

CITIES SERVICE MOVE TO HALT ELECTION IS BLOCKED BY NLRB



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

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CS Used Every Trick In The Book To Deny Men SIU Representation

There's one thing about Cities Service: It never changes. At least it hasn't changed in the last three years. How the company will be after it gets under SIU contract may be another story.

The voting in the collective bargaining election now being held for CS crews is another climax in the long campaign that Cities Service seamen have conducted to win a voice in setting their own wages and conditions. That campaign has been marked by continual legal stalling by the company, whose lawyer has tried the same tricks time and again.

Just before the present voting was ordered last week, the company came up with the NMU as a dodge. CS couldn't possibly allow the crews to be voted, the lawyer said, because of the NMU.

He must have known full well that the NMU had officially withdrawn any interest it might have retained in Cities Service in answer to a query from the National Labor Relations Board.

NO SURPRISE

Nevertheless, the CS lawyer maintained that the ships could not be voted until a federal court withdrew a 10-year old writ ordering Cities Service to allow NMU officials aboard. Rejecting this stall, the NLRB went right on with the election as is related elsewhere in this issue.

However, the SIU organizers were not surprised by the company's tactic, nor by its refusal this week to cooperate in any way in the nine remaining ships. The organizers had been wrestling with Cities Service too long to be surprised by anything.

Go back to the fall of 1946. On October 28 of that year, the SIU addressed a letter to the Cities Service Oil Company's Marine Division, pointing out that the Union was the authorized representative of a majority of the crews on CS tankers and requesting recognition.

This letter came at the end of a vigorous three-month organizing drive. The Cities Service company was not the only body that could gum up the works, however. The first stall was provided by the NMU to the company's probable joy.

The NMU jumped into the picture by filing charges of unfair labor practices against the company. These charges could only succeed in consuming a great

deal of time as they were debated and company officials must have been delighted.

UNORGANIZED

The Cities Service fleet was unorganized when the crews first contacted the SIU. The NMU's charges were based on an election won in 1938. The NMU never obtained a contract with the company, and several years after the election ceased all activity on Cities Service ships. At that time, the NMU was following the commie line and wanted no trouble with Cities Service or any other company, a policy which the commie line then dictated.

The NMU's act was in marked contrast to its complete disavowal of interest in Cities Service early this month. Cities Service took the hint, if any hint was required, and there com-

menced more than two years of legal flim-flamery and skullduggery.

The NMU's entry stalled matters nine months. It was July 28, 1947, before the NLRB could hold a hearing on the SIU's petition. By this time, the 80th Congress had passed the Taft-Hartley Act, and all labor was enveloped in an unpleasant new atmosphere that hasn't exactly been cleared yet. Things went slowly.

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

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Company Sneak Injunction Is Modified By Court Order; Six Crews Already Polled

NEW YORK, Feb. 24—A sneak injunction obtained by Cities Service to halt polling of the company's nine uncertified ships was modified this morning by Federal Judge Henry Goddard, when the writ was protested by counsel for the National Labor Relations Board.

Six ships had already been voted when Judge Goddard issued a temporary restraining order on Tuesday, February 22, on the petition of the Cities Service attorney, who pleaded that the company had not received sufficient notice of the election to delegate observers. The writ was directed

against Charles Douds, NLRB regional director.

Voting was to be resumed with the polling of the Lone Jack's crew at the Atlantic Refining docks in Philadelphia tonight.

In its original form, the injunction halted the voting of the Salem Maritime, whose crew was to have balloted in Bayonne the day the writ was granted. By virtue of Judge Goddard's action this morning voting will continue on the remaining ships. But ballots will be impounded pending disposition of the Cities Service complaint at a hearing in Federal Court on March 4.

The Salem Maritime will be voted in Corpus Christi on March 3.

Polling of the Cities Service crews began early on the morning of Feb. 20, after the NLRB had issued an election order the day before.

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Stay Aboard Ship

All pro-Union men aboard Cities Service Oil Company ships are urged to remain on their vessels until they win the protection of an SIU contract. The company is making every effort to replace men with known pro-union leanings. The collective bargaining election now being conducted by the NLRB on CS ships is a step nearer the day when Cities Service seamen can throw off the yoke of company domination.

Stay on the ships until the fight is won.

"— Boneyard Bound!"



Cities Service Violates Law, SIU Charges

NEW YORK, Feb. 24 — The SIU Atlantic and Gulf District took legal steps yesterday to win job reinstatement and back pay for 15 crewmen fired by the Cities Service Oil Company because of their union affiliation.

Moving in behalf of the discharged Cities Service seamen, the SIU filed charges with the National Labor Relation Board's regional office here, accusing the company of unfair and discriminatory labor practices.

In affidavits submitted to the NLRB, the Union declared that the Cities Service company was guilty of discrimination in firing the men. The charges point out that the Cities Service men were dismissed because of their affiliation with and activities in behalf of the Seafarers International Union, Atlantic and Gulf District.

The men in whose behalf the Union has filed the unfair labor charges are:

William Sykes, Gil Vila, Frank-

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SEAFARERS LOG

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Super-Government

The arrogance of the Cities Service Oil Company knows no bounds!

Accustomed as CS officials are to ruling their employees with an iron hand, the company is now engaged in overruling an agency of the United States government, the National Labor Relations Board.

In the face of an NLRB ruling that an election to determine whether or not the SIU, Atlantic and Gulf District, is to represent the unlicensed tankermen, the company refuses to allow the elections to be held on company ships or property, and furthermore, refuses to furnish crew lists or payroll lists.

This tops off the disgraceful performance of CS representatives when they walked out of a regional Labor Board meeting last week.

From the beginning, the company has been determined not to allow any union the fleet. In the first election, won by the SIU by an 83 percent majority, the company did all that it could first to stall off the election, and then to harry and hinder the NLRB and the Union officials during the actual voting.

In the current situation, the story is much the same. The high-priced battery of CS legal talent resorted to all sorts of legal finagling and chicanery to stall matters. And now that these methods have been brought to an end, the company has adopted an attitude of non-cooperation which it hopes will further stall the election.

It is obvious that CS big-wigs are of the opinion that the Cities Service flag should fly above the flag of the United States.

By its delaying tactics the strongly anti-union company is trying to put off the inevitable day when the SIU will be certified as collective bargaining agent for the unlicensed Cities Service tankermen. When that day comes, the company will no longer be able to maintain its far-below-par wage scale, nor will it be allowed to continue treating seamen as cattle, to be hired and fired at a whim.

Now that the CS tankermen have the right to indicate their choice, the company officials know that the voting will result in a crushing defeat for them, and for their brain child, the Citco Tanker-Men's Association (CTMA). They remember what happened in the first election, when more than 80 out of each hundred men voting, cast their ballots for the SIU.

The CS tycoons also recall what happened to other arch-enemies of unions. They also stalled, and finagled, and dilly-dallied, but when the chips were down, the voting showed that the men had chosen to enter an organization that is democratically controlled by the membership; a Union which has the financial stability to weather strikes; a Union that has the strength to protect and represent its membership all the way down the line.

SIU Charges 'Unfair Practices'

(Continued from Page 1)

lin Libby, Charles Garner, Wallace Milton, William Goff, Edward Bamberger, Eugene Cab-rall, Donald Van Alstine, Thomas Crane, Joseph Cremeans, Stanly Vitcovich, Eugene Ceccato, Chester Gawrych and Benjamin Taf-lewitz.

If the Union is successful in proving its charges against Cities Service—and it is confident it will—the company will be forced to reinstate the men

and to reimburse them for wages lost from the time they were fired until the date reinstatement is ordered.

At Union headquarters, Director of Organization Lindsey Williams declared, "The SIU will see this thing through to the finish. These men were exercising a legally guaranteed right to join a Union of their own choosing. It's time Cities Service learned it doesn't make the laws of this nation."

HATS OFF! THE FLAG-!



Says CS Injunction Violated Law

By LINDSEY WILLIAMS
Director of Organization

A federal judge in New York has used tactics which smack of the county jail kangaroo courts of fifty years ago by granting an injunction against the NLRB in New York which forbids the continuation of the election in the Cities Service fleet.

By out and out illegal methods the men of the Cities Service fleet have been denied the right to vote in an election which has the approval of the NLRB.

The questionable legal tactics employed by the Judge in granting the writ are these:

Federal Judge Henry W. Goddard granted an injunction from his home on Washington's birthday, a legal holiday, this in itself a highly irregular step. Also, under Sections 10E and 10F of the National Labor Relations Act, Congress gave the Circuit Court of Appeals full jurisdiction to review the actions of the NLRB. The Circuit Court is a higher court than the Southern District Court, of which Judge Henry W. Goddard is a member.

Moreover, the slightest inquiry by the judge would show that the request is improper, as Cities Service had not exhausted administrative remedies.

Another point which the judge should have considered is the fact that relief asked by Cities Service would not maintain the status quo and the election could not possibly prejudice the employer.

The company would not be hurt by allowing the men to vote as it could go into court

to have the ballots impounded. Allowing the men to vote and then take action on the sealed ballot box is the proper way to handle such cases.

The first ship involved, the Salem Maritime, by being denied to vote can now depart from port. Possibilities are that she may not be back for months, during which time the make-up of the crew could completely change.

Moves similar to the one made by Judge Goddard have been tried before and have always been thrown out. In fact, a fel-

low-judge of Goddard's tried the same maneuver a couple of years ago, and the injunction was set aside with a stern rebuke. It was termed "wholly improper."

The NLRB in Washington, fed up with the turn of events and the skulduggery of the courts, has sent an attorney to New York to untangle the mess. The importance the NLRB attaches to the Cities Service-Judge Goddard maneuver can be seen by the fact that counsel was called in from Washington despite the fact that the New York NLRB has a legal staff.

CS Sneak Injunction Is Blocked

(Continued from Page 1)

Attempts by the NLRB to poll the crews aboard the ships—a customary procedure—were denied by the company. No facilities were made available to the NLRB for the conducting of the election, making necessary the voting of all crews outside the pier gates.

The first ship to be balloted was the Fort Hoskins, tied up at Port Socony, Staten Island, New York. Men seeking to vote had to leave the confines of the dock and cast their ballots in the pouring rain. A request by the NLRB representative to go aboard the ship was denied by the Port Engineer.

The other ships voted to date are: Winter Hill, Bents Fort, both voted on February 21 in the Boston area; the Royal Oak, voted February 21 at Petty's Island, New Jersey; The Bradford Island, voted February 22 in Cor-

pus Christi; and the Archers Hope, voted on February 22 in Lake Charles, Louisiana. Crews of these ships, too, were forced to leave their ships to vote.

An attempt to restrain the crew of the Royal Oak from voting was reported by crewmembers who told of the ship's officers offering them overtime to work all night loading stores aboard. In order for the crew to vote it was necessary to go by launch to Philadelphia where they voted on a pierhead.

Exclusive of the Salem Maritime, the two ships not yet voted are the Lone Jack, which arrived February 24 at Petty's Island, and the Government Camp, due to arrive in Montevideo, Uruguay, around March 1. The Government Camp is expected to vote by mail ballot in that port under the supervision of the United States Consul.

Alien Waiver Is Extended Until July 1

Congress has extended the waiver on alien seamen until July 1, thus continuing in effect for another four months the present quotas for aliens on American flag ships. The current waiver would have expired on March 1.

The bill extending the alien seamen waiver also continued the authority of the Maritime Commission to sell, charter and operate ships through June 30.

The time extension measure was adopted by the Senate on Thursday and sent the following day to the House of Representatives, where it was approved immediately.

EASES FEARS

This development should put at rest the fears of those alien members who for the past few weeks have been deluging the SIU Special Services Department with inquiries as to their status.

Under terms of the legislation adopted last week, alien seamen may still sail aboard ships under the American flag, as heretofore.

Despite the additional breathing spell provided in the waiver extension, the SIU strongly repeats its advice that alien members take immediate steps to obtain visas and eventual citizenship.

This is the only sure way, the Union pointed out, in which alien members may avoid the sailing restrictions of the Merchant Marine Act of 1936, which would become operative if the waiver is ever allowed to lapse.

Meanwhile, the SIU is taking steps to win further extension of the alien seamen waiver before the new deadline date of July 1 rolls around.

Rule Relaxed, Robin To Resume African Trade

The three months old restrictions against American flag shipping, made by the Government of the Union of South Africa, have been partially relaxed. Hard hit by the initial ruling, SIU-contracted Robin Line is expected to reinstate its weekly sailings to South African ports. The company had been forced to cut its sailings by better than one-half.

Robin Line officials have stated that the change in import controls by the South African country will be straightened out by July 1.

The cause of difficulties to American shipping outfits came when the South African government forced importers to deduct freight and insurance charges from their exchange quotas if their goods were carried by non-sterling vessels.

As a consequence, American companies have been virtually driven from the trade because they would not accept either sterling or South African pounds.

The relaxation of the rule will allow, effective April 1, freight and insurance charges to be deducted from the exchange quotas of its importers irrespective of the currency in which charges are paid.



Men Now In The Marine Hospitals

BOSTON MARINE HOSP.

J. E. GALLANT
C. S. GALLANT
VIC MILLAZZE
F. ALASAVICH
H. E. HANCOCK
M. WILLIS
W. GIRARDEAN
B. RITSON
L. GORDON (City Hospital)

SAVANNAH HOSPITAL

A. C. McALPIN
L. C. COLE
L. HODGES
STANLEY KASMIRSKI

MOBILE HOSPITAL

P. M. VANDEREIK
K. G. HULLER
EUGENE LEARY
WILLIAM J. SULLIVAN
NICHOLAS BOSANYI

ERLINE SMITH
J. L. BUCKELEW
P. CARDONA
TIM BURKE
LESTER LORD

STATEN ISLAND HOSPITAL

N. DORPMANS
M. J. LUCAS
J. MASONSGONG
J. HOPKINS
A. J. CAMERA
J. RODRIGUEZ
O. O. MILLAN
J. C. SHELDON
F. STOKES
J. P. WETZLER
G. STEPANCHUK
J. REYES
J. GRANGAARD
K. JENSEN
P. HUSEBY
A. REIBUS
C. AMELINK

Expect Bland Bill To Be Out By March 1

Latest word from Washington concerning the Bland bill, which would guarantee that at least 50 percent of all ECA cargoes would be shipped on American ships, is that the Executive Committee of the House Committee on Merchant Marine and Fisheries will do its best to report the bill out to the floor by March 1.

Individual seamen and ship's crews are urged to continue bombarding Representatives and Sen-

ators with letters, telegrams and petitions, urging them to save the American merchant marine by passing the Bland bill.

Support from other unions has snowballed since the SIU first undertook the fight against ECA administrator Hoffman's crippling plans. In the past week the following unions have written to Washington legislators, requesting that the Bland bill be passed without amendments:

International Union of Operating Engineers, Locals 463 and 463A

Galveston Labor Council
Chauffeur's Union, Local 456
International Hodcarriers, Building and Common Laborers Union, Local 91

Bakery and Confectionery Workers, Local 426

Italian Cloak, Suit and Reefer Makers Union, ILGWU, Local 48.

American Federation of Rubber Workers, Local 20499

Dressmakers Local 22, ILGWU
American Federation of Grain Millers, Local 554

Wood, Wire and Metal Lathers International Union

Retail Clerks International Association

Allied Printing Trades Council of New York City

According to the Committee on Merchant Marine and Fisheries, no more witnesses will be called, but when specific information is needed, advisory personnel will be called to testify. The SIU, Atlantic and Gulf District, has volunteered to be of assistance to the Committee.

The committee received the bill late in January after it had been drafted by Representative Schuyler Otis Bland of Vir-

Referendum Vote

Balloting on the referendum to determine the type of transportation rule desired by the membership begins on March 1 in all Atlantic and Gulf District ports.

The voting period will continue for 60 days. All members are urged to express their choice of a transportation rule by casting their ballots as soon as possible.

PARTICIPANTS IN PINOCHLE TOURNAY



Card and checker enthusiasts were matching skills and wits in the New York Hall's recreation room recently in tournaments staged to select champions in both pastimes. In above photo one of the preliminary pinochle contests gets under way, with the customary group of kibitzers standing by to lend atmosphere. Other prelims were in progress at tables throughout the recreation room. Ten checker games were conducted simultaneously.

Seafarers Gives Aid To Teachers Guild In Campaign For Higher Pay, More Schools

NEW YORK—The campaign of the New York Teachers Guild, American Federation of Teachers, for a \$1,200 wage increase, plus an appropriation of \$100,000,000 to build badly needed school buildings, gathered momentum this week as members of the Seafarers assisted the Teachers in distributing literature at street-corner meetings in various parts of the city.

Volunteers from the Union gave out thousands of leaflets, explaining the Teachers' stand, and also helped the Guild by speaking at street-corner rallies.

That the teachers are badly in need of a wage increase is well known. Most teachers hold outside jobs so that they can balance the budget, and some teachers hold two extra jobs.

Because salaries are so low, qualified and experienced teach-

ers have been leaving for better paying jobs in industry, and replacements are not readily available.

In professional ranks, doctors, lawyers, engineers, dentists, etc., all earn more than teachers and, in general, plumbers, carpenters and electricians, average more per year than the men and women who make teaching their career.

BUILDINGS NEEDED

As far as the schools are concerned, many of the buildings in use today were already old at the turn of the century. The \$100,000,000 which the Teachers Guild is asking to be appropriated is not out of line, and will just about provide enough funds to build the bare minimum of schools needed in New York City and upstate.

School supplies, which used to

be provided free, are no longer distributed to students and, as a consequence, many of the poorer children are forced to do without. The Teachers Guild is also campaigning to have school supplies given out, not sold, to the students.

Pressure is being brought to bear on New York State legislator to enact the laws to increase teachers salaries and appropriate enough money to build new schools, and it is in this connection that the help of the SIU was requested.

Last week the Union sent a telegram to Governor Dewey and prominent New York State lawmakers, urging them to appropriate "one hundred million dollars for new school buildings and one hundred million dollars to maintain standards of the teaching profession."

On The Air

The position of the SIU in regard to the Bland-Magnuson bill, which would make it mandatory that at least 50 percent of the ECA cargoes be carried on American bottoms, will be aired on Tuesday evening, 9 to 9:30 PM, over New York's radio station WEVD, 1330 on the dial.

This program is directed by Joseph Tuvim, an official of the International Ladies' Garment Workers Union. Giving the point of view of the SIU will be Seafarers Al Bernstein and Bill Henderson.

Members of the SIU, and LOG readers in the New York City area, are urged to listen to this important program and to request their friends to do likewise.

ginia, committee chairman, and introduced on the floor of the House. An identical bill was introduced into the Senate by Senator Warren G. Magnuson of Washington state.

The bill is the answer to ECA Administrator Paul G. Hoffman's proposal, announced December 3, to reduce the participation of American ships in the transportation of Marshall Plan bulk cargoes. Effect of the Hoffman proposal would be to drive the American flag from the high seas, the SIU immediately protested.

Good Shipping Period Clears Frisco Of Available Manpower

By FRENCHY MICHELET

SAN FRANCISCO — Shipping is very, very good on this coast. The three new ships that were crewed in the past two-week period have practically exhausted our supply of manpower.

We are scheduled to ship three more full crews in the coming two weeks and we're really going to have to step fast to get the men.

The only ones having any trouble at all shipping from here are the alien seamen. In order to make things as fair as possible for our alien Brothers, we have taken to rotating the departmental rank so that everyone has a chance for a job.

WORKING OUT

In conformity with this policy the last ship, the Choctaw, was shipped Steward, Deck and Engine. The Chickasaw will take a crew Monday and it will be shipped in this order; Deck, Engine and Steward. The Winthrop Marvin, due to take a full crew the following week, will be shipped Engine, Steward and Deck.

This policy was arrived at after a full discussion by the membership here and it is working very well indeed.

Everyone of the more than 200 permitmen, who came from the other coasts in response to our appeal for help to man ships, have since found berths, and we now find ourselves back in the same old pickle.

CAUTION

However, we want to caution any of the Brothers who might

Port Savannah Has Busy Week

By JIMMY DRAWDY

SAVANNAH—Visits by three ships kept this port busy during the past week. We handled the Nathaniel B. Palmer, Algonquin Victory and the Steel Traveler.

On the Palmer, which touched us in-transit, we put ten men aboard and settled the crew's beefs, which were few, thanks to a fine Skipper aboard who co-operated all down the line with the SIU. In case you may ship under him someday, his name is Victor Diaz.

The major beef on the Palmer concerned the Chief Cook. He claimed that a Steward had no business in the galley and he would not ship on a vessel where the Steward entered the galley.

Well, we tried to explain to him the set-up but he persisted in his viewpoint, so we had to replace him.

The Algonquin Victory was an unexpected surprise, coming in out of nowhere to payoff here. She helped out to the extent of taking ten men aboard before she cleared out again.

CLEANEST SEEN

The Traveler, in-transit, rates a good word. She was the cleanest ship I've seen since taking over in this port. The Bosun, George Everett, aided by Big Boy Wagner, led a heads-up gang of men. We put one man aboard the Traveler. He got himself a clean ship and a good bunch of shipmates.

This week we have four Brothers in lay-up here: A. C. McAlpin, L. C. Cole, L. Hodges and Stanley Kasmirski.

be planning to come out here. They should be sure they have a few bucks to sustain themselves while waiting for a job.

The last group of men who came here hitchhiked their way over, grabbed a freight or made it in some such way. They were flat broke when they got here and consequently were a severe drain on the picards.

Everything has been going out and nothing has been coming in. There hasn't been a pay-off on this coast in more than a month.

Outside of an occasional visit that we make to in-transit ships our job has been principally crewing up ships. However, this life of ease is evidently coming to an abrupt halt because, starting next week, ships will be rolling in for payoffs regularly.

Robin To Carry Grain To Europe Until South Africa Run Resumes

By JOE ALGINA

NEW YORK—It was another slow week for shipping here. The bottom hasn't fallen out of port activity as far as this Union is concerned; however, there's no doubt that we've taken a set-back.

Making predictions about the future shipping in this port is useless. We may have slight up-swings, but overall the tempo will probably continue at a pace somewhat reduced from what it was six months or a year ago.

The foreign outfits have established themselves in the post-war trade and American companies are reducing their operations. Just to what extent American shipping will suffer it's hard to say, but the rosy days of wide open shipping lay behind us.

Robin Line, according to reports, is straightening out its troubles in South Africa and will put all of its ships back in that trade by mid-summer. In the meantime, Robin ships will be engaged in the grain trade, running from the Gulf to Europe.

WEEK'S WORK

This week's payoffs were: Steel Traveler, Santa Clara Victory, Steel Director, Isthmian; Emilia and Beatrice, Bull; Seatrain Havana; Wanda, Epiphany; Bessemer Victory, Waterman. The Emilia, Beatrice, Seatrain Havana, Wanda, Santa Clara Vic-

Calmar Crewmen

Anyone who worked for Calmar Steamship Company between the years of 1942 and 1947 is urged to write to or see Mr. Henry Simonson, Room 1304—25 Broadway, New York City.

There are many thousands of dollars in back pay due these members lying in the company office that have never been claimed. Unless those who have money coming apply for it, it will have to be turned back to the government.

Union Wreckers Are Warned

The SIU is on record that charges will be placed against men guilty of being the following:

PILFERERS: Men who walk off ships with crew's equipment or ship's gear, such as sheets, towels, ship's stores, cargo, etc., for sale ashore.

WEEDHOUNDS: Men who are in the possession of or who use marijuana or other narcotics on board an SIU ship or in the vicinity of an SIU Hall.

GASHOUND PERFORMERS: Men who jeopardize the safety of their shipmates by drinking while at work on a ship or who turn to in a drunken condition. Those who disrupt the operation of a ship, the pay-off or sign-on by being gassed up.

This Union was built of, by and for seamen. Seafarers fought many long and bloody fights to obtain the wages and conditions we now enjoy. For the first time in the history of the maritime industry a seaman can support himself and his family in a decent and independent manner. The SIU does not tolerate the jeopardizing of these conditions by the actions of irresponsibles.

In any occupation there is a small group of foulballs. While the Union has been fortunate in keeping such characters to a minimum, we must eliminate them altogether from the SIU.

All Seafarers, members and officials alike, are under obligation to place charges against these types of characters.

Any man, upon being convicted by a Union Trial Committee of actions such as outlined here, faces Union discipline up to and including complete expulsion from the Seafarers.

Get A Receipt

Every member making a donation to the Union for any purpose should receive an official receipt bearing the amount of the contribution and the purpose for which it was made.

If a Union official to whom contribution is given does not make out a receipt for the money, the matter should immediately be referred to Paul Hall, Secretary-Treasurer, SIU, 51 Beaver Street, New York 4, N. Y.

In advising the Secretary-Treasurer of such transactions, members should state the name of the official and the port where the money was tendered.

Shipping And Shoregang Jobs Take Care Of San Juan Seafarers

By SAL COLLS

SAN JUAN—Any Seafarer in this port who wanted to work had no trouble being satisfied last week. The opportunities were certainly here. Besides the 23 men shipped as replacements, a goodly number were sent out on shoregang work.

The vessels taking the replacements were the Wild Ranger, Alcoa, and the following Bull Line ships: Kathryn, Monroe, Dorothy, Beatrice, Carolyn and Marina. Things were going evenly aboard these ships and the beefs were of the usual run.

NEW PACT

The membership in San Juan are vitally interested right now in getting a new contract and wage increase from the Bull Line for the shoregang work. The scale paid here varies from that in New York.

On the labor front, all seems to be briefly quiet on the island of Puerto Rico—at this moment, at least.

Some of the oldtimers in port right now are Tommy Banning, Red Whiddon, Pat Dunphy, Eugene Dore, Jimmy Nelson, "Benno - Without - a - Penny" Benno, William Hitt and a host of others.

Here's a tale that's making the round here:

An Oiler, who had been making heavy weather of it and had been on a glorious bender for a



week or so, was finally shipped on the Monarch of the Seas. He was leaving the Hall with his white shipping card clutched happily in his hand.

"Hey," someone called after him, "where are you going so fast?"

"Where the hell do you think I'm going? To the ship, of course!" he replied.

"Yeah, but what about your gear?"

"Brother," the oldtimer cracked, "I'm right in the middle of it."

Tug, Shoregang Jobs Big Help To Port Mobile

By CAL TANNER

MOBILE—The number of men shipped from this port last week was stepped up by calls for 42 shoregang and seven tug relief jobs.

Ships paying off were the Morning Light, Antinous, Governor Miller, Governor Sparks, Yaka, and Mobilian, all of Waterman, and the Alcoa Corsair.

Those signing on were the Corsair, the Morning Light and the Antinous, all on continuous articles, and the Mobilian, which signed on foreign with calls scheduled for Germany, Belgium and Holland.

GOOD PAYOFFS

All ships paying off were in good shape. The few minor beefs were settled to the satisfaction of all concerned.

We lost two Waterman Liberties when the Governor Miller and Governor Sparks were sold to other interests. We are at present trying to obtain an SIU contract with the new companies and we will inform the membership via the LOG of the outcome of these efforts.

The namesake of this port, the Mobilian, arrived this week. She is one of the C-2s that Waterman acquired on the West Coast and brought here after a trip to Europe. They have also named one of the new ships the Fairhope, for the Baldwin country boys.

IN TRANSIT CALLS

In-transit in this port during the week were the LaSalle, Waterman, in from New Orleans in good shape; and the Steel Mariner and Steel Inventor, Isthmian, which arrived from the West Coast in fair shape.

On the Mariner the boarding Patrolmen pulled two permitmen who were not living up to the agreement. They were sacking in and creating difficulties for the rest of the crew. These offenders did nothing to keep their quarters clean and generally refused to cooperate with their shipmates.

Ten of our Seafarers are in the Mobile Marine Hospital this week. They are P. M. Vandereik, K. G. Huller, Eugene Leary, William J. Sullivan, Nicholas Bosanyi, Erlene Smith, J. L. Buckelew, P. Cardona, Tim Burke and Lester Lord.

We also have a complement of oldtimers on the beach: L. A. Dean, J. Padzik, O. Davenport, T. W. Taylor, R. L. Phifer, C. A. Wahl, M. Cieutat, Jake Pursell, L. B. Moore, M. Trehern, J. Watler, D. C. Bodden and J. D. Denson.

ATTENTION!

All men who have been fired from Cities Service ships for union activity or because they are SIU members should immediately report in person, or write to Lindsey Williams, Director of Organization, SIU, 51 Beaver St., New York 4, N. Y.

Cape Cod Canal Boasts Colorful History

By JOHN BUNKER

Thousands of Seafarers, both in war and peacetime, have gone through the Cape Cod Canal. Few of them, perhaps, know that this is one of the most unusual waterways of the world and one with a colorful history.

It is unusual in that ships use it without charge, regardless of flag or nationality. Despite the fact that it is wholly within continental United States, Norwegian, French, British, Indian or Dutch—all can use it equally without cost or discrimination.

The Cape Cod Canal provides a 66-mile saving for vessels sailing between seaboard points. During the war years it handled more than 60,000 ships, as convoys transited the canal to escape submarines haunting the misty waters of George Banks.

SLOW TO COME

A "baby" among canals in comparison with the Panama and Suez waterways, the digging of the Cape Cod Canal presented no gargantuan problems in engineering, as did the Panama and Suez cuts, but proposals to slice across the Cape with a time-saving waterway were presented more than 250 years before modern machinery made it possible.

The canal was finally finished and opened for the smaller types of coastal shipping in July, 1914, but the idea for a shipping route here is as old as early colonial times, and attempts were made to dig it as far back as the Revolution.

Soon after the Pilgrims settled at Plymouth in 1620, they investigated the possibility of a canal through the narrow neck of the Cape in order to save their small vessels—which had already opened up a thriving business with New Amsterdam (New York)—the hazardous voyage around the Cape, which was even then claiming its yearly toll of wrecks.

These Plymouth pioneers hoped to dig a waterway connecting the Scusset River, which flowed north into Cape Cod Bay, and the Manamet River, flowing south into Buzzards Bay.

BACKED BY PILGRIM

The project was logical and the famous Myles Standish, rugged military leader of the Plymouth colonists, established a trade route over this part of the Cape—although the job of joining the rivers with a navigable ditch proved too formidable for their limited tools and manpower.

As the years went by, many surveys were made in hope that a waterway would be feasible, for with every winter storm more stout ships and hardy sailors came to grief along the sandy Cape and on treacherous Nantucket Shoals.

During the Revolution, when the British fleet had the New England coast blockaded tight as a drum, General George Washington ordered his chief military engineer, Thomas Machin, to survey a canal route across the Cape as a means of beating the British noose around colonial commerce.

Engineer Machin made a thorough survey and proposed a ditch 14 feet deep—well able at that time to handle anything in coastal commerce and much of the deep sea trade as well.

Washington, however, could not raise sufficient funds or



spare enough men to start the job.

At least once every decade from then on, including an official survey ordered by Congress in 1812, some action was initiated on behalf of a Cape Cod canal, but it was not till 1883 that a corporation was formed and operations begun.

Like many other canal diggers—as at Suez and Panama—the firm went broke when the job turned out to be bigger than it had expected.

SMALL TIMER

In 1880 an ambitious New York contractor had started digging with 500 laborers using shovels and wheelbarrows. He soon, of course, abandoned the job.

This shovel-and-barrow method of canal making is not as futile as it sounds, for historians tell us the Egyptians cut a canal through the Isthmus of Suez by such a method hundreds of years before the present Suez canal was opened in 1869.

The Egyptians, of course, had a huge supply of slave labor which they probably wasted on the project with the usual abandon of those times.

Work was resumed by another company in 1909 and, finally, on July 4, 1914, the job was successfully completed, with the canal opened for navigation to vessels drawing 15 feet or less.

Tolls were charged in an attempt to pay back expenses, but the builders never made any money on their \$15,000,000 venture.

Ownership of the waterway was taken over by the federal government in 1928 for \$11,500,000, a sum that would be considered hardly worth the mention today in spend-mad Washington.

Two highway bridges, one of them more than four miles long, span the canal, along with a unique vertical lift railway bridge.

In days when the eastern seaboard was alive with coastal liners, the Cape Cod Canal handled thousands of passengers every year.

In 1929, peak year for the coastal passenger trade, 233,000 tourists and night-boat commuters transited the waterway on steamers of the Eastern Steamship Company, Clyde Mallory and the Merchants and Miners Transportation Company.

This business is all gone now, and chances are slim that ever again will passengers line the rail aboard the white-hulled coastal steamers, to watch the shore line slip by, as the night boats run through from Cape Cod Bay to New York.

WELL TRAVELED

Hundreds of colliers use the canal to save the 66 miles of steaming from Hampton Roads to New England ports and a steady stream of tankers pass through to Boston, the Portland pipe line, and Canadian points.

Stand along the canal on a busy day and you'll see a dozen different house flags as ships of all kinds transit the "Cape Cod cut."

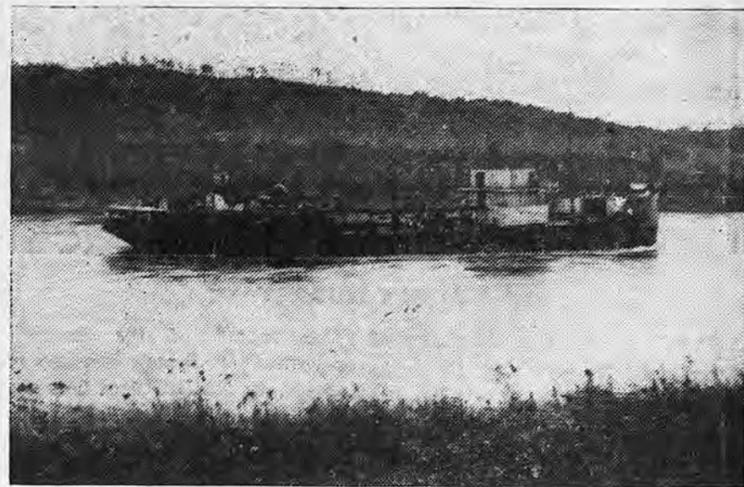
The big "M" of the Mystic colliers, all of them war-built Liberty "seam" boats, is the most common, for this outfit has the biggest fleet of colliers on the coast.

The old Sprague "S" is frequent, too, with the Sprague company operating a large fleet of coal boats as well as C-3s in the South American trade.

There are "Esso" ships, Tide-water tankers, sugar boats from Cuba, occasional Calmar ships bound down to Baltimore for steel, American-Export passenger-freighters in-bound from the Mediterranean, Isthmian ships loaded deep with steel, and globe-girdling freighters of American President's round-the-world fleet.

Seagoing ships of all kinds use this waterway: from little fishing draggers running out to Georges for haddock and scallops to two-stacker tugs with strings of barges, Coast Guard cutters, destroyers and yachts.

Since the United States puts no restriction on use of the canal



A small tanker makes her way through the Cape Cod Canal.

for foreigners, flags of every maritime nation fly from the gaff of freighters along this waterway.

Norwegians, Swedes and British are most frequent among the foreign flags; along with Dutch, Argentine, Brazilian, Panamanian, Danish, Italian, French and, since the war, Indian, Egyptian and other nationalities newly come to the seaborne trades.

The canal has made possible the operation of a large fleet of small coastal tankers whose low freeboard—often not more than foot or two out of the water when loaded—would make a winter time passage around the Cape highly dangerous.

By using the cut-off, these little oil and gasoline carriers do a lively business with New England seaboard points, serving small towns and oil docks situated on low water.

CONVOY CUT

During World War II, many east-bound convoys made up in Buzzards Bay, and it was not at all unusual for a convoy of 100 ships to pass through the canal in succession.

Under wartime Coast Guard operation, this huge traffic was handled like traffic on a highway. Green, red and amber

lights at either end of the canal instructed the ships when to proceed, ships in convoy being moved through at the rate of eight minutes apart.

Ships loaded "full and down" with ammunition (the pilots called them "pink" ships) were put through at half hour intervals. Nobody wanted two of them to collide and blow up together. There would have been "no more canal."

TRAFFIC COPS

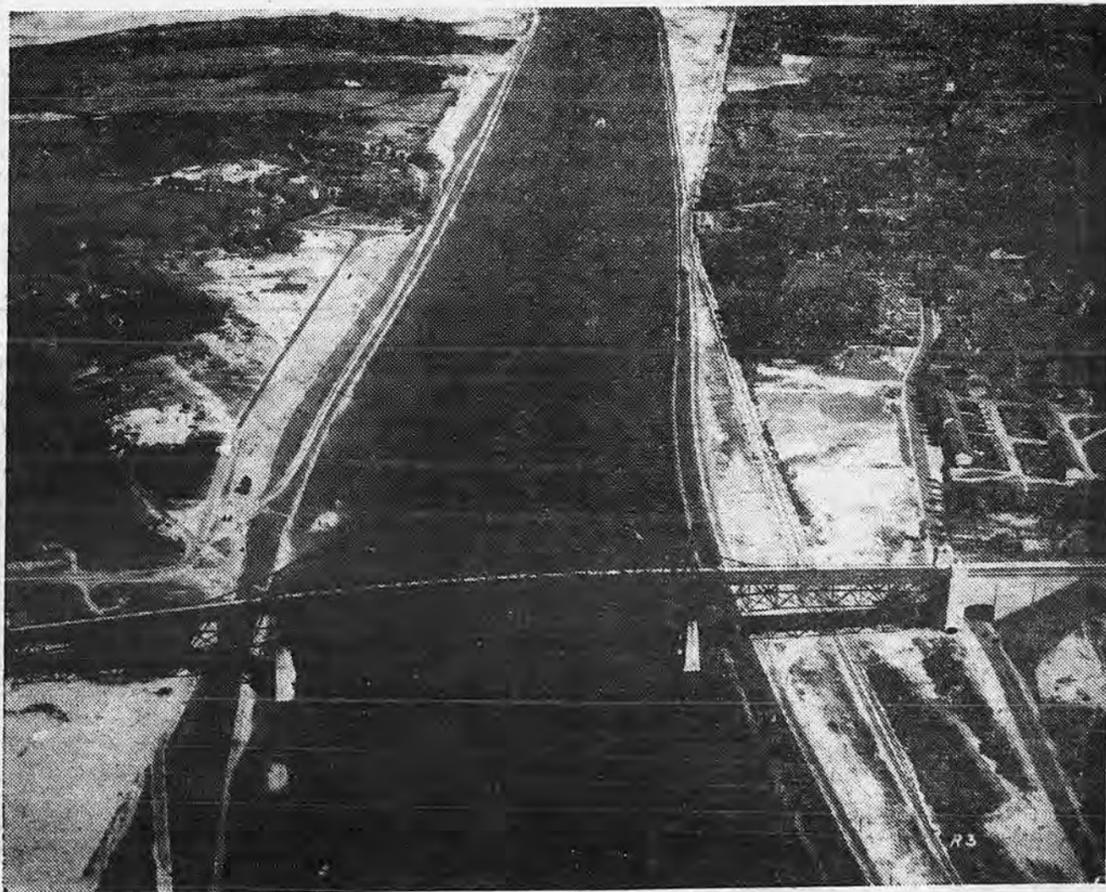
Thirty five pilots were on duty here during the war, along with armed guards who rode aboard every ship to make sure the skipper didn't speed up or otherwise break the navigation rules.

One unfortunate incident during the war almost threatened to close the "ditch" to shipping.

In June of 1942, the collier Stephen Jones of Boston, bound north with 6,300 tons of coal, went aground at the Bourne bridge.

Her bow opened on the rocks and the vessel filled with water just as the change of tide (it runs hard and swiftly through the ditch) started and swung her around.

She broke up and turned over. Traffic was tied up for many days before the wreck could be dynamited and cleared.



An aerial view of the Cape Cod Canal, Massachusetts, looking toward Cape Cod Bay. In the foreground is the new Sagamore Bridge.

—U. S. Engineers Photo



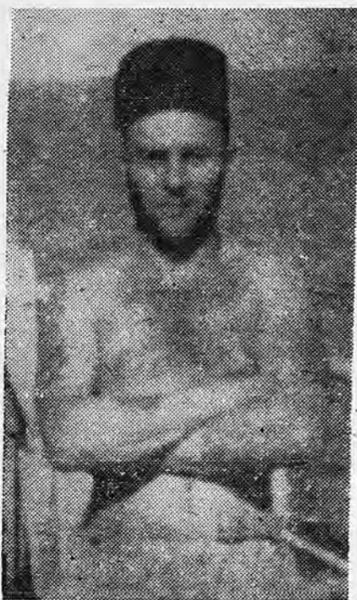
SHIPS' MINUTES AND NEWS

Hardworking Trent Crew Overcomes Many Setbacks

By PAT MURPHY

Today marks the 49th day of the Robin Trent's stay in Beira anchorage, and no one knows when we will reach the docks. If barnacles sold by the pound, we would all be rich. The trip to date has been chock full of events, both humorous and tragic. However, we are looking forward to completing this trip without any further mishaps.

The Fezed One



Fort Bridger crewman Red Braunstein appears to have come under the influence of the Moslem world. Bearded and wearing a fez, he stands on the Bridger boat deck. The Bridger is on 18-months articles, shuttling oil between the Persian Gulf and France.

Seafarers Praise Medical Staff Of Savannah Hosp.

The Savannah Marine Hospital's men and women in white rate high in the books of their Seafarer patients.

According to Frank Boyne, who stopped off at the New York Hall the other day enroute to his home town of Boston, for a weekend visit, Seafarers in the Savannah hospital haven't a single kick with the treatment they're getting.

In fact, when Frank left Savannah, the boys asked him to pass the world along to the LOG. They want to go on record as thanking the doctors, nurses and the rest of the staff for the "excellent attention, good show and all around cooperation" given to patients in the Savannah hospital.

The SIU men in the hospital are visited weekly by a Union representative and they say the hospital benefits come in handy for cigarettes and other personal comfort items, Frank added.

(The report of the death of crewmember Joseph Ferullo was carried in the LOG of February 18.)

At the present time we have two men hospitalized, and others under medical care for such afflictions as broken arms, toes and fingers, infected legs, malaria and dysentery.

Looking at the brighter side of this floating paradise, which is the cleanest ship we have ever had the pleasure of sailing, we proudly boast a bang up softball team, weight lifters, ping pong players, boxers, and an all-around sober, hard-working crew.

The love bug bit Shickshinny Red George Leidemann, who took the final plunge in Capetown—not to be confused with the plunge he took in the East River. Edmund Carlson is the Bosun for this trip. He's now drinking table wine by the ten liter jug, inasmuch that we were warned not to drink water while ashore.

THEME SONG

Frenchy Lipari, AB, was taken for \$72 in a cognac deal by crewmembers of a foreign ship. A few of the boys are singing "Bongo, Bongo, Bongo, We Don't Want To Leave The Jungle;" others are singing "Ukulelah Askima Kukuzibulala," which, translated from the Zulu, means: "Gee, I Want To Go Home."

On January 23, 25 of the crew chartered a motor launch and went up the Buzzi River into the heart of the hippo country. Among the cheerful participants were Frank Paschang, Mike Sovich, David Gilmore, Cyril Wgenfe, John Davis, Ed Carlson, Warren Hodges, T. Dickerson, J. Gill, Gilberty DeJesus, Cassimer Wodka, Ed Albinski, Red Leidemann, Bill Ammerman, and R. Pomerlane. The boys enjoyed themselves even though we didn't dine on hippo steaks.

In conclusion, I'll say that if you throw in for a job on the Robin Trent, and you are an all-around athlete, you're in for a good time.



The entire crew of the Robin Trent pose under the South African sun for the camera of crewmember Edward Albinski.

THE DEL MAR'S MEN IN WHITE



Ship's photographer Charles Cummins caught part of the Delta liner's Stewards Department prior to their going to work. Left to right, front row—Fred Lampricht, Manuel Archibald, Nathan Robbins, Vernon North. Second row—Chief Steward Edward Riviere, Second Steward Major Costello, Clarence Cooper, Frank Vivero, Joe Galliano, Ivan During and Charles Campsen. The boys say they will all be on hand in New Orleans at Mardi Gras time.

'The Voice Of The Sea'

By SALTY DICK

Leo Morsette celebrated his 42nd birthday on board ship with a big party. He had everything including nuts. The Baker, Dick Hamsperger presented him with a cake which he had to cut with a cleaver. Walter Orman, Ray Flynn and others kept the party going by telling jokes... Somehow the Robin Sherwood always comes to my mind. We sailed her in 1942 on a 28,000 mile trip to Persia. Joe Algina was her Bosun.

Some of the fellows have been talking about long stays in Buenos Aires. The longest I stayed there was 64 days while aboard the Cuba Victory. What's your record?... Seldom do I see anything in the LOG about the Del Mar. She's a fine ship, so why doesn't some member of her crew give the LOG a story?... Can you name five automobiles that begin with the letter "P?"

Received a letter from Ed Grothus in Iowa. He reads the LOG weekly to keep in touch with his friends. He bought a car and made a 11,000 mile trip. Ten to one the sea will call him back... Who is the bellboy who brings his home-made pepper sauce to the mess table everyday? He's the same fellow who takes a box lunch from the ship and spends the day in the park listening to the birds.

Tony Pisani is here in New Orleans, but his heart is in Mom's Place in Brooklyn. Rumor has it that Jose Castellon, former butcher on a Delta scow, has opened a hash joint here in New Orleans. Our present butcher has found an unfurnished apartment but now needs some furniture. Paul Marino has quit the Alcoa run and has returned to the Coffee Trail. His brother-in-law, Ralph Domminici, is also trying to get back here.

Looking over the SEAFARERS LOG of 1946 I came across pictures of Jerry Rosenthal and V. Meehan. I saw Jerry in New York last October. He looked good. I spent a couple of hours seeing a movie High Seas. Glenn Ford had a hard time convincing the shipowner about conditions on board. Nowadays we call up the SIU Hall and the situation is fixed up in a matter of hours.

Don Short has quit the sea after sailing for eight years. He plans to stay home in Canton, Ohio, and read the LOG. Angelo Gonzalez took a vacation to Cuba, and while there he fell in love. Now he's looking for an apartment in New York.

Someone once asked why I don't write about oldtimers. Okay, Brothers. While talking to Bull Shepard recently, I met

L. E. Wessels, Book No. 1. I understand 26 No. 1 books were issued at the time. Any more around? From New Orleans I'll go to Tampa (my home town) to see the boys and enjoy a much-needed rest. I haven't seen the Gasparilla Fair in years.

Henry Cordes is around here, and by the way he is talking he's ready to take anything. I read about the death of Louis Galvani. I knew him personally and I must say he was a good SIU man.

Hank Lae was hospitalized and now has an eye on the blackboard at the Hall. He has what is known as "blackboard blues." Zoller, Jr. was walking down St. Charles Street when I met him. I also met his mother and dad. If you need any clothes go to Zollers Clothing Store. The New Orleans Seamen's Town House played host to a lot of hot dog eating and coffee drinking seamen.

Rumor has it that in order to be a good waiter on passenger ships a man must have worked on Bourbon Street. Don't believe it. One of the boys read in Life magazine about rockets flying to the moon at the speed of 25,000 mph. He wants to volunteer for the job. The same lad likes a liberty ship because it's a slow mover.

Send 'Em In

Don't hold your pictures and stories of shipboard activities. Mail them to the Seafarers Log, 51 Beaver St., New York 4, N. Y. If you haven't the time or don't feel in the mood, just forward details. We'll do the rest. Pictures will be returned if you wish.

Digested Minutes Of SIU Ship Meetings

PURDUE VICTORY, Jan. 30—
A. Thomas, Chairman; Richard E. Weaver, Secretary. Delegates reported that there are no beefs pending in any of the departments. Ship's Delegate advised all book men of the importance of knowing the proper way to conduct a meeting. He suggested that different men be nominated for the chairman's and secretary's job at each meeting. Under Good and Welfare it was recommended that all fans be checked and repaired, if necessary. All hands advised to turn in any linen they might be holding.



cially on night watches. Galley blower system is to be checked, and coffee urn is to be repaired.

~ ~ ~
CLAIBORNE, Jan. 16 — J. Bissonnet, Chairman; H. Ridgeway, Secretary. Ship's delegate reported that all repairs had been made. He said that all cigarettes turned in for Bremen would be returned before docking in Hamburg. There were no beefs in the departments, according to the Delegates. A question was raised about collecting overtime for delayed sailing and lodging. This matter will be straightened out when we hit the States. Several needed repairs will be made. One minute of silence in memory of our departed Brothers.



~ ~ ~
ST. AUGUSTINE VICTORY, Dec. 26—Jack Bertie, Chairman; H. Kinkel, Secretary. Deck Department recommended Captain be asked to allow painting galley with spray guns. Galley stove was repaired. Ship's delegate said there were no major shipboard beefs. Department delegates gave their reports. As ship left Frisco without Chief Cook, Steward requested the job be filled. Chief Mate is to be asked not to handle booms as this is Bosun's work. Promotion of Wiper approved, provided he gets endorsements. Lookout telephone on bow to be repaired by Electrician. Procedure for paying off discussed by ship's delegate. One minute of silence for Brothers lost at sea.

~ ~ ~
ST. AUGUSTINE VICTORY, Jan. 23—John Devine, Chairman; Malcolm Cross, Secretary. Status of permits and book men in each department reported by delegates. Brothers Cross, Devine, Gunther nominated for ship's delegate, with Cross being elected. Brother Millbrooks elected deck delegate by acclamation. It was recommended that Bosun get permission from Mate to repair deck cargo as safety precaution, inasmuch as cargo is lumber and is unsafe to walk on. Brother Breda, a permit, pointed out the several ways in which a crewmember can establish himself as a good Union man. Crew agreed to keep messhalls cleaner, espe-

cially on night watches. Galley blower system is to be checked, and coffee urn is to be repaired.

~ ~ ~
CATAHOULA, Jan. 30—
Thomas F. Freeman, Chairman; Elmer Sexton, Secretary. Everything was reported to be running smoothly in the three departments. P. J. Walsh, Chief Pumpman, moved that delegates check all stores both up North and down South to make sure Chief Steward is getting enough fresh fruits and vegetables. The Fireman made an amendment to the effect that Chief Steward be notified of this action and that he be shown clause in agreement that is authority for such action. Suggested by William Mansfield that all men cooperate in keeping recreation hall clean. Edward Hunt advised that delegates see Purser about getting a slopchest on board.

~ ~ ~
GOVERNOR GRAVES, Jan. 2—
William McKenna, Chairman; John R. Tilley, Secretary. Ship's delegate reported no beefs pending and expects a clean payoff. Other delegates reported their departments in order. New Business: Recording secretary read correspondence from Paul Hall concerning letter sent by previous crew on transportation ruling. Letter was accepted as read. Motion carried that no one payoff until any and all beefs are cleared by Patrolman. Giszczak reported that library has been crated for exchange.



~ ~ ~
SANTA CLARA VICTORY, Jan. 22—Kelley, Chairman; Alvin Carpenter, Secretary. Deck delegate reported disputed overtime. Mate refused to give permission for sougeeing and painting foc'sles. There were no beefs in the engine department, and none in the stewards department, except for two hours of disputed overtime. Motion carried that copies of the repair list be posted and kept for the next crew. Other copies are to be turned over to department heads and Patrolmen. Suggested that ship's delegate get in touch with New Orleans Hall regarding condition of foc'sles. The foc'sles are to be cleaned for next crew, as per agreement. Suggestion made that Patrolman be informed of condition of topping gear, which Mate has made no effort to improve. Crew gave a vote of thanks to the stewards department.

~ ~ ~
TWIN FALLS VICTORY, Feb. 6—G. G. Williams, Chairman; A. A. Smith, Secretary. Delegates reported all beefs had been

squared away by Agent McKay.

~ ~ ~
CLAIBORNE, Jan. 23—J. Bissonnet, Chairman; H. Ridgeway, Secretary. Ship's delegate reported that nothing could be done about hanging clothes in fidley. He said he was going to talk to Skipper about giving us cigarettes due us before arriving in Hamburg. Discussion on cleanliness in laundry and messhall; cooperation of all hands was requested.

~ ~ ~
WILLIAM H. CARRUTH, Jan. 9—William Kane, Chairman; Blackie Connors, Secretary. Motion carried that ship's delegate prepare a letter to the Union asking that an organizer be at the ship, and a Patrolman be on hand to bring members up to date.



~ ~ ~
BEATRICE, Jan. 5—A. Lolect, Chairman; Juan R. Olivo, Secretary. M. Saliva reported a few hours of disputed overtime in the deck department. A. Melendez reported all working okay in engine department. C. E. Grell reported no beefs in stewards department. Good and Welfare: Discussion on lack of laundry facilities aboard ship.

~ ~ ~
BRET HARTE, Dec. 26—Vincent Kuhl, Chairman; Frank Mitchell, Secretary. Delegates' reports accepted. New Business: Suggestion that committee see Captain about ample draw in Japan as previous draws were insufficient. Comments made on condition of meat and committee was appointed to investigate situation. Recommendation made that data on slopchest be up at next meeting and be posted for oncoming crew. One minute of silence for Brothers lost at sea.

~ ~ ~
SEA TRADER, Jan. 7—J. Carroll, Chairman; G. Meltzer, Secretary. Delegates reported on number of books and permits in their departments. New Business: Nicholas L. Mark elected ship's delegate by acclamation. Motion carried to check repair list before returning to the States. Motion made that fountain midships be fixed as pressure is low. Education: Short talk by Bock on conduct aboard ship in reference to performers.



Seafarer Sam Says:

CUT and RUN

By HANK

While Brother Alex "Ski" Janowski is down there in Baltimore, his brother, Steward Eddie Janowski, is up here visiting the night-spots. After hitting many Irish ports, which in his opinion weren't lively enough, the scow Eddie is on is now heading for Antwerp. And is Eddie happy!... Steward James Hand, champion dog-breeder and Florida citizen, anchored into town. After mentioning the rock ships (those carrying phosphate), which now and then come into Tampa, he revealed how he'll be doggedly trying to splice himself to an Electrician's endorsement. Even if he has to wear out the books. Tis true, James. There's no short (cir)cuit to getting those tough endorsements.

~ ~ ~
Flash News: George Pasinosky, the oldtimer, was seen last week squeezing somebody's accordion. And George, who has handled those so-called portable pianos, is now thinking of buying an accordion. Say, fellas, imagine a guy going to sea with an accordion. How good would those barbershop quartets be without barrels of beer to keep the music going and the voices in tune?

~ ~ ~
 Brother Tom Hamond, Electrician and New Jersey citizen, has a good shipping card and figures he'll be sailing soon. No doubt he has good reason in singing the popular sea-song "Faraway Places"—although we don't know if Tom can sing... Brother Joseph Demuth had a humorous argument last week with two Massachusetts Seafarers, Brothers Murray and Lafrance. The beef was whether or not the textile towns of Massachusetts could or could not be called part of the sticks. We don't know either. We're strictly from the beery and baseball country of Brooklyn... Brother Roy White, Jr., keeps collecting his mail faithfully every day. Wonderful invention these letters... Last week James O'Connell grabbed his gear and grabbed a ship... The ship Brother I. Flaherty is on must have sailed since last week.

~ ~ ~
 Whether he uses elbow-grease, hammer-lock or a three-quarter-Nelson with his brain muscles, we do say that Frank Boyne, the ex-wrestler, sure can bend a fine salty poem for the LOG to print.

~ ~ ~
 Brother W. L. Hammock, of Georgia, writes from aboard the SS Fairisle that the crew enjoys the LOG in almost every port in the world... Thomas Add Gilham, the Cook, in from a Robin Line voyage... Joe Wread just sailed into town... So have Harvey Hill, Franklin Smith and John Bove, the last named is one of the finest bakers in the SIU... Frank Devlin and Beecher Hardacher are in town.

~ ~ ~
 The weekly LOG will be sailing free of cost to the homes of the following Brothers—Albert Doucette of Massachusetts, Herbert Leavelle of Texas, P. J. Causey of Alabama, Philip Livingston of Virginia, Donnie Stokes of Texas, Rudolph Schmidt of Mississippi, Frank Guarascio of Wisconsin, Albert Isaac of California, Dickinson Ellsworth of Maryland, O. W. Barfield of Florida, Luige Lovino of New York, D. Jartin of New York... Brothers, where is the most beautiful street in the world? And what is the most beautiful port in the world? Address your answers to this column in care of the LOG Editor... The transportation clause will be voted on shortly. Study it and then vote. Every good SIU man votes... Meanwhile keep those ships clean and happy. Hold those meetings often.

GOT A BEEF?

Editor, Seafarers Log, 51 Beaver Street, New York 4, N.Y.

MAIL IT TO THE LOG!

THE MEMBERSHIP SPEAKS



Bid For Power Seen In CG Order To Radio Operators

To the Editor:

How is the Coast Guard going to explain the reason for the delay in ship sailings on or about April 1? The CG has passed a rule that all Radio Operators on merchant ships must have a new document, a Radio Officer's license, by April 1.

The 'Kid' Likes Wintering In New Orleans Bar

To the Editor:

The Brooklyn Kid has gone south for the winter and can be seen every day between calls at the Astoria in New Orleans. If you're interested, here's the story of some of the Brothers: George Curry and David Cincare are on a Far East jump aboard the Gateway City; Sonny Rankin is in Galveston on the Topa Topa; Nick Juzand has answered the call to arms and is now referred to as Private Nick, c/o US Army.

Last week the New Orleans Hall looked like a bit of Beaver Street moved south. Orville Payne, John Gibbons, Leopold Faulkner, Pluck Oliver and many others out of New York.

Tell Hank the reason there is no mail from the Knot boats on the rum and bauxite run is that they have all been laid up. Joe Thomas is requested to drop me a card at the New Orleans Hall. Jamaica Whitey is still beach-combing down here along with John Kennedy and Sam Packer. James Allen is in town fresh from a West African run aboard the Del Viento.

Dennis Saunders
(The Brooklyn Kid)

This is just another means for the Coast Guard brass hats to get complete control of the American merchant marine, thereby keeping their useless, high salaried plush jobs.

As all Seafarers know, the Coast Guard has been trying all kinds of phony moves to consolidate its position. In 1946, the Coast Guard issued a mandate that all seamen must carry new ID cards. Only a few of our men fell for this line. Most kept sailing on their old papers issued by the Department of Commerce.

In the past year, the Coast Guard has issued a mandate to the effect that wartime AB tickets would then be considered as blue tickets and all deck seamen with 36 months discharges should apply for green tickets.

PRESSURE MOVE

This was plainly a move to make more seamen carry these little cards bearing the CG seal. Of course, all men wanting to protect their jobs and the hiring hall applied for the tickets in order to continue sailing.

Now the CG feels that the Radio Operators should be under their thumb as well. The CG brass hats must figure that they know more about radio and radio maintenance than the FCC and other government offices do.

Not only is this a useless move, as is proved by the fact that the Radio Operators must also hold other licenses as well, but the men must also wait sixty days before their applications can be fully processed. It smacks of a phony move all the way through.

Milton Williams

FORMER SEAFARER AND SHIPMATE



Eubie Flowers (left), former Seafarer, is now wearing the blue of the US Navy, his mother reports. Seafarer at right is unidentified.

Retired Bosun Now Stoking Fires

To the Editor:

I retired my book recently and took a shoreside job at the request of my wife. Being a Bosun for five years it was rather heartbreaking to leave my shipmates and the SIU.

Here I have plenty of work to do in holding down a half-dozen jobs as building superintendent of a building on Commonwealth Avenue in Boston. I work seven days a week from 6 AM to 10 PM for \$120 a month and four free rooms with heat, electricity and water. I do all the repairing, and serve as Electrician, Carpenter, Plumber, Fireman, Watertender, Oiler, Coal Passer and Porter, so you can see I am not running short of work. I am going to organize if I can to get better conditions from these landlords.

Working for these birds re-

minds me of those old days going to sea when some shark picked up a poor guy on the waterfront and collected two months advance in pay for a donkey's breakfast and a suit of oilskins.

If any of my old shipmates see this note, I wish they'd drop me a line.

M. van Ryswyk
1125 Commonwealth Ave.
Boston, Mass.

RETIRED SEAFARER PUSHED PAY RAISE IN CHICAGO PLANT

To the Editor:

I don't know where to send my correct address to receive my W2 statements from Alcoa Steamship Company. I would appreciate the company's headquarters address.

I am working here in Chicago in a plastic molding plant. The Union in the plant has just won a raise. I am a molder steward on the day shift, and found myself in hot water when I made the motion and spoke in favor of pressing for the wage boost. Despite some dirty looks it paid off.

Enclosed is a copy of our union paper (Mine, Mill and Smelter Workers) which has a picture you might like to see. How many white caps can you see? (Ed. Note: Picture showed SIU men being clubbed by New York police in last year's strike of the Stock Exchange.)

P. A. Carlson

Ships Delegates

Aboard ship the arm of the Union is the Ships and Department Delegates. A good crew, for its own protection, picks its Delegates early, and carefully. Have you and your shipmates elected your Delegates? If not, do it now!

Steel Director Crew Lauded By SIU Passenger

To the Editor:

Observations as a SIU member-passenger enroute from Port Said, Egypt Hospital to the US aboard the Steel Director:

The first thing that made me feel good was the traditional good fellowship among our Union Brothers in making everything as comfortable as possible for me. Second: the cleanliness of this ship.

I was amazed how clean the messrooms were and asked how it was done. Each watch cleans up the messrooms and has a fresh pot of coffee for the watch coming off. I was invited to attend a meeting, which I had quite a job doing on account of my crippled leg, but I made it and was surprised at how well regulated the meeting was carried on—no jumping jacks or constitution stiffs. Just a regular business meeting well carried out. All messrooms should be kept as clean as this ship. There is no excuse for dirty messrooms.

More should be printed about cleanliness in forecables and messrooms.

J. R. Porter
Chief Steward

WISE SEAFARERS HAVE HOBBIES, SAYS SEAFARER

To the Editor:

A seaman has much spare time after his working hours, and he would be wise if he used that spare time to work at some hobby. It makes a long trip short and gives the man a clean and sober mind in addition to the gaining of knowledge.

Take a hint from an oldtimer called "The Professor." At the present time, he is making an SIU rung in silver. The reason he is called Professor is because he also wrote a book during his spare time on graphology.

Again I say that spare time well spent is an asset. Therefore, do not bend too many elbows getting tanked and ending behind the eight ball. A hobby may save many Brothers from becoming performers.

Bill McKay

GLASS BLOWERS' UNION OFFICIAL PRAISES LOG

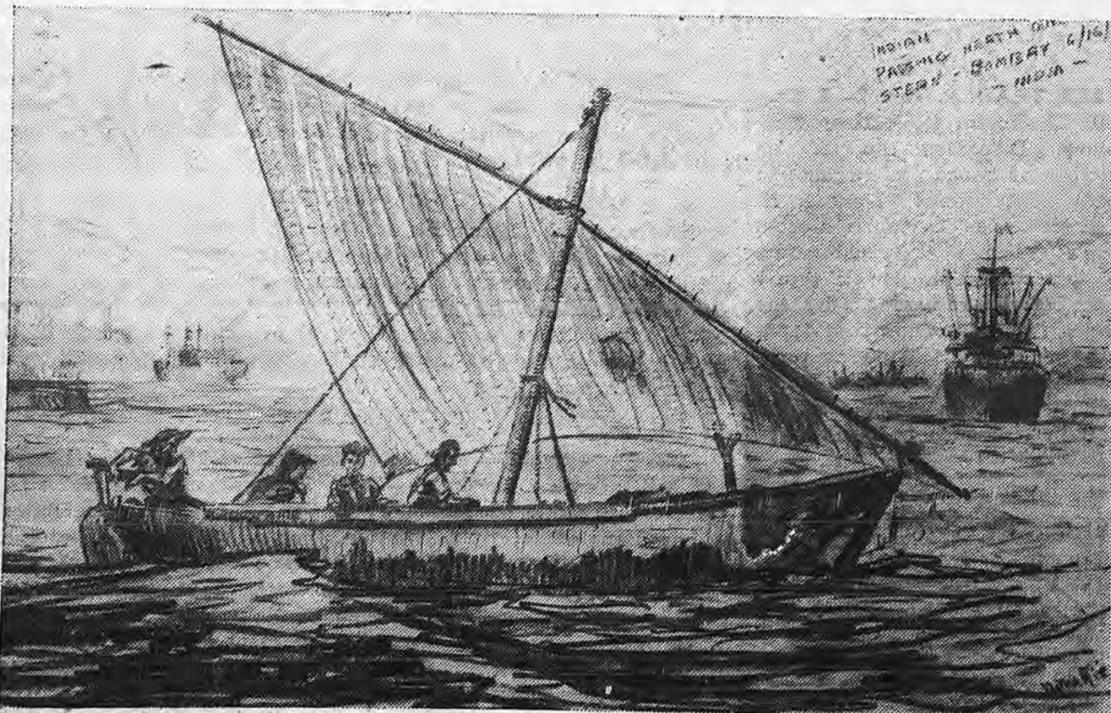
To the Editor:

I want to take this opportunity to say that I read the SEAFARERS LOG with interest. I think the Hiring Hall is very good. It is democratic and gives the seamen an equal chance for work. After I am through reading the LOG I take it to the factory and have my fellow shopmen read it. Among the workers are a couple of ex-seamen and they sure enjoy the LOG.

I wish you and your organization all success in your undertaking.

Fingal Sterling
Secretary, Local 20
Flint Glass Blowers
Union

PASSING SCENE IN INDIA



Seafarer Norman Maffie had his drawing materials all set up as an Indian boat passed beneath the stern of his ship, the Santa Clara Victory, in Bombay. Above cut is his record of the scene.



LOG-A-RHYTHM

A Prayer

By WANDERING SEAFARER

Upon the problems of our day
Oh Lord, let there be light,
Let the grief of men be lifted
And our sorrows put to flight.

We do not shirk the sweat or toil,
This we all understand,
For our labor's consecrated
To the building of our land.

Let simple urge for work and rest
Be ours in this life;
We do not fear the perils without
When our homes are peace and light.

Protect the poor, the weak, the aged,
The widow and her kin;
May love and brotherhood rule our lives
To chasten this world's din.

May foolish mighty ones of earth
Who revel in false pride
Bow down before their unseen God
And in his purpose bide.

We are the creatures of his will,
However great we plan,
The great pass on, shorn of their wealth,
And leave the working man.

All those who toil are in his care;
And heart of his great plan
Are those who work for man and God—
All this we understand.

The men who sail the ships at sea
Are children on his breast,
Who see the mirror of God's face
In calm or white tossed crest.

Upon the problems of our day
Oh God, vouchsafe us light
That men may walk with heads held high
In peace instead of strife.

Says Seatrain Repairs Easy To Get

To the Editor:

This is to let the Brothers aboard Seatrain vessels know that you can get anything done, within reason, to improve living conditions on your ship, if you go about it in the right way.

Knowing that you have only 24 hours in port you naturally want to get ashore in that time. But if you will give just a few hours of time to bring your repair list to the Union Patrolmen and company officials, your repairs will be made.

Enclosed are the minutes of the meeting called aboard the Seatrain New Orleans. The repairs deemed necessary at that meeting have since been approved with the help of New Orleans Port Agent Bull Shepard and Patrolman Buck Stephens.

There was nothing wrong with feeding conditions because, as

you know, Seatrain vessels are the best feeding ships afloat.

Jack Procell
Ship's Delegate
Seatrain New Orleans

SEAFARERS' HOUSTON HAUNT



Crewmembers of the Steel Age, Isthmian, pause in a Houston ginmill for a few cool ones before shoving off for their ship. No names were enclosed with the pic.

Don't Bite A Dog!

What happens to Seafarers while taking the ships to the far flung ports of the world makes interesting reading to the rest of the membership.

There is an old saying that if a dog bites a man, that's not news but if a man bites a dog, that's news. Were not suggesting that you go out and bite a dog; however, if you've had an interesting experience on your trip that was a little out of the ordinary, share it with your fellow Seafarers through the pages of the SEAFARERS LOG.

You don't have to be a Jack London to knock out the details of the experience. Just give us the facts and we'll do the rest.

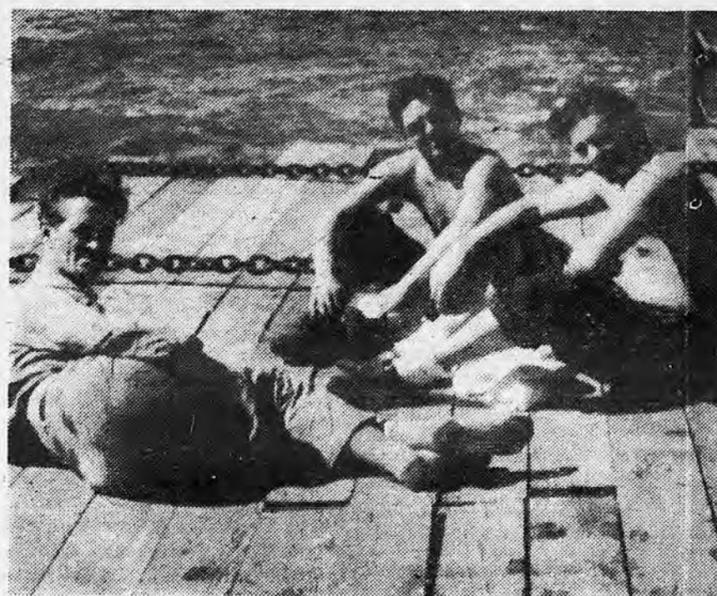
Pictures, too make a story more interesting. If you, or a fellow crewmember, are lucky enough to have a camera along — send your



snapshots to the LOG. We'll take care of the developing and printing and the returning of the negatives and prints to you.

Send your bits of news and snaps to: SEAFARERS LOG, 51 Beaver Street, New York, N. Y.

Red Finds Refuge On Ship After Rough Shoreside Job



Loyola Victory crewmen snapped by Seafarer Red Fisher as they sunned themselves while the ship passed through the Panama Canal. Left to right—Singleton, Wiper; S. W. Woomer, Wiper; Lloyd Gunnells, Oiler.

To the Editor:

While on the beach after a three month trip to the Persian Gulf on the Mission San Fernando, I was forced to take a job because of the West Coast strike.

I accepted a job in the Parkview Hospital, but lasted only one week and quit. I didn't like the pay and the working conditions. Extra work and low pay was the rule, although they told us the wages were good. Actually the pay was less than half

of what an AB would make for the same hours.

Ontra's Cafeteria was my next stop. I hired on as busboy and stayed there almost two months. The eats were good and there was plenty of work to be done. The manager, however, was a chiseler. After busboys quit right and left, the board had a meeting and raised the wages 50 cents a day.

This happened in Los Angeles, a city known for its low wages. The wage standards here are much lower than in San Francisco and other strong union cities.

OUT OF PORT

I was getting a bellyful of the rough conditions of working ashore in two-bit eateries when the strike ended. I immediately headed for Wilmington, and took a job on the Loyola Victory, which took five weeks of loading and getting her schedule ready before she finally sailed. Most of her crew had been flown in from the East Coast.

After running up and down the West Coast for over a month we finally headed south on the run to New York. The crew proved to be a tip-top gang of men and all beefs were ironed out in meetings held aboard ship.

Red Fisher

Seafarer's Wife Staunchly Defends Member's Viewpoint

To the Editor:

Would you be so kind as to send me a few copies of the LOG in which there is a letter from an SIU seaman concerning the American Red Cross that quite a few of the so-called great believers would say is not true, unless they read it themselves.

I don't remember if it was the last issue of November 1948 or the first issue of December 1948. I do know this, however, that the seaman who wrote it surely would not come out with a statement like he did, and the LOG wouldn't print it, if there was no foundation for it. (Letter by Frank Bose told how German trollops raged over seamen in the Bremen Red Cross.)

I am interested in matters of the kind mentioned in the LOG letter, not only because I am the wife of an SIU member but because I am always having to argue with some damn fool who is ever ready to give a seaman a good kick.

I thank you very much for your trouble in sending me the back issues.

Mrs. P. M. (Pat) Robinson

(Ed. Note: No trouble at all. The LOG you requested is on the way. And we hope you'll keep on blocking those kicks.)

Cresap Men Map Health Protection

To the Editor:

We the crew of the SS Thomas Cresap, Isthmian, wholeheartedly endorse a procedure which we feel should be passed on to all SIU members to mull over.

The Captain purchased for us five million units of penicillin to be used for our personal needs. We in turn assessed ourselves \$1.38 to be paid in the first American port. Every man in the crew from the Captain down to the Dishwasher donated to this worthy cause. We believe that if this example were followed on all SIU ships it would save a lot of grief and misery to our friends and ourselves.

We have also adopted a plan whereby at the end of this cruise we shall get two receipts for the amount left aboard. One to go to the Patrolman when we pay off, the other to a responsible member of the new crew signing on. Thus, for a minimum amount,

the new crew can replenish the stock, keeping a certain amount aboard at all times.

If this could be done on all ships before leaving the continental limits of the US, eventually there would be no cause for a long drawn out case of VD arising. We hope that this will be discussed by all Seafarers throughout the A&G District, and that appropriate action will be taken by all members on their next ships.

The Crew
Thomas Cresap

ATTENTION!

If you don't find linen when you go aboard your ship, notify the Hall at once. A telegram from Le Havre or Singapore won't do you any good. It's your bed and you have to lie in it.

Seafarers Put End To Era Of Blue Linen And Bum Chow

By LOUIS GOFFIN

In the Jan. 21 issue of the LOG, we traced the conditions prevailing on the American waterfront from 1919 until 1934.

During that time the life of a seaman was a veritable hell on earth, with the waterfront workers plagued by a three-pronged scourge—the communists' propaganda, the shipowners' stooges and the depression.

In 1934, action started on the West Coast. The much abused seamen rose up in an attempt to throw off the yoke of their oppressors. As the move took shape on the West Coast, seamen in the Gulf and East Coasts likewise began to clear the decks for action.

The ship operators, however, began to see the handwriting on the wall. They marshalled their forces for counter-action. As a result, the old ISU came back on the front as the so-called representative of the seamen.

Immediately, contracts were signed with many companies and the same old labor fakery who were responsible for the loss of the 1921 strike were back in the saddle.

SHORT SPAN

But the power of these alleged seamen's representatives was short-lived. The 1936-37 waterfront strike put the boots to the ISU forever.

Out of this strike emerged several organizations. Those seamen who were stricken with the company horrors followed the various "unions" which were formed solely to grab off contracts with their favorable companies.

Coming into being at this time, too, was the communist-inspired National Maritime Union, which was loaded down with long-haired characters whose only connection with the deep blue was through reading sea stories.

The NMU was primarily an instrument of the communist party aimed at gaining control of the vital American waterfront for benefit of the international communist movement.

On a smaller, but tougher, scale was a group of commie-hating, independent, active sea-

faring men—of which I am proud to say I was one—whose principal purpose was to unite the American seamen to secure economic betterment. This group was affiliated from time to time with one or another of the unions of the American Federation of Labor.

SIU IS BORN

Finally, in November of 1938, the greatest thing that ever happened on the American waterfront came about—the SIU was born. It was small, but it was compact and of a thriving nature, as the period since its birth has proved. It has grown into what is now the toughest, most respected maritime union in the world.

With the coming of the SIU, the era of sub-standard conditions for American seamen came to a halt.

The SIU sealed off the days of blue linen, buckets for bathing, tin and enamel plates, and crummy foc'sles.

It wrote finish to long hours, field days without payment of overtime, bully Mates, Skippers and Engineers.

Out went the infamous blacklists and the multitude of other sordid devices the shipowners had employed to beat the American seamen out of a better way of life.

In the place of all these blights, the SIU brought top wages, unexcelled shipboard working and living conditions, and unsurpassed on-the-spot representation. The SIU made seafaring a respectable profession.



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SS JOHN HANSEN

The following men, who paid off in New Orleans after Voyage No. 3, have money coming in amounts specified:

J. K. Gromsland, \$2.28; Jack McCarthy, \$3.62, and Lee F. Seleskie, \$1.89.

Apply at company office, 21 West St., New York City.

DUKE HOOD and RAMSEY

Anyone knowing the whereabouts of Duke Hood and his buddy Ramsey is asked to contact G. W. Poole, Route 3, Box 189, Mount Pleasant, Texas. Also anyone who was aboard the Cornelius Ford between November 1946 and January, 1947, is asked to contact G. W. Poole.

CLEMENT HOSPIDALES

Contact Jack M. Dalton, U.S. Marine Hospital, Ward No. 1, Galveston, Texas.

JUAN VAZQUEZ DE LA CRUZ

Your mother is very anxious that you get in touch with her at Ponce, Puerto Rico.

CLIFFORD NEWTON

You are asked to communicate at once with V. L., P.O. Box 317, Pasadena, California. Phone: Sy. 2-8288. Office address: 501 E. Walnut Street.

PERSONALS

CHARLES PETERS

Your mother is anxious to hear from you at 2953 Fulton Street, Brooklyn 8, N.Y.

HERBERT G. WHITE

Dorothy asks you to write her immediately. Her address: 776 East Fifth Street, South Boston.

ERNEST "AUSSIE" KEIST

You are asked to contact Mrs.

Smokey Grabenauer, at 412 W. 14th Street, Joplin, Mo. Phone 6941-M.

AUSTIN J. O'MALLEY

Communicate with Mrs. R. H. Moore, 234 Charles Street, Waltham 54, Mass. Urgent.

ALVIN L. HARRELL

Your wife wishes you to contact her at once. She has important papers for you. Her address: 3004 Central Avenue, Tampa, Florida. Phone: M54684.

Notice To All SIU Members

The SEAFARERS LOG as the official publication of the Seafarers International Union is available to all members who wish to have it sent to their home free of charge for the enjoyment of their families and themselves when ashore. If you desire to have the LOG sent to you each week address cards are on hand at every SIU branch for this purpose.

However, for those who are at sea or at a distance from a SIU hall, the LOG reproduces below the form used to request the LOG, which you can fill out, detach and send to: SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

PLEASE PRINT INFORMATION

To the Editor:

I would like the SEAFARERS LOG mailed to the address below:

Name
Street Address
City Zone..... State

Signed

Book No.

NOTICE!

Crewmembers who were on the following vessels at the time noted are urged to contact Abe Rapaport, in the offices of Ben Sterling, Room 1711, 42 Broadway, New York.

MV Moose Peak on Dec. 9, 1946, when she salvaged the SS Spetsae.

The MV Farallon in February, 1947, when she salvaged the SS W. C. Latta.

The MV Great Isaac in March, 1947, when she salvaged the SS John Dickinson.

The MC Point Vincente in May, 1947, when she salvaged the SS Kern Hills.

The MV Trinidad Head in July, 1947, when she took the Kern Hills in tow from the Point Vincente.

The MV Trinidad Head on January, 1948, when she salvaged the SS Sinclair Opaline.

The Point Vincente in August, 1947, when she salvaged the SS Evergreen State.

The MV Great Isaac in December, 1946, when she salvaged the SS Casa Grande.

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- VICTORIA, B.C.602 Boughton St. Empire 4531
- VANCOUVER.....565 Hamilton St. Pacific 7824

CS Used Every Trick To Bilk Its Crewmen

(Continued from Page 1)

The voting period was extended 60 days through January 20, 1948 at the company's request. Then the Board itself extended the period another 10 days to vote the French Creek due in Philadelphia on January 22.

The representatives of the NLRB and the SIU went to the dock in Philadelphia prepared to vote the ship, but the company had a different idea.

BLUNT DEFIANCE

The Cities Service agent in Philadelphia flatly refused to let either the Union man or the Board's official near the vessel. The NLRB representative pointed out that the Board had extended the voting period, adding that if the period had not been extended the vote would not count.

The company's Philadelphia agent bluntly defied the Government agency, acting, it was reported, on express orders he had received by telephone from Cities Service headquarters at 70 Pine Street in New York.

The ship was eventually voted in Jacksonville, but by that time the company had managed to cut the number of personnel eligible to cast ballots to seven. The Lone Jack, which was running on charter in the Pacific, never was voted in the first Cities Service election and for that reason was included in the present voting unit.

With the obvious intention of keeping the Lone Jack away from an American port as long as possible to the discouragement and demoralization of the crew, the company then demanded that the voting period be extended another 75 days.

The company also had the gall to present additional demands which would have wiped the entire election off the record book.

Specifically, the company asked:

That the eligibility clause be changed to allow voting by crewmen employed immediately before the balloting date instead of as of the original eligibility date; that all proceedings stop until the eligibility was changed; that it be allowed other relief and alternative, a sort of omnibus clause; that the original election order be rescinded; that proceedings be remanded for further hearing; and that still other relief be granted.

SIU, 5 TO 1

This meant another election with the company hand-picking the crews. Naturally, the SIU, remembering that the votes on the Isthmian fleet had been counted before all the vessels had voted, protested strongly against any further delays. The NLRB agreed with the Union.

On February 9, the votes were tallied. The results were what any Cities Service seaman could have predicted a year earlier. Preference ran five to one for the SIU.

Despite firings and threats of firings, vicious anti-Union propaganda and other company activities, more than 83 percent of the CS tankermen eligible to cast their ballots named the Seafarers as their bargaining agent. There were 153 votes for the SIU, and only 30 against.

Meanwhile, the NLRB still had to certify the SIU as bargaining agent for the unlicensed personnel on Cities Service ships, and the company could be expected

to fight certification, election or no election.

In the end, Cities Service came up with the gimmick that forced the second bargaining election this week although it finally failed to block a certification order for the ships voted.

The gimmick was in the form of eight new ships. But before the question of the new bottoms came up, the company protested the election results.

On February 12, three days after the votes were counted, the company's first protest was denied by the Board. On February 18 and March 5 the Board denied, second and third protests. Cities Service then filed what the company lawyer termed "exceptions to the order." On March 23, the NLRB denied the "exceptions," saying, "the Board having duly considered the matter and it appearing that the Exceptions are lacking in merit for the reasons stated in the aforesaid Order of March 5, 1948, IT IS HEREBY ORDERED that the said Exceptions be, and they hereby are, overruled."

TAFT-HARTLEY TOO

The New York Regional Director of the NLRB recommended to the Board's national headquarters in Washington that the SIU be certified as the bargaining agent for Cities Service seamen in the voting unit. The company's objections were immaterial, the regional office declared.

And then came another waiting period as the SIU and the Cities Service seamen waited for the heavily burdened Washington headquarters of the NLRB to issue the certification order. Not until the order came could further steps be taken. Meanwhile, the Cities Service seamen continued to ride the ships.

One thing that slowed up the NLRB was the Taft-Hartley Act. Under the act, the Board had become badly disintegrated organizationally speaking with all responsibilities divided. The backlog of cases had more than doubled. And all manner of situations had to be re-valued to accord with the obnoxious measure.

Finally, on May 24, the NLRB issued its certification order. And it struck the SIU like a bombshell.

In a ruling which shattered the precedent it had set in the Isthmian case the year, the Board certified the SIU as bargaining agent for the seven ships which had actually been voted, but not for the Lone Jack which had been in foreign waters throughout the voting period, and not for the eight new ships which the company had acquired.

This meant that nine ships were not certified. And this in turn meant many other things. It meant, to sight an extreme possibility, that Cities Service could sell the seven certified ships, replace them with seven more and say "Phooey" to the Union. Certainly, there was nothing the labor-hating Cities Service officials would have preferred to say.

REPEAT BATTLE

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

strated. Meanwhile, the SIU protested.

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

HOUSE DIVIDED

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

Cities Service had 11 vessels when the Union first petitioned for an election. It had disposed of some and acquired others, and eight ships had been in the fleet when the voting order went out, the SIU demonstrated. Seven of these had been voted, and eight new ships had been acquired during the voting period, the Union showed, adding that partial certification created a house divided in which the employers could play one set of ships against another.

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

At the end of June, the Union moved again, asking that the NLRB conduct a bargaining election on the nine unvoted ships. It was this petition which finally resulted in this week's balloting, the Cities Service company having managed to stall for time through seven and a half long months. The company still had plenty of tricks.

OBSTACLE COURSE

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

The company lawyer walked out of the meeting when the NLRB refused to let him have a stenotypist take down minutes.

After this preliminary meeting, the Cities Service company found another gimmick under the authority of the Taft-Hartley Act whose hidden dangers were only just becoming apparent to organized labor. Under the union-smashing law, the company claimed, Stewards, Bosuns, Pumpmen and Machinists were supervisors, and could not vote in a bargaining election conducted by the Board.

"Taft-Hartley or no Taft-Hartley, it's the same old story," SIU organizers said. The company was continuing its policy of seizing upon one petty legal obstacle and setting it up to exhaust the Union organizers and the majority of Cities Service seamen who wanted a Union contract. However, the seamen

proved more than equal to the obstacle course in their path.

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

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

COMPANY UNION

By this time, the Cities Service lawyer had thought of a new trick, a company union. It was too late for him to get a second union on the ballot in any election, but he apparently thought that if Cities Service seamen could be lured by extravagant promises into supporting a company union they would vote to reject the SIU. Moreover, anybody who failed to join could be blacklisted. It was quite an idea, but it didn't work.

The new organization was called the Citco Tanker Men's Association, quickly shortened to CTMA. It first came into being around October 1, 1948, and was obviously a company lawyer scheme from the beginning.

CTMA's headquarters was in a building in Linden, New Jersey, where nobody but attorneys had offices. One of its first functions was to circulate propaganda smearing the SIU which was identified only as an "outside union."

The SIU at once exposed CTMA for what it was, a company creation, and showed its similarity to company unions in Standard Oil's and Sun Oil's "no overtime" fleets. In the LOG, it was pointed out that legitimate unions arose as rank-and-file movements. They did not have headquarters in the offices of slick lawyers, the SIU paper said, but they did have democratically elected officers, constitutions and regular meetings.

CTMA'S JOKER

Exposure stimulated the company lawyer into actually producing a constitution. It wasn't much of a constitution, if indeed it was a constitution at all. The biggest joker was that the chief executive of CTMA, and the judge and jury in all grievance procedures was to be a person outside the union called the "Advisory Counselor." It took a minimum of imagination to see that the counselor would be the company lawyer himself or at least a henchman.

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

It was clear that Cities Service men themselves were unimpressed by the shrill claims made

for CTMA. In fact, one CTMA meeting aboard a Cities Service ship turned spontaneously into an SIU rally, so convinced were the men that CTMA was a company trick which would give them nothing in the end.

VOTE ORDERED

On December 30, 1948, the SIU received a communication from the NLRB ordering an election in the nine unvoted ships. The SIU was to be the only Union on the ballot which would offer a choice between the Seafarers and no union at all. A meeting was to be held on January 5, 1949 to organize the voting machinery. Unlicensed crewmen, except Bosuns and Stewards, on the nine ships as of December 29 were to be eligible to cast their ballots.

Once more Cities Service weaseled. No notice had been received by the company, the lawyer, claimed. Company stalling continued until the afternoon of Thursday, February 17. In fact, the company hasn't stopped stalling yet, as the stories of the voting and the injunction in this issue indicate.

On February 16, at a final meeting of the Union, the company and the NLRB in New York, the company first refused to cooperate in any way until the 10-year old Federal Court writ ordering Cities Service to allow NMU organizers aboard its ships was rescinded. When it was explained that the NMU had withdrawn all interest, the company lawyer finally said that he would bring in the terms on which Cities Service would cooperate on Thursday morning.

STILL MORE TRICKS

On Thursday morning, the company said it would cooperate if the vote were put off until after February 23. The Board turned this down.

The company said it would cooperate if there no voting on Saturdays, Sundays and holidays. The Board also rejected this.

The company also proposed that all voting be done between Boston and Baltimore, a requirement the Board turned down later.

What the company was up to seemed clear enough to the SIU. Eight Cities Service ships were due to hit American ports over the weekend. Some of these were to run into Gulf ports. Tuesday, February 22 would be a holiday. The Union organizers said that it looked as if the company might fire the crews, sign new crews and get the ships out before the deadline. Or there might be so few men eligible to vote left when the balloting began that the company could claim that the entire election was "not representative," and try to have the result thrown out.

A suggestion that one ship, the SS Government Camp, be voted abroad under consular supervision was agreed to by all parties.

This is the background of the Cities Service election. It is the story of the fight of the Cities Service seamen to obtain representation on wages and conditions through the Seafarers International Union. Their determination and the determination of the SIU to give them the protection afforded by a Union contract, are the core of an important struggle in the history of maritime labor. That struggle is not yet over, but a great advance has been made.

Fired For Union Activity, Say CS Seamen

'Was Canned For Union Activity'

By CHAS. R. GARNER, DM

While I was working in the rain on Saturday night, February 19, the Skipper of the Fort Hoskins put it to me bluntly: "Mr. Garner, you have made me very unhappy about missing the shifting of ship in Texas. So, your services will no longer be required." That was his way of telling me I was canned for Union activity.

The incident he referred to happened a week earlier in Corpus Christi, Texas, and from which I had been excused. Inasmuch as I was a day worker I was not required to be aboard. The Mate had told me at the time that I could go ashore while the vessel shifted. As far as I could determine I was acceptable to the ship's officers and was okay for another trip. In fact, the Mate had asked me on the morning of the 19th to stay aboard for another trip.

At the time I was fired we were taking stores aboard while



CHARLES R. GARNER

we lay at anchor. We still carried oil from Corpus Christi. The company paymaster and port steward came out to the ship on a launch, and after they left the ship I was told I was canned. Somehow my name must have gotten on their blacklist.

They wasted no time in telling me I was through, as the ship was scheduled to vote that evening outside the company gates.

This week the SIU filed charges of unfair labor practices against the Cities Service Oil Company in behalf of 15 men who were fired by the company because of their union affiliation. As the company vainly sought to stem the rising tide of pro-Union sentiment aboard its ships it swung the axe even more violently and arbitrarily than ever before. To the long list of men who have been made victims of the company's infamous system of firing and blackballing, there have been added in the past few months the names of many who have dared protest the abusive shipboard conditions and who have indicated pro-union sentiment.

Among the victims of company abuse and discrimination are more than 100 Cities Service tankermen who have come to SIU Halls and reported their plight. They also described conditions and treatment of men on Cities Service ships that were wiped out long ago on other ships when Union contracts went into effect.

Among these blackballed Cities Service seamen are those for whom the Union filed charges with the NLRB this week (see story on page one). On this page are statements from some of these Cities Service seamen, just for the record.

'Open Your Mouth And Your Number Is Up'

By ROCKY MILTON, AB

Cities Service came up with a phony excuse for firing me off the Fort Hoskins in New York on Feb. 19, but they fired me for nothing but Union activity.

When the company let me go—at the very last minute without even five minutes' notice—they claimed that I missed shifting of ship in Corpus Christi. I wasn't even on watch at the time, nor were any of us informed that the ship was to be shifted. The same charge was rigged on the other men who were fired along with me for the same reason—Union activity.

I had been aboard the Fort Hoskins since Dec. 7. Previously I sailed aboard the Archers Hope and the Brents Fort, also Cities Service ships. I worked hard. I did my job on all these ships. I couldn't have lasted so long if I hadn't. On the Fort Hoskins, Captain Flaniken and Chief Mate Hall led me to believe that I was a good worker.

But nobody in his right mind can expect a decent, square deal from Cities Service. To the company, the men are just scum. In the past six months there have been 10 Bosuns on the Fort Hoskins. Why?

Besides frings right and left, particularly for Union activity, conditions on Cities Service ships are crummy. The chow is no good. But dare open your mouth about anything and your number is up.

A ship's officer should be a

diplomat, but I don't think there's one in the company's fleet who could fill the bill. Officers are jumped up, not on their ability, but for their loyalty to the company. The company rewards its officers according to the number of rings in their noses.

The Chief Mate on the Bents Fort, Woodrow Holler, was more a chain gang supervisor than a ship's officer. On the last trip I made on that ship, he threatened the whole crew with firing "When this ship gets home," he said, "I'm going to fire everyone of you..."

As for the Fort Hoskins, Captain Flaniken and Chief Mate "Hurricane" Hall are the two best organizers for the Union on the ship.



ROCKY MILTON

Gets Ax Despite Skipper's Praise

By E. W. BAMBERGER, FWT

I have joined the ever-growing ranks of seamen fired from Cities Service ships for pro-SIU sentiments.

In my case they made no pretense as to the reason for my discharge—I had been found guilty of praising the SIU. At the payoff of the Archers Hope at Petty's Island near Camden, N. J., I was told by the Captain that my services were no longer needed. When I pressed him for details he said, "You are a little bit overly excited about union activities."

The ship's anti-union grapevine had cooked my goose. Remarks I had made to the Chief Engineer and Second Assistant, both of whom were loud in their praise of CTMA, had been passed along to the Skipper. After months of soaking up their CTMA ballyhoo, I told the Engineers that there was no comparison between the CTMA and the SIU.

They had no grounds for firing me. Union activity was my only sin. Before working on the Archers Hope, I had sailed on the Cantigny and Bents Fort, both Cities Service ships. On these vessels my work was satisfactory.

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

A few weeks after that rosy endorsement I was axed, along with eight other pro-SIU men, all for union activity, although various other reasons were given by the company in their cases.

There is no security for the seamen, and life aboard ship is made intolerable. No repair lists are allowed—just the suggestion that repairs are needed is enough to get a man fired.



GIL VILA

and stood my watch on time. No mention was made of the incident at the time, for it had the full approval of the entire top-side gang.

In canning me, the Skipper must have had a tough time keeping a straight face, as earlier he had given me a letter of recommendation for re-employment. I had intended to go home to Oklahoma for a short visit and his letter was a guarantee of re-employment in Cities Service. The letter noted that I had performed my work in a commendable manner and had his wholehearted recommendation for a new job upon my return. I wonder what the company would say if I took his letter to their employment office today.

Gets Telegram From SIU — And Is Fired

By GIL VILA, OS

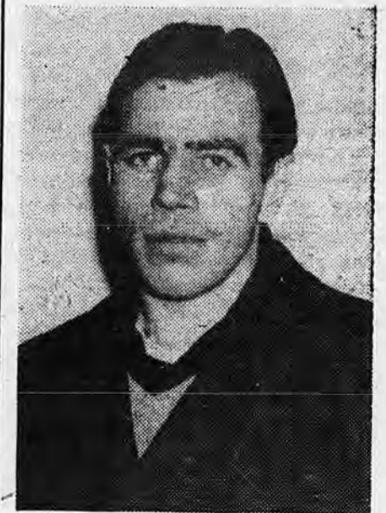
After almost eight months aboard the Cities Service ship Fort Hoskins I got the boot—they learned I was a pro-SIU men. Only hours before our ship docked in New York I received a wire from the SIU notifying me that voting was going to begin. That tipped off the Captain that I was pro-SIU. Of course they had a fish around for another reason to fire me, so they dug back and came up with a phony excuse.

In Corpus Christi a week earlier I was excused from shifting ship at 1 AM as I was on the 4 to 8 watch. At the time the Chief Mate okayed me to go ashore while the ship shifted. I returned after the job was done

Talks Pro-Union, Makes Blacklist

By WILLIAM FRANK, FWT

I have sailed on the Cities Service tankers Lone Jack, Government Camp and the Archers Hope. I signed on the Archers Hope on Oct. 31. Then I was injured in a shoreside accident and had to be hospitalized for a short time in New York in November.



WILLIAM FRANK

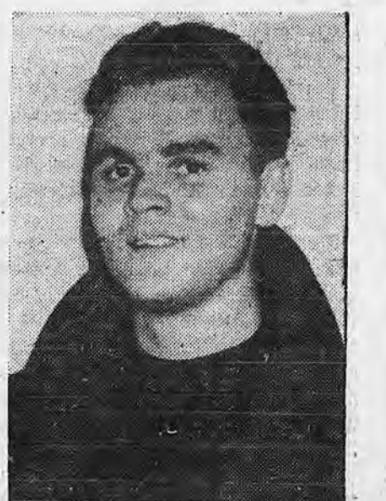
Since that time I haven't been able to get a job aboard a Cities Service ship.

The big reason why I'm blackballed by Cities Service is that they've got me on the books as being pro-Union. On the Archers Hope, shortly before I was hospitalized, I had arguments with the Second Assistant about unions. I said just what I thought. Since that time they've had no use for me.

I've waited around the offices on Pine Street for months. I've seen guys come in get a job in the space of a few minutes.

The Government Camp is a good example of the way things work on Cities Service ships. Guys get fired at the drop of a hat. When I went aboard they had taken a whole new black gang except for four or five guys. Of the men kept over one was a Wiper who had been doing clerical work for the Engineer. He had a car. When we were in Lake Charles, he and the Engineer drove down to Corpus Christi. When they came back, the Wiper had a FWT's ticket. They fired me and he took my place.

This was typical of the "fairness" that practically all men grew to look for from the hands of Cities Service.



EDW. W. BAMBERGER