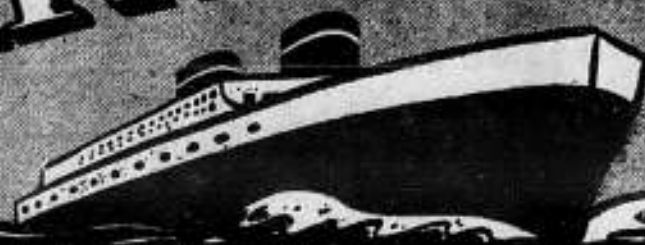


SEAFARERS' LOG



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

VOL. XII

NEW YORK, N. Y., FRIDAY, SEPTEMBER 29, 1950

No. 19

CITIES SERVICE SIGNS CONTRACT!

See story on Page 12

SEAFARERS LOG

Published Every Other Week by the
**SEAFARERS INTERNATIONAL UNION
 OF NORTH AMERICA**
 Atlantic and Gulf District

Affiliated with the American Federation of Labor
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'Cheap' Payment

Who will ultimately be-blamed in the sinking of the Navy hospital ship, Benevolence, which took 23 lives off San Francisco last August 25, one thing is clear: This will not be the last such accident unless the Military Sea Transport Service changes its policy of hiring inexperienced personnel.

Although Captain William Murray, aboard the Benevolence as an observer when she was sunk in a collision with the freighter Mary Luckenbach, testified that the lifeboat gear was incomplete—only one of the 14 lifeboats was launched—the most damaging testimony came from the hospital ship's Bosun's Mate.

In his testimony he stated flatly that he considered the Benevolence, which was manned by a crew recruited through the MSTs, was unseaworthy, because it lacked qualified crew members. Several, he said, even lacked seamen's rating papers.

That this is true is corroborated by SIU Seattle Agent Ray Oates, who wrote the LOG of "MSTs finkherders scouring the skidrows for men." He reports that the Seamen's YMCA in Seattle has shipped 1,400 men to the MSTs since the Korean War started back in June. Considering that bona fide maritime unions have very easily contacted halls on the West Coast and have many qualified men sitting on the beach, it makes one wonder if this "scouring the skidrows for men" is not due to an anti-union bias.

That this may not be far-fetched is suggested by the testimony before the Senate Labor subcommittee (see story on page 3), which showed that the triggermen of Cities Service's labor spy apparatus were wartime officers in the Coast Guard's intelligence setup.

Perhaps there are some who consider 23 lives cheap payment, if only unions are kept weak and impotent. History records many such, and this country is not unmentioned in the listing.

There is only one way out of this situation: Take the MSTs ships out of the hands of these "anti-labor even if it kills someone" characters; charter them to private companies and sail them with *competent, civilian, union crews who know their business, and whose organizations will see to it that they are capable of doing their jobs, and behave aboard ship.*

On Cities Service

If anyone has gone past the front page and still doesn't know that Cities Service has at long last—after four long, hard years of fighting—signed with the SIU, he is hereby so notified.

Even an occasional reader of the LOG knows what the men aboard the CS ships and the Union have gone through to secure this contract. There is no point in repeating ourselves at this time—although the Union may in the near future write a comprehensive history of this beef, for the record—but there is one thing we'd like to say:

The contract is signed, and although improvements can be made—and will be made in the future—it is binding on both sides. Cities Service has officially notified its supervisory personnel to abide by the provisions of the agreement. We shall do no less. The SIU has a record of keeping its word, and will continue to follow the same course. So to the membership riding CS ships, we say: Do your job, and do it the SIU way. If you have any beefs, bring them to the Union, and we'll handle them. If anyone violates the contract, it won't be us. And if it is violated, we know what to do.



Men in the Marine Hospital

MOBILE

F. HOBIN
 H. H. SCHULTZ
 S. PINER
 R. DEVINE
 F. D. GOSSE
 TIM BURKE

SAN FRANCISCO

JOHN TONAZZI
 A. D. SISTRUNK
 A. CUADRA
 ERNEST SCHIWEK
 LEO COOPER
 NEWTON PAINE, Jr.
 WONG FONG

BRIGHTON, MASS.

GEORGE WELDON
 FRANK J. DIRKSMEYER
 R. LUFLIN

NORFOLK

JOHN M. SADLER

NEW ORLEANS

J. BEDDINGFIELD
 JOSEPH T. BENNETT
 C. A. BROWN
 JOHN CALDWELL
 WILSON O. CARA
 LEWIS F. CAUBLE
 WINSTON R. CHANDLER
 WALTER F. COKER
 ROGELIO CRUZ
 ERNEST E. GROSS
 J. M. HALL
 AVERY L. HATCH
 L. A. HOLMES
 GEO. F. IMMEL
 D. D. KELLY
 HUGH F. LAGAN
 LEO H. LANG
 —OHN J. LAWTON
 EDWIN G. MITCHELL
 E. NAVARRE
 W. H. PARKER
 OTTO PEDERSEN
 W. A. PERRY
 KARL J. RAANA
 R. L. SCHIPMAN

R. W. THOMPSON
 L. TICKLE
 L. VECCHIET
 H. THURMAN

GALVESTON

W. J. OLIVERI
 R. H. PITZER
 ARNOLD F. REHM
 JAMES M. GLENN, Jr.
 B. W. BLACKMAN
 JAMES G. WALSH
 JOHN W. McCANN

BALTIMORE

FRED PITTMAN
 GEORGE JACKSON
 S. P. DRURY
 S. L. CONTRELL
 L. G. SHEEHAN
 P. MATAN
 WM. LANE
 MALCOLM D. GETCHELL

FORT STANTON, N.M.

C. NEAL
 GIDLOW WOODS
 A. McGUIGAN
 J. LIGHTFOOT
 D. McDONALD
 R. A. RATCLIFFE
 S. WALKER

STATEN ISLAND

GEORGE M. EVERETT
 IGNACIA DeFUMERO
 W. MEEHAN
 FRANK KUBEK
 PHILLIP PROM
 D. KOROBIA
 OTTO STEFANSSON
 P. ASIGON
 L. HOLLIDAY
 J. QUIMERA
 A. TREVINO
 E. HAMPSON
 KENNETH D. THOMAS
 S. JONAS
 CLIFTON NELSON
 NICHOLAS KORSAK
 JOHN R. CHAKER
 JAMES PURCELL

KASIMIR JUCHALSKI
 JUAN O'QUENDO
 MICHAEL J. SLINSKI
 C. FIGUEROA
 GEORGE M. ARNOLD
 WILLIAM C. LEE
 FRANK L. QUINONES
 GERALD PIERONI
 CLAUD A. EZELL
 S. GLYPTIS
 C. BROWN

ELLIS ISLAND

G. G. GAGE
 M. COLLINS
 W. HUSSON
 B. T. KNEW

SAVANNAH

WM. C. SHEALY
 LEO KUDERAND
 W. J. MORRIS
 WILL JONES

SEATTLE

EDWARD RULEY

PHILADELPHIA—ST. AGNES

DIEGO CALARIN

MANHATTAN BEACH

J. T. EDWARDS
 E. FERRER
 V. CHESNER
 M. BRUNO
 R. A. BLAKE
 J. PADZIK
 E. LOPEZ
 W. PADGETT
 J. J. DRISCOLL
 J. H. ASHURST
 A. LOMAS
 V. MILAZZO
 H. S. TUTTLE
 S. BERGSTROM
 P. VORKE
 R. CALUBRA

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

Senate Probe Corroborates SIU's Cities Service Charges

WASHINGTON—The SIU's four-year fight for a Cities Service contract produced ample evidence of an anti-union conspiracy among the big oil tanker companies, Secretary-Treasurer Paul Hall told a Senate Labor subcommittee as a probe of labor-management relations in the East Coast tanker industry got under way on Monday.

In a statement to the subcommittee, headed by Senator James Murray (Dem., Montana), the SIU official declared that the Cities Service Oil Company and "its allies in the industry thumb their noses at the law, at the community and the men who man their ships."

Describing the labor spy setup, mass firings, company unions, stalling and similar tactics employed by the CS Marine Division to stave off a contract with the SIU, Hall told of the extensive use of crimps like Paddy Keane and other questionable hiring practices prevailing in the unorganized tanker field.

He pointed to the use of the Esso hiring offices as a "clearing house" where job applicants were sent to Cities Service vessels after having been screened for union sympathies during the height of CS's anti-union "hysteria."

The SIU official outlined the record of John Collins, a Fordham University professor, who controls company-fostered unions of licensed and unlicensed men in the Esso, Socony-Vacuum, Tidewater Oil Companies. Collins operates out of an office in New York City which serves as headquarters for each of the 14 outfits he represents.

Documenting his statement in detail Hall covered the four years of the Union's campaign in the CS fleet, from the beginning in October, 1946, until the contract signing last Saturday afternoon. He said that "we ran head-on into some of the foulest and dirtiest pool-playing we have ever seen. Not that we didn't expect a hard fight but somewhere we expected the line to be drawn. It never was."

SOMETHING WRONG

In response to a question by Joseph Freehill, associate counsel to the subcommittee, Hall said that something must be wrong with the present law if such practices cannot be stopped.

Asked by Senator Murray whether he thought the Taft-Hartley law intended to make such practices possible, Hall answered "whoever wrote that thing must have had some idea of gumming up the works."

The Union spokesman said that the Union hiring hall, at present outlawed by the Taft-Hartley Act, could help the situation. "If the hiring hall clause were incorporated into any contract we sign with the company, another segment of the industry would become stabilized and the unsavory practice of paying for jobs through crimps and shipping masters would end."

WHY NOT BOSSES?

He took issue with the one-sided provision of the Taft-Hartley law for not requiring employers to show financial statements listing their expenditures in connection with anti-union activities. "What about all the money they spend to beat our brains out?" he asked. "Why don't they have to file about that?"

Hall urged that the Senate group investigate the hiring practices of the non-union oil tanker companies and of Collins' role as a one-man union apparatus in behalf of these outfits.

Excerpts Of Testimony In Next Issue

Because, in order to make this issue of the SEAFARERS LOG, this story was written before the hearing into the anti-union tactics of Cities Service was ended, this account is not complete. In addition, it was impossible to include excerpts from the testimony given, especially from the non-union sources. In the next issue, however, the LOG will present selections from the verbatim testimony as recorded by the official stenographer, the length depending on the space available. You'll be amazed. Brothers!

The subcommittee heard two members of the company's spy ring testify as to their activities in fingering SIU members for dismissal. John Basciano, hired as a shipboard informer by John Dugan, former Coast Guard commander, who headed one section of the anti-union espionage setup, told how he operated in the CS fleet, leaving large numbers of unemployed seamen behind him as he hopped from ship to ship.

Cesar Scotti, one of the numerous shoreside informers, a private detective working for the Marine Index Bureau of New York City, explained how he was employed by CS attorney William P. Lage to spot SIU men applying for jobs in the company's hiring offices at 70 Pine Street.

LAWYER RUNS OUT

Lage, whose connection with the company was terminated about three months ago, did not appear at the hearing and faces possible contempt citation. William N. Dunstan, subcommittee investigator said he visited Lage's present office in Wall Street, but was told he was not in and that his law partner refused to accept service of a subpoena. Lage had been scheduled to testify at the second day of the hearing.

In response to a recommendation by Ray Murdock, counsel for the committee, Senator Murray gave instructions for "further investigations with a view to citing Mr. Lage" for contempt.

Dugan admitted utilizing his connections in the Coast Guard to develop the spy ring for use in the company's fight against the SIU. He was called into the picture by Lage who had served under Dugan in the Coast Guard during the war.

The Company union (Cities

Service Tankermen's Association) lawyer, Albert Strasburger, was questioned by the committee as to his relations with Cities Service and disclosed a close tie-up with Marine Division officials. He said that he negotiated a contract covering Bosuns and Stewards after two meetings with Marine Superintendent M. J. Adkins and others.

NAVY PALS

Strasburger testified that he became the company union lawyer after he was referred to David Furman, head of CTMA and principal organizer by John Collins. Strasburger and Collins were friends since serving together in the Brooklyn Navy Yard during the war. Furman's association with Collins developed as a result of their roles in the Esso Tankerman's Association, in which Furman held Book No. 1 and for which Collins was "labor advisor."

Strasburger also admitted that he had hired a private investigator named Daniel Griffin to check on officials of the SIU, adding that this move had been fruitless.

The company-union's number one man, David Furman told the subcommittee that he had been urged to become active by CS Port Steward Nordberg, who said the company would take care of expenses and furnished crew lists and other information. Furman said he patterned CTMA after the Esso Company union, ETMA.

Among other testimony heard by the committee was that of Christopher Story, vice-president in charge of CS Marine Division and a member of the corporation's Board of Directors.

The company official admitted use of crimps for hiring purposes. He attempted to disclaim responsibility for the unfair labor

practices and other violations, including those of Federal Communications Commission's regulations in discriminating against men with SIU sympathies, but said that all of the company officials ordering these moves were responsible to him.

At the conclusion of the hearings, which were also attended by Senator Russell Long, (Dem. of Louisiana), Senator Frank Graham, (Dem. of North Carolina), and Herman Lazarus, Chief Counsel for the Senate Committee on Labor and Public Welfare, Senator Murray said that "as a result of the testimony presented in this hearing during the past two days—the subcommittee will continue its investigation of the situation in the tanker industry. . .

"UNTHINKABLE"

"It is unthinkable that the bad labor relations we have heard described should exist in one of our major industries," Senator Murray declared.

The hearings ended with Senator Murray's remark that proceedings "made me think of my boyhood days when I used to read the stories of going to sea, and I felt that I would like to have been one of the members of the Seafarers Union, and had a trip around the world instead of sitting here in the Congress of the United States struggling with these problems."

In This Issue Of The Log

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- The Hastings Is A Happy, Busy Ship** Page 5
- Minutes Of A&G Branch Meetings** Page 11
- Cities Service Signs Full Contract** Page 12

Nominations Opened For A & G Officers; 29 Posts On Ballot

The opening gun for the annual election of officials to serve the Atlantic and Gulf District was sounded this week, with the adoption of a resolution putting in order nominations for 1951 officials.

Twenty-nine offices in Headquarters and the ten A&G District Branches are to be filled in this year's balloting, according to the resolution,

which was adopted in special membership meetings in all ports up and down the coast.

As provided by the Union constitution, nominations for the offices will be accepted until October 15. Balloting will begin on November 1 and continue through December 31 in all SIU A&G District Branches.

Any qualified man may put himself in nomination by submitting, in writing, his intention to run for office, naming the particular office and submitting the necessary proof of qualification.

The number of officials to serve the Union in 1951 will be the same as in the current year, except that the resolution provides for two changes in the administrative structure.

NEW SETUP

There will be but one Assistant Secretary-Treasurer. Also to be elected are three Headquarters Representatives who shall work under the direction of the Secretary-Treasurer or the Assistant Secretary-Treasurer, and assist in carrying out the duties of the top District office as outlined in the Constitution.

The resolution also provides that the Headquarters-New York Branch "shall be administered" by the Assistant Secretary-Treasurer and that he shall be empowered to appoint one of the Headquarters Representatives to assist him in the administration of the Branch.

A breakdown of the 29 elective posts shows that five will serve as Headquarters officials, nine as Port Agents and 15 as Patrolmen.

TEMPORARY HALLS

As is customary for Branches operating on a temporary or emergency basis, the resolution recommends that positions in the A&G District halls on the West Coast should not be placed on the ballot.

In order to be eligible for a place on the ballot, candidates must meet the few, simple qualifications laid down in the Union constitution.

Among these are the requirements that a candidate be a citizen of the United States, a full bookmember for at least two years, and have at least three years of seetime in an unlicensed capacity, four months of which must be in the current year. (For constitutional provisions for eligibility, see page 10.)

The requirement, first adopted in the 1947 elections, that each candidate submit a recent regulation size passport photo, and a 100-word summary of his Union record, must again be met by this year's office-seekers.

Both should be sent in by the candidates along with their proof of eligibility.

Photographs and statements of the qualified candidates who will appear on the ballot will be published in an issue of the SEAFARERS LOG sometime prior to the start of balloting.

Seatrain To Build Two Vessels

Work on two new vessels for the SIU-contracted Seatrain Lines, Inc., will get under way shortly in the Sun Shipbuilding yards in Chester, Pa.

Contracts for the construction of the ships were awarded to the shipyard concern last week and every effort is being made to obtain sufficient steel in November and December to have the job in full swing by early next year. The cost and contract delivery dates were not announced.

Each of the new ships will be 484 feet long, with a capacity for approximately 100 freight cars. Each will be geared, turbine propelled vessels with single screws and will have a rated speed of 17 knots.

WILL MAKE SIX

The two new ships will be added to the four now carrying freight cars between US and Cuban ports.

The Sun yards also produced the four Seatrain vessels presently in operation. The Seatrain New York and the Seatrain Havana were built in 1932, and the Seatrain Texas and the Seatrain New Jersey were constructed in 1940.

In World War II all four ships were taken over for government use. After completing their war service, the vessels were reconditioned and placed back in service between New York, Havana and New Orleans.

Resolution On A & G Elections

The following adopted resolution puts into motion the nominating machinery for the referendum to determine 1951 officials in A&G Headquarters and Branches.

Nominees will, if qualified, go on the referendum ballot to be voted on by the membership in all ports during November and December, as provided for in the SIU Constitution.

Text of the Resolution follows:

WHEREAS: It has been customary for the Union to determine annually by resolution what elective offices shall be placed on the ballot for each annual election other than those provided for in the Constitution, and

WHEREAS: Since the last election many changes have occurred in the industry which will affect our organizational life, economically, and

WHEREAS: The Union, because of adverse conditions, has had to retrench during the past year and, from information we have, conditions are not apt to get better during the coming year, and for these reasons we should place a minimum number of elective offices on the ballot,

THEREFORE, BE IT RESOLVED: That the following offices be placed on a referendum ballot for the annual election of the Seafarers International Union of North America, Atlantic and Gulf District, for the year 1951:

HEADQUARTERS:

- 1 Secretary-Treasurer
- 1 Assistant Secretary-Treasurer
- 3 Headquarters Representatives

NEW YORK:

- 2 Deck Department Patrolmen
- 2 Engine Department Patrolmen
- 2 Stewards Department Patrolmen

NORFOLK:

- 1 Agent

SAVANNAH:

- 1 Agent

NEW ORLEANS:

- 1 Agent
- 1 Deck Department Patrolman
- 1 Engine Department Patrolman
- 1 Stewards Department Patrolman

BOSTON:

- 1 Agent

PHILADELPHIA:

- 1 Agent

BALTIMORE:

- 1 Agent
- 1 Deck Department Patrolman
- 1 Engine Department Patrolman
- 1 Stewards Department Patrolman

TAMPA:

- 1 Agent

MOBILE:

- 1 Agent
- 2 Joint Patrolmen

GALVESTON:

- 1 Agent
- 1 Joint Patrolman

AND BE IT FURTHER RESOLVED: That if, during the year, it becomes necessary to open additional offices, the staffing of such offices shall be left to the discretion of the Secretary-Treasurer, subject to approval of the membership, and

BE IT FURTHER RESOLVED: That the three (3) Headquarters Representatives shall work under the direction of the Secretary-Treasurer or Assistant Secretary-Treasurer assisting him in the carrying out of the duties as outlined in the Constitution for this office. They shall be paid the same as the Assistant Secretary-Treasurer.

BE IT FURTHER RESOLVED: That the Headquarters Branch of the Union as provided for in the Constitution shall be administered by the Assistant Secretary-Treasurer and that he shall be empowered to appoint one of the Headquarters Representatives to assist him in the maintaining of same whenever necessary.

BE IT FURTHER RESOLVED: That, inasmuch as the Atlantic and Gulf District Halls on the West Coast are of a temporary nature, these officers not be listed on the referendum ballot, and

BE IT FINALLY RESOLVED: That in addition to the regular constitutional requirements, each candidate for office shall furnish with his acceptance for office a regulation passport picture of recent taking, as well as a statement of not more than 100 words, giving a brief summary of his Union record and activities, such picture and statement to be run in the SEAFARERS LOG just prior to commencement of voting. This to be done in accordance with previous membership action to familiarize the membership with the names, faces and records of all candidates for office.

PAUL HALL, 190

ROBERT A. MATTHEWS, 154

JOSEPH VOLPIAN, 56

AL KERR, 29314

JOE ALGINA, 1320

EARL SHEPPARD, 203

Senator Johnson Hits Ship Giveaway Proposal

(Below are the remarks of Senator Johnson of Colorado, taken from the "Congressional Record" on the proposal to eliminate American flag shipping. The LOG, which has commented previously on this proposal, finds Senator Johnson's remarks of great interest.)

By SENATOR EDWIN C. JOHNSON

I am confident that every member of the Senate regards our American merchant marine as a vital defense resource, particularly at this time, when United States troops are fighting against tremendous odds to hold the line in Korea and when the country in addition faces a grave international crisis.

The transportation of armament and supplies across the Pacific to those brave men of our armed services is entirely dependent upon our merchant ships and tankers. Every member of the Senate knows this.

Every member of this body knows also that we could not have won World War II without our merchant marine.

It will seem fantastic to you and to every other American citizen, therefore, to be informed that a proposal has been made, at this critical time in our history, to shrink our merchant marine for the benefit of some of our foreign competitors.

I cannot think of a more perilous policy to launch at this time. But I have in my possession the evidence that this serious threat to our national security is being proposed. It is unbelievable that such a policy would even be considered by agencies of our own Government, normally entrusted with policy matters dealing with the merchant marine.

As chairman of the Senate committee dealing with merchant marine legislation, I wish to serve notice that our committee will be alert, and will act to block any attempt by anybody to cripple such a vital industry as our merchant marine.

This plan to curtail drastically the operations of our commercial fleets is disguised in recommendations designed to help western Europe improve its dollar reserves. To accomplish this the plan recommends:

1. Foreign ships should be allowed to enter the United States coastwise and intercoastal and noncontiguous trades.
2. There should be a gradual reduction and eventual elimination of all ship operating subsidies.
3. Congressional enactments, requiring that 50 percent of all Marshall Plan shipments move in American vessels, should be repealed.
4. One hundred dry cargo vessels and tankers should be trans-

(Continued on Page 12)

The Hastings Is A Happy, Busy Ship As These Fine McAuley Shots Show



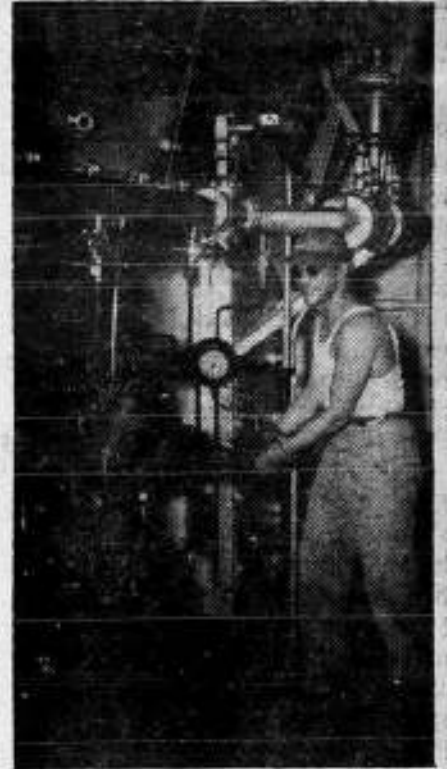
The coffee cup, the home-made clogs worn by Mike Cristaldi (second from left) and the phonograph certainly show this shot was taken when work was done. The lads listening to their own Saturday night Hit Parade via the discs are, left to right, "Hairless" Smith, Cristaldi, the Bosun (whose name Mac muffed) and "Hopalong" Cassidy.

Among the most frequent contributors of shipboard photography to the LOG is Seafarer E. B. (Mac) McAuley. An old hand, Mac shoots, develops and prints right at sea and his results invariably are interesting.

What makes Mac's stuff good is the fact that he's not afraid to get up close to his subjects and that he always manages to show the guys in his pictures doing something — working, shooting the breeze and the like. McAuley photos never look posed.

Mac's currently aboard the SS Hastings, from which he forwarded the pix appearing on this page.

Other SIU photographers interested in getting up picture stories of shipboard activities might use Mac's pix as a guide.

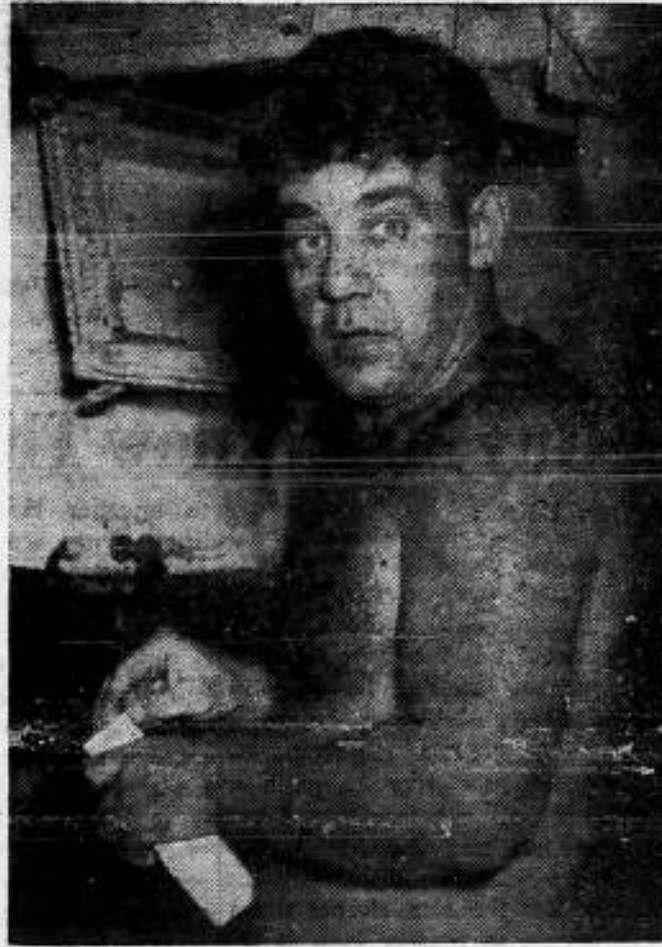


Brother (Chico) Vega has been called a "pyrotechnician" by his Hastings shipmates. Here he is caught by the camera as he changes burners.



Situations can certainly alter faces—at least that's what Mac was apparently trying to prove in these two photos. For example, at left you see Ship's Delegate "Stosh" Zaleski as he discussed the Seafarers Welfare Plan at a recent meeting aboard the Hastings.

Hardly looking like the same guy in photo at left, Brother Zaleski expresses surprise as the camera catches him unaware. Shots like these are always interesting, but make sure you know what you're doing before you go after them.



Mac captions this one "Playing It Cool." The bare-chested, smiling subject is his shipmate Lew Tabarini, an Oiler in Mac's own department. McAuley, by the way, is the Black Gang Delegate on the Hastings, a Waterman scow.



Prowling around the deck with his camera, Mac ran across hardworking, capable Seafarer Emil Nordstrom, Deck Engineer, as he was repairing winches. Says Mac: "This man is a credit to the SIU. He knows his job, and does it well."



Electrician Tony Nottage was shooting the breeze, one of his favorite pastimes, when the cameramen bore down on him to produce this closeup.

Other shipboard fotogs might take a tip from this technique of McAuley's. Get up close, so we all can see who you're "shooting."

If you've got your camera with you and want to do a picture story why not try it this trip. Send your pix to the LOG, but remember to identify everyone and everything in them. All photos will be returned, if requested.

THE MEMBERSHIP SPEAKS



Whitmer Takes His Chances, Sticks With The Marymar

To the Editor:

Back at the old typewriter again, and do I feel reckless. I should have known better than to ship on here. I remember the day I came aboard, January 8th, 1950. I met about a dozen cockroaches leaving the ship, and they said they only wanted to come to Baltimore and get a good ship, but that they would never again take another Calmar scow.

Two of their number had died from malnutrition on the way around to the East Coast. I can believe that. That should have been enough, but fool that I am, I remained to see it through, and Brothers, it's been bloody awful, it has. I've made up my mind, going to get off this tub in January for sure.

HAY, HAY

Got a guy on my watch who is forever pestering the Captain for more money than he has coming. He uses this money to "hit horses." I don't see why anyone wants to hit a horse, but that's his business. If it were not for the fact that Charlie Ackerman is also on my watch, I would go stark, raving mad listening to his prattle.

We sure miss Clem Bairstow, James Rose, Bill Mansfield and Bill (Lover) Watson who left us last trip. They are smart though. At least they are eating on the beach, even if it's only a hot dog now and then. We get an awful lot of rice on here, but that is because we work like coolies I guess. If the company had its way they'd probably pay us off with rice.

Had quite an enjoyable time while on the East coast, and also learned a few things that may interest you all. Brother Bill Sharp is Bosun on the Arlyn of the Bull Line. Heard that there is a prize crew on her too. Watch 'em Bill! Especially Lon-ski. Brother Fred Walker has become the proud father of a baby girl. While he took on the job of passing out the cigars, I helped him celebrate by also passing out. . . . The way the guy goes around grinning, you'd think he had the baby instead of his lovely wife Flo. What's her name Fred?

LADIES' MAN

Brother Otto Schumacher showed up in Baltimore with a mustache (perish the thought) and he sure looks like a real Gigolo, but then "Ots" was always a ladies man. He is on the Ponce de Leon, Waterman. Leave a few girls for the boys on the Marymar Otto. Thank you sooo much!

My good pal John Thompson is on the Mae and I hope that he at least stays there until the Marymar gets back to the East coast so we can get together and talk over old times, and hoist a few. The only reason that he got off the Cape Mohican is that he doesn't like rum. Really goes for that "Block and Tackle Whiskey," though. You know, take a drink walk a block, and tackle

anything! We all have our little idiosyncrasies, though.

Some of the guys on here have an overabundance of the aforementioned. Our Chief Mate has one in particular, he looks in the back of the book when he does cross-word puzzles, and one word he can't seem to get starts with O----- and ends with E. It only has eight letters. It means something the deck department needs.

Got a guy on her called "Bar-racuda" who has just come out of "moth-balls" after three years on the beach. It must be awful to work ashore, especially in the Army. Charlie Ackerman and myself have been talking about enlisting. That's all, talking.

Going to bring this thing to a close with a reminder that, if any of you fellows are looking for an ABs job on the Marymar, I am getting off in January. I'll be mighty happy to leave, too. That wasn't very nice to say, especially when I am on the four to eight watch. The next thing you know I'll be back in irons. Will send some pictures of our trip when I write to the LOG the next time. Let's see a rise in LOG donations so there will be more room for our articles and pictures. See you all again in the LOG. Hi Mom.

Honest Al Whitmer

ONCE UPON A TIME . . .



A former crewmember of a Cities Service ship, fired for pro-Union activity during the pre-contract period, depicted one aspect of shipboard life in the cartoon above. Goodbye, two-pot system.

A Guy Must Know The Score Before He Dishes Out Advice

To the Editor:

Many of us, during our tenure of life, have met or known individuals who believe they have required the gift of analyzing the faults, needs and shortcomings of others.

There is just a slight possibility that you may be such a person — always knowing positively what ails the other person and voluntarily offering them advice. Yet the remarkable thing about such a person is that he or she does not have the slightest knowledge or understanding of his own shortcomings.

As a general rule, his ills are greater and exceed those of the person whom he is so graciously offering to assist.

Before accepting advice from others concerning your wants, learn, if possible, whether your self-appointed benefactor knows himself and his wants. Should his answer be vague and indecisive, it is best that any advice or suggestion offered from such a source be cast aside as valueless.

Man, in order to be helpful to himself or others, must first know himself and his own wants. When he learns what ails him and what he desires of life, then he will gain the right and proper course that will lead to a useful life, for an inestimable amount of our energies is wasted merely because we do not know what we want or desire.

This is especially true during our maturing years of life. We flounder and hop from one thing

to another because we do not know what we really want, and we can not make up our minds positively what will satisfy our wants and desires.

Due to this unsettled state of mind we permit the most valuable creative years of our lives to become dormant, inactive, and undecided, or, because of a listless spirit created by our modern mode of life, we rely upon someone else to advise us as to what we should do and how we should do it.

The latter method is readily accepted by many of us, for it requires a minimum amount of effort to gain a satisfying end. We permit the newspapers and the columnist, the radio news commentators, the political party leaders, the community social leaders and many other categorical leaders to do all of our thinking for us. This form or manner of thinking will get us nowhere. We must learn to think for ourselves to gain a useful life.

To be successful, we must learn to know what we want, and when we finally decide what it is, we should set out doggedly in the direction of our wants, and you can be certain that at least you will arrive somewhere.

No one really and truly knows his or her direct destination, and if there are such persons they are few and far between. But if we are on our way, and know why, something definitely formative goes on in our minds and our life takes a useful turn.

Under our modern plan of living, and in a period of plenty, many people—in fact, too many—are satisfied to be in the just-get-along class.

They seem to be contented to live from day to day with an attitude of indifference to the future. They never worry about other less-fortunate persons or their welfare, for all else is immaterial to their earthly existence.

Fortunately, this class gets mighty thin as the years accumulate and problems grow, or when disaster sets in unexpectedly.

The most appropriate time to do anything worthwhile is when we want to do it. When we are newly infused with ideas, and the spirit is at the highest point, act.

A plan or a desire is of little

value unless we put it to work; for the efficiency of the world, and its happiness as well, rests upon the shoulders of everybody to do the thing he is best suited to do, or which he would rather do than anything else in the world—be that what it may; for by following our constructive whims the maximum available energy will be put forth. Herein lies the secret to success.

Man, regardless of his position in life, cannot buy, borrow or be given the happiness of success.

It cannot be measured by anything that is material, for material things are not true indications of success. It has to be something that flames within us.

A man is a success who feels within his heart and mind that he has given expression to something real, helpful and beautiful. Always remember, that man may be down, but he cannot be counted out so long as he has a fertile, intelligent mind and a charitable heart.

Thus, all the beauty, happiness and contentment of life will be ours when we absolutely know ourselves and our wants, and follow the road to our objective.

We must learn to listen, observe, accumulate all the knowledge that is relevant to a successful life, but take no second-hand advice or instructions. By following these simple and acceptable principles of life, its just freedom and creative gaiety will be ours.

Augustus H. Cottrell

Send Those Minutes

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

Hold those shipboard meetings regularly, and send those minutes in as soon as possible. That's the SIU way!

Digested Minutes Of SIU Ship Meetings

SS SALEM MARITIME, Aug. 20—Chairman, Steve Deri; Secretary, (None). Delegates reported no beefs. Members present voted against allowing the Captain to sit in on one of the meetings. Request was made that water valve be put in the laundry. All hands were asked not to rush the messmen at meal time.

SS SALEM MARITIME, Aug. 13—Chairman, Steve Deri; Secretary, (None). Agreement made that ship fund would be cancelled until next trip. Delegates reported no beefs. Plan proposed and adopted to rotate among departments the job of keeping the laundry clean.

SS LONE JACK, Sept. 10—Chairman, Edward Bis; Secretary, Joe DeLura. Ship's Delegate to have Patrolman investigate 10 percent increase in price of slopchest items. Delegates reported number of books and permits aboard. Agreement was made to help the messman by aiding him in keeping the mess-room clean.

SS ANN MARIE, Aug. 12—Chairman, P. Parsons; Secretary, L. Nagle. Delegates' reports accepted. Request made for wash buckets and keys for doors. Committee to be elected to see if washing machine is to be purchased. Beef on carpenter's work and jurisdiction to be referred to Patrolman.

SS STEEL CHEMIST, July 30—Chairman, J. Thompson; Secretary, D. Marine. Delegates reported no beefs. Communication from SIU on war bonus, Cities Service and Welfare Plan read and discussed. Motion carried to place the last issue of the LOG on the bulletin board so the entire crew can read it. Schedule drawn up for keeping laundry clean.

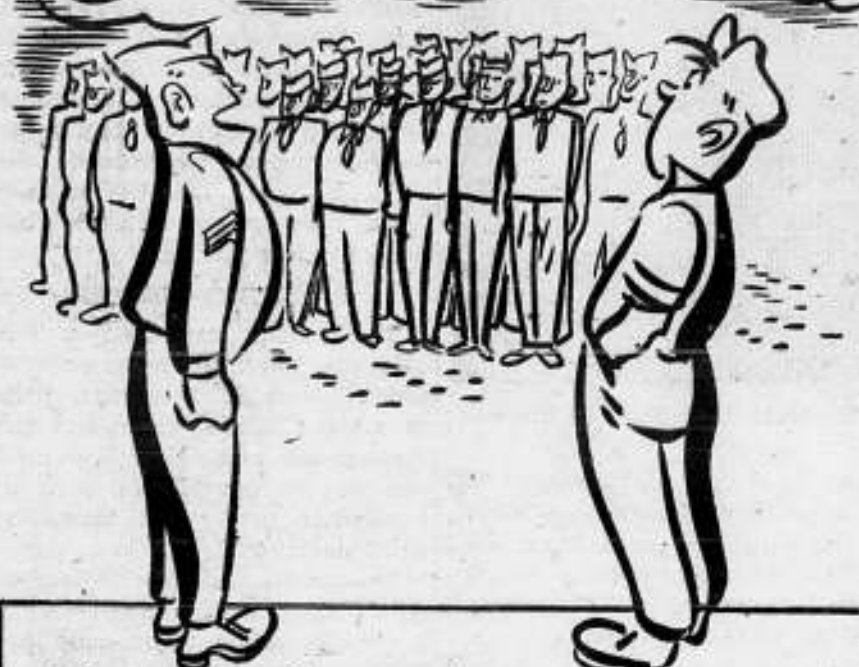


SS DEL AIRES, July 9—Chairman, Golden Aubert; Secretary, Ray H. Casanova. Delegates reported everything in order. Suggestion made that everyone cooperate in keeping down unnecessary noise.

SS DEL RIO, Sept. 4—Chairman, Manifold; Secretary, H. Karlson. Delegates reported few hours of overtime. Question raised as to what to do with leftover eggs at end of trip. Consideration asked for the Stewards Department regarding launch service.

SS MOSTANK, Aug. 20—Chairman, Chadbourne Galt; Secretary, M. McKay. Delegates reported on number of books and permits in their departments. Ship's Delegate explained to crew that Federal Motorships, owners of the Mostank, had signed the welfare plan. Chief Engineer to be asked to install a steam line in some appropriate place for washing clothes.

SS SEATRAN NEW JERSEY, Sept. 7—Chairman, Morton Trehern; Secretary, Wayne Ogle. Delegates reported everything in



Keep in touch with your local draft board

good order. Motion carried to get confirming telegram from Headquarters on changing cooks. Suggestion by Ship's Delegate that meeting be held every two weeks. Bill Gray, former Ship's Delegate, thanked by crew for a job well done and wished the best of luck wherever he goes.

SS STEEL APPRENTICE, Sept. 3—Chairman, H. Benson; Secretary, H. Fitzgerald. Delegates reported they had nothing to report. Motion carried to have the showers cooled off for the next trip. Suggestion made to remove all cots from the decks and turned into the Steward. 15 men voted in favor of having Baker removed at end of trip.

SS FAIRLAND, Sept. 10—Chairman, Pepper; Secretary, Lindbergy. Delegate reported no beefs. Motion carried to have delegates check the repair list before getting into New York. Motion carried to have Patrolman investigate ice box motor and see if it should be replaced as it breaks down every trip. Fans requested for crew mess-room.

SS CARRABULLE, Sept. 3—Chairman, Turner; Secretary, T. Johnson. Delegates reported the number of books and permits in each department. Suggestion made that more fruit be brought aboard and bacon and bread be improved.

SS CARRABULLE, Sept. 17—Chairman, William Kuschke; Secretary, Thomas Johnson. Delegates reported matter of members handling their own beefs directly instead of letting the delegates handle the matters. Motion carried to contact headquarters or get a Patrolman down to settle a contract matter. This relates to members of the deck department entering tanks for cleaning when no boots are furnished. Suggestion made that better grade of food be brought on board.

SS FRENCH CREEK, Sept. 10—Chairman, Lee Arnold; Secretary, Charles Baird. Delegates' reports accepted. Motion carried

that Captain be seen about putting up an awning on the fantail. Several crewmembers volunteered to fix the washing machine. Short pep talk on SIU given by Chairman.

SS COUNCIL GROVE, Sept. 4—Chairman, E. Callahan; Secretary, I. Bradbury. Delegates reported on number of books and permits aboard. Three men volunteered for sanitary Committee to decide whether or not fines shall be imposed on Brothers leaving cups in mess hall or violating any other sanitary rule. Chief Cook reported that \$70 had been spent on movie films and \$33 remained in ship's fund. Suggestion made that Coca Cola be sold aboard the ship for 10 cents a bottle, the profits to go to the ship's fund.

SS DEL VALLE, Aug. 3—Chairman, Morris Barlett; Secretary, M. Gaddy. Delegates reported that a letter had been sent to the New Orleans Agent concerning the renovating of mattresses. Motion carried to soogee the foc'sles every trip. Motion carried that the crew go on record as being against issuing any new books as a result of the Korean conflict. Reading of union circular on charges and a report on the difficulty of getting LOGs to ships on the Korean run.



SS DEL MUNDO, Sept. 7—Chairman, Lester Lapham; Secretary, Vince Babirsha. Delegates reported a few hours of disputed overtime. Steward and Department received a hearty vote of thanks for splendid service.

SS BULL RUN, Sept. 14—Chairman, Eldermire; Secretary, Michael Viguaziano. Delegates reported few beefs and listed the number of books and permits in their departments. Motion carried to see what the Steward is

doing about getting enough milk. Port Captain to be seen about new wind chutes and screens. Suggestion made to build a fund toward the purchase of a television set.

SS ALCOA CAVALIER, Aug. 20—Chairman, Stevens; Secretary, Cervantes. Delegates reported everything okay, except in the Stewards Department which has some disputed overtime. Motion carried to elect Stough as new Ship's Delegate and extend a vote of thanks to Berger, the outgoing Delegate. Motion carried that the menus be varied on the next trip.

SS STEEL VOYAGER, Aug. 20—Chairman, Kuberski; Secretary, E. Eriksen. Discussion on instructions from Patrolman for Stewards Department to refuse all painting. Delegates reported everything okay. Motion carried that no men in Stewards Department do any painting except in their own quarters. Brother Pappas spoke on education, telling the members the seriousness of carrying tales topside.

SS MARORE, Sept. 10—Chairman, H. Thomas; Secretary, J. Murphy. Delegates reported on number of books and permits in their departments. Motion carried to send a letter to Baltimore Agent to see if non-Union men sailing these ships are to pay Union dues or not. Men asked to cooperate in keeping mess-hall and laundry clean.



SS SEATRAN NEW JERSEY, Sept. 16—Chairman, Tom Crane; Secretary, Vincent Monte. Ship's Delegate explained Section 29 of shipping rules which prohibits promotions or transfers on ship. Attempts being made to improve fresh stores situation. Ship's Fund begun with each member donating 10 cents a meeting until the fund reaches \$15. Dele-

gates reported number of books and permits in their departments. Suggestion made that first aid kit be purchased for each department. Suggestion made that needed repairs be brought to delegates' attention on day-to-day basis.

SS COUER D'ALENE VICTORY (no date)—Chairman, Earl Poe; Secretary, John J. Jellet. Ship's Delegate retired and new Delegate elected. Resolution drawn up calling for the SIU to negotiate for higher penalty pay for the carrying of ammunition. Motion carried that a letter be sent to the SIU, calling their attention to the discourteous treatment given the crew by the gate personnel while the ship was loading. Motion carried that new members pay \$1 at the payoff toward the ship's fund.



SS ANTINOUS, Sept. 17—Chairman, C. Lambort; Secretary, C. Cone. Discussion on ship repairs, soogeeing and cleaning of all crew quarters. Delegates reported a few minor beefs. Motion carried to have a cold drink at lunch instead of milk.

SS MANKATO VICTORY, Sept. 30—Chairman, C. Andrews; Secretary, L. deParlier. Delegates reported no beefs, number of books and permits in their departments. Discussion on crew loading stores in Oakland. Recommended that in future the company hire standby gang from Hall to assist in this work. Suggestion made that record player be raffled off at end of trip.

SS STEEL FLYER, Sept. 3—Chairman, Fred Travis; Secretary, J. Goodall. Delegates reported number of books and permits in their departments. Barrett elected Ship's Delegate. Discussion on wash water, which

(Continued on Page 9)

Directory Of SIU Halls

SIU, A&G District

BALTIMORE	14 North Gay St.	William Rentz, Agent	Mulberry 4540
BOSTON	276 State St.	Ben Lawson, Agent	Richmond 2-0140
		Dispatcher	Richmond 2-0141
GALVESTON	308 1/2-23rd St.	Keith Alsop, Agent	Phone 2-8448
LAKE CHARLES, La.	1419 Ryan St.	L. S. Johnson, Agent	
MOBILE	1 South Lawrence St.	Cal Tanner, Agent	Phone 2-1754
NEW ORLEANS	523 Bienville St.	E. Sheppard, Agent	Magnolia 6112-6113
NEW YORK	51 Beaver St.	Joe Algina, Agent	HANover 2-2784
NORFOLK	127-129 Bank St.	Ben Rees, Agent	Phone 4-1083
PHILADELPHIA	337 Market St.	S. Cardullo, Agent	Market 7-1635
SAN FRANCISCO	450 Harrison St.	Jeff Morrison, Agent	Douglas 2-5475
SAN JUAN, PR.	252 Ponce de Leon	Sal Colls, Agent	
SAVANNAH	2 Abercorn St.	E. Bryant, Agent	Phone 3-1728
SEATTLE	2700 1st Ave.	Wm. McKay, Agent	Seneca 4570
TAMPA	1809-1811 N. Franklin St.	Ray White, Agent	Phone 2-1323
WILMINGTON, Calif.	440 Avalon Blvd.	E. B. Tilley, Agent	Terminal 4-2874
HEADQUARTERS	51 Beaver St., N.Y.C.	SECRETARY-TREASURER	Paul Hall
		DIRECTOR OF ORGANIZATION	Lindsey Williams

ASST. SECRETARY-TREASURERS
Robert Matthews Lloyd Gardner
Joseph Volpian

S U P

HONOLULU	16 Merchant St.	Phone 5-8777
PORTLAND	111 W. Burnside St.	Beacon 4336
RICHMOND, Calif.	257 5th St.	Phone 2599
SAN FRANCISCO	450 Harrison St.	Douglas 2-8363
SEATTLE	86 Seneca St.	Main 0290
WILMINGTON	440 Avalon Blvd.	Terminal 4-3131

Canadian District

MONTREAL	463 McGill St.	MArquette 5909
HALIFAX	128 1/2 Hollis St.	Phone 3-8911
FORT WILLIAM	118 1/2 Syndicate Ave.	Ontario Phone 3-3221
PORT COLBORNE	103 Durham St.	Phone 5591
TORONTO	86 Colborne St.	Elgin 5719
VICTORIA	617 1/2 Cormorant St.	Empire 4531
VANCOUVER	565 Hamilton St.	Pacific 7824
SYDNEY	304 Charlotte St.	Phone 6346
HEADQUARTERS	463 McGill St.	Montreal MArquette 7377

US Must Curb Commies But Not Freedom: Flynn

To the Editor:

Our representatives in Congress are hatching from the communist problem in the United States drastic bills that would curb the communists to ineffectiveness.

These bills, that would embody registration of all communists, concentration camps in time of national emergency for supposed subversives and subversive activities control, not only would take care of the communists but any liberal or radical who might differ in his opinions from the prevalent majority opinions.

As one can see, such bills as these, if passed, would put a stranglehold on free speech, for a man opening his mouth to protest or differ with the government on national issues would be suspected of being a red, and possibly imprisoned for his beliefs, though he himself and others looked on himself as a loyal American.

The influence of these bills up before Congress is already beginning to be felt. The Coast Guard, suspecting a seaman to be a poor security risk, can haul him off his ship. Although they were empowered to do so last July before these bills were considered in the thoroughness they are in now, these bills and the discussion of them react as a "go-ahead" signal to the Coast Guard and to those groups and persons who, in their fanatical hatred of the communists, would clamp all kinds of restrictions on free speech without discriminating on who was loyal and who was not.

Does this seem exaggerated? The "New York Times" of September 13 carries the story of the Illinois Department of the American Legion asking the American Broadcasting Company to cancel a radio program that had Gypsy Rose Lee in it, because of her alleged pro-communist sympathies.

The Legion based their information on a publication, "Red Channels." The president of the ABC replied to the charge against Miss Lee that she had signed an affidavit denying any Red ties, and if the Legion had any evidence to the contrary to advise him.

This same "Red Channels" had listed Jean Muir, a television actress, who was promptly canceled from her show, despite her

protests that she never was a communist or had any sympathy with them.

Miss Lee, it may be added, in her affidavit spoke unequivocally her repugnance for the communist system. There are a few more, who, because they aren't as prominent as those mentioned above, do not get the publicity when they are fired from their jobs.

This is a sad commentary on the way some people suffer from a specious association with communists. The resources of these people do not always offer them the chance at rebutting the charges made against them by a powerful publication. And even if acquitted of guilt of any communist affliction, the stigma once labeled on them becomes an enduring mark, such as in the case of Owen Lattimore, a State Department official in Far Eastern affairs, who was rejected a number of times by audiences where he was to give a lecture.

It has come to this pass that these self-styled guardians of our national security and interests want us to clam up on any action or speech of which they proclaim in their publications to be against national interests. They don't want free speech for all Americans; they want a docile herd who will agree with them.

What is national interest and Americanism? I can fill pages with the sentiments I feel as regards my country and her interests, and so can any man if he sits down and thinks, writes about his country and all that it signifies to him. We don't have to be told what to think. That's why America is great and freedom loving, because all kinds of people from Europe, Asia, South America and Africa, come here, looking for freedom, give their best and love this country because it is one of the few countries in the world in which a man is free and can speak his mind on all issues.

I trust our government will take care of the communist problem, without endangering the freedoms of loyal Americans.

John J. Flynn
(Ed. Note: By sheer coincidence, the editorial in the last issue of the LOG dealt similarly with the problem discussed here by Flynn. But we'd like it known that Flynn's letter was in the mail before the LOG came off the press.)

Sign On For Life



Seafarer and Mrs. Al Lopez

Al Lopez, well-known to his Brother Union members in Atlantic and Gulf ports, has altered his course. After getting married last July 22, Al decided to quit sailing and study law.

Lopez is not retiring his SIU book, however, and he advises Seafarers who plan to stay ashore awhile to take a tip from him. Your Union book is insurance, says Al, especially since the SIU is constantly fighting to improve seamen's welfare.

Brother Urges Vigilance In Guarding Hard-won Gains

To the Editor:

When I shipped aboard the Bull Run, a Mathiasen tanker on a coastwise run, it was with the assumption that it was an SIU ship. Once aboard, I began to wonder about this! The conditions I met with were appalling.

The foc'sles haven't been painted for at least ten months. For that matter, I doubt that they have been sougeed more than once in that period!

PAINTING NEEDED

The passageways are a true disgrace. Their condition matches the foc'sles. Furthermore, there is but one light in them, and that one in the after end. The passageways on the officers' deck are somewhat better but they, too, need painting.

The heads and showers are also a disgrace. The laundry is in a terrible shape. I am convinced that, if seen by the USPHS or the Board of Health, it would never leave port until cleaned and painted.

A number of us who were free of the infection when boarding the ship, have contracted athlete's foot. This is traceable to

the boards and decks in the showers.

The cement around one of the bowls in the head has loosened to such an extent as to allow water and the like to get underneath. This, as we all know, leads to stagnation and a more or less profuse breeding of harmful germs.

The scuttlebutts in the passageways are so dirty, foul-looking and foul-smelling as to almost sicken one when he drinks. The tanks are dirty and the water is dirty and evil smelling half the time.

The mattresses are terrible and the springs are held together in some cases by pieces of line and rope yarns. With the exception of the 4-8 foc'sles, the foc'sles are poorly ventilated—especially the 12-4 foc'sle.

The men on that watch go to work as tired and worn out as when they sacked in. When I call them they are wet with perspiration, and their sacks look like someone poured water in them. The blower is working, but the air cuts over to the port side, not in their room. The First and Chief engineers have been told and shown this. Nothing, however has been done.

When confronted with the repair list we had prepared, the Skipper (Captain Hershberger) said it was absurd. How about that?

HOW COME

What I cannot understand is this: with about 90 percent of the crew bookmen these days, how did this ship ever fall to such a level?

I have been sailing only a few years, comparatively, but I do hold a book. Further I hope to keep it for the years to come.

I am not one of the men who fought so hard for the Union when it was begun back in 1938. But I am one of the Brothers who will fight to keep those hard-won gains.

All the men I have talked to say the same thing. When I see a ship in this condition, how can I help but wonder?

Brother Philip Eldemire shipped aboard as an AB and was elected delegate. He and I have been and are leading the crew in protest. Thus far we have received only a passive backing. At least it seems so to me. I hope that I am wrong, that once in port we will get active and substantial support from the crew. Phil has written for a Patrolman to meet the ship when she docks.

Brothers, I am not writing this for personal or vengeful motives. Rather, I am writing this in protest of the laxity of some of our members.

I do not encourage radicalism. I try to discourage this as much as possible. I do encourage fighting for the conditions agreed to in the contract. This sort of thing can spread, if we let it, like cancer and is just as fatal!

So, Brothers, I ask you, "Are we to let this continue and perhaps ruin or harm our way of making a living?"

If not then, especially you bookmen, let's fight and get what is rightfully ours. When you board a ship like this don't say "The hell with it." Stay and fight until you get what is yours.

Fraternally yours,

Robert M. Hammond,
Book No. 50290

Red Campbell, Boy Sailor, Opens Up A CS Gag Station

To the Editor:

A few days ago, I was flooded with countless requests (on a postcard) as to my recent whereabouts. So herein follows the "New Adventures of Red Campbell, Boy Sailor"—not to be confused with "Don Winslow of the Coast Guard."

After a few short trips on the "Gadsden" — The Big Lift — I shifted over to Cities Service—The Big Joke. I regret I didn't understand braille, for I must've been blind to sign on. So there I was on the Bradford Island, August, 1950 B.C.—before contract. These ships are equipped with the latest listening devices—they're hidden in the foc'sles.

FLOATING GAS STATION

On this floating gas-station, in a few days the Mate and I became mutual acquaintances—we hated each other. Six AM in the morning this guy has got me soojing the radar mast. On a Waterman ship, at this time, I'd just be finishing up the night lunch (such as it is). I could've made a monkey out of him, but why should I take all the credit. Him and the Captain reminded me of a radio program—"Lum and Abnormal."

The Mate disputed everything on my overtime sheet but my name and rating. When he sent it back it had more red lines than a Korean war map. Under the CTMA (RIP) contract I understand the overtime was to be paid off in gas coupons. Also, any crewmember with six months' service was to be given extensive use of Cities Service dealers' restroom facilities.

Believe me, here's a company that would have to take a strato-plane to hit you below the belt. CS equals Cities Service. CS also equals "Chicken-something."

However, my sentence with them ended shortly. During our trip we hit Amuay Bay, Venezuela. What a place! It was so hot down there the trees were following the dogs.

Most of the crews dig in at the Carioca Hotel. I understand that Dr. Kinsey spent seven years writing his report. At the Carioca he could've done it in one night.

At present I'm making the buck aboard the Bull Line express, the SS Frances. I'm really appreciated around here. I think they are going to make me a partner. The Port Captain said if I kept up what I was doing he was going to give me the business.

This is one ship that ties up in some queer places. At Pier 23 in Brooklyn we're so close to the street we have to shift ship everytime the crosstown trolley comes by. But right now I'll have to shift back to the deck and off to Puerto Rico and Santo Domingo.

Red Campbell

Make Port Newark Cabbie Flip Flag, Wagner Advises

To the Editor:

I would like to point out to all men who are riding our tanker outfits the situation that now prevails with the taxis in Port Newark, N. J.

I am not sure that all the taxis are the same but quite a few of them try to charge a flat rate of two dollars to run a man from Newark to Port Newark, or vice-versa. They do not put the meter down.

The point is that you can make the run with the regular meter clicking for about \$1.45. So you are being taken along with the taxi company.

So anytime that you must make a ship in Port Newark, tell the driver that you want to hear that meter clicking.

"Blackie" Wagner
SS French Creek

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.

Digested Minutes Of SIU Ship Meetings

(Continued from Page 7)

contains a black substance that is covering clothes and makes showering difficult. Motion carried to write a letter of criticism to the South Shore Laundry, 58-05 8th Avenue, Brooklyn, regarding the disgusting way they attended to the ship's laundry. Company to be informed of the poor cleaners they are using for the ships.

SS STEEL ARCHITECT, Sept. 10—Chairman, Ed. Nooney; Secretary, M. Purpolski. Delegates reported number of books and permits in their departments. Suggestion made that fund be raised for purchase of washing machine. Crewmembers asked to fill out beneficiary forms for welfare plan before the ship sails.

SS ELIZABETH, Sept. 17—Chairman, Juan Reinova; Secretary, Carlos Labisa. Delegates reported everything in order. Delegate reported that several times the Captain has been caught doing sailors' work and he is being particularly severe on men on gangway watches. Patrolman to be consulted in the matter. Chief Electrician suggested a variety in the menus.



SS STEEL MARINER, Sept. 3—Chairman, Joe Burns; Secretary, Luther Hammond. Delegates reported no beefs, number of books and permits in their departments. Three crewmembers given a vote of thanks for catching enough fish while enroute through the Panama Canal to give the crew a fresh fish dinner.

SS JOHN B. WATERMAN, Sept. 13—Chairman, W. Waddle; Secretary, P. St. Marie. Delegates reported some disputed overtime. Delegate asked the Steward why stores weren't obtained in Puerto Rico and was told the Captain forbid it. Recommendation made that the Steward give a list of the sup-

Time For Minutes

To speed up as much as possible the appearance in the LOG a digest of their shipboard proceedings all crews are advised to send copies of their minutes direct to the Editor, Seafarers Log, 51 Beaver St., New York 4, N. Y.

Port Agents should also forward their copies of ship's minutes to the LOG as soon as possible after receiving them.

Any other material relating to the voyage, such as



stories, pictures, letters, etc., can be sent in with the minutes.

plices needed to the Delegates of each department before the order is turned in.

SS ROBIN WENTLEY, Aug. 28—Chairman, E. Warfield; Secretary, Thomas Reilly. Delegates reported no beefs. Motion carried to check the ice boxes each day for temperature. Hospital equipment to be checked by Ship's Delegate. Washing machine to be fixed in South Africa and if this is not possible a new machine is to be purchased in the States.

Ship's Treasurer reported \$132 in ship's fund.

SS ROBIN SHERWOOD, Sept. 17—Chairman, Pat Murphy; Secretary, Frank Crider. Delegates reported everything in order, except for Stewards Department which has 14 hours of disputed overtime. Motion carried that the Steward is to let the crew know what stores are coming aboard in the next port and to be sure that nothing is short. Suggestion made to have library exchanged

in next port. Captain was asked about stores situation and crew was told it was not his business to interfere with Port Steward's affairs.

SS ALCOA CORSAIR, Sept. 24—Chairman, Major Costello; Secretary, J. Seaver. Delegates' reports accepted. Ship's Delegate told crew of "Cut And Run" Hank's Fund. Ship's Delegate told crew that when Coast Guard screens crew upon arrival in port a receipt is to be demanded

for all papers turned over to them for scrutiny.

SS ARCHER'S HOPE, Sept. 16—Chairman and Secretary not given. Delegates' reports accepted. Delegates to take care of matter of raising money for sending telegrams and radiograms to SIU. Booklets on Union constitution and by-laws distributed among crew.

SS WINTER HILL (date not given)—Chairman, Ray Aureitt; Secretary, R. Perry. Special meeting called to discuss the firing of an OS and transfer of Deck Maintenance to AB. Bosun stated that the man was fired for good reasons and more men would be fired at end of trip so a crew would be formed that would work harder.

SS ABIQUA, Sept. 9—Chairman, Herbert Skelton; Secretary, Lawrence Reinter. Suggestion made that each man donate \$1 to ship's fund for outfitting the crew's recreation room. A few beefs were raised concerning neglected repairs in the foc'sles.



SS GOLDEN CITY (no date)—Chairman, Alonzo Milfeki; Secretary, T. Walker. Delegates reported everything okay. Motion carried to request Charles Palmer to remain as ship's delegate for another trip. Suggestion made that one man from each department be made responsible for cleaning laundry.

SS AKTION, June 4—Chairman, John Cummins; Secretary, Edwin Judd. Ship's Delegate reported that the Deck Engineer had been authorized to extend a waterline outside of the housing for drinking water while in port. Delegates reported everything in good shape. One man put ashore in Guam because of illness. Steward agreed to condemn fifty pounds of processed hamburger from the States.



SS WILLIAM H. CARRUTH
Crewmembers who paid off this ship in Gulfport and who have transportation money due from Mobile to New York and Philadelphia can now collect it at the office of Transfuel Corporation, 25 Broadway, New York City.

**JOSEPH BOURGEOIS
COSTA T. SKYLLBERG
BARTHOLD CHRISTENSEN**

The above named men have checks covering unclaimed wages being held for them at Treasury Department. These men should forward their correct addresses to the Maritime Administration, U. S. Department of Commerce, Washington 25, D. C., so that the checks can be mailed out at once. In writing refer to File No. F-4222-G.

Recently there has been a small wave of complaints from members that they have either been taken over in card games or were stuck on money they had lent out. While it is agreed that a shipmate or Union Brother who would stick friends doesn't deserve being called anything but a lousy b-----, the membership must also realize that the Union is not a debt-collecting agency. When you lend money out and get stuck for it, that is your personal business. The only thing to do with a guy like that is to expose him for the cheap punk that he is, the next time you see him. Remember, this is a small world and in time you will run into a guy of that sort.

Bill Mpontsikaris just registered after thirteen months aboard the Couer de Alene Victory. Must have been a good Cook to last that long, or else the SIU has thirty-odd half starved members on it's hands. . . . Contributions for the "Hank Fund" are still rolling in. Have you made yours? If not, see the Agent in your port. . . . For the benefit of those members who have lacked the interest to learn where meetings are held in the port of New York, they are being held in the Union Hall. It's hard to believe, but we have members still showing up at Webster Hall, where we haven't had a meeting in years. Wake up, fellows. If this Union had to rely on "wide-awake" members of this sort, it would have gone to pot long ago.

Despite previous warnings, permit members are still missing the boat, and as a result seventeen white cards were shipped in the deck and engine departments, during the month of September. . . . Red Beers is doing the bellyrobbing on the Seatrain Havana. Nobody has quit yet because of it. . . . To all members who are looking for that boom to come along as a result of the Korean War, this is to inform you that the boom IS—but on the West Coast; anyone interested in steady shipping for some time to come should grab a rattler out to the Coast. PS—I'm not drumming up business for the railroads, either.

Bull Steamship Co. has temporarily laid up the Monroe, to the regret of the whole gang. For an old bucket, she is in good condition. The deck gang swears that she is the easiest ship to work on deck. We also understand that the Bosun has been on this ship for eight years and can tell anyone interested the exact number of rivets in her. . . . We are also informed that the Bull Line is considering selling the Hilton, which would leave that company with just three of their old scows in operation.

Among the members registered in the

"Big Town" are: Vic Johnson, E. Cioper, R. Grindle, J. Sharp, Geo. Brazil, G. O'Neill, J. Hilton, Jojo Touart, and A. Iverson. . . . Have you ever been hospitalized for a long period of time? Lonesome, isn't it? How about dropping a line to shipmates whose names you see in the LOG's hospital listing. . . . Rafael Maidando and Chen De Ligh: get in touch with Paul Gonsorchick, as he has been holding money for you for almost seven months. He has made enough interest on it, and now wishes to see you get it.

Over one hundred SIU members have been shipped into the Cities Service fleet in the last month. Oldtimers as well as newcomers have been taking these jobs in order to put the finishing touches to the SIU's organizing campaign. Among those recently shipped into that fleet are: Sid Turner, Bill Scott, Early Punch (that's his real name), Frank Lamberti, Ray Arnold, Bill McDonald, Harvey Shero, Ziggy Wydra, Sam Langham, and T. Chilinski. Already in the fleet and practising as well as preaching the policy of "organizing the unorganized" are Johnny Robarts, Warren Woodill, P. Mays, H. Swann, H. S. Miller, and John Tierney.

If you are moving from your present address and wish to continue receiving the SEAFARERS LOG, be sure to notify the Editor of the change of address, giving both the new and old address. . . . If you have not yet filled out the necessary form designating your beneficiary for the Welfare Fund's death benefit, you can get same from the port agent, or wait for the next sign on. . . . If you have not paid this month's alimony you had better not wait for the next sign on—there may never be one. . . . Is it true that a certain Bosun couldn't ship the other day because his gear has a mortgage which is held by an uptown hotel? How come, Larry?

Among the proposed plans for the future SIU building in New York are a cafeteria, bar and grill, automatic laundry, showers, large auditorium, along with the usual items such as mail and baggage rooms, recreation rooms and picards. The membership will, of course, have to vote on these proposed plans before they are put into effect. . . . Quite a number of the membership have written in for the questions and answers for Fireman, Oiler, Deck Engineer, Electrician and Reefer Engineer. In case you don't know it, you can receive any or all of the above by writing in to the New York Hall. "Hasta la vista," which, for the benefit of the Spanish speaking membership, means "till I see you again" in English.

Secret Arrivals Keeping Seattle In The Dark

By RAY OATES

SEATTLE, September 20 — Shipping in this port has quieted down in the past two weeks. What the future will bring, we have no way of knowing, as we cannot get a line on the ships coming into Seattle from the Far East—the Army is keeping arrivals secret until the ships get along side of the dock.

This was the case a few weeks ago when both the Robin Hood and the Robin Gray came in without advance notice and ordered full crews.

This is kind of tough going in a small port like Seattle, to line up men and fulfill our contract with our companies, but we are doing the best we can. However, we are trying what we can to try to get information about arrivals a few days in advance. Hope we succeed.

Some amazing testimony is coming out in the inquiry into the sinking of the Navy hospital ship Benevolence by the SS Mary Luckenback off San Francisco.

UNSEAWORTHY

One of the more startling statements was given by the Bosun's Mate of the Benevolence, which is manned by a MSTS crew. In his sworn testimony, he said that he considered the ship unseaworthy, because of the lack of qualified seamen. Several of the crew, he said, didn't even have seamen's rating papers.

This is no surprise to us out here, who have seen the MSTS finkherders scouring the skid-



rows for men. We don't know how it is in other ports, but out here it's pretty bad.

The Seamen's YMCA out here reports that 1400 men have shipped MSTS since the Korean War started. We hope that the Benevolence incident will lead to a major change in MSTS policy—let them charter their ships out to reputable commercial outfits who will guarantee to crew them with competent civilian, union men—men who know their jobs.

No Hot Water?

When your ship has been out of hot water for over twelve hours make sure that this fact is recorded in the Engine log book. It will save a lot of trouble when your ship hits port later.

If you are in port when the boilers give up the ghost, notify the Hall immediately and a Patrolman will handle the matter with the company. Don't wait until the ship is half way across the ocean before you send word; let out a yell before your ship leaves port and the matter will be settled at once.

Qualifications For A & G Office

Qualifications for office in the Seafarers International Union, Atlantic and Gulf District as provided for by the Constitution and By-laws are as follows:

(a) That he be a citizen of the United States.

(b) That he be a full member of the Seafarers International Union of North America, Atlantic and Gulf District, in continuous good standing for a period of two (2) years immediately prior to date of nomination.

(c) Any candidate for Agent or Joint Patrolman must have three years of sea service in any one of three departments. Any candidate for departmental Patrolman must have three years sea service in their respective department. Sea service as specified in this article, shall mean on merchant vessels in unlicensed capacity.

(d) That he has not misconducted himself previously while employed as an officer of the Union.

(e) That he be an active and full book member and show four months' discharges for the current year in an unlicensed rating, prior to date of nomination. This provision shall not apply to officials and other office holders working for the Union during current year for period of four months or longer.

Any member who can qualify may nominate himself for office by submitting, in writing, his intention to run for office, naming the particular office and submitting the necessary proof of qualification as listed above.

The notice of intention addressed to the Secretary-Treasurer must be in his office not later than October 15, 1950, when nominations will be closed.

In addition, each candidate shall submit a regulation passport photo, taken recently, a statement of not more than 100 words, giving a brief summary of his Union record and activities—both of which will be run in the SEAFARERS LOG prior to the voting period.

Phony Skipper Pulls Phony Mutiny Charge

By JOE ALGINA

NEW YORK—Shipping in this port held its own during the last two-week period.

The following ships paid off in this port: the SS Hilton, Suzanne, Frances, Beatrice, Puerto Rico, Evelyn, Elizabeth, Steel Apprentice, Steel Navigator, Steel Executive, Azalia City, J. B. Waterman, Golden City, The Aktiom, Lake George, Strathmore and the Harry T. Palmer.

LONG RANGER

The only ship signed on in this port, in addition to the coastwise ships and those on continuous articles, was the Steel Apprentice.

The Harry T. Palmer came in from Baltimore and paid off the whole crew, and this ship is going into lay-up for about ten days.

On the SS Strathmore we had a big beef about bonus. Sonny Simmons got hold of the company and squared this beef away.

Another beef on this ship was, while laying in Alaska at Anchorage, a few of the boys who had been having a few beers got into a friendly fight. After they had settled their difference they went off to bed.

Somehow, the Old Man heard about this, came down to the messroom and ordered the rest of the gang, who were shooting the bull and having coffee, to their bunks.

CALLS LAW

The men did not want to go to their bunks, so the Old Man went ashore and got the local law, and all the rest of the law he could find, and came back to the ship and charged the crew with mutiny. This was proven false but, unfortunately, two of the crewmembers were taken before the local law, which happened to be some old dame who gave the fellows a few months in jail for drinking aboard the ship.

The Union feels this was unnecessary on the part of the Captain to call the local law when just a friendly fight was taking place. Some of these Captains should realize that the Union has gone on record as condemning gashounds, but where

get it into their heads they do not pay any money, it is up to the company and the Union to get squared away. Theirs is the right to dispute overtime, but not to go around and tell crews that they won't pay this or they won't pay that.

It is unfortunate that things like this happen, as all the papers had big editorials about the mutiny at Anchorage, Alaska, and the radios played it up also, stating that this was a communist crew, although it is a matter of record that we are strictly against and would not tolerate any communists in our Union.

This Skipper also disputed all overtime that crewmembers had earned. When the ship pulled into Wilmington, the delegates got in touch with the Agent and he went down to see the Skipper and got the overtime squared away.

ALL SQUARED AWAY

Upon leaving Wilmington, the Skipper immediately disputed all overtime again. When the Patrolman out of New York, Sonny Simmons, went aboard the ship, he got all the overtime squared away again, plus the bonus and transportation that the Skipper said he would not pay.

Some of these Skippers should

get it into their heads they do not pay any money, it is up to the company and the Union to get squared away. Theirs is the right to dispute overtime, but not to go around and tell crews that they won't pay this or they won't pay that.

ACTION

We are going to meet with the company to get this Skipper squared away. As we have stated in the past, we do not expect our members to be Sunday School boys, as men who go to sea have little enough from life.

But, on the other hand, we expect Captains to have some sense and to use it and not confuse crew members by such stuff as this Captain pulled. We believe that this Captain will be happier on another ship, not under contract to the Seafarers International Union.

Anybody wishing to donate to Cut and Run Hank's fund may do so by giving whatever he wishes to give to the Patrolman who pays off his ship, or at the Union Hall—or he can send a check to Headquarters—but however it is given, make sure an official receipt is made out.

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 payoff 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 irresponsible.

In any occupation there is a small group of fowlballs. 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.

Diverted Ships Slow Shipping In Baltimore

By WILLIAM (Curly) RENTZ

BALTIMORE—The past couple of weeks brought nothing but slower shipping to this port and the prospects for the weeks ahead are tough to figure right now. Several vessels originally scheduled for this port have been diverted to others.

At any rate, we're hoping for a pickup soon as we have plenty of men on the beach to take care of any increase in shipping. We would like to point out, however, that many of those hanging around are guys waiting for special runs, an unwise practice, especially when you can never be sure these days of what the future will offer.

Once you let a job go by, it's lost to you. You can never call it back. A job in hand is worth two on the way.

CLEAN PAYOFFS

We had a number of payoffs and sign-ons during the past two-week period and all of them were wound up in good shape. All overtime beefs were settled right aboard the ships involved. Several scows were in the port on in-transit status but none of them called for replacements.

Remember our slogan? "A SIU ship is a clean ship?" Well, let's keep showing how true it is. When you leave your vessel, make sure your room is left clean for the oncoming man. Leave the ship in the condition you'd like to find it were you coming aboard.

Everything in Baltimore is okay at the moment, except of course, for the strike over at the Maryland shipyard. We're all hoping that the men on the lines will win their demands very soon, and that we'll be able to tell you about a victory in the next issue of the LOG.

Mobile Shipping On Slow Side

By CAL TANNER

MOBILE, Sept. 22 — Shipping in this port for the past two weeks has been fair, with a slight decline of jobs over the previous weeks.

The following ships paid off within the past two weeks: the Wild Ranger, Cavalier, Polaris, Iberville, Monarch of the Seas and the Alcoa Runner.

The sign-ons were: the Cavalier, Polaris, W. H. Carruth and the Alcoa Runner. The ships in-transit were: the Fairhope, Andrew Jackson and the Steel Worker.

Shipping prospects for the port are very dim, with the Fairisle and the W. H. Carruth still in drydock.

We met with Colonel Howell of the Alabama State Selective Service Board in regards to deferments for seamen. Progress is being made in this respect, as there will be a meeting held in Montgomery, Alabama, next month, but I urge the men in the 19-26 group to keep in touch with their draft board.

We are still having considerable relief jobs coming up on the board, although not as many as we would like to see for the boys on the beach. It seems as if the boneyard in Mobile has folded up.

Minutes Of A&G Branch Meetings In Brief

WILMINGTON—Because there were insufficient members to hold a regular meeting, a special meeting was held to hear the Agent's report and a report on shipping for the two-week period that just ended.

NORFOLK—As there were not 25 members present for a quorum, the regular meeting was not held. A special meeting was called for the purpose of checking the shipping cards. Excuses for absence were referred to the Dispatcher.

PHILADELPHIA—Chairman, W. J. Reidy, 6734; Reading Clerk, A. S. Cardullo, 24599; Recording Secretary, G. H. Seeberger, 6932.

Minutes of all other Branches having New Business was read and accepted. Agent reported on Branch affairs and on state of shipping. Motion made and carried to accept his report. Charges were read against a member and a Trial Committee was elected to hear the case and report back to the meeting. A Brother in arrears was permitted to pay back dues and ship from port. Agent was instructed to get loudspeakers fixed for next meeting, as the reading clerk must shout to be heard throughout the Hall. The meeting voted unanimously to concur with special meeting's action against accepting "validated" seamen's papers from the Coast Guard. Report of Secretary-Treasurer to membership and his financial report were accepted. Dispatcher's report was accepted. Robert Mills was given Oath of Obligation. There being no Good and Welfare, the meeting was adjourned with 180 members present.

BALTIMORE—Chairman, Wm. Rentz, 26445; Recording Secretary, G. A. Masterson, 2029; Reading Clerk, Al Stansbury, 4548.

Minutes of last Branch meeting read and accepted. Minutes of special meeting, which went on record against signing applications for new seamen's papers, were read and concurred in. Baltimore financial reports and Secretary-Treasurer's financial reports were read and accepted. Report of Quarterly Finance Committee, dated August 29, 1950, were read and accepted by the membership. Two members were given permission to change from the Stewards department to the deck department. All excuses from the meeting were referred to the Dispatcher. Agent's and Dispatcher's reports were accepted. At this point meeting stood in silence for one minute in memory of our departed Brothers. Under Good and Welfare, several members spoke on the necessity of bookmembers taking jobs on the Ore ships, to keep finks and freeloaders from getting jobs off the dock on sailing days. It was pointed out that several such had been put aboard these ships on the last three trips. Meeting adjourned with 300 members present.

NEW YORK—Chairman, Earl Sheppard, 203; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Robert Matthews, 154.

Minutes of last New York meeting and other Branch meetings read and accepted. New

A&G Shipping From Sept. 6 To Sept. 20

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	44	30	24	98	20	21	14	55
New York.....	141	144	129	414	118	199	82	399
Philadelphia.....	25	23	19	67	10	5	6	21
Baltimore.....	127	84	84	295	74	63	49	186
Norfolk.....	11	5	4	20	8	7	7	22
Savannah.....	21	11	7	39	3	6	6	15
Tampa.....	17	9	7	33	14	11	9	34
Mobile.....	34	54	42	130	38	46	43	127
New Orleans.....	58	61	65	184	51	49	56	156
Galveston.....	30	26	29	85	17	22	15	54
West Coast.....	62	45	40	147	40	23	19	82
GRAND TOTAL.....	570	492	450	1,512	393	452	306	1,151

York Branch financial report and Secretary-Treasurer's financial reports were accepted. Trial Committee's report of September 7 was read and concurred in. Headquarters report to the membership covered the following items: Almost daily negotiations with Cities Service have resulted in a tentative agreement on most of the issues. Headquarters felt that full agreement would be reached within the next few weeks. It was reported that the War Risk Bonus for the Far Eastern waters has been increased from the \$5,000 paid in the last war to \$10,000. Headquarters officials are to appear in Washington next week (September 25) to testify before a Senate Labor sub-committee on anti-labor activities of the Cities Service Oil Company. Headquarters recommended that, inasmuch as this meeting constituted a supreme quorum, the resolution listing the offices to be put on ballot for next election be handled in a special meeting between this night and the next meeting. As per previous membership action, Headquarters reported, the Strike and Organizational Fund of the Union has been changed to the Organizational and Legislative Fund. Motion made and carried that the Headquarters report be accepted. Agent reported on the state of shipping in this port. He reported on the actions of the Skipper on the SS Strathmore, who disputed all overtime on this ship and who high-handedly worked up a phony "mutiny" scare when the ship was laying in Anchorage, Alaska. Agent's report and those of Patrolmen and Dispatcher were accepted. Requests for excuses were referred to the Dispatcher. Charges were held for a trial Committee to be elected the following day. One minute of silence was observed for departed Brothers. There being no Good and Welfare, the meeting was adjourned with 840 members present.

BOSTON—No regular meeting was held due to the breakdown of the subway system, which prevented the membership from getting down to the Hall.

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

Minutes of previous Galveston meeting and other Branch meetings read and accepted. Galveston financial reports, Quarterly Finance Committee report, Headquarters report to membership and Secretary-Treasurer's finan-

cial reports read and accepted. Agent, Patrolman and Dispatcher reported on shipping in this port and the state of the Branch. Motions were carried to accept the reports of the Branch officials. Under New Business it was voted that all standby jobs on government ships, that have not been assigned to any one company, be classified as regular standby jobs, as per the shipping rules. If an SIU company later gets the ship, standby men on this ship must get off and regular jobs shipped off the board. Membership stood one minute in silence for departed Brothers.

MOBILE—Chairman, O. Stevens, 115; Recording Secretary, J. Carroll, 14; Reading Clerk, L. Neira, 26393.

Minutes of previous meeting read and accepted. Action of special meeting rejecting Coast Guard attempt to introduce special "validated" papers was concurred in. Headquarters report to membership, Secretary-Treasurer's financial report and report of Quarterly Finance Com-

mittee were read and accepted. Membership voted to accept minutes of other Branches holding meetings. Agent, Patrolmen and Dispatcher gave their reports. Agent reported that shipping had slowed down in this port, with about ten ships expected within the next two weeks. If the Maritime Board broke down, he said, and pulled some ships out of the local boneyard, it would help this port no end. The Agent warned against losing seamen's papers, as the new ones issued will be the "validated" kind, whether one likes it or not. Meeting was adjourned with 300 members present.

SAN FRANCISCO—Chairman, H. Fischer, 59; Recording Secretary, S. Zygarowski, 43925; Reading Clerk, Red Connell, 102353.

Minutes of previous meeting and special meeting read and accepted. Secretary-Treasurer's financial report, Headquarters report to membership and Quarterly Finance Committee's report read and accepted. Trial Com-

mittee was elected, and charges against three Brothers turned over to them. Minutes of other Branch meetings read and accepted. Agent reported that about 12 in-transit ships are due to hit this port and there might be a couple of payoffs, but there was no way of knowing when, as they are under Army and Navy charter and their movements are kept secret. Crewmembers were urged to take action against performers on their ships, so as to eliminate any disputes of this type on the West Coast. Dispatcher and Patrolmen gave their reports. Under Good and Welfare, several Brothers took the deck urging the membership to continue to crackdown on performers. Membership stood in silence for one minute in memory of Brothers lost at sea. Meeting adjourned with 200 members present.

SAVANNAH—There being no quorum for a regular meeting, a special meeting was held to read charges, and to explain the Coast Guard's move to introduce special "validated" seamen's documents.

TAMPA—Due to a lack of a quorum no meeting could be held.

NEW ORLEANS—Chairman, Leroy Clarke, 23062; Recording Secretary, Herman Troxclair, 6743; Reading Clerk, Buck Stephens, 76.

Business was suspended to hear requests for extensions on shipping card. Five requests were received and turned over to an elected committee of the groups involved. Later in the meeting four requests were granted 30 days extension. Previous minutes and New Orleans financial report were read and accepted. Headquarters financial reports were accepted. Charges against three members were read and referred to a trial committee to be elected the next day. Minutes of other Branches were read and concurred in. Agent reported that business of port was in good shape. Shipping outlook for next few weeks was not too hot with only four ships scheduled for payoff. There is a report from Washington that 25 more ships are due out of the boneyard, but there is no knowing to whom they will be assigned. There were very few beefs on the ships coming in during the last two weeks and these were all handled at payoff. The Agent had high praise for the Del Norte crew who had everything all lined and ready for the payoff and no beefs. Agent's report was accepted by the membership, as were those of the Patrolmen and Dispatcher. Excuses from the meeting were referred to the Dispatcher. Headquarters report to membership concurred in. Under New Business, a motion was carried to buy a radio for recreation floor. Meeting authorized Agent to get Hall air-conditioned or cooled off in some way for the summer, and some sort of safety screens or bars for the windows. Under Good and Welfare members discussed ways and means of getting more shoregang work in this port. Meeting adjourned with 312 members in attendance.

Personals



VERNON BELFLOWER, SUP
Your gear and Union book are being held for you in the Galveston SIU Hall.

EMMETT J. TIERNEY
Wire your local draft board, giving the name of ship and company by whom you are presently employed.

EVIS J. THIBODEAUX, JR.
Your mother and family are worried about you. Please write to them in New Orleans.

JAN SIDOR
You are requested to get in touch immediately with the Polish Social Service Bureau, Inc., 145 East 52nd St., New York City (Telephone: MURray Hill 8-1466). They have important information for you.

ROBERT PIERCE
Please forward your permanent address to E. B. (Mac) McAuley, 3611 W. Clark Circle, Tampa, Fla.

RICHARD COMSTOCK
Get in touch with your brother, Thomas, at 237 West 105th St., Apt. 2, New York City. Phone: MOnument 6-8363.

JAMES H. POPE
Get in touch with Chilton Bryan, Commerce Building, Houston 2, Texas.

CLYDE STILL
Get in touch with Robert F. Reynolds, 1302 Hobart Building, San Francisco, Calif.

WALTER HENRY HOFFMAN
Your mother and father urgently request you to come home at once. You are also to communicate with your local draft board immediately, advising it of your present employment.

NORMAN G. BECKA
The above-named Seafarer wishes all his friends and former shipmates that he will shortly enter a branch of the armed services.

EDWARD DELANEY
Miss Irene Carr asks that you telephone her at ST. 8-9371.

JOSEPH FODAR
Get in touch with Miss Macy Green, Rainbow Cafe, Texas City, Tex., at once.

WILLIAM MAJOR WEST
Please communicate with your family in Norfolk, Va.

CS Signs Full SIU Contract After Stalling For 4 Years

The Cities Service Oil Company's 16-ship tanker fleet begins operating on October 1 under full contract to the SIU, Atlantic and Gulf District, following signing of an agreement by company and Union representatives on September 22.

Thus, the SIU's unwavering four-year battle to bring genuine collective bargaining representation to CS seamen, despite seemingly insurmountable odds, ended in victory.

The contract, which will run until February 15, 1952, supersedes the interim agreement signed last March.

Under terms of the pact, the CS Marine Division shut down its hiring office on 70 Pine Street, which had once served as a place for screening out of the CS fleet men with Union sympathies. The company has also pledged that it will no longer use the various crimp joints to obtain men and agreed to use the SIU hiring facilities to obtain its unlicensed crewmembers.

A grievance procedure is established under the contract to handle violations charged by the Union in the company's execution of the contract.

In a memorandum to the agreement, Cities Service agreed to a Seafarers Benefit Plan, to be financed by employer contributions of 25-cents a day

for each man employed on its ships. The company will contribute to the fund retroactive to August 1, 1950. The company also agreed to commence negotiations on three points any time after 30 days after the signing of the contract, upon written request of the Union. The Union demanded this provision in the agreement to allow it opportunity to bring the CS pact in line with those prevailing with other contracted companies.

Points referred to in this memorandum involve the shortage of one Messman in the Stewards department manning scale, the matter of CS not paying for 5 PM to 8 AM overtime in port, and for shifting mutterworth machines or washing tanks.

In the course of the negotiations leading to the contract, which was signed for the company by Christopher Story, CS vice-president in charge of Marine Operations, the company made it clear that it intended to promote harmonious labor-management relations and to eradicate all of the practices responsible for the long legal stalling and discrimination against union men, previously employed by the Marine Division.

As an indication of its good faith in executing the terms of the new contract, E. G. Maddock, Assistant Manager of the company, dispatched a communication to all supervisory personnel, representatives and agents, informing them of the collective bargaining agreement reached with the SIU, and outlining and spelling out their responsibilities in its observance.

"This agreement is widely different from any which have previously been in force in our fleet in the past," Maddock stated. He urged all supervisors to study the agreement carefully and, in the event of any problem of ambiguous wording, to communicate with office for clarification.

"We are very anxious to avoid any interpretations being placed upon the Agreement which are at variance with the intent of those who signed the document," the company official asserted.

He then called attention to the company's recognition of the SIU as sole collective bargain-

ing agent for unlicensed men, the procedure for keeping records of overtime work performed by crewmembers, to the company's policy of hiring "as contained in Article 2 of the agreement," and to the rights of SIU passholders when boarding the ships to carry out the Union's business.

Maddock's statement concluded by stating that his instructions supersede "all previous

verbal and written instructions in connections with our agreements and working conditions."

In addition to Story, CS representatives signing the agreement were Maddock, and attorneys James P. Farrell and Carl O. Bondorff.

Representing the SIU was Secretary-Treasurer Paul Hall, along with Union officials Earl Sheppard, Robert Matthews and Morris Weisberger.

The SIU organizing campaign in the Cities Service fleet got under way after it was chosen in 1945 as the most ripe of all the unorganized tanker companies for unionization.

Pledges from a majority of the fleet's crewmembers led to petitions for NLRB elections, first on seven ships, then on nine others acquired later. The SIU took both elections by overwhelming majorities and was

certified by the Board as representative for the entire fleet.

The fight to obtain a contract developed into what is perhaps the most sordid chapter in modern maritime history, with the Marine Division officials and their attorney, William P. Lage, using a labor spy setup, mass firings, discriminatory hiring practices, crimps and similar tactics to sandbag the Union and pro-Union CS seamen.

Major Decisions At Annual AFL Convention

HOUSTON—In a record short six-day convention, the American Federation of Labor spread out for the nation and the world its position on a vast number of domestic and international issues.

Major decisions at the 69th annual convention were:

Wages and Prices. Price controls should be imposed at once, with a rollback to prices as of June 23. Wage controls are neither necessary or advisable now. Wages should be permitted to catch up with the rise in living costs. Any future wage stabilization must provide room for correction of inter-plant and inter-industry inequities and for increases based on higher productivity.

Taft-Hartley Act. A top objective in November will be the election of a liberal majority in House and Senate committed to repeal of the vicious anti-labor T-H act, and to enactment of progressive legislation.

Labor Unity. Need "greater than ever before," but if negotiations for a united labor movement are to succeed, they must be confined for the present to the AFL and CIO.

Minimum Wages. Wage-Hour act should be amended to raise floor from present 75 cents to \$1 an hour. Walsh-Healey act should be firmly enforced to require payment of prevailing minimum wages by employers taking government contracts.

Totalitarianism. All forms of dictatorships are opposed, whether they be called Nazism, Fascism, Peronism, Falangism or Communism.

Social Security. Benefits for total disability, equal to old age pensions, should be added; also benefits equal to unemployment

insurance during temporary illness or disability. Pension coverage should be raised from present \$3600 to \$5400 a year.

Health Insurance. Support reaffirmed, and propaganda of American Medical Association denounced.

International Relations. Free countries of Asia should be united in a defensive agreement similar to Atlantic Pact. Vestiges of colonialism and imperialism should be removed. A single independent republic should be set up for all Korea, with a government democratically elected under United Nations supervision. Peace treaties should be negotiated with Western Germany

and Japan. A permanent United Nations security force should be established.

Civil Rights. Support of civil rights legislation and an FEPC reaffirmed. Poll taxes should be barred by federal law.

Farm Workers. Legislation to safeguard their right to organize and bargain collectively reaffirmed.

The convention also: Blasted the phony Stockholm "peace petition" being circulated by Communists; again urged an end to partition of Ireland; proposed that countries getting Marshall Plan aid use some of the "counterpart funds" to finance democratic school systems; condemned

"the practice of the United Mine Workers (District 50) of invading the jurisdiction of building trade unions," and called such practices "akin to methods of strikebreaking agencies;" suggested criminal penalties for employers "who bring in aliens illegally "in the guise of agricultural workers or otherwise;" advocated a boycott of all products made by slave labor; assailed the military departments of government for displacing civilian workers in navy yards and other establishments with men in uniform; condemned the Postmaster General for cutting mail delivery services and called for restoration of full service.

Senator Johnson Hits US Ship Giveaway

(Continued from Page 4)

ferred from American to foreign flags.

Let us analyze briefly these astounding proposals. Neither this or any other nation would ever allow foreign ships to enter in direct competition with its own vessels in home waters. For the United States to do so would be disastrous to its own domestic shipping whose operating costs and wages are far higher. Our ships would be laid up and our merchant seamen thrown out of their jobs.

Reduction and eventual elimination of operating subsidies, which mean merely the parity of competitive opportunity with cheap labor foreign lines, would wipe out a substantial proportion of our overseas shipping.

The repeal of laws requiring that 50 percent of all Marshall Plan shipments move in American vessels would repudiate a sound congressional mandate. This mandate simply means that

it is only fair that American-flag ships get an even break with foreign ships in the transportation of these cargoes, which were almost entirely financed by congressional appropriations already amounting to billions of dollars.

The transfer of 100 American dry cargo vessels and tankers to foreign flags would be fantastic at any time but particularly at the present time. We may reject a similar proposal 2 years ago.

My purpose in thus exposing to you the disastrous effects of such proposals is to put the Con-

gress on guard as to their danger. I know that they have actually been drawn up for incorporation in a general plan to bridge over the so-called dollar gap for western European nations. I strongly share in the belief that we should continue to do everything within reason that would strengthen any nation allied with us against the encroachments of Communist expansion. But I say that it is suicide to do this at the expense of one of our vital war industries. Our merchant marine is part of our first line of defense. Any attempt to curtail its operations is as dangerous as an attempt to shrink our Air Force, Army, or Navy.

Unless the proponents of this fantastic and dangerous proposal withdraw it altogether, I am determined to propose for the consideration of the Senate a resolution to investigate the whole plan and the individuals motivating it.

Attention Members!

All applications for unemployment insurance in New York City must be made through the offices at 165 Joralemon St., Brooklyn (Third Floor), instead of the District offices, as formerly.