

NLRB CERTIFIES SEAFARERS, HITS CITIES SERVICE TACTICS



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

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Seafarers Presents Shipowners With Demand For Welfare Fund

NEW YORK—Contracted operators are studying the SIU Atlantic and Gulf District's demand for an employer-financed welfare plan presented to them by the Headquarters Negotiating Committee at a joint meeting here last Friday, December 2.

The Negotiating Committee laid before the shipowners a welfare fund proposal calling for contributions of 25 cents for each man for each day worked.

The Union also demanded that the operators begin contributing to the fund on January 1, 1950.

The Union negotiators told the shipowners that the type of benefits, manner of payments and other details on the operation of the fund could be worked out after agreement had been reached on the principle of the plan.

In reply, the shipowners said they would study the Union proposal, and began a series of meetings on Wednesday to determine their position.

The joint meeting came after Headquarters notified the operators that it wished to reopen the contract to discuss wages, allowable under terms of the SIU's agreements.

MM&P Extends Old Contract

The threat of an East Coast shipping strike, which would have begun today, vanished when the AFL Masters, Mates and Pilots and operators' representatives agreed to extend their present contract for four months.

The contract extension, fourth since it expired on September 30, was made at the request of William Margolies, federal mediator.

During the four-month period, a study will be made of the job security and seniority issues that had resulted in the previous stalemates. The Union will attempt to formulate a workable plan that is acceptable to both sides, and will notify the Conciliation Service of its progress.

The new deadline on the contract is 12:01 AM, April 16.



Hard on the heels of its certification by the National Labor Relations Board as collective bargaining agent for nine Cities Service Oil Company tankers, the SIU's Atlantic and Gulf District called upon the company last week to enter negotiations for a contract covering the company's unlicensed personnel.

The certification order brought one step closer the Union wages, conditions and security that the SIU set out to obtain for Cities Service seamen when it launched its organizing drive more than two years ago.

Throughout the entire history of the campaign, the Cities Service company conducted a reign of terror among its unlicensed personnel in a vain effort to stop the landslide of sentiment in favor of the SIU as collective bargaining agent for the fleet.

In fact, after the CS seamen overwhelmingly chose the SIU as their bargaining representative in the first NLRB election on seven ships last year, the company stepped up its terroristic tactics and began firing crewmembers by the shipload at the end of each voyage.

But as rapidly as CS fired men with Union sympathies, just as rapidly did their replacements recognize the need for the sound economic protection and security offered by SIU representation.

In face of the pronounced sentiment of its employees, the company threw obstacle after obstacle in the path of the NLRB as it sought to set up the machinery for the second election, an attitude that was scored by the government agency in its certification order.

(Full text of the NLRB's Order of Certification begins on page 7.)

In rejecting the Cities Service company's objections to the election procedure, the NLRB statement said:

"In light of the Employer's refusal to cooperate with an agency of the Government in carrying out its statutory functions in the public interest, we believe that, apart from other considerations, it ill behoves the Employer to file objections stemming principally from its own recalcitrance."

The Union's request for contract talks was made in a letter to M. J. Adkins, CS Marine Superintendent, and was signed by Robert A. Matthews, Assistant Secretary-Treasurer.

The letter said in part:

"Pursuant to the Supplemental Decision and Certificate of Representatives in Case No. 2-RC-512 of the National Labor Relations Board, we hereby request a meeting with responsible officials of your company who

(Continued on Page 10)

New York Brands Trotskyites 'Dual And Hostile'

Termed "dual and hostile" in a sternly worded resolution adopted unanimously at the New York Headquarters meeting on December 7, Trotskyites and members of other similar political splinter groups this week faced possible expulsion from the SIU. Final action on the resolution is scheduled to come in the outports on December 21.

The crackdown on the Trotskyites, officially known as the Socialist Workers Party, came as the answer to an organized campaign the group had launched against the SIU, the purpose of which was to smear the Union and its officials, attempt to build a working clique within the SIU and, finally, serve as a recruiting drive for the party.

Specifically the resolution adopted charged the group with

attempting to disrupt and divide our Union.

In calling for the ouster of the Trotskyites and all other types of communists, the resolution asked the membership to go on record to deal with the followers of these political factions as enemies of the SIU; and that any man who is a member of, contributes to or, as a fellow-traveler, knowingly follows the

policies of any of these organizations, be declared an enemy of the SIU and be made to stand charges and, if found guilty, be expelled from the Union.

Adoption of the resolution will clear the way for the SIU to give these people the treatment they so well deserve for their attacks made on the Union through leaflets and their news-

(Continued on Page 15)

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Which Way?

NLRB Certification of the Seafarers as the collective bargaining agency for Cities Service unlicensed personnel—after months of obstruction and delaying actions by the company—brings to a close one phase of the long struggle by Cities Service seamen to get for themselves the top wages, shipboard conditions and job security enjoyed by the members of the SIU.

The next step—the signing of an SIU contract by Cities Service—may take as long, or it may be accomplished within a few days. It all depends on the company.

If Cities Service chooses to flout the law and go along its traditional anti-union path, the Cities Service seamen and their representative, the Seafarers International Union, will have no recourse but to take economic action.

However, if Cities Service decides to honor the law of the land and the mandate of its seamen, and bargain in good faith with the SIU, the way will be open to industrial peace in its fleet.

Nine out of every 10 Cities Service seamen stated unequivocally in the last NLRB election that they want to be represented by the Seafarers International Union.

They stated that they want job security.

They stated that they want to do away with shipboard intimidation, and the always present threat of being blackballed.

They stated that they want SIU working conditions aboard Cities Service tankers.

They stated that they want fresh vegetables, milk and meat aboard their ships.

They stated that they want SIU Patrolmen to represent them at sign-ons and payoffs.

They stated that they want the full protection of an SIU contract.

These are the things the Cities Service men want, and 89 percent of them said it by secret ballot.

The Seafarers has already asked Cities Service to meet to discuss a contract. What happens now is up to the company. But whatever it is, the SIU, as always, is ready. What do you say, Cities Service?

Freedom From Fear

The SIU has moved to establish on the East Coast the welfare plan jointly conceived by the A&G District and the SUP. The SUP's new contract, signed last week, contains a provision for the type of Welfare Fund demanded by A&G negotiators in last week's meeting with the operators.

As members of our Negotiating Committee put it:

"From here on in, more and more attention will be devoted to the future security of seamen."

Seafarers stand on the threshold of a new era, in which they will not have to face the privations of old age. The Seafarers are really making maritime history!

To Our Friends

The Seafarers International Union, Atlantic and Gulf District, extends to all of its friends, at home and abroad, its very best wishes for a Merry Christmas. May the New Year bring them greater rewards and security.



Seafarers Members Now In The Marine Hospitals

STATEN ISLAND HOSPITAL

- MOSES MORRIS
- H. E. LOGE
- J. J. O'CONNOR
- C. E. SANCHEZ
- SAMUEL JONAS
- L. F. BARNA
- D. P. GELINAS
- FRANK NEARING
- RICHARD GRALICKI
- CRIACO ESOLAN
- C. MARTINEZ
- DUSAN DE DUISIN
- M. J. LUCAS
- JOSEPH F. GAMBLICH
- NICHOLAS CORATTI
- L. F. ROZUM
- CHARLES HAWVER
- H. J. OUT
- V. J. RIZZUTO
- JAMES F. MARKEL
- EUGENE LADRIERE
- HENRY WATSON
- HENRY JOHNSON
- JOSEPH ARRAS
- L. D. DIEUDONNE



BALTIMORE HOSPITAL

- F. W. CHRISTY
- L. JUDAH, JR.
- E. MATSSON
- R. E. EVERT
- G. A. CARROLL
- B. H. BRUNIE
- A. L. MASTERS
- R. W. BELL
- G. W. MILLER
- P. DARROUGH
- H. W. SPENCER
- G. D. REAGAN
- C. W. HEMMIS
- E. S. GABA
- J. G. HARRIS
- C. J. BISCUP
- R. P. PEARSON
- F. KORVATIN
- E. F. PAUL
- A. WRIGHT
- L. CRUZ

- H. CONNOR
- W. HUNTER
- C. W. GOODWYN
- G. L. HAND



NEW ORLEANS HOSPITAL

- J. DENNIS
- F. LANDRY
- H. LAGAN
- L. WILLIS
- L. LANG
- J. SMYTHE
- H. H. SCHULTZ
- P. ROBERTS
- A. MAUFFRAY
- F. CAILLOUET
- O. HOWELL
- H. REMME
- J. APPLE
- J. GRANGER
- J. TASSIN
- C. BROWN
- E. CHATTERTON
- H. PENTON
- R. REED
- SHAFFER
- J. H. McELROY
- B. EANS
- WM. ROBERTS
- A. LOPEZ
- T. DAILEY
- C. BERNARD
- T. CIESLAK



MOBILE HOSPITAL

- W. T. PRESLEY
- J. L. WEBB
- J. C. STEWART
- P. HENDERSON
- J. B. DIXON
- L. HOWARD
- R. FOSTER
- E. COLLINS
- F. SPRUILL
- TIM BURKE



SAN FRANCISCO HOSP.

- JAMES HODO
- JAMES R. LEWIS

- WILLIE WATSON
- T. ISAKSEN
- J. KEENAN
- RAFEL SALDANA



BOSTON HOSPITAL

- W. J. BLAKELY
- H. NONGEZER
- R. BOLDUC
- E. COTREAU
- J. VIERA
- F. ALASAVICH
- VIC MILAZZO



NEPONSIT HOSPITAL

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



ELLIS ISLAND HOSPITAL

- BEAU TEAU KNEW
- HENRY P. GALLAGHER
- EDWARD SNOWMAN



NOPEMING (MINN.) SANATORIUM

- C. HAGBERG



VETERANS HOSPITAL

- (Manhattan Beach, N.Y.)
- DOUGLAS CARREIRO

Rotary Shipping Gets Congressional Look-See



ABOVE—Congressman Augustine Kelley studies shipping board in SIU's New York Branch, as A&G Secretary-Treasurer Paul Hall explains rotary hiring. Looking on is Mrs. Kelley. Mr. Kelley was the third legislator in recent weeks to accept Union's invitation to see how hiring hall operates.



LEFT—Congressman Kelley, Orville Watkins (left) of the Office of Puerto Rico, and Walter Mason, AFL legislative representative pause in tour of SIU Hall to read SEAFARERS LOG. Mason and Watkins accompanied Mr. Kelley and other members of House Labor and Education committee on recent trip to Puerto Rico.

AFL Meet Sets Plans For Growth In South

NEW ORLEANS—The American Federation of Labor's Southern State Organizing Convention wound up here on December 4, after three days of activity aimed at expanding AFL membership and to intensify the drive to defeat labor's enemies at the polls.

Attending the convention, which was chaired by E. H. Williams, president of the Louisiana State Federation, were 14 presidents and secretary-treasurers of southern State Federations, and officials of AFL municipal bodies. Lew Rhodes, AFL Director of Organization in the South, called the convention to order.

Cal Tanner, Mobile Port Agent and SIU Vice-President, and Earl Sheppard, New Orleans Port Agent, were among the delegates to the convention.

O'REILLY, KEENAN SPEAK

Principal speakers at the convention included Harry O'Reilly, AFL National Director of Organization, and Joseph Keenan, Director of the AFL's Labor League for Political Education.

O'Reilly stressed the need for continuing effort to organize the unorganized workers in the South and everywhere as the only way to insure the security of all. He also pointed up the necessity for political education so that workers would be helped to elect candidates with understanding and sympathy for their problems.

Keenan outlined the job LLPE has performed since its organization, the work it is doing at present and the task that still remains if its program is to be successful.

In behalf of New Orleans Mayor de Lesseps Morrison, Commissioner McCloskey told the convention that "the Mayor considered the job that has been done toward improving labor-management relations in this city well done."

A. P. Harvey, a representative of the Louisiana Labor Commission, discussed the labor movement in the state and the steps taken to correct some of the past errors in dealing with labor problems.

An insight into the workings of the National Labor Relations Board's activities was given to the convention delegates by Paul Baker of Washington. The Reverend O'Connell, Catholic priest of New Orleans, discussed religion, 'unionism, and "other needs of the working man."

Reports made by officials of the various state and municipal labor bodies pointed up the fact that LLPE was making great progress in communities of all sizes in the South.

Among resolutions adopted by the convention was one calling for intensification of the AFL organizing drive to bring one million new members into the group, as a memorial to Samuel Gompers, founder of the AFL. Another resolution urged all-out support of the LLPE in order to defeat those people in Congress who have proven themselves enemies of labor. (See page 5 for a full page of pictures taken at the convention.)

Anti-Communist Unions Form New World Group

The International Confederation of Free Trade Unions—the new anti-communist labor organization representing 50,000,000 members in 53 countries—was formally established in London early this month.

AFL President William Green was chosen a member of the executive board of the confederation, which pledged to fight for workers and against totalitarianism everywhere.

One of the main purposes of the new organization is to demonstrate to working men and women that in democratic countries they "can have their bread and freedom, too."

AFL Secretary-Treasurer George Meany and Irving Brown, AFL representative in Europe, were named alternates on the policy-making panel of the new group.

Dutch Delegate J. H. Oldenbroek of the International Transportworkers Federation, with which the SIU is affiliated, was elected first secretary-general. Headquarters of the organization will be set up in Brussels.

Plans for the new anti-communist body of trade unions were started about a year ago when most of the free unions in the world pulled out of the communist-dominated World Federation of Trade Unions.

One of the issues at the confederation's first session centered on whether or not unions affiliated with the international organization of catholic trade unions should be permitted to join the new body.

AFL Delegate David Dubinsky, president of the ILGWU, led the fight to grant membership to the catholic unions, providing they sever relations with the religious Trade Union International within two years.

ECA Slaps Penalty On 7 Nations For Violating 50-50 Rule

The Economic Cooperation Administration has ordered seven Marshall Plan countries to refund about \$30,000,000 spent in the United States for goods that were shipped in violation of the 50-50 shipping rule.

The penalty was imposed when the government agency discovered that about 150,000 tons of ECA-financed cargo, purchased here by the seven beneficiary nations, had failed to comply with the law requiring that at least 50 percent of all bulk cargoes must move in American bottoms.

BOUND BY LAW

Under the law, ECA must disallow all transactions not in compliance. Since the goods have already been shipped and received, the purchases, therefore, can not be cancelled. As a result, the amounts involved must be paid for in cash, instead of being charged to the allotments of the seven governments. When payment has been made, credit will be given toward future allocations.

The nations that have been slapped with the penalty are France, Belgium-Luxembourg, the Netherlands, Great Britain,

Ireland, Sweden and Denmark. The amount which each of these countries must refund has not yet been figured out exactly.

The 50-50 shipping rule was passed by Congress last spring after the SIU and other maritime interests waged a vigorous battle to insure use of American ships in the transportation of cargoes sent abroad under the foreign aid program.

The fight for the protective legislation was touched off by ECA Administrator Paul Hoffman's announcement last year that he intended to ignore the 50-50 provision recommended by Congress when it appropriated funds for European relief in early 1948.

A storm of criticism greeted Hoffman's proposal and the SIU immediately launched an all-out drive to halt such a move.

TRADE UNION SUPPORT

In its campaign, the SIU solicited and received the aid of hundreds of trade unions throughout the country.

Appealing to Congress for remedial action, the SIU urged legislators to expressly incorporate into the ECA appropriation bill for 1949 a provision ensur-

ing at least 50 percent American participation in the transport of Marshall Plan goods.

US SEAMEN ENDANGERED

At that time the SIU pointed out that the American merchant fleet was already rapidly declining and that Hoffman's proposal would toss scores of vessels into lay-up and thousands of American seamen on the beach.

The ECA Administrator gave as his reason for ignoring American ships in the carrying of US-financed cargoes the alleged lower cost of using foreign ships.

The SIU charged that an attempt was being made by low-

standard foreign flag operators to drop prices until American competition had been driven from the field. Then, said the SIU, they could raise shipping fees to suit themselves.

All of these arguments carried weight, and Congress adopted the Bland-Magnuson amendment, making the employment of US ships mandatory for at least half of the cargoes shipped under ECA.

The violations of this rule reported by ECA this week are the first since Congress provided that the 50-50 rule must be enforced.

Keep Her Steady As She Goes

We all know that the Seafarers is tops in the maritime field, and has the best contracts and conditions. We got to be that way the hard way—and let's keep it the way it is.

Here are some of the things you can do:

1. Hold regular shipboard meetings
2. Attend the shoreside meetings, and take an active part in them. Bring up your beefs before the membership, not in a ginmill.
3. Keep those gashounds and performers under control. They are among the Union's worst enemies.
4. Do your job to the best of your ability.
5. Don't take time off unless you are authorized by the department head.

Philly Reports Slight Rise In Port Shipping

By JAMES SHEEHAN

PHILADELPHIA—A slight increase was noted in shipping in the Friendly City during the past two weeks, but not enough to call it an upswing. However, it's always satisfactory to report an increase in job opportunities, no matter how slight.

We have had quite a few ships in here lately with a lot of beefs about crewmembers fouling up, not doing their work exactly as they should or coming back to the ship late.

It is well, therefore, to stress once again that we have a contract to live up to. Agreements are not one-sided affairs, and we cannot ride along thinking that only the companies are expected to abide by them.

If we are to continue to demand observance of the contracts to the letter as forcefully as we have in the past, and to seek more and more benefits for the membership, we must keep on demonstrating our responsibility as parties to a contract.

Any crewmember who falls down on his obligations in this respect is jeopardizing the security and hardwon gains of the rest of the membership.

GUYS DON'T LIKE IT

A meeting was recently held aboard the Maiden Creek in this port to straighten a matter that has direct bearing on what we're talking about.

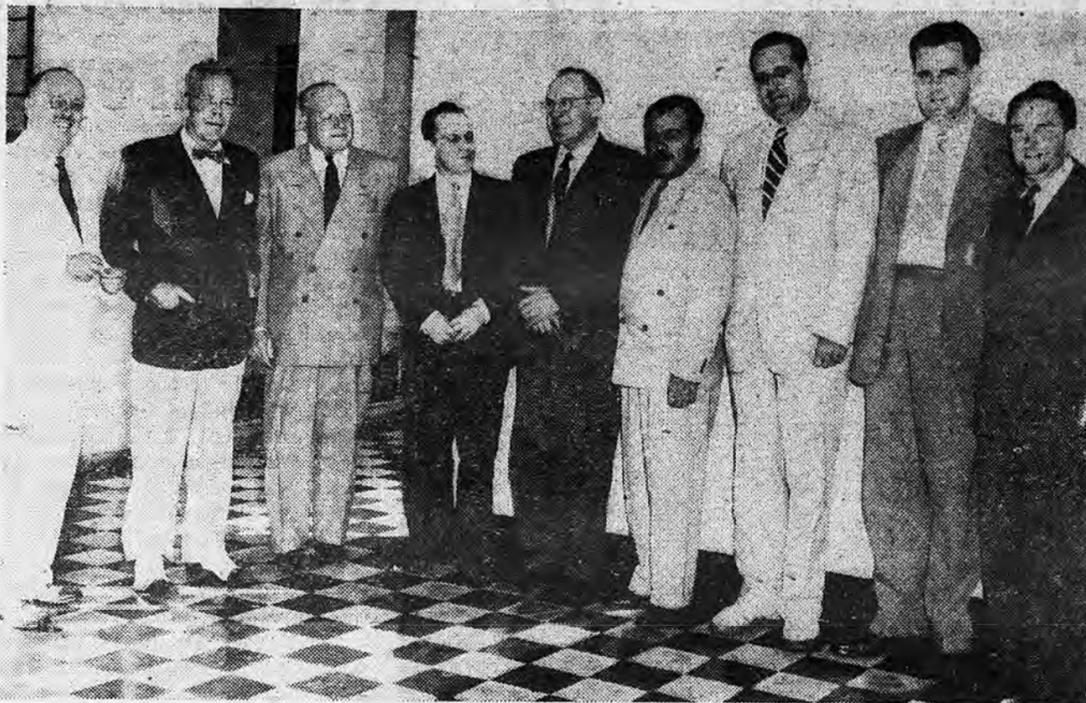
A couple of guys thought they could do just as they pleased, without regard for the welfare of the other crewmembers. Their shipmates made it clear that such stuff couldn't be tolerated.

We had quite a few complaints about some of the local ginmills. In one of the more popular spots here, the proprietor had a couple of men thrown in the bucket for being drunk there.

Our men should avoid these trouble spots, and in this connection, it is suggested that when you're in Philly stop by the Hall and get the score on which are the places to avoid.

That recent reprint of the remarks in the Congressional Record made by Representative Louis Heller about the SIU made a hit with a lot of members here. A good many of them have written to Mr. Heller, telling him how they liked what he said about our Union.

AS CONGRESSIONAL GROUP TOURED PUERTO RICO



Members of the House Labor and Education Committee, who recently completed a tour of Puerto Rico and the Virgin Islands as part of a Congressional study of labor conditions, were guided in and around San Juan by Sal Colls, SIU Representative in Puerto Rico.

Above is group as it visited one of San Juan's government buildings. From left to right: an unidentified government official, Rep. Carroll D. Kearns (Pa.), Rep. Augustine Kelley (Pa.), AFL Legislative Representative Walter Mason, Rep. John Lesinski (Mich.), committee chairman; Sal Colls, Rep. Charles Howell (N.J.), Rep. Harold Velde (Ill.) and John Forsythe, general counsel to the committee.

Shipping Holds At Even Keel In New York

By JOE ALGINA

NEW YORK—Shipping in this port is maintaining the pace set several weeks ago. Despite the tough conditions prevailing in the industry, we have managed to ship a satisfactory number of men during the two-week period just ended.

Activity on the payoff side took place aboard the following vessels:

Puerto Rico, Kathryn, Ann Marie, Beatrice, Bull; Jean LaFitte, John B. Waterman, Bessemer Victory and the Yaka, Waterman; Steel Worker, Steel Executive, Isthmian; Trinity, Alexandra, Carras; Algonquin Victory, St. Lawrence Navigation; Mankato Victory, Victory Carriers; Southland, South Atlantic, and the Colabee, American-Hawaiian.

All payoffs came off smoothly, especially the one aboard the Yaka, which came in very clean after a four-month voyage.

The Bull Line ships all signed on again. Other sign-ons included the Strathmore, a tanker that came out of lay-up; the Steel Apprentice, Steel Scientist,

Isthmian; Robin Doncaster; Trinity and the Colabee.

Other than the fairly satisfactory shipping situation in New York there's not much else to report. One unpleasant affair, however, should stir up serious thought among the membership.

We're referring to the incident aboard the Nathaniel B. Palmer, as the result of four men reportedly intoxicated and refusing to turn to. The Skipper came into the picture and, in the fracas that followed, his gun went off and the radio operator was slightly injured.

These four men have had charges preferred against them and they will have to stand trial before a membership trial committee.

But the point we're concerned with here is that the member-

drinking at the wrong time show by their actions that they don't care about these contracts and what they mean in security to the membership.

This is not to be regarded as a sermon. It's just a reminder that the way to continued job security is by sober recognition of our obligations. You'll never get it by fouling up:

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All notifications of change of address should be addressed to the Editor, SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.



ship has time and again demonstrated that it is a responsible body of seamen. And we don't mean that a guy who takes a drink is not a responsible guy. We don't care if a man drinks or he doesn't. If he does, the place for it is away from the ship. In other words, not on the job. It only leads to complications, such as the Palmer incident proves.

Again, we've got to say that such kid stuff has no place in our outfit. Incidents like these can only weaken our bargaining effectiveness and certainly couldn't be called attractive to new companies.

We've got contracts to live up to. They've got to be renewed periodically and we fight to raise our standards at each new signing. A few guys who insist on

Tampa Mayor Deputizes Finks

By RAY WHITE

TAMPA—For the past several days we've watched our anti-labor mayor hard at work doing his best to break a strike of the city's bus drivers. Unfortunately, it looks like he has made good. He did his best to wreck the SIU's strike in 1946, and called the cops out later when the truck drivers and cabbies struck.

This time he put an end to the 26-day strike of the local bus drivers. The other night Mayor Hixon gave the drivers the ultimatum that they were to drive the buses the next morning or else.

Most of the drivers took the "or else" and didn't show up, but the police and the finks did. At the garage, the entire police force stood by while the finks took over the jobs.

To be sure the boys did their jobs right, the Chief of Police gave them guns and swore them in as special police. This man-

Tug, Relief Jobs Carry Mobile Over The Hump

By CAL TANNER

MOBILE—Shipping in Mobile for the last couple of weeks has been dead slow, with approximately forty-four bookmen and sixteen permitmen shipped for the period.

However, we did manage to ship over a hundred men on relief jobs for the period. These jobs were shifting gangs, tug-boat jobs and one day reliefs on deepsea ships; in fact, the relief jobs were what kept the port going and helped ease the pressure on the beach.

Ships paying off in this period were the Iberville, Morning Light, DeSoto, Mabilian, Wild Ranger, Loyola Victory, Warhawk, all of the Waterman line; the Corsair, Alcoa, and the SS Strathcape of the Strathmore SS Company. All these ships were in good shape, with only a few minor beefs on any of them.

Signing on for the period were the Camas Meadows of the US Petroleum Carriers, headed for the Persian Gulf run; the Corsair, headed back down to the Islands; Iberville, headed on the coastwise run; Morning Light, going back to Puerto Rico; Strathcape, headed for New York; DeSoto, on the coastwise run; Mabilian, headed for Japan and Korea; Wild Ranger, back to Puerto Rico.

In-transit during this period were the SS Catahula, Cuba Distillery; Steel Inventor, Isthmian line; and the Alcoa Runner. All were contacted and necessary replacements were furnished and all beefs smoothed out.

The biggest thing that happened around the port was the visit of the Merchant Marine sub-committee of the US Senate, which was in Mobile for a three-day meeting. Labor was invited to come and give ideas and suggestions for improving the merchant marine.

All of the Maritime Council that could possibly do so were present at the meeting, and each had ideas of his own for improving the American merchant marine. A full report of this meeting will be made in the near future.

Shipping Drop Puzzles Baltimore

By WILLIAM (Curly) RENTZ

BALTIMORE—The local shipping continues slow with little prospect for an early climb into a more satisfying position. What few ships have honored us with their presence have been easily handled, with not a single one of them bringing us a beef of major size. All of the problems that have come up have been handled right at the payoff.

Naturally the biggest item of conversation around here is, what has happened to Baltimore shipping? The membership cannot understand what happened to suddenly make shipping take a nosedive here.

Until a short time ago we had fairly good shipping—not like a year or so ago, but enough to insure a steady turnover. Now we're moving on the slow, slow

bell. Here's hoping the shipping is being stored up somewhere and will soon come steaming in by the dozens. We could handle them.

With a drop in the job turnover, there is a great deal of talk about compulsory vacations. Most of the fellows are waiting to read the arguments for and against as they appear in the LOG.

By the time everyone has had his say, there shouldn't be a guy left in the Union who doesn't know what the issue is in this case.

At any rate, the men are talking and trying to figure out what the best way is to spread the work and make it as fair as possible to all hands. That's the score from here for now.

At AFL Southern Organizing Convention



Pressing home a point: Delegate Middle, left, tells Aubry Hurst, Attorney for Louisiana State Federation of Labor, and Bob Soule, Secretary-Treasurer, New Orleans Central Trades and Labor Council, what he thinks.



Some of the delegates and guests at the AFL Southern State Organizing Convention in New Orleans. Left to right: C. Tanner, SIU Mobile Agent; Edwin I. Soule, Louisiana Commissioner of Labor; Charles M. Hauk; Louis P. Sahuque, Vice-President, N.O. Central Trades and Labor Council; Earl Sheppard, SIU New Orleans Agent; Hugh Brown, Secretary-Treasurer, Alabama State Federation of Labor; Lew Rhodes, Southern Director of Organization; Charles Rowe, Vice-President, Pressmen's Union; Bruce Campbell; Harry O'Reilly, National Director of Organization; E. J. Bourg, Secretary-Treasurer, Louisiana State Federation of Labor; E. H. Williams, President, Louisiana State Federation of Labor, and Bill Hines, President, Mississippi State Federation of Labor.



Meet the ladies who graced the convention: Seated (left to right): Mrs. R. L. Soule, Mrs. E. H. Williams, Mrs. F. E. Hatchell, Mrs. E. J. Bourg, Mrs. C. Tanner, and Mrs. E. Sheppard. Standing left to right: Mrs. Louis Sahuque, Mrs. Charles M. Hauk, Mrs. J. M. Scott, Mrs. J. W. Parks, Mrs. Hugh Brown, Mrs. Bruce Campbell, (names of the next two were not given) and Mrs. Tim Odom.



Even the most serious of conventions must give time for chow. But that didn't stop business—the discussions went right on.



Getting together: Left to right: E. H. Williams, President, Louisiana State Federation of Labor; E. Sheppard, New Orleans SIU Agent; Lew Rhodes, Southern Director of Organization, AFL; Harry O'Reilly, AFL National Director of Organization, and C. Tanner, SIU Vice-President.



Left to right: Tim Odom, Organizer for the Laborers Union; A. Bourg, Secretary-Treasurer, Louisiana State Federation of Labor; L. Sahuque, Vice-President, N.O. Central Trades and Labor Council; Edwin Soule, Commissioner of Labor, State of Louisiana, and E. H. Williams, President of the Louisiana State Federation of Labor, hold a confab.

Minutes Of A&G Branch Meetings In Brief

GALVESTON — Chairman, Keith Alsop, 7311; Recording Secretary, Mickey Wilburn, 37-739; Reading Clerk, 38119.

Motion carried to accept Galveston minutes of previous meeting as read. Headquarters report and Secretary-Treasurer's financial report read and approved. Minutes of other Branch meetings accepted as read. Agent reported on the state of shipping in this port. Also reported burglars entered Hall over weekend and stole unemployment checks from Mail Room. Motion carried instructing Agent to take steps toward obtaining a new Branch Hall, and that if unsuccessful, the Branch be transferred to Houston. One minute of silence in memory of departed Union Brothers.

§ § §
PHILADELPHIA — Chairman, Jim Sheehan, 306; Recording Secretary, William Glick, 48741; Reading Clerk, J. Sheehan.

Minutes of all Branch meetings of previous week read and accepted. Agent reported that quite a few ships had come in with beefs about some men fouling up. He cautioned that this could not be tolerated, since the letter of the contract must be observed if we are to be able to insist upon our demands when we meet with the operators for improved conditions and wages. Secretary-Treasurer's financial report and Headquarters report to the membership read and approved. Robert K. Holt, Book No. 102377, took the Union Oath of Obligation. Men seeking to be excused from the meeting were referred to the Dispatcher. Charges read. One minute of silence in memory of departed Brothers. Meeting adjourned at 7:45 PM, with 200 members present.

§ § §
TAMPA — Chairman, J. L. Jones, 2898; Recording Secretary, Ray White, 57; Reading Clerk, R. H. Hall, 26060.

Minutes of other Branch meetings accepted as read. Port Agent reported that shipping had picked up somewhat. The Arizpa is scheduled to arrive here and there is a possibility that she will pay off. He added that almost a full crew had been shipped to the Noonday. The condition of the Branch is good and all affairs are shipshape, he said. He urged all members who hadn't yet voted to do so as soon as possible, so that no one would miss the opportunity to have his say in the selection of the officials to serve in the coming year. Motion carried to accept



Secretary-Treasurer's financial report. Five-man building committee elected at last meeting reported back with bids from contractors and motion carried to accept the committee's report. Patrolman-Dispatcher's reports concurred in. Under Good and Welfare there was considerable discussion on a great variety of subjects, ranging from the high cost of living to the matter of men missing ships. The credit union proposal and the question of compulsory vacations were also kicked around quite a bit. The Agent reminded the men that

A & G Shipping From Nov. 23 To Dec. 7

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	8	11	13	32	2	1	—	3
New York.....	106	111	87	304	128	110	87	325
Philadelphia.....	67	34	43	144	32	24	24	80
Baltimore.....	99	92	82	273	99	73	82	254
Norfolk.....	39	43	24	106	12	10	9	31
Savannah.....	13	6	6	25	3	3	3	9
Tampa.....	14	9	4	27	12	12	15	39
Mobile.....	32	28	31	91	26	24	20	70
New Orleans.....	73	65	88	226	88	75	98	261
Galveston.....	29	23	5	57	20	22	17	59
West Coast.....	59	68	62	189	51	70	59	180
GRAND TOTAL.....	539	490	445	1,474	473	424	414	1,311

these matters were in the discussion stage only and that any definite action would have to be taken through the medium of a referendum vote in secret balloting up and down the coasts. Meanwhile, he urged that all hands voice their opinions on the subjects so that the membership would be fully acquainted with the issues, if and when a decision was made to put them to a vote. Fifty-five members were present when meeting was adjourned.

§ § §
NEW ORLEANS — Chairman, Bill Higgs, 223; Recording Secretary, Johnny Johnston, 53; Reading Clerk, Herman Troclair, 6743.

Motions carried to accept New Orleans financial report and previous meeting's minutes as read. Charges read; motion carried that they be accepted and all ports be notified of this action. Secretary-Treasurer's financial report concurred in. Minutes of other Branch meetings read and approved. Agent reported that all was running smoothly in the Branch with no beefs pending. He said that more than 800 votes had been cast thus far in annual District elections. Shipping had fallen off a bit, he added, but job opportunities were still fairly good, with many permits getting a chance to ship out each week. He said that Christmas should help shipping inasmuch as quite a few men were expected to hit the beach for the holidays, necessitating replacement calls. Communications from members seeking to be excused from the meeting were referred to the Dispatcher. Trial committee's report read and concurred in. Motion carried that Port Agent be empowered to take to Agent's conference the question of four-hour reliefs and matter of raising relief pay. Meeting adjourned at 8:55 PM, with 385 members present.

§ § §
SAN FRANCISCO—Chairman, R. E. White, 48314; Recording Secretary, Pat Robertson, 30148; Reading Clerk, Jeff Morrison, 34213.

Minutes of other Branch meetings read and accepted. Motion carried to non-concur with part of Boston New Business with recommendation that it be referred to the SEAFARERS LOG for full discussion. Agent reported that on last meeting night he was in Port Huemma squaring away beefs on working rules aboard the Citrus Packer which had been aground in Japan. He said the beefs were understandable under the circumstances, and that in spite of them, the payoff was smooth. He complimented the delegates and the

Skipper for the cooperation they all gave in effecting a smooth payoff. Shipping for the next two weeks, he said, does not look good for Frisco and Wilmington. Reports accepted and concurred in were the Secretary-Treasurer's financial statement, Balloting Committee's, and Headquarters reinstatement committee's and Headquarters report to the mem-



bership. Motion carried giving Lindsey Williams, Director of Organization, vote of confidence for his handling of the Cities Service organizing drive. Under Good and Welfare, the subject of a credit union was discussed, with most speakers agreeing that establishment of such a union would be a worthwhile step. Meeting adjourned at 8:04 PM, with 29 members present.

§ § §
MOBILE — Chairman, Oscar Stevens, Recording Secretary, James Carroll, 50409; Reading Clerk, Harold J. Fischer, 59.

Motions carried to concur in minutes of other Branch meetings as read. Agent reported that shipping would be very slow in the next two weeks. He also reported that the Cities Service issue was coming to a head and told of the program that had been developed to insure a successful fight, in the event that the situation comes to that point. Agent explained purpose of the welfare fund, which the Union is now trying to get from the operators and what it would mean to the membership. He asked the membership to express its views on this matter by writing their opinions to the SEAFARERS LOG. He informed the membership that he would meet with a sub-committee of the Senate Committee on Merchant Marine to discuss conditions of the maritime industry. A full report of this meeting will be presented to the membership, he concluded. Motion carried to concur in Balloting Committee's report. Motions carried to approve Secretary-Treasurer's financial report, and Headquarters report to the membership. One minute of silence in memory of departed Union Brothers. Meeting adjourned at 7:50 PM, with 315 members in attendance.

§ § §
BALTIMORE — Chairman, Al Stansbury, 4683; Recording Secretary G. A. Masterson, 20297; Reading Clerk, Leon Johnson.

Motion carried to suspend regular order of business to hear reading of charges. Trial Committee's reports were also read and concurred in. Oath of Obligation

was taken by the following members: A. R. Tonon, C. D. Carlow, William F. Hunt, Francis A. Murrury, Edward Idell and L. B. Brown. All minutes of previous Branch meetings in District were read and concurred in. Secretary-Treasurer's financial report accepted as read. Several members were excused from the meeting, and motion carried to so notify the Dispatcher. Agent discussed shipping in this port in the past two weeks, which he described as not too good. Headquarters report to the membership read and approved. Patrolmen's reports of payoffs and sign-ons were also read and concurred in. Motion carried to accept Hospital Committee's report. After one minute's silence in memory of departed Union Brothers, meeting adjourned at 8 PM, with 300 members present.

§ § §
NORFOLK — Chairman, Ben Rees, 95; Recording Secretary, J. A. Bullock, 4747; Reading Clerk, T. Lawson, 4641.

Motion carried to accept all Branch minutes as read and to post them on the bulletin board in Hall. Headquarters report to the membership and Secretary-Treasurer's financial report approved as read. Port Agent spoke on shipping conditions here and said that there had been a slight improvement in the past two weeks. Coal strike has had marked effect on the port's activities. Dispatcher's report of shipping figures were accepted. Motion carried to refer requests for excuses from meeting to the Dispatcher and that he be permitted to use his own discretion in judging the validity of the excuses offered. One minute of silence was observed in respect to memory of departed Union members. Motion to adjourn carried at 7:40 PM, with 131 members in attendance.

§ § §
SAVANNAH — Chairman, Jim Drawdy, 28523; Recording Secretary, D. S. Hair, 51349; Reading Clerk, L. Baker, 30907.

Motions carried to accept Secretary-Treasurer's financial report and Headquarters report to the membership as read. Port Agent reported that Southwind will payoff in Jacksonville on December 8 and lay up due to lack of cargo. Jean will be in for payoff and sign-on. Two other South Atlantic vessels are also scheduled to come into port. Announced that Christmas party will be held in Hall on Dec. 21, directly after the regular membership meeting. A juke box will be on hand and there'll be plenty to eat and drink for all hands. Dispatcher reported on shipping figures for two-week

period. Minutes of other Branches read and accepted. At this point two Brothers, both of whom were drunk, began creating considerable annoyance and disrupting the meeting. Motion carried that meeting act as trial committee to deal with these men. Motion carried that they be fined \$25 to be paid upon completion of their next trips. They were then removed from the Hall. H. G. Jones, Book No. 51298, took the Union Oath of Obligation. Agent asked to return all mail sent to members in care of this Hall which had been held more than 90 days. Meeting adjourned at 7:45 PM, with 85 members present.

§ § §
BOSTON—Chairman, T. Fleming, 30821; Recording Secretary, Ben Lawson, 894; Reading Clerk, R. Murphy, 30612.

Minutes of previous meetings in all Branches approved as read. Port Agent discussed shipping conditions in the port. Motion carried to accept Agent's report, and Patrolman-Dispatcher's report. Several members with valid reasons were excused from the meeting. Motions carried to accept Secretary-Treasurer's and Headquarters reports to the membership. One minute of silence observed in memory of deceased Union members. Motion carried to adjourn at 7:40 PM, with 134 members in attendance.

§ § §
NEW YORK—Chairman, Lindsey Williams, 21550; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Steve Cardullo, 24599.

Minutes of all Branch meetings read and concurred in, except for motion to non-concur with that part of Boston minutes pertaining to hospital benefits. Port Agent discussed shipping, which he said had managed to hold its own in this port. He also mentioned fracas on the Nathaniel Palmer, which started when several men refused to turn to as ordered. He pointed out that such irresponsible actions hurt entire membership and harm Union's prestige. He reported that charges had been instituted against these men, and that they would stand trial before a Union committee. Secretary-Treasurer reported that Negotiating Committee had notified operators of its desire to reopen contract to discuss setting up of a welfare fund and that a meeting had been scheduled for next week. He announced that the NLRB had certified the SIU as collective bargaining agent for nine ships in the Cities Service fleet and as a result the



Union now has jurisdiction over all CS tankers. The company will be requested to begin negotiations for a contract, he added. The Secretary-Treasurer explained that the reason for the appearance of several Congressmen in the Union Hall during the past few weeks was that several bills, including an amendment to the Taft-Hartley Act, will come up in the next session of Congress. In order to win passage of the T-H amendment which would exempt the Hiring Hall. (Continued on Page 15)

Text Of NLRB Decision Certifying SIU As Bargaining Agent In Cities Service

Reprinted on this and the following pages is the complete text of the National Labor Relations Board's final decision in the Cities Service case, which designates the Seafarers International Union, Atlantic and Gulf District, as the exclusive bargaining representative for the Cities Service seamen. The decision clearly shows to what extreme extents the Cities Service Oil Company went to try to keep its men from the benefits and protection of an SIU contract. The company succeeded in stalling certification of the SIU for nine months,

a period in which the CS seamen were subjected to a reign of terror (turn to page 10 for a CS seaman's account of this), and endured all of the poor shipboard conditions for which Cities Service is so well-known, but now the legal phase of organizing CS is over. The next—and it won't take as long as the other—is tying Cities Service to an SIU contract, so that CS seamen will get the same high wages, overtime, conditions and JOB SECURITY that all Seafarers enjoy.

Supplemental Decision And Certification Of Representatives

In the Matter of
CITIES SERVICE OIL CO. OF PENNSYLVANIA
(MARINE DIVISION) Employer
and
SEAFARERS INTERNATIONAL UNION OF
NORTH AMERICA (AFL) Petitioner
Case No. 2-RC-512

Pursuant to a Decision and Direction of Election issued herein on December 29, 1948,¹ an election by secret ballot was conducted under the direction and supervision of the Regional Director for the Second Region (New York City).² Upon conclusion of the balloting, a Tally of Ballots was furnished the parties. The tally shows that of approximately 225 eligible voters 176 cast ballots, of which 98 were for the Petitioner, 12 were against the Petitioner, 5 were void and 66 were challenged.

On April 28, 1949, the Employer filed Objections to the Conduct of the Election and to Conduct Affecting the Results of the Election. Thereafter, in accordance with the Board's Rules and Regulations, the Regional Director conducted an investigation, and on August 19, 1949, issued and duly served upon the parties his Report on Objections, recommending that the objections be overruled. On September 2, 1949, the Employer filed Exceptions to Report on Objections and Motions by Employer.

The Employer's numerous objections, more fully set forth below, in substance are based on the following broad allegations: (1) that the Employer was not given sufficient advance notice of the election and therefore was deprived of an opportunity to have its observers at the polling places; (2) that the employees were not properly advised of the election; (3) that the Union's agents coerced employees into voting for the Union; (4) that the Board agents improperly conducted the election; and (5) that the Board agents were uncooperative and biased in favor of the Union.

Except for certain events occurring at the polling of one of the vessels, the facts as reported by the Regional Director are not in dispute.

Our Decision and Direction of Election delegated to the Regional Director discretion as to the exact time, place, and procedure for polling the unlicensed maritime employees on the nine vessels included in the appropriate unit described therein. On Wednesday, February 16, 1949, after a delay of more than 7 weeks from

the date of our Direction (a delay occasioned in part by the Employer's motion to the Board for reconsideration of our Decision), a conference was held at the Regional Office, with all interested parties present, for the purpose of planning the mechanics of the election. Forthwith, the Employer's representative announced that the Employer would not cooperate in the election unless the Board first consented to vacate two outstanding Circuit Court of Appeals cease and desist orders directed against the Employer based upon prior unfair labor practices,³ and unless the Employer was permitted to use supervisors as election observers. In accordance with established Board policy, these requests were refused; whereupon the Employer asked and received a 24-hour postponement of the conference in order to reconsider its determination not to cooperate.

The conference reconvened on the next day, Thursday, February 17. The Employer did not withdraw its demands; instead, it added new conditions to its willingness to cooperate, insisting that no vessels be polled except at ports between Baltimore and Boston and that no elections be held on Saturdays, Sundays, or holidays, or in any event, before Wednesday, February 23 because the Employer intended to operate its offices with a skeleton crew over the holiday weekend (Tuesday, February 22, being Washington's birthday). During this conference, the parties knew that seven of the vessels involved were scheduled to reach American ports and to depart again before Wednesday, February 23. In view of this fact and of the uncertainty surrounding maritime employment generally,⁴ and because of the delays already encountered, the Board agent advised the Employer that the Regional Director would proceed with the election, if necessary, without the Employer's cooperation. On that same day, the Regional Director decided to poll the vessels when they next arrived at American ports.

At noon the next day, Friday, February 18, the Regional Office sent a telegram to the Employer, advising it that the election would be held in the near future and that the Employer could use supervisors as observers, and requesting the names of the observers. The Employer replied the same day that it would appoint ob-

servers when advised of the time and place of the election. That same afternoon telegrams were sent to the Employer and to its attorney advising that each vessel would be balloted upon arriving in port. At 5:15 p.m., the Regional Office telephoned the same advice to the Employer's port steward at its New York office. Official notices of election were mailed to the Employer. The Union notified the employees of the forthcoming elections by radio messages sent each vessel while at sea,⁵ and by megaphone and public address equipment as the vessels approached shore. When the first six ships docked, each at a different Atlantic or Gulf port, the Board agents requested, but were refused, permission to conduct elections either on board ship or on the company's water front property. As a result, the Board agents set up election machinery wherever feasible under the circumstances and as close as possible to the debarkation points. In some instances, parked cars were used as voting booths. Official notices of election were posted conspicuously at and near the polling places. The Employer did nothing to inform its employees of the scheduled election.

The employees were balloted as they disembarked. The first two ships, the SS Fort Hoskins and the SS Winter Hill, were polled on Sunday night, February 20, and early Monday morning, February 21, respectively. No company observers were present at the balloting of the first six vessels, and for this reason the Board agents challenged all the ballots from the first two ships. However, at the polling of the next four vessels they ignored the absence of company observers and challenged voters in the customary manner whenever doubt arose as to eligibility. As the Employer, although requested to do so, had failed to furnish a pay-roll list for any of the six vessels, the Board agents questioned all persons appearing at the polls, asked for identification papers, and required them to sign factual statements before permitting them to vote.

Meanwhile, on the basis of the advice from the Regional Office concerning the scheduled election, received by telephone Friday afternoon and by telegram Saturday morning, the Employer on Monday, February 21, instituted a proceeding in the District Court for the Southern District of New York to enjoin the Board from proceeding with the election. An ex parte temporary restraining order, secured by the Employer in that suit, interrupted the election after the first six vessels were balloted. Shortly thereafter, the injunction proceeding was dismissed for lack of merit. However, during the

³ NLRB v. Cities Service Oil Co., 122 F. 2d 149 (C. A. 2); NLRB v. Cities Service Oil Co., 129 F. 2d 933 (C. A. 2).

This same request had already been considered and denied in our original Decision and Direction of Election and again in our Order denying the Employer's motion for reconsideration.

⁴ The Regional Director had reasonable cause to believe that substantial numbers of eligible voters would be separated from the company's employ in the near future.

⁵ The Union sent 40 radio messages, 5 to each of 8 ships. No message was sent to the SS Government Camp, which was being voted by mail.

¹ 80 NLRB No. 235.

² Wherever used herein, the term Regional Director means Acting Regional Director.
87 NLRB No. 60.

pendency of the temporary restraining order and at the request of the Federal District Court Judge, the Employer appointed observers and participated in the balloting of the two remaining vessels.⁶ Although no company observers had been present at the balloting of the first six vessels, the average turnout of crew members on those vessels compared favorably with the average turnout on the vessels balloted later. Upon the completion of the balloting of all nine vessels, the ballots were counted and the aforesaid tally prepared. None of the challenged ballots was opened.

Concerning the polling of the SS Winter Hill at Braintree, Massachusetts, where all the ballots were challenged by the Board agent, the Employer takes issue with the Regional Director's report on the facts. On the basis of his investigation, the Regional Director reported that, upon being denied access to the vessel and to the company-owned pier, the Board agent set up election equipment in a parked automobile on a road near the pier; that due to the extreme cold, the Board agent and the Union observer waited for voters in a nearby tavern, the only available shelter; that there was no drinking by anyone connected with the election during the voting; that no ballots were distributed, marked, or accepted in the tavern; and that the balloting took place, not in the tavern, but in the front section of the automobile, where each voter marked his ballot privately while the observer and other voters remained at the rear. The Employer asserts that balloting was conducted inside the tavern, where voters and Union organizers drank together; that organizers told crew members that they could vote only for the Union and promised to each a "full (Union) membership book" if he voted for the Union; and that at least one of the eligible voters refrained from voting because of the lack of secrecy in the balloting and the rowdy atmosphere of the tavern.

Notice To The Employees

The Employer's principal objection to the conduct of the election is grounded on the dispatch with which the Board agent acted in setting election machinery in motion, once he was satisfied that further delay meant a long postponement of the election and too great a change in the vessel's personnel. A proper review of the timing of the election and of the mechanics of its execution must be made in the light of the special problems incident to the polling of seagoing vessels and of the clearly dilatory attitude of the Employer in this case. Considering the facts confronting the Regional Director on Friday, February 18, we deem his decision to poll the vessels immediately as entirely reasonable. The high turnover-rate normal among personnel in the shipping industry permits, indeed requires, swift decisions of election and the polling of such employees. Particularly was expeditious action appropriate in this case, where the Employer's only response to the Board agent's request for cooperation was continued and repeated insistence on unacceptable and impossible conditions. Such insistence, coupled with the Employer's general hostility towards the election, reveals an unmistakable determination to prevent the Regional Director from carrying out the Board's direction.

Moreover, the facts show that the Employer had sufficient notice of the election and was afforded ample time to appoint election observers, had it so desired. Thus, notwithstanding its assertion that notice on Friday, by telephone to its port steward and by telegram to its attorney, was not notice to the Employer and that skeleton operations over the holiday weekend made the designation of company observers impossible, the Employer had ample time to prepare the

necessary pleadings, together with supporting documents, to apply for an injunction on Monday morning, February 21. Further, the Employer had already been advised that it could use supervisory personnel as observers. Just as the Union was able to communicate with the ships at sea to advise the employees of the pending election, the Employer could easily have designated any of its officers on ship board to act as observers at the elections and to assist the Board agents in taking all necessary precautions to assure proper eligibility. On these simple and uncontroverted facts, we view the Employer's failure to have observers at the polling places as a deliberate refusal to participate in the conduct of the election. Its belated complaint of being neglected and wronged is not persuasive now.

In any event, the primary consideration in the conduct of any election is whether the employees are afforded adequate notice and sufficient opportunity to vote. Although the Employer is customarily accorded the privilege of having its observers at the polls, their presence is not required, nor is the Employer entitled to such representation as a matter of right.⁷

Under the entire circumstances of this case, we agree with the Regional Director's conclusion that the Employer received sufficient notice of the election and that its objection in this respect should be overruled.⁸

Notice To The Employees

The same reasons which lead us to believe that sufficient notice was given to the Employer also dispose of its objection that the employees were not given sufficient advance notice of the election. Other than having the Union advise ship personnel by radio, telegraph, and public address equipment, giving the Employer an opportunity to do likewise, and posting the regular election notices at conspicuous places as close as possible to the Employer's waterfront property, we see nothing further that the Board agents could have done to ensure widespread publication of the scheduled balloting among the employees. There is no substantial evidence to show that eligible voters did not receive, or were deprived of, adequate notice and opportunity to vote. On the contrary, the favorable comparison between the average turn-out of crew members on the first six vessels balloted and that of the vessels polled with the Employer's belated cooperation and in the presence of its observers is clear evidence that a representative number of employees voted in the election as a whole. Under these circumstances, we believe that the employees were given and received adequate notice, and we therefore adopt the Regional Director's recommendation that this objection be overruled.⁹

Alleged Coercion By Union Agents

The general allegations of coercion by Union agents are based on the assertion that employees were coerced, tricked, and bribed into voting

for the Union, and that balloting took place in inappropriate places. The incidents referred to in this objection relate to the polling of the SS Winter Hill at Braintree, Massachusetts. The facts relative to this part of the election, as they appear to us now from the Regional Director's report and from the Employer's Objections and Exceptions, are set forth in detail above and need not be restated.

We consider it unfortunate, but nonetheless justified, that the Board agent, in the case of this vessel, was compelled, after being denied a more conventional and desirable locale for conducting the election, to hold the balloting in an automobile parked so close to a tavern (the closest point to the Employer's pier) in order to ensure maximum opportunity for all eligible voters to cast ballots. As to the electioneering allegedly carried on by Union agents, we have long held such activity not to be coercive.¹⁰ In any event, we deem it unnecessary to resolve the seeming conflict between the Regional Director's report and the Employer's assertion as to the facts representing the balloting of the SS Winter Hill. Under the circumstances of this case, considering the restricted area in which the alleged coercive conduct occurred, the geographical separation of the vessel from the other vessels that were polled in other ports extending from Massachusetts to the Gulf of Mexico, the nature of the maritime industry, and particularly the fact that the Board agent challenged all ballots cast at the voting of the SS Winter Hill, we believe it would not be realistic to assume that the alleged conduct had any impact upon the election results or upon the freedom of choice exercised by the employees on the remaining vessels as to warrant setting the election aside.¹¹

The Employer also alleges as coercive the fact that notice of the election was given to employees by the Union; that parked cars, particularly a Union-owned automobile in one case, were used as voting booths; and that Union representatives and its attorney were present at some of the polling areas. We do not believe that these facts, standing alone, show improper interference with the employees' free expression of choice. There is nothing improper in a union publicizing a Board election. In fact, "getting out the vote" by notifying voters is a traditional part of election procedure. The Employer was given equal opportunity to publicize the election, but significantly failed to do so. While it is true that in some instances parked cars were used as voting booths, and that at the balloting of the SS Bent's Fort a Union-owned automobile bearing no distinguishing marks of ownership was used, the Regional Director reported that in no case were ballots marked in a car while any person other than the voter was present. Further, absent a showing of improper electioneering, the mere presence of Union representatives at or near the polling area is not prejudicial. In view of the foregoing considerations, we agree with the Regional Director's conclusion that this objection raises no substantial issue with respect to the conduct of the election. Accordingly, we hereby overrule it.¹²

7 Southern Steamship Company v. NLRB, 316 U.S. 31; Burrows & Sanborn, Inc., 84 NLRB No. 35.

8 Hoague-Sprague Corporation, 80 NLRB No. 252.

9 See Wilson Athletic Goods Manufacturing Co., Inc., 76 NLRB 315.

The Employer also contends that eligible voters who were ill, on vacation, or temporarily laid off were not given notice of the election and, therefore, denied the right to vote. We agree with the Regional Director that such employees are customarily not given individual notices of election and, in the absence of a showing of prejudice to employees' rights, we find no merit in this contention. Cerf Brothers Bag Company, 74 NLRB 1329.

10 See National Sugar Refining Company of New Jersey, 4 NLRB 276.

11 Isthmian Steamship Company, 74 NLRB 64.

12 See Craddock-Terry Shoe Company, 80 NLRB No. 185; General Plywood Corporation, 83 NLRB No. 26; and Mutual Distributing Company, 83 NLRB No. 74.

The Employer also alleges coercion because of the mail balloting of the SS Government Camp, on the theory that the Union might have resorted to "strong-armed" tactics in distant ports. As mail balloting was authorized in our Direction of Election, and as the Regional Director found no evidence of improper conduct in connection with its use, we find this argument to be without merit.

6 The ninth vessel, the SS Government Camp, was balloted by mail in a foreign port.

Alleged Improper Conduct Of Board Agents

We have already considered and rejected (in connection with other objections) several grounds on which the Employer also charges that the Board agents improperly conducted the election. These were: the dispatch with which the election was held, the limited advance notice given to the Employer and to the employees, and the alleged coercive conduct by union agents. We turn now to further allegations on which the objection to Board agents' conduct is predicated.

(a) The Regional Director used an eligibility date different from that established in our Direction of Election.

Unable to obtain pay-roll lists or pay-roll period dates, the Employer having failed to furnish them on request, the Regional Director set December 29, 1948, the date of the Board's Direction of Election, as the eligibility date, although the Board's Direction established it as the pay-roll period proceeding the date of election, which fell on December 28. We have set forth above the detailed precautions taken by the Board agents to ascertain the eligibility of each voter. It has not been shown, nor is there any evidence indicating, that the change of eligibility date prejudiced any eligible voter. On the contrary, it is undisputed that no employee actually working on December 28 was denied a ballot for this reason, and that all persons whose ballots were counted were in fact employed by the Employer on December 28. Nor is there any showing that eligible employees were thereby unable to vote. Under these circumstances, we deem the Regional Director's use of December 29 as the eligibility date to be entirely proper.¹³

(b) The Regional Director permitted aliens to vote.

The eligibility of aliens to cast ballots in Board elections is too well established to warrant justification anew here.¹⁴

(c) More persons cast ballots at the polling of two of the vessels than appear on the Employer's eligibility list for those vessels.

As the Employer's eligibility list undoubtedly reflects its erroneous concept as to eligibility of aliens, we are unable to determine what percentage of employees in fact eligible did cast ballots. In any event, we are satisfied, from the uncontroverted facts as reported by the Regional Director, that the Board agents were sufficiently careful in testing eligibility.

(d) Secrecy of the ballot was not maintained.

The Employer asserts that the election results were made known premature and that ballots were cast in automobile voting booths in the presence of observers.¹⁵ The Regional Director's investigation revealed no evidence to support this charge. On the contrary, we believe that, considering the unfavorable conditions under which they were compelled to conduct the balloting, the Board agents' diligence in assuring a free expression of choice by the employees merits commendation.

(e) The ballots from the first six vessels polled were commingled with those cast later.

In the light of the logical requirement for counting all ballots cast in a single election, we consider this objection to be frivolous and without merit.

(f) Part of the election was conducted outside the regional jurisdiction of the Regional Director.

All the balloting was conducted under the supervision of the Regional Director for the Second Region. As the simultaneous polling of

vessels, both within and beyond the territorial limits of the Second Region, was in accordance with our usual election procedures in maritime cases, and not in violation of our Direction of Election, we find that the Regional Director acted properly in so doing.¹⁶

Alleged Bias And Lack Of Cooperation Of Board Agents

Finally, the Employer makes a general charge of bias and prejudicial lack of cooperation by Board agents. The Regional Director reported that his careful investigation revealed no evidence whatever supporting this allegation. Most of the specific grounds allegedly supporting the charge, urged also as bases for other detailed objections, have been considered above and found to be without merit. The two assertions remaining to be considered are that the Board agents challenged voters "presumably at the instigation of the Union" and that they "connived" with the Union to permit non-crew members to vote in the balloting of the SS Lone Jack.

It is clear from the Employer's statement supporting its Exceptions that the first objection refers primarily to the fact that all votes cast from the two vessels first polled in the election were challenged by Board agents. These were also the first two of the six vessels at which company observers were not present; the Regional Director found that the Board agents made these challenges because the Employer had failed to designate observers. None of the challenged ballots was opened, as they could not affect the results of the election. The challenges, therefore, could not have prejudiced any of the parties. Absent any evidence supporting this serious accusation and in view of the Regional Director's affirmative report as to the reason for the challenges, we will not presume improper motives on the part of any of the participants in the election procedure.

The Employer's observers were present at the polling of the SS Lone Jack. Eight persons not on board ship, but claiming to be employees, requested ballots; they were permitted to vote only under challenge. These facts are not disputed. It is these eight persons whom the Employer charges were "imported as ringers" by the Union with the approval of Board agents. As stated above, the Regional Director found no evidence showing connivance between the Board agents and Union observers, even assuming that the Union was aware of the ineligible status of these eight voters. If the Board agents had intended to allow non-eligibles to vote, they would have permitted them to cast unchallenged ballots. We therefore agree with the Regional Director's conclusion that these facts do not prove misconduct by Board agents.

Apparently, the Employer also views as prejudicial lack of cooperation the Board agent's refusal to permit the Employer to challenge, before the counting of the ballots but after the completion of the election, all votes cast from the six vessels polled in the absence of company observers. As the Employer had chosen not to challenge any of the ballots when they were cast, the Board agent, under well-established principles, was bound to reject its belated challenges.¹⁷ His decision, therefore, was clearly proper.

It thus appears that all of the Employer's objections to the election are based either on ill-founded arguments or on factual assertions which, according to the Regional Director's report, are entirely unsupported by substantial evidence. Indeed, the very occasion for most of its complaints would never have arisen

had the Employer elected to extend to the Board agents the cooperation which was earnestly solicited to no avail. In the light of the Employer's refusal to cooperate with an agency of the Government in carrying out its statutory functions in the public interest, we believe that, apart from other considerations, it ill behooves the Employer to file objections stemming principally from its own recalcitrance.

In view of the foregoing and under all the circumstances, we find, in agreement with the Regional Director, that the Employer's objections and exceptions do not raise substantial and material issues with respect to the conduct of the election or to conduct affecting the results of the election. Consequently, we hereby deny the Employer's motion to set aside the proceedings and to order a new hearing or a new election herein, and we hereby adopt the Regional Director's recommendation that the Employer's objections be overruled.

As the challenges can not affect the results of the election, and as the Union has secured a majority of the valid votes cast, we shall certify it as the collective bargaining representative of the Employer's unlicensed personnel in the unit heretofore found appropriate.

Certification Of Representatives

IT IS HEREBY CERTIFIED that Seafarers International Union of North America (AFL) has been designated and selected by a majority of the Employer's unlicensed personnel aboard the vessels SS Royal Oak, SS Government Camp, SS Fort Hoskins, SS Salem Maritime, SS Bent's Fort, SS Bradford Island, SS Winter Hill, SS Archer's Hope, and SS Lone Jack of the Employer's Maritime Division, including deck and engine employees, machinists, and pumpmen, but excluding stewards, boatswains, pursers, radio operators, and supervisors as defined in the Act, as their representative for the purposes of collective bargaining and that pursuant to Section 9 (a) of the Act, the aforesaid organization is the exclusive representative of all such employees for the purposes of collective bargaining with respect to rates of pay, wages, hours of employment and other conditions of employment.

Signed at Washington, D.C., this 2 day of December 1949.

Paul M. Herzog, Chairman
James J. Reynolds, Jr., Member
J. Copeland Gray, Member

National Labor Relations Board

¹³ See New Era Shirt Company, 79 NLRB 213.

¹⁴ Azusa Citrus Association, 65 NLRB 1136; Logan and Paxton, 55 NLRB 310.

¹⁵ This objection also adverts to the alleged illegal balloting inside a tavern at the balloting of the SS Winter Hill, which we have considered above.

¹⁶ To the extent that the Employer in its Exceptions may have objected to those elections held on the Washington's Birthday holiday, we find no merit therein. Danita Hosiery Manufacturing Co. Inc., 72 NLRB 162.

¹⁷ A. J. Tower Company, 60 NLRB 1414; affirmed NLRB v. A. J. Tower Company, 329 U.S. 324.

Seafarers Certified In Cities Service

(Continued from Page 1) have authority to enter into a binding agreement with this Union . . .

"In conformity with Section 8 (d) of the Act, the Union committee is prepared to meet at all reasonable times and confer in good faith with respect to wages, hours, and other terms and conditions of employment . . ."

The NLRB certification gives the SIU jurisdiction over the entire Cities Service tanker fleet. In May of last year, the Union was awarded collective bargaining rights on seven of the company's tankers, after the crews involved voted 83 percent in favor of the SIU. Early this year, a second election was held on the nine vessels acquired by the Company after the first election was ordered by the NLRB. The SIU received 89 percent of the valid votes cast, resulting in the second certification of the Union. The award is dated December 2, 1949.

In its latest designation of the SIU as collective bargaining agent for the Cities Service fleet, the NLRB overruled the company's objections to the conduct of the elections as "entirely unsupported by substantial evidence."

REFUSED TO COOPERATE

The NLRB statement pointed to the company's refusal to cooperate with the agency in setting up the election machinery and recalled that on the first six ships to be voted "the Board agents requested, but were refused, permission to conduct elections on board ship or on the company's waterfront property." Election machinery was therefore set up wherever feasible, the NLRB report said. The board also charged that the company "did nothing to advise its employees of the election."

"Indeed, the very occasion for most of its complaints would never have arisen had the employer elected to extend the Board Agents the cooperation which was earnestly solicited to

no avail," the NLRB continued. "In view of the foregoing and under all the circumstances we find, in agreement, with the Regional Director that the Employer's objections and exceptions do not raise substantial and material issues with respect to the conduct of the election or to conduct affecting the results of the election. Consequently we hereby deny the employers motion to set aside the proceedings and to order a new hearing or new election herein, and we hereby adopt the Regional Director's objections be overruled."

CERTIFIES SIU

"As the challenge cannot affect the results of the election, and as the Union has secured the majority of the valid votes cast, we shall certify it as the Collective Bargaining representative of the Employer's unlicensed personnel in the units heretofore found appropriate."

Ships involved in the SIU's second certification award are the Royal Oak, Government Camp, Fort Hoskins, Salem Maritime, Bent's Fort, Bradford Island, Winter Hill, Archers Hope and the Lone Jack.

The seven vessels for which the SIU had previously been certified as collective bargaining agent are the Council Grove, French Creek, Logans Fort, Abiqua, Cantigny, Chiwawa and Paoli.

Events leading up to the complete certification of the SIU as bargaining agent for Cities Service seamen started on October 26, 1946, with a letter to the Cities Service Marine Division pointing out that the Union was the authorized representative of a majority of the crews on CS tankers and requesting recognition. The letter came at the end of a vigorous three-month organizing drive.

The SIU followed up this action by filing a petition with the NLRB for a collective bargaining election in the CS fleet. The company then began a campaign of stalling the election, using every legal trick in the book to deny their employees SIU representation.

CS STALLS

It was July 28, 1947 before the NLRB could hold a hearing on the SIU's petition. More company film-flamery followed, but on October 20, 1947, the Board finally ordered an election on eight ships of the fleet. One, the Lone Jack, could not be voted because it reached port after the deadline date.

The votes were tallied on February 9, 1948, with the SIU receiving more than 83 percent of the valid ballots cast.

Cities Service immediately began filing objections in an effort to stall certification, which finally

came on May 24, 1948. At the same time the NLRB held that a second election would be required for bargaining rights on ships acquired by the company after the election had been ordered.

In June 1948, the SIU filed for the second election. The company immediately intensified its stalling campaign. A company union—CTMA—was set up, and all those refusing to sign pledge cards were fired, along with all men even slightly suspected of having SIU sympathies.

The order for the election on the nine unvoted ships came on December 30, 1948. The company resorted to the courts to block the election but failed, and voting began in February 1949. Cities Service seamen demonstrated an even greater preference for the SIU than in the first election, giving the Seafarers an 89 percent majority.

Cities Service Stooges Spy On Pro-SIU Men

By EUGEN KRISTIANSSEN

Thirteen years of sailing without ever having been fired by any company. That was my record as a seaman—until December 5 of this year. For on that day the Cities Service Oil Company told me to pack up and get off the Council Grove, just as it has been telling hundreds of others of its employees who refused to alter their beliefs in free collective bargaining representation, despite threat of reprisals.

Officially, the company personnel chief will probably say I was discharged for "incompetence." But he'd never be able to convince anyone of its truth.

I was fired because I had freely stated that I believed in organization, that no seamen could do anything or say anything to improve his conditions, unless he had others like him to back him up. We're no match for multimillion dollar corporations by ourselves.

WANTS SIU

And I made it clear that the SIU is the organization that can effectively help CS seamen by wiping out the rotten system of spying and intrigue, the abusive treatment, lower wages and inferior conditions that prevail on ships in the company's fleet.

That stuff doesn't go on CS ships. Not even for a guy like me who had spent one year aboard the Council Grove and was commended—in writing—by two Masters for being competent and industrious.

I went aboard the Council Grove on January 6, 1949. I never was involved in a single unpleasant incident of any kind. My work was more than satisfactory. I got along with all hands—topside and the foc'sle. The only hitch developed when the company planted spies from CTMA came aboard and reported back to their office that I was pro-SIU. Then I started getting the "warning lights."

A guy by the name of DeLello, a CTMA organizer, came aboard. Immediately all hands became nervous. They didn't know who was going to get the axe, because CTMA stooges are never up to any good when they're out on company missions. Practically every man was SIU, but they weren't sure which ones DeLello was putting the finger on.



EUGEN KRISTIANSSEN

I found out on October 5 that I was one of the victims, when the Chief Mate told me to watch my step and not to get mixed up in union activities as my watch partner, Roy Lundquist, had. The Chief Mate said it would mean getting fired if I didn't quit my interest in the SIU.

On November 15, in Jacksonville, Pumpman Harvey Race, the CTMA organizer aboard the Council Grove, told me that Lundquist and I were known as actively in favor of the SIU. He said that DeLello had given the order for Lundquist and me to be fired.

"So watch your step," he warned.

SWITCH, OR ELSE!

DeLello then paid off to head for New York to report to the company. Lundquist was fired, but the Chief Mate told Race he was going to give me another chance. If I didn't switch my Union affiliation, I would be fired, he said.

On November 18, I got another warning from the Mate. This time he said it was known that I was an SIU organizer. That was the beginning of the end.

On November 29 I was on the bridge on wheel watch. The Chief Mate told me I would be fired on arrival in port. He said he was sorry, that it "was none of his doings, but orders from the office or higher officials of the company." He added that he would give me the best possible

recommendation because my work had been "excellent."

I was paid off in New Haven on December 5, along with six other men who were fired for having pro-SIU sympathies. Of these six, only one man, M. J. Oppedisano, had openly discussed the SIU; the others were merely suspected of favoring the Union. That, of course, made no difference to the tyrants in Cities Service.

ANOTHER VICTIM

It was all hard to swallow. But the pain of being fired was eased by the fact that the company's action was no reflection on me. I was just another victim, among hundreds, of a ruthless reign of terror that has no place on an American flag ship.

I knew what I was doing all along. I was offered several chances to compromise my belief in the need for sound trade unionism for seamen of the Cities

Service fleet. I refused. And I'd do it all over again.

I'm going home to my family in Portland, Maine, for the holidays. Then I'll return to the Hall and register for a job and ship out through the Hiring Hall. I'm a Union man, now. And I'll be ready to help in any way to see the fight to a finish. There's no way out of Cities Service's slave conditions than through an SIU contract, with its guarantee of good wages and working conditions and job security.

One more thing, I especially want to say how much I appreciate the way I have been treated at the SIU, by the members and officials. There's no hat-in-hand, yes-sir, no-sir stuff like we went through at Cities Service when we went for jobs.

But that's just the difference between a free, democratic organization of seamen and a company-sponsored tyranny.



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

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

United States Coast Guard
Bureau Marine Inspection & Navigation

To Whom It May Concern
Dear Sir:

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

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

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

Very truly,

Robert A. Levy, Master
SS Council Grove.

This is what the Skipper had to say about Kristiansen, just before he was fired by Cities Service after 1 solid year on the SS Council Grove.

The Patrolmen Say—

Recommended Reading

By L. S. (Johnny) JOHNSTON

NEW ORLEANS—I'm not a book reviewer, but if I had to recommend a bit of reading to members of the SIU I'd head my list with the latest booklet prepared by the SIU, called "Food for Thought," which contains articles by six of our officials.

Each of the six covers a matter of vital importance to our organization.

There, within the covers of this slim little booklet, is summed up pretty well the entire program of our Union. I've talked to quite a few Seafarers here in the port of New Orleans, and all of them are of the opinion that this is something every member should read and pass along to other SIU men.

They're right. With a membership that understands the policies of the Union and the responsibilities of the membership, you can rest assured that the SIU will always remain strong.



SHIPS' MINUTES AND NEWS

Seafarer Bell Dead At 65



HERBERT R. BELL

Seafarer Herbert R. Bell, a member of the Union since 1945, died of natural causes in Charleston, S.C., on Sept. 28, the LOG was informed this week. Brother Bell was 53 years old.

Bell was being treated in Charleston's Roper Hospital when death came. He was buried in Bethany Cemetery on Sept. 30.

He is survived by his wife Mrs. Floy Sherrill Bell, with whom he lived at 313 East Bay Street, in Charleston.

Brother Bell was in good Union standing at the time of his death and the SIU paid the burial benefits to his widow.

Bell was born in Orangeburg, S.C., on Nov. 25, 1895. He joined the SIU's Atlantic and Gulf District in the Port of Charleston on June 2, 1945, receiving Book No. 45002. He sailed in the Engine Department with the ratings of Fireman, Oiler and Water-tender.

Mrs. Bell, an ardent follower of the Union's activities, has requested that the SEAFARERS LOG continue to be sent to her home.

2 LOST AS STORM HITS SS CALMAR

A mountainous wave took the lives of two men aboard the freighter Calmar as the vessel battled stormy seas off the Columbia River mouth en route to Seattle last month.

The Calmar made port listing badly. The list developed when a heavy deckload of lumber shifted during the storm.

One of the victims was Walter E. Roberts, 23, SIU crew-member who was washed overboard by one of the giant waves. First Mate Clarence Hutton was crushed between a wheelhouse and a lifeboat he and Roberts were trying to make fast. Hutton died shortly before the ship docked.

Capt. Richard Hughes said there was no doubt that Roberts had drowned.

Fort Bridger Crewmen Eye Holidays As Prelude To Year On Shuttle Run

With a year of shuttle runs in the Persian Gulf looming for the coming year, crewmen of the SS Fort Bridger, expect to make the most of a stateside Christmas holiday. The T-2, a US Petroleum Carriers vessel now en route from the Persian Gulf, is slated for arrival at Paulsboro, N.J., on or about Dec. 20, according to Seafarer M. D. Faircloth.

The crew boarded the Fort Bridger at Palermo, Sicily on Oct. 31, after leaving New York via plane two days earlier. A scheduled stop at Brussels was prevented by fog and low visibility and the aircraft put down at Ostend, instead.

WAIT 12 HOURS

After a 12-hour wait, the Seafarers proceeded by bus to Brussels, where they boarded another skyship for Palermo and the Bridger. They landed in Palermo on Oct. 31 and immediately boarded the tanker.

All hands turned to for the job of getting the vessel in shape and on Nov. 7 the Bridger left the Sicilian port for the Persian Gulf. From their she headed for Paulsboro.

The Bridger had previously shuttled between the Persian Gulf and European ports for 14 months. She was laid up in Pal-



Ft. Bridger Crewmen leave plane in Belgium

ermo last July, when cargoes became scarce, and the crew was returned to New York by plane.

The company called for the new crew after it decided to place the tanker in operation again.

Sail-Makers Give Way To Pants-Makers On Canton Vic

Any crewmember who steps off the Canton Victory looking like anything else but a seagoing Beau Brummel will probably have only himself to blame. At least it won't be the fault of the Education Committee, which scheduled classes on subjects as

diversified and ambitious as ever graced a shipboard meeting.

Number 5 on the Canton Victory crew's list of educational subjects, according to a recent set of ship's minutes, is one labeled "Tailoring Men Clothes." And to get the lads off on the

right trouser leg, "Sir Charles" Oppenheimer, who with Anderson Jones, has been sparking the Canton Victory educational program, wrote to the research department of a men's clothing union for all available data on the operation.

Pending receipt of an answer to their query, the Canton Victory's knowledge-thirsty lads concerned themselves with the rest of the educational classes, which were listed in the ship's minutes as follows:

- 1- How to Conduct a Union Meeting.
- 2- Marlinespike Seamanship.
- 3- Painting and Decorating.
- 4- Spanish Lessons.
- 5- Tailoring Men's Clothes.
- 6- Small Fire-arms.
- 7- Blue Print Reading.

- 8- Small Craft Boats and Deisel and Gasoline Engines.
- 9- Public Speaking.

The minutes say the sessions were so entertaining—one of them lasted two hours—that Night Cook and Baker Melvin Sutherland caught the teaching bug, marched up to Brothers Jones and Oppenheimer and joined the faculty. Sutherland will conduct classes in radio theory and communications, television repair and electronics to all hands interested.

Anyway, to get back to Number 5—Tailoring Men's Clothes—remember this: If you ever see a dream walking, you'll know he sat in on those Canton Victory classes.

Robin Hood Men Claim Softball Title



These men have maintained an unblemished record throughout all games played to date. Standing, left to right: H. Edgren, M. Middleboro, J. Berger, C. Gill, F. Mansfield and J. Kuberski. Kneeling: S. Karlak, P. Amido, Lopez, Frank Teller and Buckley. Man at extreme right is unidentified.

Having successfully emerged from a series of hotly-contested tilts with outfits from other ships of the Robin Line and South African shoreside aggregations, the softball team of the SS Robin Hood is calling itself "the champs." Anyone disputing the title claim can get in touch with Frank Teller, Engine Delegate

and playing manager, who says his undefeated squad will take on all challengers.

"All comers are assured they will be meeting the champs, as the badly trounced Robin Good-fellow team will surely attest," warns Frank.

The Robin Hood's playing manager explained that "this club has taken advantage of the

newly supplied and much appreciated gear that has been placed on Robin Line ships."

Teller made it quite clear that the Robin Hood Seafarers were the first in the Robin Line fleet to put a team on the field in formal competition. That was back in Sept. 1948, when the Hood squad lambasted the Mom-basa Ball Club 27 to 9.

Voice Of The Sea

by "SALTY DICK"

Received a report that Leo Morrisette never bothers with the fair sex in foreign ports. The reason is Magge Greenberg, who is also Stewardess on the Clipper. She's Mrs. Leo Morrisette. Francis Fletschinger is meeting with bad luck. He recently left the hospital where his heel was mended. Now he has to return because of a circulatory deficiency in his left hand.

I read a very interesting article in the LOG (Oct. 22) by Frank Bose and I would recommend it to all members who should forward their comments to the LOG... Howard Hutcheson telling me about the times he spent in Ybor City while attending college. He's a

lover of food and he ate very well there and the prices were reasonable.

Felix Amora spends his time between ships fishing in the bayous. Felix fusses everytime he hauls in a catfish, and most of the time he's fussing. . . Current juke box favorite among many seamen is "Four Winds and Seven Seas."

What tall lanky seaman will always order his Tom Collins "on the sweet side"? . . . Many of the gang can always be found at Baumer next door to our Hall. . . The other day I went there and played the juke box. Guess what number I played? You're right. It was "Four Winds and the Seven Seas."

SEAFARER SAM SAYS

WHADYA READ?

MAKE IT A HABIT TO USE THE LIBRARIES IN THE A&G HALLS WHILE ON THE BEACH. IT'S THERE, WHATEVER YOU WANT - FICTION, NON-FICTION, AND TECHNICAL BOOKS. WHY NOT TAKE ADVANTAGE OF YOUR LEISURE TIME, FOR ENTERTAINMENT OR ADVANCEMENT?



CUT and RUN

by Hank

It looks as if tanker shipping has picked up and shipping in general has that rosy glow somehow. It must be that plenty of Brothers are sticking around home for the Christmas and New Year holidays... Congratulations to Paddy McCann, and the best of luck in his opening a landlubbing business with a candy store here in New York... Brother Lionel Miller is aboard the SS Del Monte... We have received a beautiful Christmas card in the Venezulean language from Ed Larkin, the humorous electrician who is still working ashore down in a busy Venezulean oil port. Same to you, Ed... Speaking of Christmas greetings Mike Rossi, the Bosun who is always smiling, wishes a Merry Christmas and a Happy New Year to all Brothers down in New Orleans, including Moon Kouns and Percy Boyer.

"Blackie" Danny Boyce, who was aboard the Robin Moor, the first ship to be torpedoed during the last war, writes from the Marine hospital in Frisco after having to get off the Alcoa Puritan hitting West Coast ports and then New York. Blackie mentions lots of oldtimers and here are the names of some of them. Leo Silvers, George Blakely, Frank Steavens, Mickey Quinn (here in New York now) as well as some SUP oldtimers such as Bosun Bill Carey, Fred Hayes and Jimmie O'Neill. Danny says it sure would be swell to have all these oldtimers get together somehow for a photograph. Well, swift recovery to you, Blackie... Flash News—Aboard the tanker SS Michael when she was in recently we were informed that Brother John Krewson, who is in his fifties, is one of the best artists the crew has ever seen. And no doubt the boys are telling John to send some of those best pieces of art into the LOG.

The SEAFARERS LOG will be sailing free of cost to the homes of the following Brothers: Audley Chisholm of Louisiana, Rudy Cancela of Florida, Harold Zurn of Minnesota, Melton Wilson of Virginia, Glenious Lawson of Virginia, Richard Maley of Massachusetts (now here in New York), J. W. Taylor of Virginia, Julian Wilson of Virginia... Steward W. W. Reidy, Blackie Pivos and Red Starns (who shipped recently inter-coastal) sure had their sense of humor broken up. What happened, fellas?... Steward George Whale is anchored right now in this town... Lots of Brothers do what Brother Joseph Lupton of Virginia says he does. He has his folks saving all the LOGS they receive so he can read up on all the past news of the Union and news of shipmates.

If there are any SIU ships hitting the island of Guam then they should know that there is a USS club opening there and they will be getting a bundle of LOGS so SIU crews can pick up a copy.

Paddy McCann To Retire; Will Run Shop In New York

To the Editor:

After 24 years at sea, the last ten of them in the SIU, I have retired my book and am going to try it shoreside, for a while at least.

In order to maintain the standard of living that I got accustomed to in the Union, I'm going into business in a small way, and so I've taken over a candy and stationery store in New York City, at 447 East 63 Street, between First Avenue and York Avenue, and I'd like for all my friends and shipmates to drop in and say hello when they are in town. Running a store will keep me tied down somewhat, but then my friends will always find me in. Hoping to see you all soon.

P. J. (Paddy) McCann

Digested Minutes Of SIU Ship Meetings

NEW LONDON, Sept. 18—**Frank Stokes, Chairman; Fred Bruggner, Secretary.** No beefs were reported in any of the three departments. Motion carried (by **Bob Fischer**) to defer election of Ship's Delegate on these short coastwise trips. Motion (by **G. Ranallo**) carried to give vote of thanks to Steward **Peter King** and entire department for fine job of storing ship and for their fine meals. Fans in crew's rooms to be checked by Delegate to see if they cannot be moved to places where all in rooms will benefit. Under Good and Welfare there was general discussion on pay raise, the questions of adequate cots for all and the fixing up of a spare room for recreational purposes. Merchant Marine Library Association is to be contacted for a chest of books. **George Lathrop** reported on amount in Ship's fund—\$4.38. This fund is maintained by voluntary contributions from crew at payoff and is used to pay costs of telegrams and cable to Union Hall.



against crewmember for neglecting duties and for failure to keep pantry and himself clean. All hands registered approval and appreciation of the overseas news bulletin sent to all ships from Headquarters.

EVELYN, Oct. 30—**J. Q. Conrad, Chairman; Charles Mitchell, Secretary.** All four delegates reported that everything is in good order. After a discussion on vacation pay and leaving ships after one year of continuous service, it was agreed unanimously that this question should be submitted to a referendum. Under Good and Welfare, it was decided to abolish deposit of one dollar of foc'sle keys, with money to be refunded to crewmen. Chief Mate is to be contacted to have brakes repaired on the winches midship. Suggested that Chief Mate be asked to have Bosun check and repair all door locks.

TWIN FALLS VICTORY, Nov. 1—**Jim Drake, Chairman; W. J. Walsh, Secretary.** Ship's Delegate clarified question raised on shifting of ship from Greenpoint to Bridgeport. No beefs reported by department delegates. Departments are cooperating in maintaining and keeping recreation room and laundry clean. Baker promised to improve quality of pastries and pies. Suggested that Wilmington Agent notify Arrow Line Port Steward in Frisco so that required linens will be supplied upon arrival in that port. One minute of silence in memory of departed Union Brothers.



ALCOA ROAMER, Nov. 6—**William C. Hall, Chairman; George A. Haynes, Secretary.** Ship's Delegate reported there were no known beefs. Everything okay in departments, with exception of few hours disputed overtime in Deck and Engine. Motion carried to draw up statement to effect that washing machine aboard ship is union property in event of lay-up or transfer. Bill of sale is to be sent to Union, along with statement. Letter also to be written calling for more adequate storing of ship. Water cooler to be placed in PO mess and Ship's Delegate to see Chief Engineer about installing a fan in laundry room. Suggested that Ship's Delegate appoint someone to secure and/or exchange library for crew.

ROBIN TRENT, Oct. 30—**J. M. Carroll, Chairman; A. E. Carlson, Secretary.** Deck Delegate reported everything okay except for three hours disputed overtime. Engine Delegate said that repair

list had been given to Chief Engineer and that most of it had been taken care of. All reported smooth in Stewards Department. Deck Delegate asked all hands to return cots to the Steward. He added that matter of painting heads and showers will be referred to Patrolman upon arrival in port. Recommended that everyone is to chip in 25 cents to reimburse John for sending of telegram.

GOLDEN CITY (no date given)—**Kelly, Chairman; Donaldson, Secretary.** Deck Delegate **Danzey** said that there were no beefs in his department and little disputed overtime. Two overtime beefs will be reported to Patrolman, Engine Delegate said. Stewards Delegate reported a beef over cooperation. Ship's Delegate discussed transportation issue, painting of galley and quarters. Discussion on obtaining new library and it was suggested that delegates find a place to set up recreation hall and library.



STEEL ARTISAN, Oct. 23—**Steve Margold, Chairman; Marty Culp, Secretary.** Patrolman to be notified of Mates doing work that normally is defined as overtime for unlicensed men. No beefs in Engine and Deck Departments. Stewards Delegate reported on beef regarding division of wages for extra meals for passengers. Motion carried to reconvert PO mess to foc'sle to improve living conditions. Motion carried to remove books from crew mess and build a rack elsewhere to hold them. A vote of thanks from crew to the excellent Stewards Department and to Baker **Ferdinand Szoblik** for his superb baking.

TOPA TOPA, Oct. 23—**R. Di Paolo, Chairman; C. J. Murphy, Secretary.** Brother **Thompson** was elected Ship's Delegate by acclamation to succeed Brother **Jones**, who had been injured. Delegates reported: Deck—Few hours disputed overtime; Engine—Disputed overtime; Stewards—Disputed overtime. All reports concurred in. Repair list was drawn up and read to members. All hands instructed to leave their rooms ship-shape and that all linens and cots be turned in. A vote of thanks to Union Headquarters for LOGS and literature mailed to us and received during current voyage. A vote of thanks given to Stewards Department for excellent feeding and serving of food.

ALCOA CORSAIR, Nov. 13—**W. Higgs, Chairman; L. Clarke, Secretary.** All Delegates' reports made and accepted. Motion carried to contact New Orleans Hall to get heating system repaired. Motion carried to get new tubes for movie machine. Motion carried to table indefinitely the matter of juke box. Under Good and Welfare, there was much discussion on keeping messrooms and fountains clean. There was also considerable discussion on general matters of Union-interest. After one minute of silence in memory of departed Brothers, meeting adjourned at 3 PM, with 60 members present.



MALDEN VICTORY, Oct. 30—**A. Lucas, Chairman; Andy Stephens, Secretary.** Ship's Delegate reported that only beefs arising during trip concerned serving of fresh milk and having bread baked. Both were squared away promptly. Outside of few hours of disputed overtime in Engine and Stewards departments, there were no beefs to report. Motion carried to turn list over to Patrolman of Brothers who have failed to turn to and the date of their offenses. A motion to determine time for next meeting was withdrawn after discussion. Ship's Delegate to see Patrolman to make sure we are not short-changed a day's wages because of a sign-on on August 31.

PETROLITE, Oct. 25—**William Biskas, Chairman; H. Rosenstiel, Secretary.** Ship's Delegate **Earl Gonyea** reported that he had spoken to Captain who agreed to painting of decks in head and crew's quarters as soon as time permits. Washing machine will be repaired when Engineer has time. Charges to be brought



PADDY McCANN

THE MEMBERSHIP SPEAKS



CREWMEN RELAX AFTER ENCOUNTER WITH MINE



The SS Maiden Creek made Bremerhaven under her own power after striking a mine on Oct. 15 in the North Sea, off the Holland coast. No one was hurt but all hands were glad of the opportunity to take it easy while the ship was repaired in drydock. Here are some of the men at a party at the USS Club in the German port, on Armistice Day. Around the table, left to right: Arthur Cairns, Dick Davies, Melvin Kleiber, Tony Oliva, Charles Mehl, Apron Castillo, Edward Dietrich, Elias Blanco, Mateo Lorenzo, Robert Lansdale, Oliver Oakley, Pablo Cortes, and Roy Atizado. Standing are Paul Schmidt and Ervin Pangallo, club representatives. The Maiden Creek returned to the States last week.

Shipping Card Extension Puzzles Brother

To the Editor:

In issue No. 7 of the air-mail bulletin, which the boys and myself aboard the Robin Gray are very glad to receive, I see where all A&G Branches, with the exception of Boston, concurred in the previous Galveston minutes. Is Boston the only branch where the membership is on its toes? In the Galveston minutes approved by all but one port there was a motion carried to allow extension of the shipping cards.

A quick glance at the shipping rules shows that under Article 8 (a) "Any member on the regular shipping list who has a shipping card more than three months old must re-register on the shipping list and take out a new shipping card and date."

The shipping rules also state that the rules are effective in all branches of the A&G District, effective May 1, 1948, infractions of which will not be tolerated.

Why, then, should one branch

be allowed to make an exception from these rules which clearly state that such cannot be done?

OFFERED RESOLUTION

Some months ago in the Port of New York, while I was helping to draft a resolution to make acceptance of vacation pay mandatory, I was told by certain officials that such a change in the official shipping rules would have to be passed on by the membership in a referendum ballot up and down the coast. Is this proposed change of the rules by Galveston not as serious as the change I proposed?

If not, then are individual branches to be allowed to change and construe the meaning and working of these rules to fit their own needs at any time they feel the urge? If this be the case, every branch will in the end become a separate Union by itself, doing as it pleases, when it pleases, thereby setting itself up above the district as a whole.

That's enough of that, but while I have pen in hand, I might as well let loose one more blast, this time at Brother John Gillette, who, according to air-mail bulletin No. 6, made a motion, adopted by a Seatrain crew, which called for the setting up of a rest home for Seafarers. Though Brother Gillette's heart is probably in the right place, his motion appears to be unwise at the present time.

To set up a home of this kind suitable to the membership of the SIU would take thousands upon thousands of dollars. Money which we cannot afford to put into a venture that none of us deem as absolutely successful. Though I'm not against a gamble now and then, I am against gambling with union funds, especially in the large sums necessary for this enterprise.

Granted that we have just assessed ourselves an annual ten dollars, there is no need to throw it away like the old prospector who finally struck it rich. A project of this kind would not only swell the Union payroll, but would also have us buying property at a time when we still do not own the buildings housing our union offices in some ports. If we are going to spend money for property, let us first buy halls.

Milton (Slim) Williams

(Ed. Note: Insofar as extension of shipping cards is concerned, it has been the policy of the membership to permit ports experiencing dead shipping to extend the 30-day period if the members there so decide. The justification for this policy lies in the state of shipping in the particular port. In Galveston, for example, shipping was at an absolute standstill. By extending the cards the members there protected the men registered longest from having to re-register behind the men who had come in just before shipping picked up again.)

Galley Men Important Cogs, Not Nursemaids: Prestwood

To the Editor:

Is the Stewards Department a part of the crew? This is a question that flashes through the mind of almost everyone who works in the Stewards Department. This question also causes quite a few Stewards, Cooks and Messmen to change departments, and will cause more to do so unless some members wake up to the fact that the Stewards Department is as essential to the operation of a ship as the other two gangs.

If a Steward, Cook or Utility sits down to eat during meal-time, someone always makes a wisecrack. No matter how small the slur is, there is always some narrow-minded person or persons to carry it on until it becomes a phony beef.

NO ROOM?

For example: I sat down to eat recently, only to have a crew-member come in and make the crack that the Black Gang or Deck Gang can't sit down because the Stewards Department was taking all the room. I don't remember anything in the contract which sets up tables for any one department or departments in particular, yet that's the way some crewmembers feel.

Then there always are the guys who state that the chow isn't the way their mother fixed it. If we could cook like every guy's mother, we'd be combination magician and big time hotel chef, instead of being out here on the blue, where we are the last to sign on, last to pay off and first to get a beef.

SEES SPLIT

This matter, believe it or not, has become serious to all Stewards Department men and can develop into a more serious matter than anyone thinks. The SIU needs the Stewards Department and the Stewards Department needs the Union. It's fast com-

ing to a position where Stewards Department men will ask that they be tried by men of their own department. Other such petty differences will arise.

Don't get me wrong. I can see as well as the other men in our department that the watches much come first, but I can't see why a Stewards Department man must get up from a table to give his seat to someone off watch. I also can't see why some men continually try to give the Messmen a hard time. A favorite trick is to demand that the Messman be tried and hanged if he doesn't jump through a hoop when the off-watch mob enters the messroom.

I think it is time to give credit where credit is due. It's also time for some men to wake up, because Stewards men are not nursery maids nor the servants of the crew. The Stewards Department men are good Union men, signed on the same articles as anyone else and represented by the same Union.

James Prestwood

Panton Ends Restful Stay In Georgetown

To the Editor:

Having received two months' issues of the LOG in this quiet little home far from all world activities, I want to thank you very much for your kindness. And as I'm leaving home soon I'll ask you to discontinue sending them to me.

The LOG is a new thing to the people here and, I think, the first Union paper to be seen by the many friends of mine. As usual, the SIU gets there first.

Please put this in the LOG for me, so as to help me contact some of the boys I'm supposed to meet on my return.

Edsel Panton
Georgetown, Grand Cayman

PROUD OF ITS GOOD NAME



Dave Zaballa, who skippers the tug Seafarer shown here says the craft is named in honor of our Union. Operated by the A and S Towing Co., of Brooklyn, the Seafarer is an industrious worker which includes light draft towing and dredge and construction tending among its duties.

Log-A-Rhythms

The Seaman

By THURSTON J. LEWIS

I have turned many a wheel,
On many a mighty sea,
I have drifted to a foreign field,
When there was no home for me.

I have sailed in war and peace,
Had four ships blasted high,
But what ever the cost, whatever is lost,
I must sail beneath the sky.

I've been offered shore jobs,
Pushing a pencil or pen,
And I've considered taking them,
But the sea wouldn't let me, men.

I'm not a romantic fellow
Who goes off in ecstasy
At the sight of a moon that's mellow,
Or the blue of the Caribbee.

I love my home, my wife and my child,
And I love my country free,
But the heavy wave and the wind so wild
Always call me back to the sea.

Suggests 90-Day Balloting To Settle Vacation Issue

To the Editor:

I wholeheartedly agree with "Ropeyarn," in his letter on vacation headlined "We Won Vacations With Pay, Take Them."

On June 1, 1949, a letter from me was published in the LOG discussing this same subject. Since then there have been many letters of the same nature. Also there has been much discussion in SIU Branches and aboard ships at sea. As far as I know, Mobile, Savannah and Galveston have had resolutions offered at their meetings on this matter.

I believe that the membership is now ready to act and some of us members in New Orleans are going to draw up a resolution calling for the question of compulsory vacations after a man has been on one ship for a year and entitled to vacation pay. In Savannah a 30-day voting period was suggested. Because of the very important nature of the vacation issue, some men with whom I have discussed the matter think that 90 days would be right to permit all to vote.

OFFERS REFRESHER

For those who may have missed part of these discussions, here's a refresher:

For over six months we have been talking about whether one year of continuous service on one ship is enough to warrant a man being required to take a vacation to which he is entitled and get off the ship. Bear in mind that shipping has slowed down and the beach is getting pretty crowded.

I know of Captains and Chief Engineers who are now sailing in the foc'sle. Now, suppose a Steward or a Bosun had to sail in a lower rating. Would this break him? As we all know, the difference in pay isn't too much. And the SIU has a policy that

says a job for every bookman.

A short time ago, you probably read in the LOG a letter from a woman, the wife of a Seafarer, who said she may have to go back to a cereal diet for her family if such a ruling went through. Any bookman knows he can ship out between two and four weeks, if he is not waiting for a special job or ship. But other family men have answered that the ruling would not hurt them. See the LOG of Dec. 2, for example, in which Vic Moriana, a father of five children, tells why he favors compulsory vacations.

SEAMEN HUMAN, TOO

I'm writing this with the families of seamen in mind because I know they read the LOG. Therefore, here's a question for those who are not seamen. How would you like to be in a factory or office 24 hours a day for weeks at a time? The average shore worker works eight hours a day, five days a week. He's off every evening (to spend with his family or friends) and Saturdays, Sundays and holidays, to go to the ball game or his cousin Hattie's. We seamen are human, too, and should have sufficient time off to break the monotony of a job that requires our presence aboard ship 24 hours a day, sometimes for months at a time.

I'd like to point out that I have served for a long time on one ship and know what I'm talking about. I was 16 months on the Del Norte. That was the first time and the last.

I think the proposed ruling would give all hands a better break, so if a man is entitled to vacation pay after one year aboard ship let's make it a rule that he take it and get off the ship.

R. (Salty Dick) Martinez

THE "CROOSHAL" GAME IS COMING UP



Aboard the SS Puerto Rico softball competition is hot. The Stewards beat the Deck-Engine team 25 to 9 on a recent trip, then on the last trip the Stewards took it on the chin, 29 to 4. The playoff comes on the current voyage. Above is the Stewards aggregation, except for Harry Roe, Wiper, second from left, who appeared in lineup for two innings until regular man showed up.



Here's the squad representing the Deck and Engine departments in ship's softball rivalry. Photos by Jim Golder.

Linen Service To Deck Gang Prompts Query

To the Editor:

I'm looking for someone to give me the correct dope, through the SEAFARERS LOG, on the Ordinary Seaman's duties on sanitary work. On the last ship I was on, I was told by the Deck Delegate that I would be fined as per shipping rules if I did not get the entire Deck Department's clean linen from the Steward during linen day.

The Steward on this ship would issue linen only piece for piece. Most of the time I could not find their towels around, yet the crew demanded a complete set of linen from the Steward. Sometimes they had their towels locked up in their lockers.

The 12-4 watch were always asleep when I changed the linen and they expected me to change their linen when they woke up.

I contend that it is not the OS's duty as part of his sanitary work to get the entire department fresh linen from the Steward, but he may do this as a gesture of goodwill. I believe if everyone had his linen changed individually there would not be a beef of this nature. What's the score?

John Dolan

(Ed. Note: You're right, Brother. You are required to clean up the rooms, that is, sweep and mop up, but if you supply the linen or strip the bunks, that's strictly a goodwill gesture.)

Advocates Of Compulsory Vacation Rule Held Lacking In Constructive Ideas

To the Editor:

The early part of this year saw the membership vote to make the transportation rule optional, thus allowing men to stay aboard the ships if they passed up the travel pay. Today there is a great deal of beefing because these men didn't realize that it would work against them.

Had the membership permitted the rule to remain as it was, we would have a better turnover of men. The principal beef against the former rule was that a member didn't have enough time on a ship to make a good payday. Today, the members are beefing that their Union Brothers are staying on the jobs too long and must be uprooted, thus the strong support for compulsory vacations.

REASON FOR VOTE

My contention in this discussion is that too many Union Brothers have become job hungry, and it's for this reason that they are demanding a vote be taken to compel their Union Brothers to come off the ships.

We organized ourselves as a body to create job security. When we begin to become selfish and individualistic in our thoughts toward each other, then we begin to tear down the structure of unionism. I sympathize with a married member who must work steady to provide for

his family, for I realize that removing him from his job to satisfy my selfish interests will work a hardship upon his family's economic security.

UNIONISM WITHIN

To say that remaining aboard a ship creates poor union men is a nonsensical argument. The mere carrying of a union book is not proof of unionism, the true spirit of unionism lies within the man. When and if you find a Union Brother aboard a ship failing to hold up the Union principles then it is the duty of the crew to prefer charges

against him. Failure to do so makes the crew equally guilty.

I can think of a better idea to create more jobs for all Union members: the four watch system. With the four watch system we could increase our manning power and decrease the hours of labor. We might have to compromise on certain working rules, but wouldn't you rather do this than create disunity within our ranks by attempting to force Union Brothers off the job by compulsory vacations? Let us be constructive and not destructive.

Joseph Buckley

Jan Zavadil Sets The Record Straight

To the Editor:

There is a rumor around New Orleans and board various ships that one "John" was involved in a confiscation of contraband at Santos, Barzil, aboard the SS Del Mar.

As I have been asked by many Brothers if I am the John, I should like to take this opportunity to straighten out any possibility of mistaken identity.

I wish to advise all Brothers and anyone interested that I was not the party involved. I wish to have my name cleared of any connection with this incident.

Jan Zavadil
Chief Cook
SS Del Mar

Scorching Reply To CTMA Applauded By Ex-CS Man

To the Editor:

Mighty interesting to this former Cities Service seaman was the LOG article, "SIU Organizer Answers CS Lies," wherein Edward Bobinski answered the phony questions proposed by a CTMA die-hard.

Brother Bobinski did an exceptionally good job of putting the CTMA stiff straight at that meeting aboard the Chiwawa. Bobinski will make a good new member in our Union. He has shown beyond a doubt that he is a fighter for more bearable conditions for all of the men of the Cities Service fleet.

It seems that one of the questions asked of Bobinski concerned the drinking by an SIU man fired from the ship. I would like to add that Cities Service officers aren't angels in this respect either. Several times I've seen them heavy with a load on, but they cover up by bending over the tank tops and after a heavy whiff, claim, "The fumes got me."

I don't hold it against a man for drinking; after all, one day ashore out of eleven is little enough, it's just that I do not think it fair to blast the SIU because a man takes a drink now and then.

Another CTMA "criticism" of the SIU was the matter of layoffs. I'd like to ask CTMA adherents which is better: The rare possibility of being laid off a ship that is being laid up, perhaps sent to the boneyard, following which a man can register at the Union hall and grab another ship, or being fired for an unjust reason after three months of service on a CS ship, practically blackballed forever with the company.

WEAK ARGUMENT

The latter was my case. I was fired for not being aboard to shift ship during November 1949 in Corpus Christi. I had earlier

received the Mate's consent to be ashore with my wife. For this privilege I had paid \$15 for three watches to be stood.

Later, when I returned to the ship, there was a lengthy discussion—about eight hours, to be exact—as to whether I was to be Deck Maintenance or AB. When it was finally decided to make me AB, Hurricane Hall made the crack that I would have to make up the four hour watch I had missed during the discussion. Queer logic. Tell me, CTMA men, is that what you would call the rights of free men?

Rocky Milton

Personals



ANTHONY C. DYNARSKI

Please get in touch with your family, 32 Pardee St., Rochester, N. Y. It's a matter of importance to you.

CARROL QUINT

Al Gordon asks you to contact him, care of New York Hall.

DOUGLAS (Smiley) CLAUSSEN

Your mother is about to go to the hospital, and wants to hear from you first.

James B. Callis, Eugene C. Glover, Vincent S. Kuhl, James E. Moore. Contact Paul C. Matthews, 11 Broadway, New York City.

GORDON CHAMBERS

Write your mother, 1076 Teller Ave., Bronx, New York.

JEFF M. BERGE

Get in touch with your sister, Mrs. Carrie Potter, PO Box 173, Ft. Gibson, Oklahoma. There is an estate which cannot be settled without you.

LAYMON SEAY

You have mail and a package at 145 Green St., Newark, N. J. Write your mother at 513 Clay St., Lynchburg, Va.

WALTER CLOUSE

Get in touch with Higgins & Parness, 92 Liberty St., New York City.

WM. RALPH STONE

Your mother at Rt. 4, Box 305, Mobile, Ala., asks you to write.

HEBER R. GUYMON

Write your parents, Hiawatha, Utah.

EDWARD P. WERDA

Get in touch with Florence Zielaskowski, 801 2nd Ave., Alpena, Mich. Very important.

WALTER SZCZEPANSKI

Get in touch with Ben Sterling, 42 Broadway, New York City.

UNO ROBERT SILVANDER

Richard M. Cantor, 51 Chambers St., New York City, asks you to contact him.

JOHN WES PATERSON

Anyone knowing whereabouts of this man please notify R. O. Paterson, 189 Ardmore Dr., Ferndale 20, Mich.

DAVID C. HASKELL

Contact Howard W. Moore, Pittsburgh Institute of Refrigeration and Air Conditioning, 570 Brushton Ave., Pittsburgh 21, Pa.

SIDNEY BERGER

"Please leave my suit at the Hall the next time you're in New York—Bill."

Headquarters Meeting Brands Trotskyites 'Dual And Hostile'

(Continued from Page 1)

paper, both of which have been mailed to SIU-contracted ships.

On the beach, particularly in New York, Trotskyite followers in the SIU have acted as lures for SIU members. The procedure was to entice the member to Trotskyite headquarters with the promise of aid in any problem the man may have.

Actually, men who have fallen for the "line" have received no aid, but instead found themselves listening to a harangue against the SIU, and in the end being asked to join the movement.

Unfortunately for the Trotskyites, several men whom they attempted to recruit did not go

for their vile attack on the SIU, and it was some of these Seafarers, loyal to the SIU, who were responsible for the drafting of the resolution.

In addition to the word-of-mouth smear against the SIU, the Trotskyites have been proved to be the authors of leaflets directed at the SIU membership, in which the truth had been twisted to give a distorted picture of conditions within the Union.

In an attempt to further confuse the picture, the Trotskyites have signed their leaflets "SIU Committee," a vague title difficult to check by crews on ships at sea thousands of miles from SIU Halls.

A series of articles in the Trotskyite newspaper has subjected the SIU to a barrage of lies, distortions and character assassination, outdone only for brazen untruths by Pravda.

READY EXPLANATION

The Trotskyites, now that they see that their dissension-peddling has not been embraced by Seafarers, will undoubtedly try to explain away their attacks on the Union as being merely the voice of a legitimate and democratic union minority.

This line is scotched by examination of the recent series of events which have taken place within the Sailors Union of the Pacific's Seattle Branch, where the Trotskyites, through a series of illegal actions, seized the facilities of the port and set up business in opposition to the rest of the Union, going so far as to hold rump union meetings and publish their own newspaper.

The entire operation, in violation of the SUP Constitution, was fully in accordance with the Trotskyite code of behavior, which bolshevik leader Lenin laid down forty years ago. Leon Trotsky quoted this approvingly in his pamphlet, "Their Morals and Ours," on page 30:

"It is necessary to be able... to resort to all sorts of devices, maneuvers and illegal methods to evasion and subterfuge in order to penetrate into the trade unions, to remain in them, and to carry on communist work in them at all costs."

To this the Trotskyites have closely adhered in the Sailors Union on the West Coast and again on the East Coast, where they took part in the raid on New York National Maritime Union Headquarters last month.

In that situation the Trotskyites joined hands with their brethren under the skin, the Stalinist communists, to storm and seize the offices of the NMU.

The strength of the Trotskyites in the SIU, it must be made clear, is actually very small, but the unanimous vote in favor of the resolution indicates strongly that the attempt by the Trotskyites to either increase their strength within the SIU or, failing to do so, create bitter internal fights is not going to be allowed.

The Seafarers has always handled its problems in a direct fashion. By the passing of the resolution against the Trotskyites, SIU members have simply cleared the way for the handling of a beef in a direct manner.

The Union shall now proceed to handle those persons who fall within the framework of the resolution in the manner in which they deserve to be treated.

The screaming attacks that will now probably be unleashed against the SIU by this organization—cries of "red baiting" and "they're hiding their own crimes"—will be to no avail, for the membership of the SIU has been made aware of the true purpose of their actions and has taken remedial steps.

The next step is to deal with the Trotskyites for what they are—crackpot, vicious, lying enemies of our Union.

Savannah Shipping On Slow Bell

By JIM DRAWDY

SAVANNAH — Shipping was strictly on the slow bell here during the past two weeks. Those men who were shipped went aboard in-transit callers, otherwise things would have been at a standstill.

The vessels calling at the port were the SS Jean, Bull Lines; SS Alawai, Waterman, and the following Isthmian line jobs: Steel Chemist, Steel Surveyor, and Steel Architect.

The Jean had a beef in the Stewards Department over a suction fan in the galley. However, the beef was settled okay and the crew said it would make another trip, providing a fan is installed when the ship returns from its next voyage.

As for the rest of the ships, everything was of a routine nature. There was nothing unusual on any of them and all hands appeared happy.

We'd like to suggest that all Branches observe the educational portions of their meetings, so as to allow the membership to fully understand the value of good trade unionism on the part of all.

There is no question but that an alert membership always

progresses rapidly, as the experience of the SIU has proven so often.

We probably bragged a little too soon about the absence of gashounds in these parts. At the last meeting a couple of drunks were permitted to remain in the Hall on their promise that they would remain quiet. We tried to be good joes, but it didn't pay.

These guys became obnoxious and caused an uproar at the meeting. The membership acted as a trial committee and fined them each \$25 for their actions and had them removed from the Hall.

We're still having mild weather here and several of the members have been seen around the Hall with their turkey-hunting clothes on.

And we're very happy to add that this week there are no Seafarers in the local Marine Hospital. This is one condition we hope remains unchanged for a long time to come.

Branch Meetings

(Continued from Page 6)

from the closed shop ban, the SIU has invited members of Congress to observe the rotary hiring system in action, he pointed out. In keeping with traditional practice of Union at Christmas, Secretary-Treasurer recommended that all members in hospitals be given \$10. Motion carried to accept Secretary-Treasurer's report. Resolution was offered condemning communists, Trotskyites and other subversive splinter groups that have been sniping at Union and attempting to undermine the security of the membership. Several members took the floor in support of the resolution. A book vote was taken and the resolution was adopted overwhelmingly. No books were raised when the no vote was taken. Motion by Guinier, seconded by several, that resolution be adopted unanimously. Motion carried to adopt resolution unanimously. Motion by Matthews, seconded by several, that the entire situation regarding resolution and Union's position against communist party, Trotskyites and other subversive splinter groups be summarized in overseas Bulletin and mailed to all crews on contracted ships. Motion carried. Meeting adjourned at 8:20 PM.



- SS STEEL TRAVELER**
W. Mills, \$2.00; R. Garcia, \$1.00; E. Wagner, \$1.00; J. Qrtiejuterra, \$2.00; R. Abbey, \$10.00; H. Loll, \$3.00; W. Ghigos, \$3.00; E. Tonisson, \$1.00; J. Kelly, \$1.00; G. Bonefort, \$1.00; F. Andrews, \$1.00; W. Seltzer, \$1.00; L. Spruycer, \$1.00; C. Buser, \$3.00; L. Rhino, \$1.00; J. Williams, \$1.00; D. Whittaker, \$1.00; S. White, \$1.00; J. McNamara, \$1.00; L. Cooke, \$1.00; H. Guinier, \$1.00.
- SS CORAL SEA**
J. Rechsteiner, \$5.00; E. F. Czosnowski, \$2.00; N. S. Ward, \$1.00; M. C. Riley, \$2.00; S. Kwiatkowski, \$1.00; J. F. Hester, \$2.00; R. S. Jonson, \$1.00; J. J. Boxley, \$4.00; S. Trzcinski, \$2.00; E. Goodwin, \$2.00; R. LeVasseur, \$2.00; R. Kelly, \$2.00; N. Marovich, \$1.00; K. Hansen, \$2.00; A. Mino, \$1.00; A. Rodrigues, \$10.00; D. Delgado, \$2.00; M. Zelack, \$7.00; R. McCannon, \$2.00; F. Luncan, \$2.00.
- SS CAPE MOHICAN**
J. M. Dawson, \$1.00; J. P. Tuczowski, \$3.00; E. Tresnik, \$2.00; A. Rivera, \$1.00; E. Cintron, \$1.00; L. C. Galante, \$1.00; R. P. Sirois, \$2.00; J. D. Halpin, \$1.00; E. H. Schinmacker, \$1.00; J. Araya, \$1.00; D. Alvino, \$2.00; J. Pelusky, \$1.00; P. Naujalis, \$1.00.

- \$1.00; G. Lukas, \$2.00; E. S. Samia, \$2.00; F. Bressi, \$1.00; R. H. Barnes, \$3.00; B. R. Hartzog, \$2.00; J. E. Rivers, \$5.00.
- SS SEATRAN HAVANA**
A. Olaguibel, \$1.00; M. A. Caraway, \$2.00.
- SS ANDREW JACKSON**
F. M. Strickland, \$2.00; Soiho, \$3.00; J. Soto, \$4.00; M. Farrula, \$3.00; Y. Y. Song, \$4.00; F. H. Fisk, \$2.00; A. Diaz, \$2.00; H. Hernandez, \$2.00; J. W. H. Grant, \$3.00; C. Sonwald, \$1.00; T. L. Simonds, \$3.00; E. Ortiz, \$2.00; G. E. Murphy, \$2.00; G. J. Clark, \$1.00; W. R. McIlveen, \$2.00; J. J. McKenna, \$1.00; K. C. Crowe, \$1.00; F. J. Corio, \$1.00; A. Goldfarb, \$2.00; A. Barberd, \$3.00; S. L. Torina, \$1.00; B. Roosberg, \$2.00; J. Kallaste, \$1.00.
- SS CHRYSANTHY**
I. hompson, \$2.00; M. Evans, \$1.00.
- SS ANNISTON CITY**
C. L. Gunsett, \$1.00; R. Potter, \$5.00.
- SS SEATRADER**
J. Kari, \$2.00; M. Awall, \$1.00; H. Christensen, \$1.00; J. Durmo, \$1.00; M. Katsimbris, \$1.00; H. Sanchez, \$1.00; D. Proelezianos, \$1.00; E. Carreras, \$1.00; R. Collins, \$1.00; J. Poluchovich, \$5.00; A. Wiessner, \$1.00; R. R. White, \$1.00.

Directory Of SIU Halls

SIU, A&G District

- BALTIMORE.....14 North Gay St.
William Rentz, Agent Mulberry 4540
- BOSTON.....276 State St.
Ben Lawson, Agent Richmond 2-0140
Dispatcher Richmond 2-0141
- CALVESTON.....308 1/2-23rd St.
Keith Alsop, Agent Phone 2-8448
- MOBILE.....1 South Lawrence St.
Cal Tanner, Agent Phone 2-1754
- NEW ORLEANS.....523 Bienville St.
E. Sheppard, Agent Magnolia 6112-6113
- NEW YORK.....51 Beaver St.
Joe Algina, Agent HANover 2-2784
- NORFOLK.....127-129 Bank St.
Ben Rees, Agent Phone 4-1083
- PHILADELPHIA.....337 Market St.
J. Sheehan, Agent Market 7-1635
- SAN FRANCISCO.....85 Third St.
Jeff Morrison, Agent Douglas 2-5475
- SAVANNAH.....2 Abercorn St.
Jim Drawdy, Agent Phone 3-1728
- SEATTLE.....2700 1st Ave.
Wm. McKay, Agent Seneca 4570
- TAMPA.....1809-1811 N. Franklin St.
Ray White, Agent Phone M-1323
- WILMINGTON, Calif., 227 1/2 Avalon Blvd.
E. B. Tilley, Agent Terminal 4-2874
- HEADQUARTERS. 51 Beaver St., N.Y.C.
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Paul Hall
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- HONOLULU.....16 Merchant St.
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- PORTLAND.....111 W. Burnside St.
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- RICHMOND, Calif.....257 5th St.
Phone 2599
- SAN FRANCISCO.....59 Clay St.
Douglas 2-8363
- SEATTLE.....86 Seneca St.
Main 0290
- WILMINGTON.....440 Avalon Blvd.
Terminal 4-3131
- Canadian District**
- MONTREAL.....404 Le Moyne St.
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- FORT WILLIAM.....118 1/2 Syndicate Ave.
Ontario Phone 3-3221
- HALIFAX.....128 1/2 Hollis St.
Phone 3-8911
- PORT COLBORNE.....103 Durham St.
Phone: 5591
- TORONTO.....111A Jarvis St.
Elgin 5719
- VICTORIA, B.C.....602 Boughton St.
Empire 4531
- VANCOUVER.....565 Hamilton St.
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- HEADQUARTERS.....512 McGill St.
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