboard fighting, such as those reported to the Union, is liable to charges for conduct harmful to the best interests of his shipmates and Union Brothers.

Men who cannot gamble without getting involved in fights, should leave gambling alone.

SEAFARERS LOG

Published Every Other Week by the
SEAFARERS INTERNATIONAL UNION
OF NORTH AMERICA

Atlantic and Gulf District

Affiliated with the American Federation of Labor

At 51 Beaver Street, New York 4, N. Y.

HAnover 2-2784

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



Bridges' Falling Down

(Continued from Page 1)

encounter spelled the finish of the CMU, which the commies had fashioned as an instrument for putting the US waterfront under their domination.

The current raid, aimed at SUP-manned lumber steamers, is an effort to once again grab jobs that are traditionally and contractually those of the West Coast Sailors.

Oddly enough, Bridges has been given aid and comfort by a California professor, who has acceded to Bridges' request that he arbitrate the issue. How people professing disgust with communist methods and tactics, on one hand, can be duped into helping their cause is beyond understanding. Maybe it's the result of living too long in an ivy tower.

Feeble efforts like these will not alter the outcome of Bridges' indefensible move.

The SIU has called the shots on Bridges before. Calling it again, we'd say his raid on the SUP looks as though his jig is up.

Commie 'Education'

From now on everyone in the Soviet Zone of Germany is going to be a red head. But the color of a guy's hair doesn't have a thing to do with it. It's what's inside of the cranium that the commies are concerned about.

So to properly fill German heads with the official red blend of history, the director of the Ministry of Popular Education of Saxony-Anhalt has issued a directive that will govern education in the schools there.

Here are excerpts from the line he laid down:

Organization of schools in the Eastern zone must be carried out according to purely Eastern ideas. For this reason, the teaching methods of the Soviet Union will be the guiding influence in the schools of the Eastern zone.

The term "military heroism" must take on quite a different form from that which prevailed hitherto. Our soldiers are not heroes, for they fought neither in defense of their country nor in support of the high ideals of the noblest in man.

They may only be pitied as the unfortunate victims of the false policies of a false tyranny. Men like Bismarck, Moltke, Hindenburg and Frederick the Great do not deserve to be looked upon as heroes. The Russian soldiers and military leaders, on the other hand, are heroes in the true sense of the word, for they defended a fatherland that had been treacherously attacked. These are the lines on which history lessons should be given.

Every teacher must combat militarism.

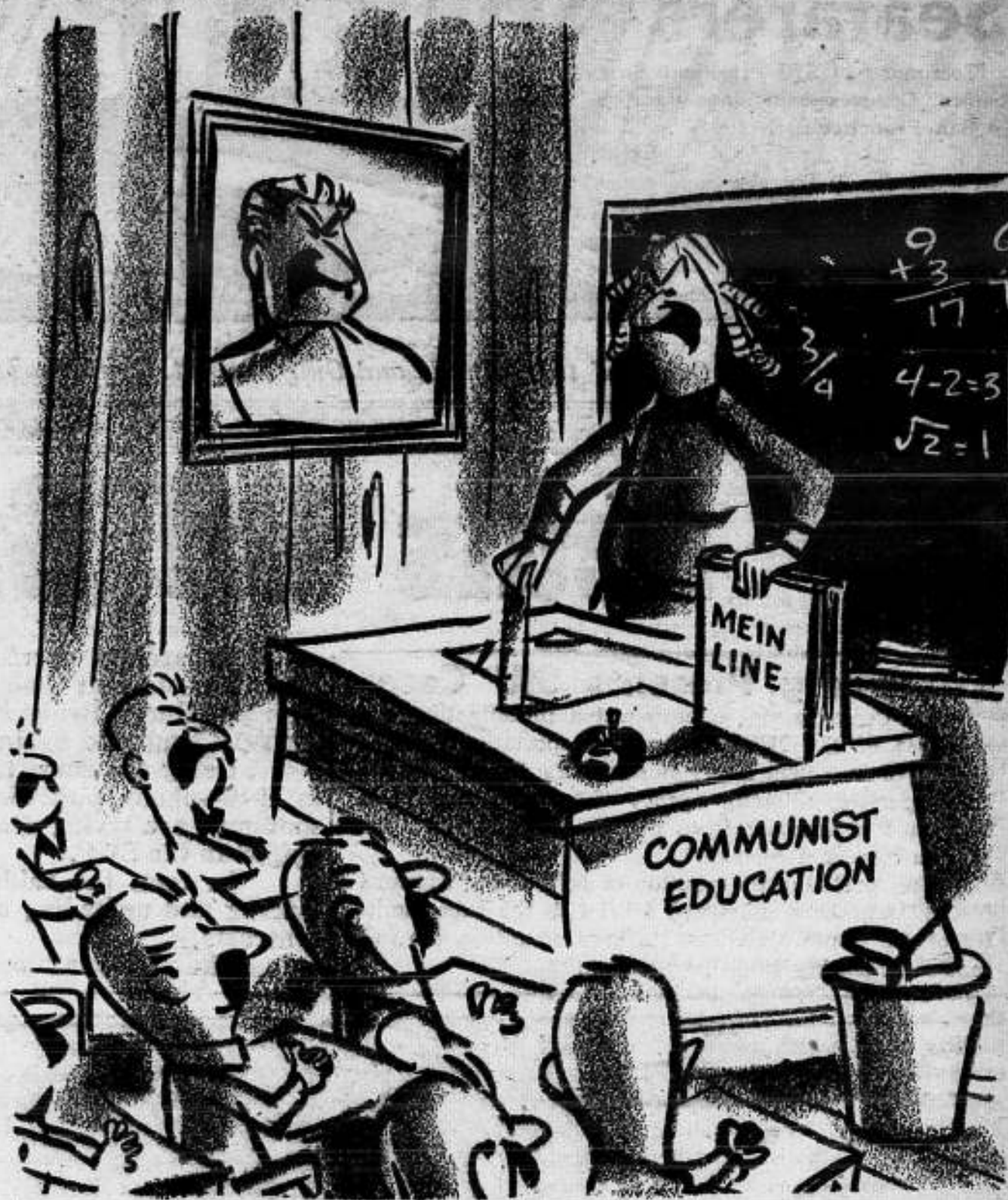
When dealing with the question of the occupation force it must be borne in mind that the Russians are here as defenders of their country, which we after all attacked without justification and laid waste. Therefore it is obvious that we really must show some understanding toward the occupation force, unpleasant though it is, and respect it. It is nonsense to talk about freedom. Nobody is free, for everyone is dependent on his needs, his surroundings and the conditions under which he lives.

Every teacher must be political.

In politics the SED (Socialist Unity or Communist party)—and the SED alone can claim the right to do so—will give the lead. Other parties must follow its lead.

Every teacher must first and foremost be an official of the SED and therefore be politically active. A politically active teacher is of more value than an old teacher, however good the latter may be pedagogically. It is the degree of his political activity that decides the value of any teacher.

"ONE MIND - ONE VOICE!"



Men in the Marine Hospital

GALVESTON

- J. J. EZELL
- BEN SUMSKI
- L. COHEN
- A. MACIEL
- T. C. HICKEY

BALTIMORE

- WESLEY YOUNG
- FRANK NERING
- WILLIAM WOLFE
- SAMUEL DRURY
- E. J. BRADLEY
- G. MINISTERI
- JACK HOWARD
- WALTER HACKETT
- J. G. HARRIS
- M. D. WATT
- R. R. WINGERT
- JOHN A. MORRIS
- TIMOTHY SULLIVAN
- ROBERT DILLON
- FRED L. PITTMAN
- JOSEPH PILUTO

BOSTON

- R. LUFLIN
- CHARLES F. DWYER

SEATTLE

- JOSEPH McNULTY
- JOHN WARD
- WALTER YERKE
- FRED ENGLAND
- MALCOLM CROSS

NEW ORLEANS

- E. J. ALBINSKI
- JAMES E. BELL
- N. BOSSANYI
- CHARLES A. BROWN
- B. P. BURKE
- JOHN L. CALDWELL
- WILSON O. CARA
- B. F. CHAPMAN
- S. P. COPE
- R. CRUZ
- L. DONALD
- ALBERT GATEWOOD
- HARRY GERDES
- K. GUNDERSON
- G. HARDWIG
- WILHAM HERNANDEZ
- L. A. HOLMES
- D. D. KELLY

- H. F. LAGAN
- LEO LANG
- M. E. NEWMAN
- K. RAANA
- WILLIAM ROCHELLE
- CHARLES THOMPSON
- L. TICKLE
- T. ULINSKI

SAVANNAH

- LEO KODURAND
- L. C. SHEDD
- W. VAUGHAN

ELLIS ISLAND

- G. C. GAGE
- M. COLLINS
- B. T. KNEW

SAN FRANCISCO

- JOSEPH SAXTON
- JAMES H. BRANDON
- GEORGE H. NOLES
- J. H. EMORY
- E. E. RITCHIE
- DONALD P. GELINAS
- EDWARD L. PRITCHARD
- JAMES R. LEWIS
- W. WATSON
- JAMES HODO
- THOMAS J. CONNELL

STATEN ISLAND

- R. P. NIEVES
- F. KUBEK
- D. KOROLIA
- J. LUCAS
- J. MOLINI
- B. RAMIREZ
- J. HANSON
- L. HOLLIDAY
- R. GRESHAM
- C. FIGUEROA
- B. DARLEY
- J. QUIMERA
- H. J. MOORE
- YOU TZANG
- E. SPAULDING
- C. HANSEN
- B. JURKOWSKI
- C. EZELL
- A. VASQUEZ
- S. GLYPTIS
- D. GARDNER
- R. CHRISTOPHER

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.)

MANHATTAN BEACH

- A. LOMAS
- V. CHESNER
- W. PADGETT
- J. PADZIK
- R. CABRERA
- H. TUTTLE
- V. MILAZZO
- M. BRUNO
- P. VORKE
- J. J. DRISCOLL
- J. H. ASHURST
- J. SPAULDING
- J. T. EDWARDS
- J. LIGHTFOOT
- E. FERRER
- R. A. BLAKE
- E. LOPEZ
- S. BURGSTROM

Bill Padgett, SIU delegate at Manhattan Beach Hospital, can be contacted from 3-4:30 PM every day on the second deck, West Side, Ward L.

MOBILE

- W. E. ALPIN
- TIM BURKE

FORT STANTON, N.M.

- GIDLOW WOODS
- A. McDONALD
- R. A. RADCLIFF
- S. WALKER
- H. THURMAN
- W. MEEHAN

PONCE PUERTO RICO

- R. V. SUAREZ

Seafarers States Its Case Against MSTs

(Testimony of SIU President Harry Lundberg before Congressional Investigating Committee in San Francisco.)

The American Seamen have serious grievances against the action of the Military Sea Transportation Service in its declared policy of by-passing bona fide American seamen.

The MSTs was established in August 1949 through a directive of the Secretary of Defense effecting a consolidation of all military sea transportation facilities with the Department of the Navy.

It is our observation that since the establishment of the MSTs, this organization has endeavored and attempted to encroach upon private shipping and upon civilian merchant seamen.

When the war started in Korea, it became immediately necessary to use quite a large fleet of merchant vessels for the purpose of carrying supplies to our armed forces. One of the first things the MSTs did was to go out on the market and charter a number of foreign ships — among them Greek and Panamanian ships. When our organization immediately protested this action on the part of the MSTs, we received from Admiral Callahan and Assistant Secretary of the Navy in Washington, D.C., various and sundry excuses stating that there were not enough American ships available and that they had to have certain types of vessels to handle certain types of equipment, etc.

These, of course, were just alibis and not legitimate excuses, because, in the first place, the ships which the MSTs chartered were mostly Liberty ships, which are rigged the same as any other vessel. They are not any better equipped to handle special types of cargoes than any other American ships. As a matter of fact, they are all ex-American ships built in this country.

It was also stated that no American vessels were available. This seems mighty peculiar to us in view of the fact, particularly on the Pacific Coast, there are huge fleets laid up in the San Francisco Bay, in the Columbia River and in the Puget Sound areas and anyone knows it doesn't take a lifetime to re-fit a Liberty ship ready for service. As a matter of fact, some of the foreign ships chartered by the MSTs were lying around on the Pacific Coast for weeks afterwards, waiting for cargo. So these excuses do not hold water with us.

After our vigorous protest against this practice had been taken up in the proper quarters in Washington, it became evident that the MSTs discontinued the policy of chartering foreign vessels. I might say though, while on this subject, that a British ship was loading military supplies in San Diego for Korea. When the ship was ready to leave, the coolie crew (nationals of India) refused to sail the ship because of communist agitators among the crew. Consequently, the ship was delayed while the British operators attempted to fly in replacements.

While on the subject of foreign ships, it is very clear that no screening was done and no attempt was made to check these foreign ships as to whether or not they carried agents of foreign countries.

On the other hand, American civilian crews sailing into those waters were screened by the FBI, the Naval Intelligence and the Coast Guard. It seems mighty peculiar to us that on one hand the authorities should insist on such a severe screening for American civilian crews, while on the other hand they allow ships under a foreign flag to sail in there without the crews being screened or checked up on as to the safety of their handling American military supplies destined for the battle areas of Korea.

Whether or not the MSTs knows this, it is a well-known fact that crews sailing in Panamanian ships are composed of the cheapest type of men picked up in waterfront ports all over the world, and contain many communists. As a matter of fact, it is also known that the Soviet

Government owns quite a number of Panamanian ships indirectly under subterfuge corporations. That has been exposed in national magazines, so if the MSTs does not know this it is sadly lacking in its duties, and chartering these types of ships with these types of crews constitutes a menace to the national security, which indicates negligence on the part of the MSTs.

We further find that when a large number of American vessels were taken out of the lay-up fleet to be re-activated for the purpose of carrying supplies and troops to Korea and to the war fronts in the Orient, many of these ships taken out, instead of being handled in the usual manner by private operators with civilian crews sailing under collective bargaining agreements, they were immediately taken over by MSTs. MSTs carried on their expansion program and decided they would operate them directly themselves.

This, we protested to Washington for many reasons: It was very evident, particularly in San Francisco, that the MSTs did not have qualified seamen to man these vessels. Consequently, they went out on the open market, outside of San Francisco, and picked up so-called "seamen," flew them into San Francisco, housed them in the Y.M.C.A. on the San Francisco waterfront, kept them there until they placed them in the vessels they intended to operate. They also advertised in the papers for seamen. This is where our particular objection comes in.

At that particular time, in the port of San Francisco there were conservatively over 3,000 qualified, bona fide, loyal American seamen ready and available to man any type of ship, but notwithstanding this fact, the MSTs saw fit to fly to this Coast a motley crew of incompetent men to man their ships. We notified Admiral Callahan of the MSTs in Washington, D.C., that we were willing, able and qualified to man any and all ships they needed seamen for and we were able to furnish them with loyal American seamen. However, this was to no avail.

We can only take the position that the overall policy of the MSTs, whoever is concocting this particular policy, is definitely hostile to organized seamen. When we spoke about 3,000 seamen being available in the port of San Francisco alone, with a possible 6,000 seamen or more available on the Pacific Coast, we naturally meant seamen who are affiliated with various labor organizations. These loyal American seamen were on the beach, looking for work. As a matter of fact, some of them, or most of them, had been out of work for many months due to the sharply reduced American Merchant Marine in the past years.

Now when we go back some years to the Second World War and dig up the records, we find very clearly that practically all war material, gasoline, and a large majority of troops were carried in ships operated by Union seamen. For instance, all the large passenger vessels on this Coast were operated by Union seamen. As a matter of fact, the Queen Elizabeth, the British ship, and other British ships that were carrying war supplies during the last war were operated by British union seamen.

The record of the American seamen during the last war and also during the first world war is very clear. The American seamen sailed ships into all waters, regardless of the danger involved, and the heavy toll taken of American seamen in loss of lives proves that they were ready and willing to sail ships wherever they were called upon to sail them. The same condition prevails today, with the exception now it is very evident that the MSTs has no intention of utilizing trained personnel, and we can only assume that the MSTs and the policy makers of same are hostile to American union seamen.

I have had occasion to read a letter sent by Assistant Secretary of the Navy, John T. Koehler, to Congressman John Shelley of California, dated October 3, 1950, supposedly in reply to a letter sent to the Assistant Secretary by the

Congressman September 6, 1950. I quote from the letter:

"There is a necessity to provide ships for troop transport and the movement of certain kinds of equipment and material for which privately-owned shipping is either unavailable or unsuitable. Secondly, it is essential to have a nucleus fleet of auxiliary vessels to be employed in peacetime for supply missions and available for assignment to the mobile support of the fleets during emergencies. Finally, an experienced operating and administrative organization must be maintained in peacetime to serve as an essential base of rapid expansion required by war or other national emergencies."

Comment: This statement by Mr. Koehler tells quite a story. First of all, there is no merit to the argument that privately owned ships are not available and are not suitable, because privately operated ships are equipped with gear capable of handling any type of material, heavy machinery, etc. In other words, they can handle any type of cargo. They did it during the last war. Why can't they do it during this war? Secondly, as we have stated before, there is a large number of American ships available. In regard to the movement of certain equipment and material, private ships and private seamen can handle any kind of material and equipment any place in the world.

As for Mr. Koehler's comment that "an experienced operating and administrative organization must be maintained," this, we contend, is just eye wash, because who are more qualified and experienced to administer and operate vessels than private operators who do this year in and year out and who, naturally, in private competition must, of necessity, develop the finest type of operation in order to survive?

The MSTs, or any other Government service, could not qualify alongside a private concern in any type of industry because there is no competition in Government operations. A Government employee usually takes a lackadaisical, easy going attitude, which does not develop sharp, fast and qualified operations.

Mr. Koehler definitely lays down a policy which we are opposed to: "The developing of a nucleus fleet of auxiliary vessels by the MSTs to be employed in peacetime for supply missions." We maintain that this is not only unnecessary but it is a waste of the taxpayers' money.

A cargo vessel operated by the MSTs under Mr. Koehler's plan will carry a certain amount of supplies to certain military outposts. In most cases, it will come back to the Continental United States empty. This is a very expensive operation. On the other hand, a privately owned vessel may take half of its cargo in military supplies to military outposts. The rest of the vessel can be filled up with general cargo, if there aren't enough military supplies, going in the same direction. Upon the discharge of military supplies, these vessels would go to nearby ports in the area and attempt to get cargo back to the United States. Consequently, cargo in privately operated ships could be sent much cheaper to the gain of the taxpayers.

Mr. Koehler states: "An operation of this magnitude was not accomplished, however, without the fullest and closest kind of cooperation between the various segments of the maritime industry and the Maritime Administration itself."

This is the first time we have heard that there was close cooperation between anyone. Every shipowner that we have talked to has complained bitterly. The only reason they haven't complained officially is that they are afraid they will lose whatever little cargo they already handle for the Army and Navy.

However, to my knowledge, there is no Union which has cooperated closely with the MSTs, except that all Unions have offered to furnish the MSTs with qualified, bona fide seamen at the prevailing wage rates and conditions under col-

(Continued on Page 10)

Bridges Thrown For Loss In New Raid Against SUP

(Continued from Page 1)

arriving the following morning the longshoremen dispersed.

In Coos Bay SUP Agent Johansen and Whitey Benz were attacked by approximately 25 Bridges men. Johansen suffered three broken ribs and internal injuries which will keep him laid up for some time.

One SUP member, off the MT

Work Starts On Now HQ Building

The hammering and chipping of construction gangs at work this week in the SIU Atlantic and Gulf District's new Headquarters building were welcome sounds to Seafarers anxious to enjoy the benefits of their own, fully-equipped, modern Hall in the Port of New York.

The alteration job on the structure, located on Fourth Avenue, between 20th and 21st Streets, near the waterfront in Brooklyn, got under way following the awarding of the contract to the Leeds Construction Company.

According to present estimates, the project is expected to be completed and the building ready for occupancy around the latter part of March, 1951.

The renovation job is under the supervision of Seafarer Frenchy Michelet, who acted in a similar capacity during the renovation of the SIU Hall in New Orleans two years ago.

Details of work involved in transforming the present structure into modern, comfortable and suitable quarters and of the facilities that will be available for the membership upon the job's completion will be made known in the next issue of the SEAFARERS LOG.

Whitney, was reported badly beaten by longshoremen after entering a ginmill alone and unaware of the situation.

The Bridges' group attempted to call in a Dr. Paul Prasow, a University of Southern California professor to "arbitrate" the issue. The SUP flatly turned down the "arbitration" offer, as that of a "do-gooder knowing nothing of the basic issues," stating that no one was qualified "to arbitrate away work that traditionally belongs to and has been SUP members' jobs."

As far as the SUP is concerned the issue is pure and simple. The Bridges' outfit is facing a problem of conserving its strength in face of reports that the CIO intends to put a dual organization into the long-shore field.

Since the CIO national body threw Bridges' union and other commie-controlled outfits out of the organization, Bridges has met with several communist-line labor officials to discuss setting up their own group.

The current face-saving effort of Bridges in raiding the SUP steamships is reminiscent of the Coos Bay Beef in 1946. At that time Bridges ordered members of his union to refuse to unload cargo from the SUP-contracted SS Mello Franco, in Coos Bay, Ore. He demanded that the ship be manned by a crew representing the Committee for Maritime Unity, a group of the red-led CIO unions.

Retaliatory pressure by the AFL Maritime Trades Department on the East Coast against the CIO outfits in the CMU resulted in Bridges calling off the Coos Bay raid.

This defeat was one of the factors that lead to the subsequent abandonment of the CMU.



FORE 'N AFT

by Johnny Arabasz

Hank's Fund still growing. If you haven't helped yet, see the port Agent. . . "Baltimore Bob" McCullough trying to make a mid-town street resemble East Baltimore Street. Two more beers ought to do it. . . One of our Union Brothers insists that the membership know the answer to the riddle: "What is it a man does standing up, a woman sitting down, and a dog on three legs." The answer, according to him, is shake hands. What corn. . . Did you know that the "mortality rate" (turn-over in picards) has averaged twenty-five percent, since the Union started?

It goes without saying, that everyone is impatient for the new Union Hall in Brooklyn to be opened. It will be several months yet, but all the waiting will be worthwhile. We understand that there are even going to be doors in the joint. . . Will the member who cruised the second deck in New York, telling friends that the Union just signed with a new twelve-ship company, please see the Secretary-Treasurer and let him in on the secret?

You can start in the Norwegian Merchant Marine as a Deck Boy if you are fifteen years young. You must then work your way up to Ordinary Seaman, then become a Light-Hand, then an AB and finally you can sail Bosun, by which time you wish you hadn't started at all.

. . . The wind just blew Vince Kelleher into town, but it didn't blow the wind out of Vince, who can talk your ear off.

My happiness went sour this week. A newspaper headline read, "Settle Suit Over Peddler's Will." I thought for sure that Westbrook Peddler had died, but it was just some poor peddler. Incidentally, inflation is really here. That poor peddler only had \$114,000. . . John Iglebakk still waiting for one of Waterman's Antwerp-Rotterdam-Bremen runs. . . Contrary to other expressed opinions, the real reason that Bosuns get grey, is because of old age.

Al Clouse, John Hunt, Glen Lawson and Bill Datzko among those recently shipping into Cities Service's Lake Charles Specials. Incidentally, if you have tankeritis, Lake Charles is a good place to ship from. Keith Terpe is the Union's representative there. . . The SEAFARERS LOG is compiling a series of articles in which it intends to give facts, figures, places, etc. relative to buying rugs, trinkets, souvenirs, wallets, etc. and getting your money's worth. In other words, when you buy some piece of merchandise in a foreign land, you will be in a position to know if the product is genuine, approximately what grade of product it is, what the best country or port to buy such an item is, etc. If you have any information or special talent which will help the LOG do a first class job on such a series of articles, contact the Editor of the LOG, either in person or by mail.

NY High Court Turns Down Appeal Of Ex-Permitmen

In an unanimous decision handed down on November 14, the Appellate Division of the New York Supreme Court turned down the appeal of 29 former permit men for an injunction and damages against the SIU, Atlantic and Gulf District.

The ruling of the court, composed of Justices Glennon, Dore, Cohen, Callahan and Shientag, upheld a decision rendered last year by Supreme Court Referee Isidor Wasservogel, dismissing

the original suit for injunction and \$250,000 in damages.

The 29 men claimed that they had been illegally expelled from the Union.

In effect, the decision of the Appellate Division held that the plaintiffs are not, and never were, members of the Union, and consequently do not possess the rights of members. Accordingly, they cannot insist on the same procedures that members can.

The Appellate Division's decision marked the fifth time that the 29 plaintiffs were denied action against the SIU. In addition to Referee Wasservogel's dismissal of the damage suit last year, three applications for temporary injunctions were refused by the courts.

In affirming Referee Wasservogel's decision, the Appellate Division justices also awarded to the Union court costs involved in the litigation.

The Union's case was prepared and presented by Seymour Miller of the law firm of Benjamin Sterling of New York City.

Referee Wasservogel's decision, affirmed by the Appellate Division, said in part:

"The evidence clearly indicates that plaintiffs were merely permit holders in the Union and as such were granted the privilege of working on union-affiliated ships only in the event that no book members were available for employment. . . In accepting the permits, plaintiffs voluntarily accepted their qualified employment of temporary Union sanction. . .

"In the absence of any allegations and proof of malice or conspiracy, the court may not concern itself with the motives of the Union or the propriety of the action taken, and will not interfere in the internal affairs of the Union on behalf of persons who admittedly never held

membership books in the organization. . .

"... Nothing in the record warrants the conclusion that defendant's officers or members acted with fraudulent intent or in bad faith in withdrawing permit cards from plaintiffs. Under these circumstances plaintiff's claim for damages may not be sustained. Judgment is rendered for the defendant dismissing the complaint on its merits. . ."

Mobile Expects Better Shipping

By CAL TANNER

MOBILE—During the past two weeks shipping in the port of Mobile has been extremely slow, with only two offshore ships paying off and taking just a few replacements.

The next two weeks look like they will be somewhat better with the Antinous, Morning Light, De Soto, Mobilian and the Wild Ranger, for Waterman, the Patriot, Clipper, Roamer, Planter, and the Alcoa Corsair, Alcoa Company, due to hit this port for payoff and replacements.

We still have plenty of men on the beach and probably will have for quite awhile, unless shipping picks up quite a bit in the next few weeks.

We have received reports from Seattle that shipping is very good out there, and that if any one would like to get out soon to go to that port and they would have a good chance to grab a ship.

We would like to remind the members who are coming into Mobile, if they haven't voted yet, to please come to the Hall and do so before they leave town.

Shipping Slow, But OT Beefs Keep NY Busy

By JOE ALGINA

NEW YORK — Although we handled seventeen ships for pay-offs, the week was a slow one in this port. Despite the slowness of shipping the Patrolmen had plenty to keep them busy. On one ship, the SS Steel Admiral, the Patrolman ran into overtime beefs aplenty in all departments. He put in a full day on the ship, but got it all squared away in the crew's favor.

The Mate on the ship had given the crew a good share of the grief. He wailed that the SIU had fouled up the agreement so that it was impossible for him to even paint out his own room. He told a crewmember that no matter what he did the crew watched him like a hawk and puts down for overtime.

The Mate thought he was General MacArthur or something, as the crew says he told them "I'll turn to who I want when I want to. If there are any beefs, put in for overtime. I'm Chief Mate on here and I want all my orders carried out. If I tell you to drop a boom, then drop it!"

The boom was dropped on the

Mate when the overtime was tallied and collected by the crew.

WRITE HEADQUARTERS

I'd like to urge crews on long trips who don't find everything running smoothly to keep cool and not blow their tops. Instead, they should write a letter to Headquarters giving us the beef. We'll try to straighten it out with the company or give an interpretation of the agreement, whichever is needed. It's hard to communicate back and forth, but many times Headquarters

has been able this way to clear up a shipload of beefs before the trip was too far gone.

We've had a complaint recently concerning crewmembers smoking while their ship lay at ammunition docks. This is a very explosive matter, and I'm not kidding. There are areas set aside for men to smoke. If a guy doesn't care what happens to him, he should at least consider the other guy who might want to live a couple more years.

Shipping Still Good In Seattle

By RAY OATES

SEATTLE — News from the port of Seattle is still very good as far as shipping goes. We had a welcome invasion of about a dozen bookmen from Mobile, who came overland to Seattle to ship. When this edition hits the street all of them will have shipped.

The boys from Mobile have some beefs about the Seattle weather which is starting to get a little chilly. The main beef is that they can not find a restaurant in town that serves grits.

The shipping picture for the

next few weeks looks very good. The Robin Goodfellow will be in off the Korean shuttle-run after a four-month trip, and will take a full crew.

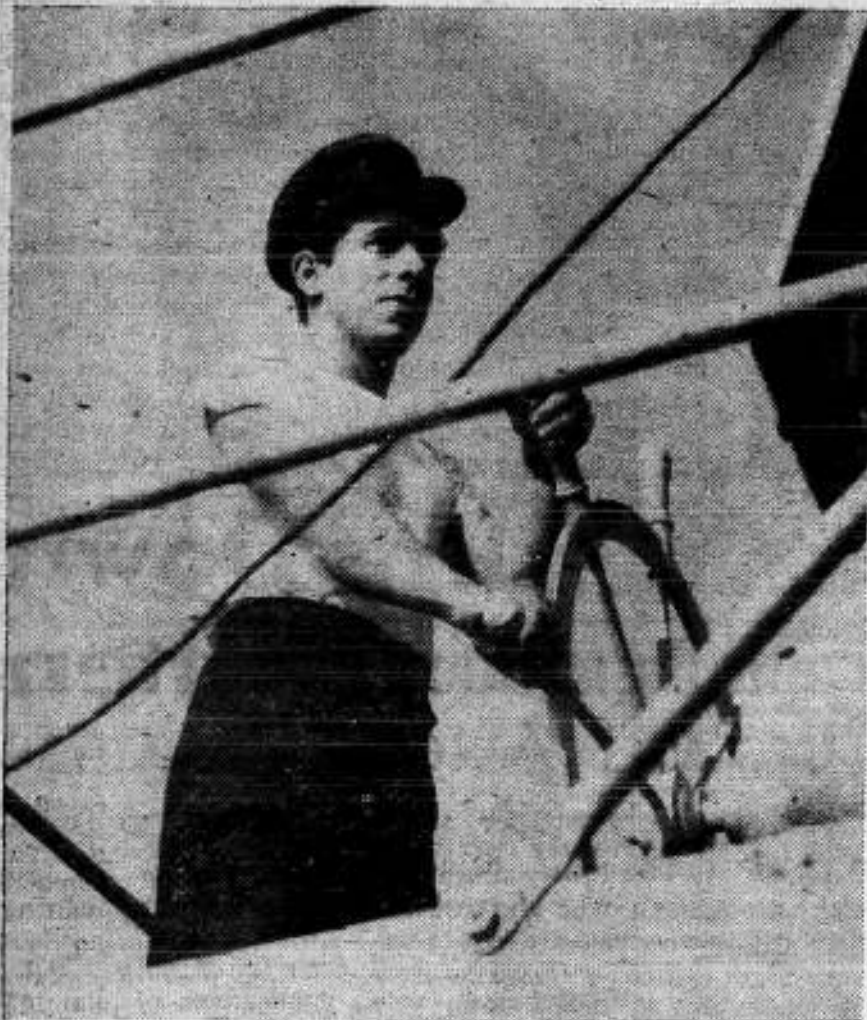
We may also get a Victory ship in from a long trip to payoff. We can not get any advance information from the companies on their arrivals, but the crews have been keeping in touch with the Hall through the mail.

Any bookmen wanting to drift this way will find it good shipping, and will not have to wait too long for a job.

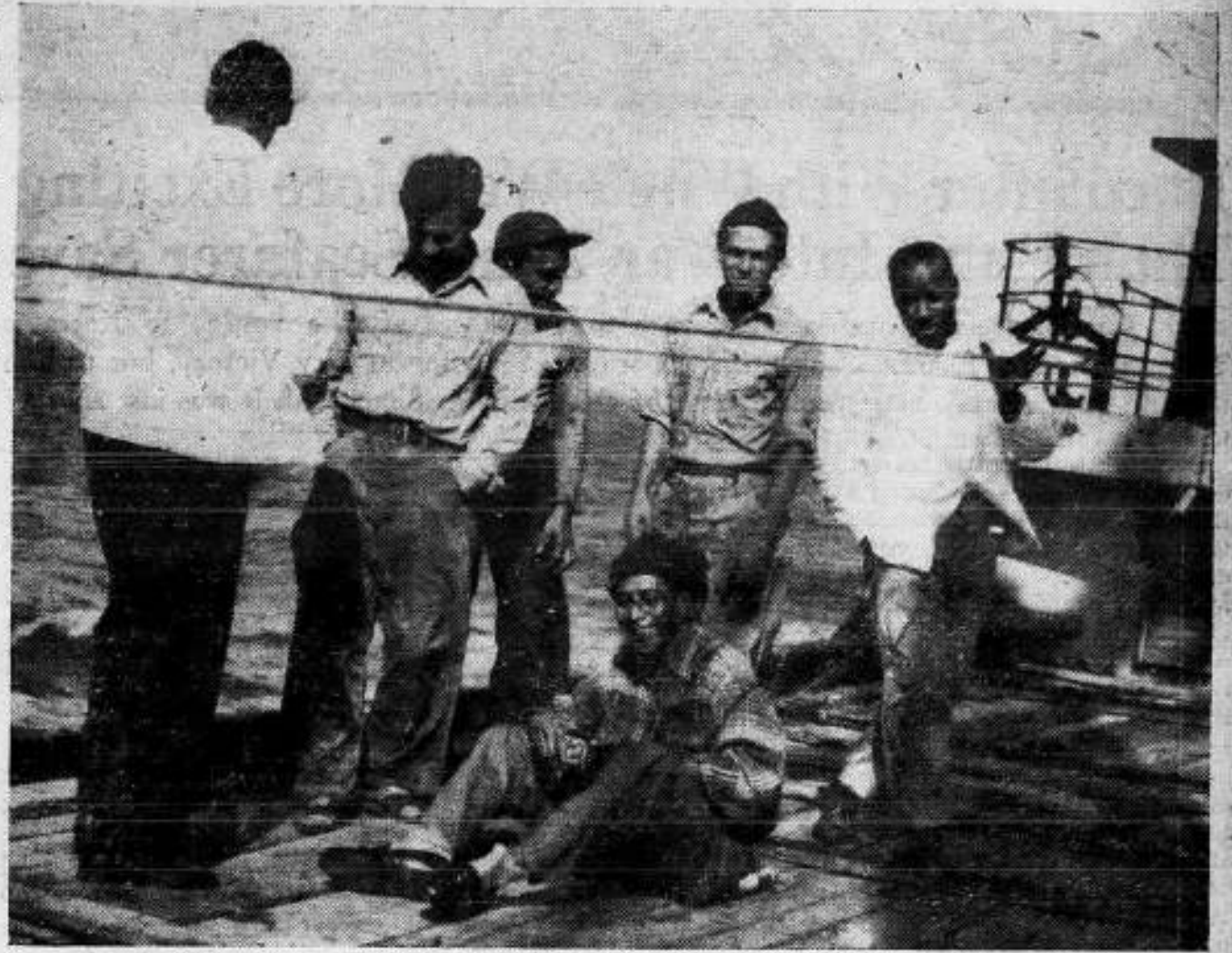
Snapshots From A Seafarer's Album

Seafarer Juan Colpe is convinced that one picture is worth a thousand words. Ever since he began sailing SIU-contracted ships many years ago, he's been accumulating a pictorial record of his voyages. As a result he already has a voluminous album, which he says he'll keep expanding at the conclusion of his trips.

Colpe also frequently contributes shipboard photos to the SEAFARERS LOG. Those appearing on this page were taken by the seafaring cameraman on a few of his most recent trips.



Photographer Colpe thought the wheel would make a good prop for a photo of Luis Diaz, AB. The result is this salty scene, which Colpe regards as one of the best shots taken on the Inez.



Coffee time aboard the SS Inez was the occasion of some unexplained jollity for this group of Seafarers. Left to right: Curtis (back to camera), MM; an identified AB; Camacho, Carpenter; Saragoza, Bosun; Pringle, MM, and Cunao (sitting).



It was chilly in Turkey when the Inez called at Istanbul so Luis, an OS, broke out his cold weather gear and had Colpe shoot him just for the record.



Colpe titled this shot "Wishful Thinking." Chief Cook Keno demonstrates what he thinks would be an ideal setup—being able to keep the galley going by manipulating the winch controls.



Coming into the Near East port of Beirut, Lebanon, these three Inez crewmen came out on deck to see the sights. Left to right: Juan Colpe (the photographer), Chief Cook Keno, and Second Cook Pepper.



This shot is a reminder of a recent trip made by Colpe aboard the SS Alcoa Polaris. The trio—Juan Usara, OS; Carmelo Aponle, Wiper, and Ramon Santiago, Carpenter—were just loafing it on their time off as the vessel smoothly rode the seas one day off Bermuda.



SHIPS' MINUTES AND NEWS

Encounter With Whale Was More Exciting Than Entry Into War Zone, Seafarer Says

One of the first Seafarers to return to the States after a voyage to Korea is Thomas Parrett, former Utilityman aboard the SS Jefferson City Victory, but to him the trip to the battle zone packed none of the excitement expected. It was just another trip.

Despite the fact that his ship delivered its cargo to Pusan at the time when the United Nations forces were making a last ditch stand less than 30 miles away, Parrett found the port had the unmistakable appearance of a big army base, but hardly the supply heart from which a bitter life and death struggle was being fought in the nearby hills.

SWIPING

The 37-year-old veteran of wartime voyages through the Mediterranean and Atlantic in the late war was prepared to find a port under siege with the appearance of front line operations; instead he found Army longshoremens and South Koreans working on the piers with no sign of concern. The people of Pusan too, Parrett observed, showed the nonchalance of people thousands of miles away from danger. Despite the peaceful appearance soldiers told Parrett that snipers occasionally drew a bead on those working along the docks.

There were no restrictions against going ashore and roaming around, though crews were required to be aboard ship after dark. Entertainment offered was sparse in the port compared to other Far Eastern stopping place, but according to crewmembers who had been there before the shipping started, Pusan was never much of a place for shore leave.

When Parrett's ship arrived in Pusan early in September after its hurry-up trip from New Or-



THOMAS PARRETT

leans, they found ahead of them the SS Black Eagle and SS Robin Goodfellow, both SIU crewed ships operating on the shuttle run between Pusan and Yokohama.

While the ship unloaded, Parrett saw other vessels discharging Scotch and Australian troops, though by far the greatest number of soldiers debarking were GI's from American transports. Almost all of the ships Parrett saw tied up in the port were American, with a smattering of British vessels.

After three days in Korea the ship left for Yokohama, where orders were received to proceed to Honolulu. Enroute to Hawaii the ship experienced its only noteworthy incident, according to Parrett. A whale got fouled up in the ship's propeller. After a tussle, the ship worked its way

free and continued on its way. Following the loading of army cargo in Honolulu, the ship returned to New Orleans, where Parrett paid off on November 1.

When asked if he cared to return to Korea, Parrett shook his head and answered "Not for me. I'd rather go to a part of the world where there is some excitement."

Final Dispatch

Twenty-two year old Seafarer Ruel L. Smith died at sea, 175 miles out of Galveston, Texas, on September 27 of pneumonia. Smith was serving as Engine Maintenance aboard the USNT Mission San Fernando.

The young Seafarer had been a member of the SIU since 1948, when he joined in New York. His home was Waco, Texas.

According to the statement of a fellow crewmember, Smith complained of feeling ill the day prior to his death but thought it was nothing serious. When the acuteness of his illness was noted a seaplane was called for, but Smith died before the plane arrived.

† † †

Malcolm D. Getchell, died in Baltimore Marine Hospital on October 23 following an operation. Brother Getchell was 26 years old. A member of the deck department, Getchell joined the SIU in 1946 in Baltimore. He is survived by his parents of Meadville, Pa.

† † †

Seafarers of the Wilmington Branch on October 13 attended the funeral services for Seafarer Randolph Schreiber who died in St. Mary's Hospital on October 10. The 60-year-old Seafarer succumbed to a chronic illness.

Schreiber had been a member of the SIU since 1947 and sailed in the Stewards Department.

He is survived by a brother, Raymond, of Dayton, Ohio.

-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.

THE NAVIGATOR'S JUST OFF THE PRESS



Bobby Daigrepoint, Bell Boy aboard the SS Del Norte, displays latest edition of the Navigator, shipboard publication of the vessel's unlicensed crewmembers.

Topa Topa Gooneybird News Flies Off After 2 Editions

Shipboard newspaper activity continues to flourish on SIU ships. The principal development in this field this month was the rollicking but brief appearance of the Gooneybird News-Review, a one-page edition of chit-chat put out by an anonymous editor aboard the SS Topa Topa.

The November edition of the Gooneybird News, was the second and last. The anonymous editor didn't say why he was making his farewell in the shipboard publication business, but it is hoped that some enterprising Seafarer will resume its publication on the next voyage.

With the Gooneybird's fare-

well came an improved Advocate, publication of the SIU crew aboard the SS Puerto Rico. Printed on a new mimeograph, recently purchased out of the ship's fund, the November 12 issue of the Advocate certainly appears to be one of the most attractive all-around jobs yet attained.

In addition to the customary advertising from spots in ports visited by the Puerto Rico, the Advocate contains gossip items in sufficient quantity to satisfy the most inquisitive crewmember.

The Advocate has its serious side, too, as evidenced by the sensible front-page editorial urging all hands to cast their ballots in the Union elections now being held in all A&G District ports.

Seafarer In Khaki



Robert Guzman, former SIU member now with the US Army in Germany, has his Dad, Hector Guzman, carrying on for him as a sailing man. Like his son, the elder Guzman is a member of the Seafarers. He sails in the Deck Department.

5 Tugs Haul Tini Off Rocks Near Cherbourg

The SIU-manned SS Tini, a Carras Liberty ship, resumed her course, after having run aground on the rocks off Cap de la Hague, near Cherbourg, this week.

The Tini was refloated by five tugs, which towed her into La Sagine, sheltered anchorage west of Cherbourg Roads, and ran her onto a sandbank to keep her secure overnight.

Bound for Cherbourg, Antwerp, Rotterdam and Bremen, the Tini was loaded with 4,000 tons of military supplies, including 37 Sherman tanks.

Retired Member Randall Makes Mucho Chips — 'Taters, That Is

Not all Texans make their chips in the oil business. For instance, retired Seafarer William Randall makes his out of potatoes down in Rio de Janeiro.

Bill's got a thriving little enterprise in the Brazilian Big Town, where his potato chips, or batatas fritas, may be had in the best cafes, restaurants and bars.

Brother Randall, sells and advertises his product under the trade name "Familiares," and according to reports reaching the LOG, they are "the best in town."

A former Chief Cook, Bill sailed on the Delta ships Norte, Mundo and Sud and other vessels whose home port is New Orleans.

Although he hails from Spur, Texas, Brother Randall is quite at home in Rio. He got married down there two years ago and he's becoming an accomplished speaker of Portuguese.

Bill makes it a point to meet keep tab on the doings of his the Delta ships occasionally as many friends and former ship-mates in the SIU. they come into Rio, so he can



WILLIAM RANDALL

Digested Minutes Of SIU Ship Meetings

STONY CREEK, Oct. 15 — Chairman, Richard Bauer; Secretary, Oscar Payne. Delegates elected. Proposal made to start a ship's fund toward renting film for projector owned by a crewmember. Motion carried to have new mattresses ordered in Texas.

ANDREW JACKSON, Oct. 8 — Chairman, L. Phillips; Secretary, C. Cousins. Delegates reported no beefs. Letter from Headquarters concerning Cities Service read. Motion carried to write a letter to Senator Murray thanking him for his committee's efforts in behalf of seamen.

PENNMAR, Sept. 24 — Chairman, Kase; Secretary, L. Van Evers. Delegates reported number of books and permits in their departments. Crewmembers voted to donate \$1 toward fund for welfare of crew. Each department Delegate to make up a repair list and submit it to Ship's Delegate.

LONE JACK, Oct. 28 — Chairman, William Tradewell; Secretary, Chester Lohr. Delegates reported number of books and permits in their departments. Repair list made up and approved. Book shelf and beach chairs to be purchased from ship's fund.

WANDA, Nov. 5 — Chairman, W. Lawton; Secretary, F. Johnson. Delegates' reports accepted. Suggestion made that ship be fumigated before next trip. Discussion on new wage scale. Delegates advised crew to keep record of all overtime after October 15. Ship's fund now stands at \$15. Ship's Delegate reported that ship was on par with other SIU-contracted vessels and no member need hesitate about shipping aboard her.



MARORE, Sept. 24 — Chairman, J. Gergorus; Secretary, W. Blakeslie. Delegates reported number of books and permits in their departments. Suggestion made that coffee urn in night pantry get a thorough cleaning. Department delegates to make up repair lists to be given to Ship's Delegate.

TRINITY, Oct. 22 — Chairman, C. Hullun; Secretary, K. Hatgimios. Deck Delegate reported small overtime beef. Other Delegates reported all in order. Motion carried to elect a committee of three to draft a resolution regarding Coast Guard interference in signing on, and speeding up of payoff. Each Department to make up a repair list.

WINTER HILL, Nov. 1 — Chairman, D. M. Irvine; Secretary, R. Perry. Ship's Delegate reported that money had been sent to J. Fleming's sister. Stewards and Deck Delegate reported disputed overtime up to 36 hours. Irvine elected Ship's Delegate. One crewmember who had been a discredit to the ship was voted to be given another chance.

SEATRAN NEW JERSEY, Oct. 25 — Chairman, Walter Beyeler; Secretary, Vincent Monte. Ship's Delegate reported that he

SEAFARER SAM SAYS:

When writing to Headquarters for information, for a duplicate book or permit, or to pay dues, please include your book or permit number.



Since there are many men with the same or similar names, full information is needed to keep the records straight and avoid delay and confusion.

had sent a letter to Senator Murray in behalf of the crew, giving thanks for the fine job done in the investigation of the Cities Service anti-union practices. Delegates' duties explained to crew. Crew asked to cooperate in turning in dirty linen on time. Steward asked if crew wished to suggest changes in menus. No changes requested.

ROYAL OAK, Nov. 11 — Chairman, Paul Ulrich; Secretary, Frank Robertson. Discussion on new Coast Guard papers. Suggestion made to purchase a radio for messroom out of ship's fund. Crewmembers urged to return glasses to messhall as messmen are being caused inconvenience. Skipper given a vote of thanks for providing an ample slopchest during the voyage.

PAOLI, Nov. 4 — Chairman, R. La Pointe; Secretary, B. Richardson. Deck Delegate reported that sailors entering pumproom should put down for overtime. Motion carried to rotate the cleaning of the recreation room among the three departments. Ship's Delegate to see Captain about obtaining draw in American money in Canada.

ALAWAI, Oct. 30 — Chairman, E. Moyd; Secretary, A. Phillips. Delegates reported no disputed overtime or beefs. Statement of 2nd Cook to be referred to Patrolman in San Francisco. Members to take up collection for a new washing machine.



JOHN STAGG, Nov. 1 — Chairman, William Prince; Secretary, Chris Karas. Delegates reported on number of books and permits in their departments. Motion carried that crew back up the Steward in seeing that additional stores be placed aboard for the next trip and that no one signs on unless the stores are put aboard.

LOGANS FORT, Nov. 3 — Chairman, Orvis Robichaux; Sec-

retary, William Morris. Delegates reported no beefs. Motion carried for the Deck Delegate to see Mate to determine who gives the men orders, the Bosun or the Mates. A brief talk on the history of the SIU organizing drive and the contract given by Brothers Weaver and Morris.

BEATRICE, Nov. 5 — Chairman, Claude Fisher; Secretary, George Rutherford. Delegates reported all in order. Motion carried that Ship's Delegate see Patrolman concerning larger fans for the rooms that need them. Delegates told to adhere closely to Union rules on time permits are allowed aboard ship.



STEEL MAKER, Oct. 28 — Chairman, E. Landley; Secretary, T. Concepcion. Ship's Delegate reported \$20 in ship's fund. Engine Delegate reported disputed overtime; other departments okay. Departmental Delegates told to turn in repair lists to Ship's Delegate. Steward asked to order homogenized milk.

GOLDEN CITY, Oct. 8 — Chairman, J. Mitchell; Secretary, Otto Hoepner. Delegate reported ship's fund standing at \$108. New washing machine purchased from Maritime Electric Corp. for \$108. Motion made to continue ship's fund; 17 in favor of it, 11 against it. Motion carried that no members are to make private deals with department heads for overtime work. Motion carried that ship be secured for sea before leaving port for the safety of the Deck Department. Rule was violated on last trip to Europe.

TADDEL, Nov. 5 — Chairman, Bernard J. Curran; Secretary, Stanley Stucoski. Delegates reported everything running smoothly. Suggestion made that more cigarettes be put aboard for next trip.

JEFFERSON CITY VICTORY, Oct. 29 — Chairman, Workman;

Secretary, Spivey. All Delegates reported disputed overtime. Motion carried to have Patrolman clarify work done by Electrician by chipping inside winches. General alarm bells to be checked for volume. Ship's Delegate gave a short talk on unionism. Vote of thanks given Steward for serving of chow.

OREMAR, Oct. 15 — Chairman, C. Gibbs; Secretary, B. Robbins. Delegates reported number of books and permits in their departments. Ventilation on ship to be improved. Air ducts to be cleaned. Wipers' foc'sle has been painted and Oilers' foc'sle is next.

SEA THUNDER, Oct. 19 — Chairman, W. Reidy; Secretary, N. Peterson. Delegates reported all in good standing. Motion carried that delegates make repair list and check slopchest with the Captain. Tarpaulin muster brought \$4.37 to cover mailing costs.

FRENCH CREEK, Oct. 29 — Chairman, H. McCoskey; Secretary, J. Baxter. Delegates reported all in order. Motion carried to write letter to Senator James Murray thanking him for investigation of Cities Service's anti-labor activities. Each crewmember to donate \$1 to ship's fund at first draw. Departmental Delegates to make their repair lists in quadruplicate.



DESOTO, Oct. 22 — Chairman, Maurice Olson; Secretary, Phillip Reyes. Deck Delegate reported he had received clarification on delayed sailing. Other departments reported to be running okay. Motion carried that a letter of thanks be sent to Senator Murray in appreciation of the efforts of his committee in exposing the illegal activities of the Cities Service Oil Company. Crewmembers discussed shortcomings of heating system aft.

DEL VALLE, Oct. 29 — Chairman, M. McCarty; Secretary, M. C. Gaddy. Letter sent to Senator Murray from Rio giving the crew's thanks for his committee's work in the Cities Service case. Suggestion made to make up an arrival pool for the old washing machine at \$1 a chance. Crewmember's beef about being given two days off to go to the marine hospital to be referred to Patrolman. Suggestion made that all ventilators be blown out.



JEAN, Oct. 8 — Chairman, Jo Jo Touart; Secretary, John Durkin. Delegates reported everything in good shape. Crewmembers urged to write Senator Murray for the work his committee has done in behalf of American tankermen. Three departments to cooperate in leaving laundry clean. Crew expressed its thanks for receiving the LOG by mail and voiced their appreciation for the wage increase.

SALEM MARITIME, Oct. 24 — Chairman, S. Deir; Secretary, William Burke. Delegates reported no beefs of major importance.

Short talk given on men assuming responsibility of office in conducting shipboard meetings. Letter to Senator Murray read and approved by crew.

STEEL ADMIRAL, Oct. 29 — Chairman, S. Evanchuck; Secretary, T. Freeland. Deck Delegate reported 522 hours disputed overtime. Foc'sles not being painted out. Entire ship has about 1,000 hours of disputed overtime. Steward to either bring up man on charges or forget his beef against the man, in his department.

ANGELINA, Nov. 2 — Chairman, William Davies; Secretary, Arthur Marini. Delegates reported everything okay. Motion carried to refer matter of man paid off in Puerto Rico to New York Patrolman.



PORTMAR, Oct. 4 — Chairman, G. Douglas; Secretary, C. Bedell. Delegates reported on number of books and permits in their departments. Motion carried that each man donate 25 cents to Carpenter to reimburse him for the wringer on washing machine.

ARCHERS HOPE, Oct. 18 — Chairman, R. O'Rourke; Secretary, K. Bowe. Delegates reported few minor beefs. Motion carried to make up a ship's fund. Motion carried to check slopchest before next trip to see if sufficient clothing is aboard.

CITRUS PACKER, Oct. 24 — Chairman, Henry Dukes; Secretary, G. O'Connor. Delegates reported everything satisfactory. Several members talked on Union brotherhood and conduct, and the importance of having regular meetings aboard ship.



ROBIN GOODFELLOW, Nov. 3 — Chairman, Charles Gardia; Secretary (not given). Delegates reported disputed overtime in all departments. Army men reported as doing some of the Stewards Department overtime. Motion carried to see heads of departments to find out what is disputed in the overtime. More efficient marking of overtime sheets asked of department heads.

GOVERNMENT CAMP, Nov. 5 — Chairmen, J. Lupton; Secretary, H. Goodfried. Delegates reports made and accepted. Ship's fund reported at \$26; each man to contribute \$1 at payoff. Magazine subscriptions to be purchased from ship's fund. Entire crew asked to cooperate at fire and boat drill.

EDITH, Nov. 9 — Chairman, W. Reid; Secretary, L. Rizzo. Delegates reported some disputed overtime. Delegates to be reimbursed for cost of transportation to and from the Union Hall. Discussion on getting decks and foc'sles painted.

THE MEMBERSHIP SPEAKS



Shelley Urges Immediate Probe Of Military Sea Transport Service

To the Editor:

Enclosed please find a copy of the portion of the Congressional Record containing the remarks of Representative John F. Shelley of California on the Military Sea Transportation Service before the House of Representatives.

Congressman Shelley's view of the MSTs should be of interest to seamen, because he blasted the attempts of that organization to exercise military control over the shipping industry, which he declared is strictly civilian in character.

Shelley told the House that the "high-handed manner in which policy makers are bypassing and side-tracking the private merchant marine in the present crisis."

The California Congressman's concern over the MSTs operations was shown throughout his speech, part of which follows:

GREEN CREWS

"MSTs has taken over large numbers of ships and are attempting to man them with green crews, hired from the streets and placed in temporary civil-service ratings. They do not have the necessary berthing, dock and loading facilities to expeditiously handle the cargoes they are appropriating to themselves. With inexperienced crews and dock-side personnel, supplies do not get proper handling. Their ships are lying idle waiting for berths and cargo. All this, with privately owned ships and facilities unused, and with a desperate need for the most efficient possible dispatching of materiel and troops. It seems evident that MSTs has seen fit to begin building up a shipping empire of their own with the intention of perpetuating it.

"This is not the whole story: The Navy's Transportation Service has now under charter a large number of foreign ships, operated by foreign crews, and engaged in logistics operations vital to the security of the United States. I have endeavored for weeks to obtain a satisfactory explanation as to why this policy is being continued. I have been told that they needed ships quickly and that they needed fast ships.

NO EXPLANATION

"This explanation does not tell me why so many foreign Liberty ships, sold at give-away prices by this Government after World War II, are included among those foreign ships on charter. Besides taking needed business and jobs away from our own operators and seamen, this foreign-ship operation has an even more serious side.

"Shortly after United Nations intervention in Korea our maritime unions and private operators voluntarily set up a program for screening every man-jack boarding a ship engaged in

military transport in order that Communists and subversives might be weeded out. This was a recognized necessity to protect our ships and supplies and the lives of our men.

"The program was approved by the Government and is operated by the Coast Guard. What becomes of that program when MSTs turns over whole vital operations to ships manned by foreign crews from countries which may be hotbeds of communism, and where no provisions are made to investigate or screen the personnel?

SKIDROW HIRING

"Further, the civil service crews hired from the skidrows of our port cities undergo no screening. They not only lack experience and bungle operations, but there undoubtedly are among them planted spies and saboteurs bent on destroying us. And while this goes on our maritime hiring halls are full of loyal, unemployed Americans who know how to do the job."

The Congressman also stated that he had called upon the House Armed Services Committee and House Merchant Marine Committee to make a thorough investigation of the MSTs practices and recommend legislation to correct its harmful aspects.

By the way, the MSTs finkherders have not been so active around here since the blast against them appeared in the SEAFARERS LOG.

I had a phone call from Mr. Lytel, the head of the Seamen's

YMCA here in Seattle, beefing about that part of the LOG write-up, which stated that the YMCA shipped 1,400 men to MSTs. The way it should have read was that the Seamen's YMCA reports that 1,400 men have shipped through MSTs since the Korean War—from the Puget Sound and Seattle area.

As we understand it, Mr. Lytel does not encourage men to ship through MSTs, but goes along with the maritime unions.

Ray Oates, Agent
Seattle SIU Branch

New Orleans SIU Members Back Beef Of AFL Butchers

To the Editor:

Enclosed please find copy of the front page of a recent edition of New Orleans States newspaper. As you can see the SIU was helping the AFL Butchers Union here.

The Butchers have a legitimate beef and some Seafarers who were voluntarily helping on the picketline were hauled off by the police.

The Butchers are most grateful to us of the SIU for our support and guarantee us their support wherever and whenever they can help. Our Port Agent, Lindsey Williams, and Buck Stephens really did a job in this beef.

PICKET CAPTAIN

I was out on the line as a picket captain, and I want to

TV Or Not TV For Kiddies? Let Papa (Who Pays) Decide

To the Editor:

"There are some things a son or daughter won't tell you!"

That's the big headline of full page advertisements appearing in the newspapers last week designed to shame American parents into buying television sets for their youngsters.

The advertisers, the American Television Dealers and Manufacturers, are now using the kids as a springboard for increasing the demand for TV sets.

Anyone who doesn't run out and buy a set after reading the ad can consider himself an irredeemable louse, intent upon

torpedoing the hopes, ambitions and social stability of American youth.

Your seven-year-old son may complain, says the ad, that "The kids were mean and won't play with me!" Then the ad starts shaking a finger at you and beating you down to the size of the selfish cur that you are, with:

"Do you expect him to blurt out the truth—that he's really ashamed to be with the gang—that he feels left out because he doesn't see the television shows they see, know the things they know?"

And down in the lower corner of the page the Television Manufacturers provide the authority for their parental lashings. There's a testimonial by a certain Angelo Patri, "Noted Behaviorist and Authority on Child Guidance," who finds it extremely profitable to guide kids into owning their own TV sets.

Says the noted Angelo: "Youngsters need television for their morale as much as they need fresh air and sunshine for their health. . . . It is practically impossible for boys and girls to 'hold their own' with friends and schoolmates unless television is available to them. Of course there would be no conflict if parents brought television into the home. . . ."

But getting TV sets into all American homes is not a bad idea. I'm for American working men and women getting and enjoying all the benefits of scientific research and accomplishment. On that score I'm probably in agreement with the manufacturers.

The only big fly in the ointment is this: how are all American workers going to manage to ante up around \$200 or \$300 for the sunshine-bringing TV gadget?

Is American industry willing to increase its payroll so that its employees can respond to pressures made upon them by industry's advertising?

If so, then there's no problem. And there will be no further need for using the poor kids as hostages for TV sets.

Frank (Blackie) Otyos

STEEL CHEMIST CREW CAN'T MIX ANY IN CALCUTTA

To the Editor:

The Steel Chemist arrived here in Calcutta on Labor Day where we expect to spend about two weeks. Then we head for New York, arriving there about October 19, just a few days from my 65th birthday.

The crew of this deepsea race horse is a great and fine one. No performers and all fine seamen. The ship is like a home, except of course, that there are no mamas.

India is dry and there is very little hot stuff around here, so the lads will drink coca-cola. So what!

"Uncle" Otto Preussler
SS Steel Chemist

Strathcape Weathers Tilt With Hurricane



Friction is something that doesn't exist aboard the SIU-manned Strathcape. In this typical scene of good shipboard fellowship are (left to right): Captain A. Loucas; Charles Martin, Bosun; Dick Hemingson, DM; Jack Surles, AB, and Steve Zubovitch.

To the Editor:

Just a few lines to let you know we're alive and kicking on the SS Strathcape, now in Eire.

The trip got off to a walloping start in Houston, where the MEBA tried to force recognition of their union on this company, which had already recognized the BME as bargaining agent for its engineers.

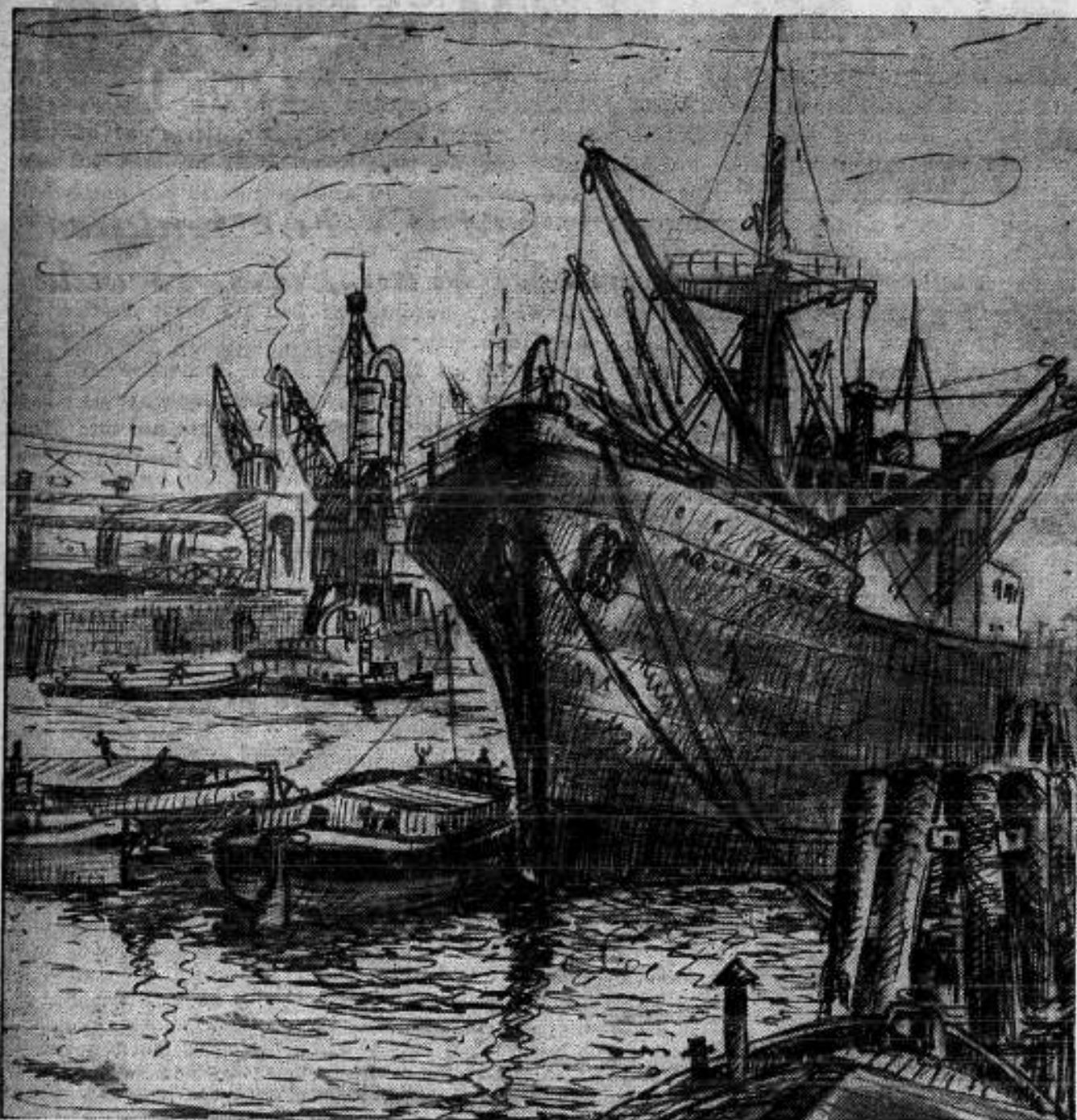
They tried to keep the longshoremen from finishing their loading but the beef was straightened out and the ship sailed without any delay. This was strictly a phony beef on the part of the MEBA.

The trip since Houston has been smooth outside of a hurricane which we got mixed up in in the North Atlantic.

The cooperation between officers and crew on this ship couldn't be better. All the Mates and a few of the engineers are former SIU men. Captain A. Loucas is a square shooter from beginning to end, and any crew sailing with him may expect a pleasant trip.

Dick Hemingson
SS Strathcape

SEAFARER-ARTIST SAW IT THIS WAY



From the decks of the SS Hurricane, Norman Maffie, AB, sketched this view of the French freighter Aquataine unloading cargo onto lighters in Hamburg, Germany.

Brother Requests Clarification Of Rates For Overtime Under New Wage Increase

To the Editor:

Since our new wage scale went into effect I have heard quite a few arguments, both pro and con, as to the rate of overtime for Deck Maintenance men and Second Cooks.

As per the wage scale in the October 13 issue of the SEAFARERS LOG, these men are entitled to \$1.54 per hour for overtime pay. This I can see as

a great benefit to them because they are usually the low men.

And whereas this concerns quite a few of our SIU Brothers I would like to get a clarification on this matter, to be printed in the LOG for the benefit of our Brothers who sail in these ratings.

Star Wells
SS Robin Trent
Yokohama, Japan

P.S.: Since the outbreak of the war in Korea there has been a large number of our ships hitting this port. None of them have been able to get any fresh copies of the LOG. So how about sending a few to the USS here in Yokohama?

(Ed. Note: The publication of the new wage scale in the October 13 issue of the LOG contained an error in the overtime demarcation point. This error was corrected in the November 10 issue of the LOG. Here are the overtime rates under the new wage scale, once again:

(On freightships, the over-

Steward Says Rest Comes Easy With Inner-Springs

To the Editor:

As Steward it has been my experience that putting inner-spring mattresses aboard ship for the unlicensed personnel has not only saved the companies money but it was greatly appreciated by the crews.

I'm sure that, as I have seen before, the crews will take proper care of these inner-spring mattresses. Also when they get more satisfactory rest our Brothers will have greater ease of mind.

T. E. Maynes

time rate is \$1.22 per hour for ratings receiving under \$262.47 per month, and \$1.54 for ratings getting over that amount. The standby rate is \$1.64 for an 8-hour day with time-and-a-half for overtime and Saturdays and Sundays. On tankers, the overtime rate is \$1.22 for ratings under \$258.24 and \$1.54 for those above that figure.

(Beginning with the November 24 issue, copies of the LOG will be sent to the USS in Yokohama.)

Quality Of Members' Labor Held SIU Bargaining Point

To the Editor:

Much has been said, and much more remains to be said about the benefits of a Union contract.

There's no time limit on it, but those benefits were not given to us—they were earned the hard way and were deserved. And these benefits will last as long as we continue to earn and deserve them.

It is easy (too easy) to say "I'm going to do as little as I can get away with, and if the boss doesn't like it to heck with him!"

That kind of an attitude may work if you're in business for yourself (although I doubt it) but the fact is that as long as you are working for somebody, you'll have a boss.

And the boss has to be satisfied with the way you do your job, or you won't have a job. That has always been true, and always will be true—union or no union.

Know Your Union, CS Crewmember Tells Shipmates

To the Editor:

This is addressed to Union men who are not just book carriers.

After a recent voyage on the French Creek, the palatial liner of Cities Service, I went to the SIU Hall on Beaver Street and got my book. It was a good feeling, too.

The line of stuff that had been put out by the phonies that the Union will use you and then throw you overboard was just a lot of anti-union propaganda.

You men riding unorganized ships, look your hand over. Go to the SIU Halls and get acquainted. I had the pleasure of meeting Bull Sheppard, Johnny Arabasz, Walt Siekmann and Frenchy Ruf on my visit to the Hall.

Bill Manley, by the way, was in Corpus to meet his boy Pete. I am going back out on a Cities Service ship.

Lee Arnold

A union is only as good as the men who belong to it. The only thing its members have to sell is their labor—your labor. And since the price of an article depends on its quality, it is up to us to see that the quality of the product we are asking our Union to sell for us is as high as we can make it.

Then we'll have a first-class reason to boost our prices.

Frank Robertson
(new member)
SS Royal Oak
Cities Service Oil Co.

Lauds Union For Defense Of Crewmen

The following letter was received recently by Sal Colls, SIU Agent in Puerto Rico, from Marion Ladwig, a former Seafarer now with the law firm of Mullinax, Wells and Ball, of Dallas, general counsel to the Texas State Federation of Labor:

Dear Sir:

Having been in the SIU myself, I listened with great pride for the organization when my twin brother, Bill Ladwig, told about your actions as Port Agent in San Juan, standing up against the ship captain and the steamship company for a single crewmember, a Union Brother.

I should like to express my personal gratitude to you for your courage in opposing what you considered an unjust charge against him.

Bill also related to me the example of real union solidarity when the local longshoremen's union back the SIU in its "beef" one hundred per cent. If you could let me have the name of the local agent for that union in order that I may add my thanks, I certainly should appreciate it.

If you are ever in Texas, please drop by to see some fellow AFL'ers in Dallas.

Fraternally yours,
Marion C. Ladwig

In The Army Now, Buleca's Busy From Bell To Bell

To the Editor:

Just dropping a line to the LOG to let all my buddies know that I'm in the Army. I have been in Fort Dix, N. J., for two weeks and there sure is a big difference in life here and sailing.

I'm in a field artillery outfit and, boy, do they keep you going. They get you up at 4:30 AM and they keep you going until 5 PM. Then after you eat supper they usually have you cleaning up the barracks until at least 8 or 9 PM. And I do mean, they keep you going.

The chow over here isn't even as good as it was on a Cities Service ship before it was organized. You get very little of it anyway.

They say I'm going to stay here for 14 weeks. I hope you will publish this letter so all my buddies will know where I'm at. My address is as follows:
Rc. Chas. Buleca, US 51020779
Bat. C, 34th Field Artillery
60th Infantry Reg., 9th Div.
Fort Dix, N. J.

Log-A-Rhythm

A TOAST TO THE SEA

By C. B. WARD

Here's a toast to the sea
That we never see,
For all the hum and humdrum
Of its pure montony.

'Tis poor Jack, alack,
On watch he must go,
Be it on lookout
Or to hell down below.

She runs like a clock,
And we are the hands,
Bound to go round
As long as time stands.

Your gay sailor lad
Is the one that's ashore,
'Til it's all hands aboard
For the rat race once more.

One would gather from this,
Be he that unwise,
That a sorrier life
No one could devise.

But to grumble and gripe
Is a sailor's way of play,
He would be at a loss,
If it were ever taken away.

While we're prisoners all,
Our warden the sea
Has been known to smile,
When so often we flee.

For she gives us parole,
On our own honor bright,
Knowing we'll return
As sure as there's daylight.

Though the sea grows wider,
The longer the wake streams,
There is no known boundary,
To a sailor man's dreams.

Each new port's a discovery,
And the past is astern,
To be broke out in memory,
When the long days return.

Seafarers States Its Case Against MSTs

(Continued from Page 3)

lective bargaining agreements. Yes, indeed, the American Unions did cooperate, but there was no cooperation whatsoever from the MSTs, so we can only assume that Mr. Koehler is attempting to convey the impression that everybody is happy and agreeable to this program, which is not so.

We quote again from Mr. Koehler's letter: "Perhaps in no other area has so much misunderstanding arisen as in the area involving MSTs procedures in recruiting necessary seagoing personnel. First of all, in securing such personnel MSTs is governed by the rules and regulations of the Civil Service Commission. The criticism directed at MSTs on this score may only be explained by a failure to accept this fact. Therefore, the claim that MSTs 'interposes' an unsatisfactory form of employment on seagoing personnel is, of course, without merit."

This statement of Mr. Koehler is certainly vague and ambiguous. First of all, as we have stated before, the MSTs has never attempted to get qualified bona fide seamen. They have bypassed them. Secondly, when they hire their so-called "seamen," they give them a temporary civil service status. There is no guarantee that these men they have engaged will be given a permanent civil service status. As a matter of fact, many of the men they have engaged have only lasted for a trip—and sometimes less. They have been fired or laid off.

It is definitely understood by each and everyone that when the so-called "emergency," which created the situation, in the mind of Mr. Koehler and his advisors, is over, the civil service status of the seamen employed by the MSTs will also be over. Who is kidding who?

We are definitely and openly criticizing the MSTs and we refuse to accept what Mr. Koehler describes as facts. We contend that these are just cover-up alibis.

I am quoting again from Mr. Koehler's letter: "A Coast Guard certificate or license of proficiency is a prerequisite to employment, and, under no circumstances, are any personnel, responsible for the safety of the ships, such as masters, mates, or senior engineering officers, permitted to sail without the certificates."

This, indeed, shows how little Mr. Koehler knows about the safety of ships at sea and it shows a total disregard of safety at sea by the whole MSTs. When they say, "Under no circumstances are masters, mates, or senior engineering officers permitted to sail without certificates," this acknowledges our contention that all the rest of the personnel aboard an average MSTs vessel, such as able-bodied seamen, unlicensed engine-room crews, and stewards department personnel, are not qualified seamen with certificates.

In case Mr. Koehler does not know it, each vessel, depending upon its classification, size and type, according to the United States law, must carry so many qualified, certified life-boat men. In the deck department, for instance, every Able-Bodied seaman must be a qualified and certified life-boat man. Likewise, all the rated personnel in the engine department must be so.

Does Mr. Koehler think that in an emergency the mates, the senior engineers and the master are enough to handle the safety of, say for instance, thousands of wounded troops in a troop ship? Does Mr. Koehler know what it takes to launch life boats, to man life boats, and to handle life boats? Evidently not.

We have definite proof and knowledge that if the MSTs can get certified, qualified men, they will take them, but the records show they have hired plenty of incompetent drifters to man their ships. An American seaman sailing in a privately operated ship must adhere to the strictest regulations and to a certificate system. For instance, in order to sail as an Able-Bodied seaman, which is one thing that makes a vessel seaworthy under

the law, namely, the number of certified Able-Bodied seamen carried, a seaman must sail three years' apprenticeship. He must take an examination and a rigid physical examination before he is certified. Evidently Mr. Koehler does not know that a ship is not considered seaworthy unless the whole personnel of the ship is qualified and experienced. He either doesn't know or doesn't care. It is very evident that a bunch of incompetent men have been hired to man MSTs vessels without regard for rules and regulations.

In the record of this Committee, there is a letter submitted by one Eugene Sowden, who was employed as a Bos'n's Mate aboard the BENEVOLENCE which was sunk in the Golden Gate as a result of a collision, with the loss of many lives.

Mr. Sowden points out definitely and conclusively in his letter that this ship was not seaworthy; that it didn't adhere to the safety rules or regulations in regard to equipment; that the lifeboat gear was out of order. Mr. Sowden brings out that the lifeboats were manned by men who didn't know how to launch them and the results of their inefficiency is proven by the disaster regardless of whether or not one believes Mr. Sowden's statement.

The fact remains that only one lifeboat was launched. It was also definitely established that one of the officers in his testimony before the Coast Guard stated that the lifeboat could not be lowered because there was not any power to do so, in spite of the fact that the vessel had gravity davits on the life boats.

In Sowden's statement, it is very clear that the crew was incompetent. Furthermore, after the BENEVOLENCE disaster, the MSTs instructed the crew to go to Alameda to apply to the Maritime Commission Training School for instruction in handling life boats. It is evident they would not have had to send their crew for instructions in the handling of life boats had they been qualified to begin with.

WAGES AND CONDITIONS

The MSTs is utterly and completely disregarding the law they are supposed to operate under as far as wages and conditions for seamen are concerned.

They have failed to carry out the mandates of Subdivision 8, Section 291 of Title II of the Federal Classification Act of 1949 which provides that the wages of crews of Government vessels be fixed and adjusted as nearly as consistent with the public interest and in accordance with the prevailing rate and practice in the Maritime industry.

Our organization had occasion to appear before the State of California Department of Employment Service, Division of Appeals, San Francisco District. A public hearing was held September 26th, 27th, and 28th before a duly appointed Referee, Mr. Donald Gilson. Appearing for the Union in our protest against the Department of Employment for refusing unemployment benefits to our men because they had refused to accept employment from the MSTs was Attorney Scully from the American Federation of Labor and myself in behalf of the Union.

There were two attorneys opposing our contention from the Department of Employment. There were approximately seven witnesses from the MSTs in various executive capacities appearing for the Department of Employment, their contention being that the MSTs did not violate their oath, and that the conditions and wages were good, if not better in the MSTs.

Mr. Donald Gilson, Referee for the State of California, in his decision dated October 10 certainly held with the Union and disregarded all testimony by the MSTs as not being factual.

I quote the following from the decision of Mr. Gilson:

"The evidence further showed that both the employment with the MSTs and the employment under union jurisdiction involved addi-

tional extra compensation over and above the base wage, overtime pay and penalty pay by virtue of provisions for the payment of bonuses under certain conditions. Men in both services were entitled to an additional \$2.50 per day while the vessel was west of the 180th meridian as well as a 100 percent basic wage bonus and a \$100 harbor attack bonus. In addition to the above, war risk insurance of \$10,000 was afforded to each man. These bonuses became effective for employees of the MSTs on September 1, 1950 and were in effect in private operations since June in respect to Korea and Formosa and from August in respect to the \$10,000 insurance coverage.

"The greater number of fringe benefits provided by the contract between the SUP and the Pacific Maritime Association resulted in remuneration in addition to the base rate to union members in amounts approximating 60 to 150 percent of the base wage of \$226 per month as contrasted with the more limited scope of the benefits available to ABs in Government employ which approximated 20 percent to a maximum of 33 percent of the base wage and was paid to such crew members over and above their basic wage. The evidence showed that this resulted in a monthly wage of \$450 to \$500 for union members as contrasted with a wage of approximately \$300 for Government seamen in the AB classification.

* * *

"In this respect it is also noteworthy that the differences in remuneration with which we are involved in the instant case have come about through the failure of the Governmental agency to carry out the mandates of Subdivision 8, Section 201 of Title II of the Federal Classification Act of 1949 which provides that the wages of crews on Government vessels be fixed and adjusted as nearly as consistent with the public interest and in accordance with the prevailing rate and practice in the maritime industry. No such survey of prevailing salaries has been made by the MSTs, the last such survey having been conducted by the Army Transport Service in 1947-1948. If the action dictated by this provision of the law had been carried out the variance in the benefits and remuneration between employment with MSTs and the private operators might not have been so great."

No comment is needed on Mr. Gilson's decision. It is self-explanatory. I am furnishing your Committee with a complete copy of his decision, which is attached to this Statement.

CONCLUSIONS

1. The American seamen urgently request that the MSTs and its functions be definitely established by law and limited to handling troop transports in the event there are no privately operated passenger ships being committed to that service.

2. We request that the MSTs be prohibited by law from functioning as common carriers, carrying supplies to military outposts. It is a duplication and a waste of the taxpayers' money as well as an infringement upon private enterprise and private shipping.

3. We request that the MSTs definitely live up to the law of the land instead of by-passing it as they have up to date.

4. We suggest that any and all manpower needed by the MSTs be employed from available manpower sources in the vicinity of the operation of the MSTs. For instance, in San Francisco there were thousands of available bona fide, certified men.

The MSTs should have contacted the Unions to furnish them with manpower under the prevailing collective bargaining agreements. We recommend to the Committee that a clear law be made allowing the MSTs to sign collective bargaining agreements with bona fide American seamen's unions.

Minutes Of A&G Branch Meetings In Brief

NEW ORLEANS — Chairman, Lindsey Williams, 21550; Recording Secretary, Bill Fredericks, 94; Reading Clerk, Buck Stephens, 76.

Motion carried to accept charges as read and refer to elected Trial Committee. Headquarters financial report read and approved. Minutes of all Branches read and concurred in. Agent reported that affairs of port were in good shape, and that shipping had picked up a little since last meeting. During period since, there were six pay-offs and, six sign-ons and approximately 25 ships in-transit. Communications read and motions carried to concur. Motion carried to concur in Headquarters report as read. Reinstatement committee recommended that Fred Easter be allowed to reactivate his book. John C.



Rehm took the Union Oath of Obligation. Motion carried that requests for extensions be referred to elected committee. Meeting adjourned at 8:25 PM, with 285 members present.

BALTIMORE — Chairman, Al Stansbury, 4683; Recording Secretary, G. A. Masterson, 20277; Reading Clerk, Leon Johnston, 108.

Oath of Obligation administered to John W. Rombo and Leon G. Sexton. No charges. Minutes of other Branch meetings read and approved. Motion carried to refer excuses to the Dispatcher. Agent said that shipping had been comparatively slow for this port. Motion by R. G. Roe, seconded by several, that any member dispatched to any Ore ship at Sparrows Point to replace man who has signed Articles, and who fails to report to ship one hour before scheduled sailing time, as per agreement, shall be paid four days' pay, instead of the present two days' pay—providing the original crewmember who signed on Articles wants to make the voyage. Motion carried. Meeting adjourned at 8:10 PM, with 350 members present.

SAVANNAH—Chairman, E. B. Tilley, 75; Recording Secretary, T. W. Burke, 36802; Reading Clerk, A. Smith, 36970.

Motion carried to suspend regular order of business to elect a Trial Committee. Following were elected to serve: C. Schuch, R. Bennett, R. L. Booker, F. Kagelmacher, W. Sanders and E. H. Searcey. Secretary-Treasurer's financial report read and approved. Minutes of other Branch meetings read and concurred in. Communications: Motion carried to accept letter from Brotherhood of Teamsters, Local 897, asking members not to use Yellow Cabs as long as they are being struck. Contents of letter from Trades and Labor Assembly of Savannah laid over to New Business. Tilley reported that Agent Bryant is in Jacksonville to meet SS Council Grove. Trial Committee's report read, along with Ballotting Committee's report. Motions carried

A & G Shipping From Nov. 1 To Nov. 15

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	13	5	11	29	10	6	4	20
New York.....	112	78	78	268	90	70	58	218
Philadelphia.....	35	17	20	72	23	12	22	57
Baltimore.....	112	73	69	254	51	56	40	147
Norfolk.....	13	10	8	31	7	8	2	17
Savannah.....	8	7	3	18	2	4	2	8
Tampa.....	(No Figures Received)				(No Figures Received)			
Mobile.....	39	24	29	92	17	13	17	47
New Orleans.....	48	41	60	149	61	57	71	189
Galveston.....	25	31	18	74	22	20	13	55
West Coast.....	63	52	51	166	56	65	42	163
GRAND TOTAL.....	468	338	347	1,153	339	311	271	921

to accept committees' reports. Motion carried that \$50 be donated to AFL Trades and Labor Assembly of Savannah, as other unions have, to enable TLA to help sponsor weekly radio program for organized labor. Meeting adjourned at 8:20 PM, with 37 members present.

PHILADELPHIA — Chairman, E. Abualy, 7047; Recording Secretary, H. Larson, 92; Reading Clerk, H. Gerie, 26783.

Minutes of previous meetings in all Branches read and approved. Motion carried to accept Secretary-Treasurer's financial report as read. Headquarters report to the membership read and approved. Agent discussed shipping, which had been rather slow during past two weeks. Excuses from members absent from meeting were referred to the Dispatcher. Meeting adjourned at 7:45 PM.

SAN FRANCISCO—Chairman, Lloyd Gardner, 3697; Recording Secretary, H. J. Fischer, 59.

Chairman explained that since there were not enough members present to constitute a quorum, the meeting had been called to check shipping cards until 7:30 PM. Committee also asked to check and audit books for week. Membership was reminded that Union elections are now being conducted.

MOBILE—Chairman, O. Stevens, 115; Recording Secretary, F. Drosak, 46030; Reading Clerk, R. Jordan, 71.

Motion carried to concur in Secretary-Treasurer's financial report. Minutes of meetings in other Branch reports read and approved. Port Agent discussed shipping in this port during the



past two-week shipping period. Motion carried to accept Ballotting Committee's report. Oath of Obligation administered to T. T. Nickerson, Ben Hubbard and Tom Henry Brown.

GALVESTON — Chairman, Keith Alsop, 7311; Recording Secretary, Ralph Williams; Reading Clerk, C. M. Tannehill, 25922.

Motion carried to accept Headquarters report to the membership and Secretary-Treasurer's financial report. Instructions to bidders read and motion carried

to accept. Minutes of meetings in other Branches read and approved. Agent spoke on shipping situation here. Meeting adjourned at 7:35 PM.

NORFOLK — Chairman, Ben Rees, 95; Recording Secretary, James A. Bullock, 4747.

Chairman pointed out that in view of fact that no quorum was present, a special meeting would be held to check shipping cards. Motion carried that all excuses be referred to Dispatcher. Meeting adjourned at 7:30 with 16 members present.

BOSTON—Chairman, B. Lawson, 894; Recording Secretary, D. Sheehan, 22856; Reading Clerk, J. Panlier, 20071.

Reading of Secretary-Treasurer's financial report and Headquarters report to the membership. Motions carried to accept reports. Minutes of meetings in other Branches read and concurred in. Agent discussed ship-

ping; report concurred in. Meeting adjourned at 7:30 PM, with 65 members present.

NEW YORK—Chairman, Ed Mooney, 46671; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, John Arabasz, 29836.

Motion carried to accept Secretary-Treasurer's financial report. Minutes of other Branch meetings read and approved. Port Agent said that, although 17-ship payoffs had been handled in port during past two-week shipping period, shipping



had been slow. Beefs, however, kept Patrolmen busy, but all were eventually squared away. He urged crews on long trips not to blow their tops when all isn't running smoothly. Instead, he advised that they write to Headquarters, fully describing

the beef, and it will be straightened out with the company or an interpretation given, whichever is needed. In Headquarters report to the membership, Secretary-Treasurer said that a conference had been scheduled in Washington by Coast Guard two weeks hence to discuss security program. SIU will attend, he said, and meanwhile will pursue a policy of "wait and see." Secretary-Treasurer read Lindsey Williams' final report as retiring Director of Organiza-



tion. Following this he announced that specifications on new building had been made known and bids called for, with six firms submitting estimates. He then read Committee's report and recommendations contained therein. Secretary-Treasurer stated that the Appellate Division of New York State Supreme Court had unanimously upheld opinion of Court in dismissing suit of 29 former permitmen who had entered suit against Union for \$250,000. He said this was the fifth time the courts had turned down attempts of these men to win support of their action. Court also awarded court costs to the Union. Motion carried to concur in Headquarters report. Following report there was open and lengthy discussion on subject of new building, with Committee giving answers to all questions raised. Meeting adjourned at 8:05 PM, with 1,150 members present.

Personals



Personal effects, papers and permit are being held for the following men at the SIU Hall, 450 Harrison Street, San Francisco, California:

W. C. GOODEN
DORENCE HINTON
CONRAD SHIRLEY
ROGER C. WHITLEY
WILLIAM E. HOLLAND

GLEN CURL

Get in touch with your wife immediately.

WACLAW LUESCHNER
SOLOMAN BISHAW

Get in touch immediately with Jack Doyle, 419 California Street, San Francisco California.

W. R. DIXON

You are asked to telephone Jessica Dixon, 68 Pershing Terrace, Uniontown, Pennsylvania. Uniontown 6109 M.

TOMAS MARTINEZ

Contact Philip Dorfman, 225 South 15th Street, Philadelphia, Pennsylvania, concerning your case.

EDWARD CARPENTER

Your mother and niece are worried about you and ask that you write them in Tampa.

STANLEY SCOTT
MIKE KENNEDY

Get in touch with Higgins & Parness, 92 Liberty Street, New York City, concerning the accident of Tommy Langon of the SS Steel Mariner.

HARVEY MARTIN

Your wife asks that you write her at 60 Golden Street, New London, Connecticut.

MAX LONGFELLOW

Get in touch with your nephew, Harold Witherow, at 39 Creed Street, Struthers, Ohio.

RICHARD (Red) CORNETT

Write Ted Vargas at 328 Mercer Street, Princeton, West Virginia.

RICHARD J. EGAN

Get in touch with the Prudential Insurance Company of Newark, New Jersey or Mrs. Shirley Wessel, Seamen's Church Institute, 25 South Street, New York.

JOSEPH C. LEVACK

Get in touch with your draft board.

DONALD C. REDMAN

Contact Silas B. Axtell, 15 Moore Street, New York City.

WALTER STOVALL
DIXIE PETERS

Write Carl Neilson, US Marine Hospital, Chicago, Illinois.

The Saloon Messman of the SS Marymar from April to July, 1950 is asked to contact W. Meehan, 312 Franklin Ave., Norfolk, Va.



Checks for the following men are being held at the New York Hall:

Newell Greenhaw, James Sealy, Stanley Partyka, Raymond Donway, Andrew Ahlstrom, Harold Cahen, William O'Dea, II, Fred Paul, Frederick J. Durham, Julio Colon, Aurelio Suarez, Joseph Demuth, Juan Delgado, John Early and Jesus V. Garcia.

Also Thomas C. Lockwood, William S. Porter, Philip P. Guimond, Francis E. Perry, Lawrence Durham, Clyde Finney, Louis Sten Birkeland, Albert Buck, Erick Borgh, Kenneth Singh, W. A. Henley, Jr. and Joseph Zitoli.

HERE'S WHAT I THINK...



QUESTION: This is the 12th anniversary of the SIU. What do you think is the greatest single achievement made by the Union?



R. L. (Blackie) ABBEY, Bosun:

Name one other union in maritime that has a job for every bookmember? There aren't any. The other unions have gotten our better conditions and wages, usually by hanging onto our costails, but none of them can boast of having a job for every member. The chance to get a ship within a reasonable amount of time and go to work, which is the main purpose of the union, is guaranteed the bookmembers of the SIU. Our set-up is the envy of all other seamen; that's why the Cities Service seamen quickly saw the advantages of the SIU and voted overwhelmingly for the SIU.



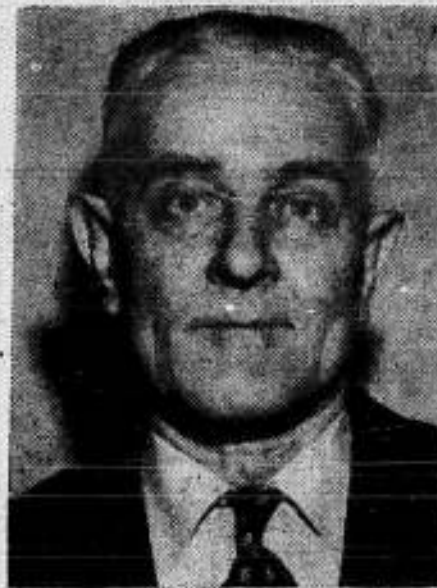
WALTER BEYER, FWT.:

Our base pay of today shows our biggest gain in the dozen years we have been in existence. Today I get \$248.41 in base pay. Back in 1940 when I joined the union I got \$55 a month and overtime was 75 cents an hour. The Union was just warming up then and has certainly put up steam since those days. I think the SIU has brought wages up to a point where rated men aboard a ship now enjoy approximately the equivalent pay received by skilled craftsmen in industry ashore. This certainly wasn't the case when I started sailing. The Union's done a darn good job.



P. McCANN, Nt. Cook-Bkr.:

The outstanding SIU achievement to me—and I've seen a lot of them—was the 1941 Bonus Strike when the SIU won the first 100 percent bonus for sailing in the war areas. This union set the pattern by winning the first war bonus and it resulted in seamen being paid for the terrific dangers they faced. Today the same bonus is being paid in some areas, and it all goes back to the strike we waged to win it. At that time a lot of weak sisters said the Union was biting off more than it could chew in hitting the bricks, but events have proved them wrong.



M. GOTTSCHALK, Stwd.:

I've been in the SIU since 1940 and started sailing in 1912 for \$15 a month. I can remember working 16 or 18 hours a day, doing two or three different jobs without OT. The eight-hour day is the biggest gain we've made, plus overtime payments. Improved shipboard conditions rate high, too. Tin utensils, straw mattresses we had to provide ourselves and lousy food we had to eat in our foc'sles are, fortunately, behind us, thanks to the union. Without the union we'd still be lugging a "donkey's breakfast" aboard and working around the clock.



RODERICK SMITH, Bosun:

I can think of a lot of victories over bum conditions and poor wages, but for sheer determination and guts my hat's off to the SIU's victory over Cities Service. Cities Service was the first major unorganized oil company to fall to the drive of a union, and despite many attempts by other unions, we were the first to break the company's solid front. This could well be an opening wedge into the entire tanker field and bring union representation to thousands of seamen who even today have to endure the bum conditions we haven't seen in years.



JOHN JELLETTE, Stwd.:

I've been around during these years the SIU has grown and won greater benefits for the membership, and I'm hard put to put my finger on the specific one that rates tops. Probably to us oldtimers the inception of the 40-hour week with time and a half for overtime stands out more than anything else. That put an end to hundreds of abuses and at least put a limit on the time a seaman could be made to work. Bum chow, blue linen, crowded foc'sles and all those abuses of the past are gone now. All these victories should be given credit, too.



BOBBY R. LYNN, AB.:

I cannot speak for the entire 12 years of the SIU's existence. I haven't been going to sea anywhere near that number of years, but from what I experienced in sailing non-union ships in this day and age, there is a world of difference that offers some comparison. I came into the SIU in 1949 as a result of the Cities Service organizing drive. The big thing to me—equal to the better wages—is the representation the men get on the ships and the equal rights men have to ship in the union hiring hall. Those advantages stand out like shining lights.



MARIANO ARROYO, Bosun:

The SIU is the only union I ever belonged to and I'm proud of my book. I've been a member for eleven years and had the opportunity to see the wage scale climb up, year after year, until we now live in the same comforts as well paid working men ashore. There's no doubt that the terrific boost in wages has been the biggest achievement of the union. Bettering the wages of its members is a union's primary role, and the SIU has done this in a manner no other union anywhere can equal. Can you think of any shoreside union that beats us?



D. S. GARDNER, Stwd.:

The terrific betterment of pay, without a doubt, I've been in the Union since its inception and first went to sea in 1904. I was paid \$4 a month for working in the galley, no limit on hours per day. If it weren't for the union we'd probably be getting less than \$30 a month and glad to get it. Nobody ever gave the seamen anything. I have to laugh sometimes at the youngsters who make a trip or two and then bellyache about a couple of minor matters. They should have been around in the days when it didn't pay to even beef or you'd be fired.



GEORGE STEINBERG, Stwd.:

It's hard to point to one particular gain, there so many, and many of them are dependent upon the other. I think the hiring hall was our biggest gain. Without the hiring hall we would be unable to really become united to fight for wage increases and better conditions. I've been sailing since 1918 and saw seamen get good conditions during the first world war only to lose them after the way because they couldn't stay united. After this war we had our hiring hall. We stayed united and we kept our conditions and even improved on them.