

# TRANSPORTATION VOTE IS SET

## SEAFARERS LOG



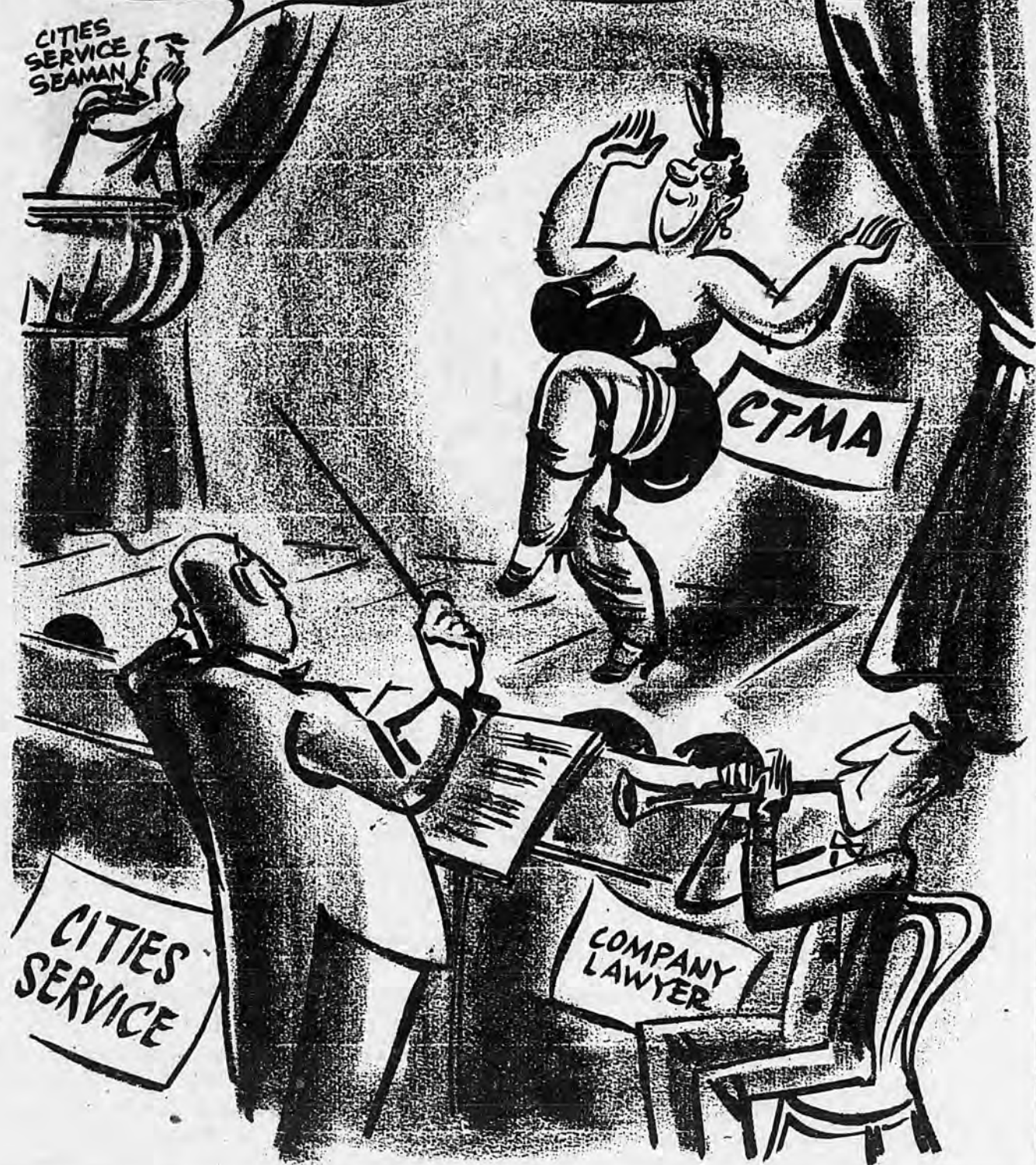
Official Organ, Atlantic & Gulf District, Seafarers International Union of NA

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No. 6

### It's a bum act!



## House Group Considers Bland Bill

The Merchant Marine Committee of the House of Representatives went into executive session this week to decide whether to approve the Bland-Magnuson Bill as Representative Schuyler Otis Bland wrote it or to accept the "Hoffman Plan" to destroy the merchant marine in the form of two crippling amendments.

Meanwhile, more and more labor unions rallied to the side of the SIU in its drive to awake the country to the danger of the two amendments to the bill which Admiral Smith of the Maritime Commission proposed with the backing of ECA Administrator Paul G. Hoffman.

The Bland-Magnuson Bill is the result of the storm of protest that grew out of Hoffman's proposal in December to take advantage of a loophole in the present law that says 50 percent

As the LOG went to press word was received that House Merchant Marine Committee had approved legislation extending until July 1 the power of the Maritime Commission to sell, charter and operate ships. The original legislation, sponsored by Representative Schuyler Bland (D., Va.), chairman of the House committee, would have extended the authority for a full year, but in view of the divided opinion in the maritime industry itself on the question a compromise was effected.

of the Marshall Plan cargoes must go in foreign ships. Hoffman maintained that he could ignore this if he could save money by doing so. The entire maritime industry,

with the SIU leading the way, rose in arms. The SIU, pointing out that thousands of jobs would be lost to American seamen if the Hoffman proposal were allowed, called upon all American labor to join the battle.

Hundreds of unions, huge internationals and small locals alike, responded to the SIU's cry for action. Telegrams and letters poured into Washington. Senators and Representatives, already alert to the danger of a sadly depleted merchant marine, expressed their indignation at Hoffman's proposal. They saw it as a blow to the merchant fleet, to the maritime unions and to the national defense. And they saw it as an endorsement of low labor standards on foreign ships.

(An analysis of the Smith Amendments appears on Page Six.)

At coastwise membership meetings held on Wednesday, February 9, it was voted to put the two alternate propositions on transportation to a referendum vote. Voting will commence on March 1, and conclude April 30, thus giving the membership the opportunity to express its views after months of discussion.

The keystone of the Seafarers International Union, Atlantic and Gulf District, is democracy. In every phase of the Union's activity, membership approval is required.

For some time now the Transportation Rule has been under discussion. In shoreside meetings, and at shipboard meetings, the entire subject has been aired, and the pages of the LOG have been open for comment from individual Seafarers and SIU crews.

## CTMA 'Facts' Are Best SIU Propaganda

By JOHN ARABASZ

Every time the Cities Service Oil Company stooges who call themselves the CTMA open their mouths you can count on them to shove their own feet in. Every time they raise a weak voice in defense of their company-controlled rig, they offer more convincing reasons why Cities Service tankermen have no alternative but to vote for a genuine trade union of seamen in the soon-to-be-announced collective bargaining election.

In fact the company propaganda specialists — the CTMA-company brain trust, that is—unwittingly supply just about the most effective argument for Cities Service personnel to throw off the shackles of company control and choose a free collective bargaining agent that has yet been advanced.

If they accomplish nothing else, the CTMA brain trusters who are dispensing the company hogwash are at least keeping the men aboard the Cities Service tankers amused. In their latest little comic book effort the CTMA joksters have really hit the bottom of the barrel.

### GAG SHEET

Says the CTMA gag-sheet: "Read CTMA facts and figures and the truth about job security."

That's what it says, but don't look for facts or figures because under the heading "FACTS" all you'll find is this classic: "Compare facts and figures and you'll vote CTMA." Now if the company genius who is responsible for that wasn't three sheets to the wind, Cities Service ought to take away his pencil and hand him a broom.

"CTMA's Constitution," says the company-stooging leaflet, "was written by its members, presently on the Temporary Organizing Committee." When CTMA says "temporary" they're not kidding. Two of the three committee men no longer sail on Cities Service ships. And, for that matter, neither does the company lawyer who did the actual writing of the Constitution while CTMA flunkies filled his inkwell.

"Comments and suggestions," says CTMA, "will be appreciated and welcomed." Anybody want to criticize the company lawyer's handiwork? Okay, Brother, let's have it, but don't forget to pack your gear first.

And if you like malarkey served with sugar coating, CTMA has that too. The leaflet very

The subject has boiled down to two points of view: 1) that whenever transportation is due a crew, that transportation must be accepted and all hands must leave the ship, with replacements to be sent from the Union Hiring Hall, and 2) that when transportation is due, those men who accept transportation must leave the ship, to be replaced from the Hall, but men not ac-

In response to queries as to how the current transportation rule affects a man's vacation rights, the answer is that the present rule does not affect vacation rights at all.

Vacation pay is cumulative, according to the SIU contract. The continuity of a man's service aboard a ship does not determine whether he is entitled to vacation pay. It is his total time with the company that counts, and that time can be acquired on several ships of one company as easily as on a single ship. If a man sandwiches in another job with another company and then returns to the first company, his vacation time picks up from where he left off.

cepting transportation having the right to remain on the ship. The rule now in force corresponds to the first proposition on the referendum ballot.

In calling for the balloting, Headquarters urged that as many men as possible vote on this question, which has proved to be one of the most controversial issues ever to be discussed within the Union in many years.

The Headquarters Report On Transportation Rule, which was presented at the meetings, appears on page three.

## Green Backs SIU

William Green, President of the American Federation of Labor, has pledged full AFL support to the SIU Atlantic and Gulf District, in its fight for passage of the Bland-Magnuson Bill without amendment.

In a telegram sent this week to A&G District Secretary-Treasurer Paul Hall, the AFL's top official declared:

"We will give special attention to legislative problem presented in your telegram February seventh stop Our legislative committee will support Bland Bill without crippling amendments as suggested in your message."

(Continued on Page 3)

# SEAFARERS LOG

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## The Majority Rules

On March 1, members of the Atlantic and Gulf District of the Seafarers International Union will begin balloting to decide an issue that has been the subject of considerable discussion during the past few months.

The issue to be decided is the type of transportation rule acceptable to the majority of the membership.

The referendum ballot by which Seafarers will have their say on this question is one of the democratic processes prevailing in our Union, and it is something that is even more important than the issue involved.

Originally, the membership in all ports voted unanimously to adopt the transportation rule now in effect by accepting the Negotiating Committee's report last fall which held that "any time a member is entitled to transportation and receives same, he should get off that vessel." The Negotiating Committee's recommendation was based on a desire to increase the job opportunities for all hands. At that time, the membership shared the committee's view as the vote indicated. Consequently the rule became part of Union procedure.

As pointed out in the Headquarters Report on the Transportation Rule appearing on the opposite page, since the recommendation was adopted by the membership, "many of our members have raised the question as to the wisdom of this decision, and have repeatedly, through ship and shoreside meetings, requested a referendum ballot on the matter to give the membership an opportunity to vote by secret referendum."

In short, the membership simply wished to take advantage of the democratic machinery to which we of the SIU may resort whenever an issue affecting the general welfare arises.

Headquarters recognized the divergence of opinion on the transportation rule and prepared the way for resolving the issue in strict fulfillment of our democratic tradition. It called for a thorough discussion of transportation by Seafarers at meetings aboard ship and ashore. It urged that members use the medium of the LOG to air their opinions, both pro and con, so that all hands might become fully acquainted with all aspects of the transportation issue.

There followed a period of hot debate. Seafarers will shortly be using the secret ballot in the 60-day referendum period to settle the issue.

Headquarters has drawn up a sample ballot, which is, of course, subject to membership approval. The ballot offers two propositions:

### PROPOSED TRANSPORTATION RULE NO.

1—Whenever transportation is due a crew under the terms of the contract, all hands must accept that transportation and get off the ship, whereupon new replacements will be shipped from the Union Hiring Hall.

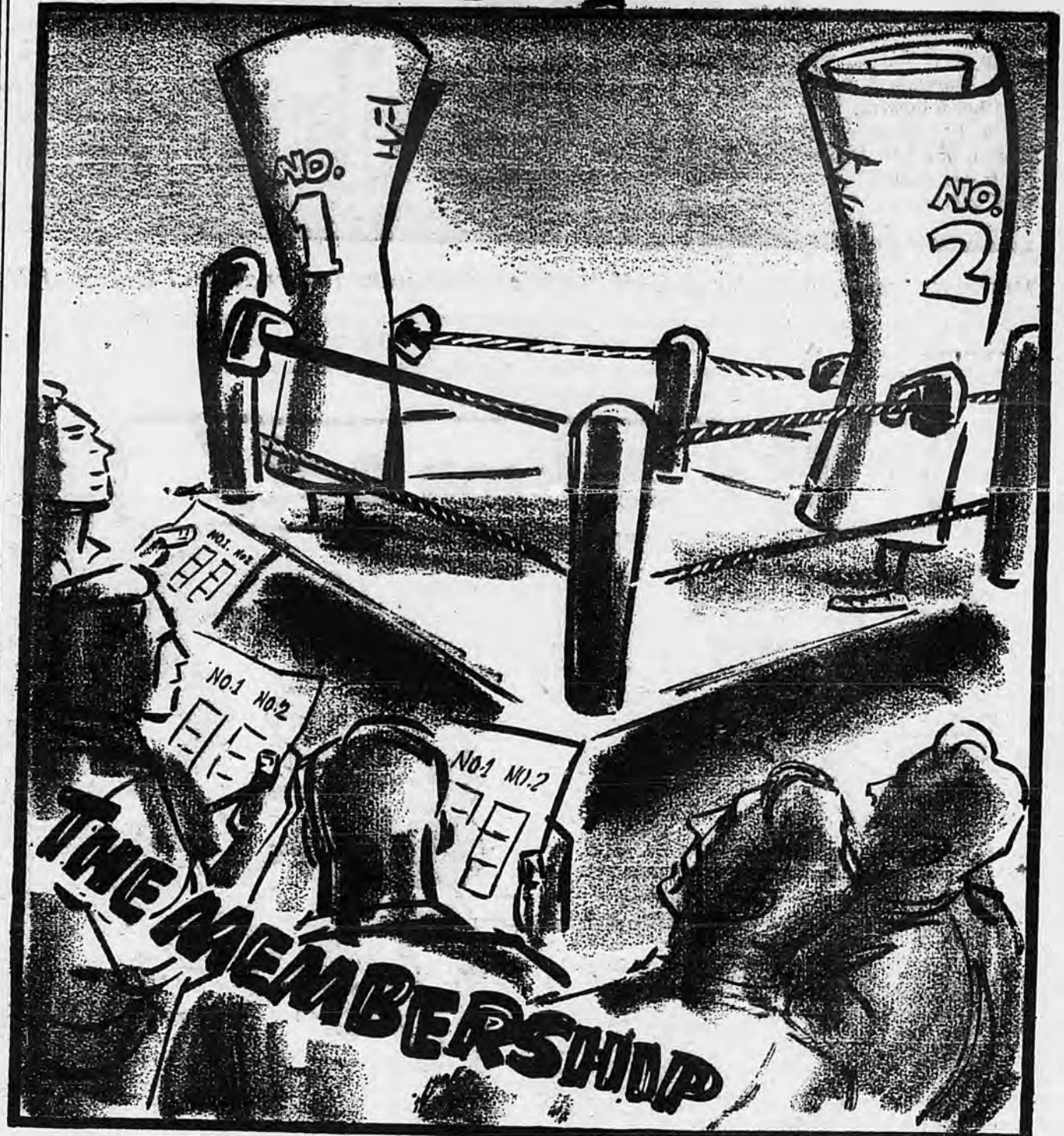
### PROPOSED TRANSPORTATION RULE NO.

2—When transportation is due a crew under the terms of the contract, those men who desire to stay on board the ship can do so, providing they do not collect transportation. Those men desiring transportation can collect same and upon receipt of the money shall get off the ship and replacements for those vacancies shall be shipped from the Union Hiring Hall.

Whichever of these two propositions the majority of Seafarers indicate as their choice will become the rule and Union procedure on transportation.

That is the democratic way to decide. And that is the way we Seafarers resolve the issues within our organization.

## "The Judges"



## Men Now In The Marine Hospitals

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

### SAVANNAH MARINE HOSP.

L. C. COLE  
A. C. McALPIN  
T. C. MUSGROVE  
S. J. KASMIRSKI  
E. J. BREWER  
JOE GOUDE  
J. FAIRCLOTH

\*\*\*

### MOBILE MARINE HOSPITAL

E. A. MCGUFFY  
W. O. WILLIAMS  
J. P. SAIDE  
L. C. COLBURN  
L. HOWARD  
W. J. SULLIVAN  
W. J. GREY  
C. A. ROBERTS  
E. LEARY  
E. SMITH  
W. ROSS  
J. WECK

\*\*\*

### BALTIMORE MARINE HOSP.

R. FREY  
J. B. PURVIS  
J. A. CARROLL  
T. THOMAS  
R. POSTON  
L. SWOBODA  
G. PAGANO  
O. HARDEN

H. GJEDRE  
T. MASTANUNO  
S. WILSON  
D. McCARTHY  
R. WEIKEL  
W. ROBERTS  
R. COOTE  
P. BUSH  
C. SIMMONS  
J. PUZALEWSKI  
R. MOACK  
G. CARROLL  
J. McFARLIN  
F. CHRISTY  
V. LYNCH  
E. KING  
E. LAWSON  
J. BOURGEOIS  
J. MARTINEZ  
A. FASE  
A. KASTINA  
C. LAWSON  
C. VIKIN  
C. LAWSON  
J. MALINOWSKI

\*\*\*

### BOSTON MARINE HOSPITAL

VIC MILLAZZO  
F. ALASAVICH  
M. WILLIS  
A. E. HANCOCK  
G. E. GALLANT

## Hospital Patients

When entering the hospital notify the delegates by postcard, giving your name and the number of your ward.

Mimeographed postcards can be obtained free at the Social Service desk.

### Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following times:

Tuesday — 1:30 to 3:30 p.m.  
(on 5th and 6th floors.)

Thursday — 1:30 to 3:30 p.m.  
(on 3rd and 4th floors.)

Saturday — 1:30 to 3:30 p.m.  
(on 1st and 2nd floors.)

T. RITSON  
L. GORDAN (City Hospital)

\*\*\*

### STATEN ISLAND

M. J. LUCAS  
N. DORPMANS  
J. W. TAYLOR  
W. HUNT  
O. O. AMES  
J. P. WETZLER  
F. STOKES  
J. J. O'CONNOR  
J. GRANGAARD  
G. STEPANCHUK  
R. PENNINGTON  
L. DWYER  
J. R. MARCOUX  
K. JENSEN

\*\*\*

### GALVESTON HOSPITAL

J. GIVENS  
W. WESTCOTT  
D. HUTCHINGS  
J. J. O'CONNOR  
S. R. PARIS  
M. FOSTER  
M. MAYNARD

# Headquarters' Report On Transportation

Your Headquarters Offices, in compliance with previous membership action, is hereby delivering the following report on the matter of the transportation rule, as contained in the SIU General Contract, with various steamship operators.

At the inception of negotiational procedures, which had been conducted over a period ranging from approximately June, 1948, to August, 1948, your Negotiating Committee at that time, in drafting the transportation clause for the contract, agreed along with the balance of the transportation riders, to the following clause, known as Section C:

"(c) If the port where the articles are finally terminated is located in an area other than the area in the continental United States in which is located the port of engagement, first-class transportation shall be provided to those men only who leave the vessel, plus wages and subsistence to port of engagement in continental United States, or at seaman's option, cash equivalent of the actual cost of first-class rail transportation shall be paid."

### CLARIFICATION

The reason which motivated your Negotiating Committee in drafting the transportation rider in such a manner was contained in their report to the membership, which appeared in the August 20, 1948, issue of the SEAFARERS LOG. To give a clear background on this entire matter for the benefit of the membership, the following is a verbatim report contained in the Negotiating Committee's Report:

"Your Committee feels that this new transportation clause shall be beneficial to the membership, because of the fact that we have had considerable confusion on the matter of transportation in the past. Bitter beefs have developed with the shipowners because they have complained that in the former SIU transportation clauses, in some instances, SIU crews receive transportation as many as three times for one voyage and even then remained on board the vessel.

"Your Committee further clarified this transportation in such a manner, that in the future, all SIU members receiving transportation shall be required to get off the ship and new replacements shipped from the Union Hall.

### INCREASE JOBS

"Your Committee points out that it is of the very strong opinion that the sole purpose of any transportation clause is for the actual securing of transportation for any crew member rating same. This Negotiating Committee is of the further opinion that any time a member is entitled to transportation, and receives same, he should get off that vessel. This not only will greatly increase the number of jobs to be made available to our membership, but also will be a basis for elimination of a great many disputes of all kinds arising on this issue. The fact, too, that the Atlantic and Gulf is the only District in the SIU at this time which allows members to receive transportation and still stay

## Propositions In Referendum

### Proposed Transportation Rule No. 1

Whenever transportation is due a crew under the terms of the contract, all hands must accept that transportation and get off the ship, whereupon new replacements will be shipped from the Union Hiring Hall.

### Proposed Transportation Rule No. 2

When transportation is due a crew under the terms of the contract, those men who desire to stay on board the ship can do so, providing they do not collect transportation. Those men desiring transportation can collect same and upon receipt of the money shall get off the ship and replacements for those vacancies shall be shipped from the Union Hiring Hall.

on board a vessel has caused many beefs between Districts of the SIU. This should now be eliminated.

"Your Committee regards this change as a gain for the membership as a whole, not only as a means for creating further employment on board SIU vessels, but of making for better relations in the framework of our Union."

The membership, at two consecutive meetings in all Branches of the Atlantic and Gulf District, unanimously accepted this recommendation, and as a result, the transportation rule is now in effect and made part of Union procedure. That is, that whenever transportation is due, a man must take it and get off the ship.

### QUESTION RAISED

Since the time of this recommendation and acceptance of same, many of our membership have raised the question as to the wisdom of this decision and have repeatedly, through ship and shore-side meetings, requested a referendum ballot on the matter to give the membership an opportunity to vote by secret referendum as to their ideas on this matter.

In line with the democratic procedure of our Union, Head-

quarters recommended that this matter, because of the varying opinions, be thoroughly discussed in ship-side, as well as shore-side meetings, and that both points of views be expressed through the medium of the SEAFARERS LOG, and thus acquaint our membership with all issues.

This has been done and as a result of this action, Headquarters hereby submits the following sample ballot for the membership's approval. If this sample ballot is accepted, it means that all hands, commencing on March 1, 1949, and closing on April 30, 1949, will then have the opportunity to express their particular points of views.

### EVERYBODY VOTE

It is to be pointed out that under the terms of our contract, it is impossible to accept transportation and stay on board a vessel. Therefore the reason for narrowing of this entire issue down to two points of views as contained in the proposed ballot. In brief, we cannot at this time change the actual wording of our contract, but instead, must confine ourselves to clarification of same.

Headquarters Offices on this matter makes no direct recommendation on which proposition the membership should vote for, inasmuch as it is felt that the membership at this time should

have their minds thoroughly made up because most of us are familiar with the issues involved. Headquarters Office, however, does urge each and every full bookmember who is qualified to vote to do so, so that a full and true expression by the membership will be shown by whatever results come out of this voting.

It is to be remembered that in voting to accept this report you are not voting on the transportation rule, but are merely voting for the machinery of the ballot by which it is to be handled and the final manner in which it will be submitted to the membership for their action.

Submitted by:

- Paul Hall,  
Secretary-Treasurer
- Robert Matthews,  
Assist. Sec.-Treas.
- J. P. Shuler,  
Assist. Sec.-Treas.
- Joe Algina,  
New York Agent
- Lindsey J. Williams,  
Dir. of Org.
- Charles Haymond,  
Headquarters Rep.

## CTMA Leaflets Help SIU Drive

(Continued from Page 1)

cooly says: "CTMA cannot be company dominated, but will aim to maintain friendly relations between Employer and Employee that will make for harmony, efficiency, higher wages, job security..." CTMA will also promise to have your meals delivered to the foc'sle, keep your clothes pressed, make the sun shine, make snow fall, even bring you the moon if you only will please, please not vote for the SIU. While you're getting in line for all those great big gifts, and job security too, just watch out that you don't get hit with the company's well-used blackball. It's one strike and you're out in the Oil League.

Nothing was said about how come the so-called job security didn't apply for the following Cities Service seamen—all of

them competent men—recently fired off the company's ship: Tony Ferrara, Gene Nowokunski, Harry Mooney, Tom Crane, William Vandervlist, Ed Hagan, Tom Scalon, Jesse Rogers, George Dunn, Bob Morgan, Ted Weems, Herman Young, Art Chaison, Dick Rowan, Chet Gawrych, Elmer Black and Don White. Nor about the scores of others who are banned forever from Cities Service ships because they voiced a beef with conditions on Cities Service ships or because they were suspected of pro-union sentiment.

Nothing in CTMA's sad sack effort is said about freedom of expression on problems affecting the general welfare of Cities Service tankermen. Nowhere in the entire sheet is the word democracy, or anything approaching it, mentioned even once.

Under no circumstances will CTMA ever provide the type of democratic expression enjoyed by members of the SIU. Nothing like a secret ballot for referendum voting such as Seafarers will soon use to decide on a Union question of current interest to all hands will ever be adopted by CTMA. Let the

**The Cities Service Oil Company's last-ditch effort to stall the collective bargaining election was blocked this week by the National Labor Relations Board. In rejecting the company's latest petition to set aside the election ordered in December, the NLRB said that Cities Service had failed to "raise any issue not previously considered by the Board."**

At the same time, the NLRB notified the SIU of a meeting scheduled for today at which the Union, the company and the Board were to be represented. Purpose of the meeting was to set an exact date for the election and to work out the mechanics of balloting.

CTMA company lawyer who is so faithful a guardian of seamen's rights refer to the back page of this issue for a view of democracy in the SIU.

If the Cities Service Oil Company itself were convinced of the truth of the statements made by CTMA, it would have no fears. It would welcome an opportunity for Cities Service tankermen to assert themselves on the union question. They realize however, how empty are the glowing promises they have been hawking these past months.

Cities Service knows that a free collective bargaining election is the one chance for their tankermen to throw off the company yoke and choose the SIU as the only approach to better wages, decent working conditions and job security.

Time is running out on the Cities Service blackball.

### FRIENDS OF THE SEAFARERS



HERMAN SILVERMAN



SALVATORE PREZIOSO

Among the American Federation of Labor unions that have a close-working relationship with the SIU is the Display Fixture Workers Union, headed by Herman Silverman President, and Salvatore Prezioso, Manager, who with other recently-elected Display Workers officials were installed by A&G Secretary-Treasurer Paul Hall. Hall had been invited by the Display Workers Union to preside over the installation ceremonies.

## New Port Agent Takes His Post In Philadelphia

By LLOYD (Blackie) GARDNER

PHILADELPHIA—Among the arrivals in this port during the past week was the SS Wanda, Epiphany Tankers Corporation, and the Sanford B. Dole, Meteor Petroleum Shipping Company. The Wanda is on the coastwise run and, in the opinion of the majority of the crew, is a good ship. The Dole is tied up here temporarily awaiting a charter.

This week also saw the arrival of Jimmy Sheehan, newly elected Agent for this port. Jimmy is no stranger to most of our membership, as he has met many of the boys at one time or another in his capacity as Patrolman in the Port of New York. He received a warm welcome from all hands.

### FINE COOPERATION

There is no doubt in my mind that Sheehan will receive the same fine cooperation from all the membership that was given to me and which made the past year one that I shall never forget.

This is the last time that I'll be writing of news and views from Philly and before I sign off, I have a few thanks to get off.

First, I want to thank the membership—those who make this beach their home, as well as those who have just come into the port for payoffs and sign-ons. It's been a real pleasure to know and work with each and every one of them.

I also want to thank the boys who made Christmas here in Philly such a pleasant and unforgettable holiday. Thanks are also due to those at SIU Headquarters who have at all times been ready and willing to advise me and assist me with any problem that arose.

### UNIONS, TOO

Last, but by no means least, I want to say thanks to the various trade unions in the city of Philadelphia who have been ever ready to lend a hand on any beef or problem confronting the SIU.

Now that all this is off my chest, I'll say so long. Watch for Jimmy Sheehan's writings here next week. I'll be seeing you guys around the ports and on the ships. Until then, remember you are a member of one of the best unions in the world. Do your part to keep it that way.

Once again, many thanks and good luck to you all.

## EX-GI DEPLORES TREATMENT OF SEAMEN-VETS

### WITNESS FOR THE DEFENSE

"SIX OVERSEAS VETERANS" saw fit to degrade themselves in a letter ridiculing our Merchant Marine. The letter appeared in "As Others See It" in the Jan. 15 issue of the Free Press.

It is unfortunate that the letter was written. As an MTO veteran, I have had the opportunity of witnessing both the Army and the Merchant Marine in action. My observations plus factual data prove to me that the letter is bigoted, prejudiced and stupid.

The bonus system seems to irk the veterans. Perhaps they will be unhappy to learn that the Merchant Marine was not well paid. According to the United States Bureau of Labor Statistics, the net pay of an able merchant seaman at the time of highest bonuses was \$2,185, including all bonuses.

Servicemen of equal rank received \$2,256, plus a \$1,500 personal income tax exemption not granted to the Merchant Marine.

A serviceman received full pay from the day of his induction to the day of his discharge. Merchant mariners did not receive payment while off the ship. Furthermore,

the Merchant Marine did not receive medical and dental care, uniforms, GI Bill benefits, travel and ration allowance, family allotments, or half-fare on rail and bus tickets. As veterans or in uniform, we Army men received all that and more.

Until late 1943, merchant ships were forced to sail unarmed. Of the 400,000 merchant mariners, 109,000 (over 25 per cent) received combat bars for action against the enemy. Over 7,800 were killed, have been officially pronounced dead, or are still listed as missing. During the war 750 ships were lost. One third of these were NOT ARMED.

Where were the armed guards the Navy supplied?

I pray that the Merchant Mariners who gave so much will not be called upon to defend the narrow minded drug store heroes. I believe that they did more than their fair share when they went willingly to die for the welfare of their Country.

I only wish that the Army in which I served could boast of the proud record of our Merchant Marine.

ROBERT J. GRAVES.  
Alpena.

The letter reproduced above appeared in the Jan. 20 edition of the Detroit Free Press and was submitted to the LOG by a Seafarer who feels it is an extremely effective answer to critics of the wartime role of merchant seamen.

## Pacific Ports Continue To Get Good Shipping

By FRENCHY MICHELET

SAN FRANCISCO — Shipping on this coast continues excellent as we swing into February.

The forthcoming week will see both the Choctaw and Chickasee take full crews from the Port of San Francisco. These ships are part of the new fleet Waterman is putting into service from this coast. The vessels are presently being fitted out in the local shipyards.

The Citrus Packer will also take a full crew from Tacoma the latter part of the week. This ship is now lying in the shipyard in Seattle.

### ON THE MOVE

Isthmian now tells us that the Winthrop Marvin will take a full crew on Feb. 12 for the Far East run. These developments, along with the fact that we just shipped a full crew on the Twin Falls Victory—which has been laid up since before the strike last year—should indicate to the membership that things are really moving out here.

Fortunately, more than two hundred permit men have come in here from the Atlantic and Gulf Coasts, so we don't anticipate any difficulty in manning these new ships.

We visit daily all ships coming in here in transit and we find remarkably few beefs. The East Coast piccards rate a dinner a la

## Get Dep't Head Okay If You Want Stand-By

By JOE ALGINA

NEW YORK — Shipping in this port plodded through another week with no developments arising to hearten the outlook for the future. It was pretty much a routine week, but not a routine we particularly desire.

We handled seven ships for payoffs, all of them disposed of in shipshape fashion. The only one to show up with beefs of any importance was the Afoundria, Waterman, and there the Patrolmen brought everything under control before the payoff.

The Helen, one of the payoff ships, is headed for lay-up for awhile; the rest are expected to take off again as soon as they get cargo commitments.

Sign-ons totalled five, all of them up and away with little trouble. The ships to this port in transit were also swiftly cleared up. Other than commenting on the weather, which has been almost springlike, the only other points we'd like to raise concerns

stand-bys and shipboard accidents.

The SIU shipping rules stipulate that a crewmember can call the Hall and obtain a stand-by man to take his job for a period up to three days. The procedure is for a man who wants a stand-by to first clear it with the head of his department, and then drop in at the Hall to make arrangements to pay the stand-by before he reports to the ship.

### FULLY RESPONSIBLE

The stand-by who takes over the job is then fully responsible for the job to be done, and if he fails to stand his watches the Union Hall should be notified. Most men who take stand-by jobs do their work in the proper manner. There is little complaint on that score. The man who takes over the stand-by job, however, is often left holding the bag unless the man he's relieving makes proper arrangements for his pay. No man wants to wait around

the ship after his work is done to receive his pay. A little forethought on the part of the regular crewmember would eliminate any beef on this score.

If the crewmember finds it impossible to get to the Hall to see his relief, he should leave the money with the department head. However, whatever arrangements he makes, he should see to it that the relief man is paid before he heads out of town.

The comment on shipboard accidents concerns a newspaper item of last week which reported that 29,229 seamen were injured in 1948.

The Marine Index Bureau, which supplied the figure, recommended that more competent seamen—physically and mentally—be put aboard the country's ships.

Maybe the bureau has a slight point there. We certainly have fought long enough in the SIU to keep foulballs off the ships, but we do not believe that they have given the whole story.

We believe accidents would be fewer if some ship officers used wiser judgment. The bureau's figures weren't broken down to list the causes of the accidents, but we'll bet that a good number of them were caused when seamen were ordered to do dangerous work without proper equipment or turned to on deck in heavy seas.

The figure also appears to be higher than in preceding years, but there is a strong possibility that the number of accidents is no more today than it was several years ago.

Seamen today are merely being careful to report all injuries and bring about lawsuits in greater numbers than previous years.

It wasn't too long ago that seamen who sued had to stay ashore while the suit was pending; today they can continue to sail.



Michelet for doing such a good job.

At any rate, the prospect for shipping from this coast in the future looks good. Isthmian alone will have eight ships in the Far East pipe run. Both Smith and Johnson and South Atlantic will continue to run grain to the Far East from the Seattle area. Waterman, of course, will be in there with a nice assortment of runs to pick from.

All things being considered, things look good out here for a long time to come.

## Ten Payoffs Keep Baltimore Branch On The Move

By WM. (Curly) RENTZ

BALTIMORE — Ten payoffs last week helped to keep shipping in this port on the move.

Vessels paying off were the Clyde Seavey, Isthmian; Elizabeth, Bull Lines; George Prentice, Waterman; John Burgess and Bertram Goodhue, South Atlantic; Bethore, Chilore and Marore, Ore Lines, and John H. Marion, US Waterways.

All arrived in very good shape and were paid off with very few beefs having to be settled. The only beefs of any consequence were on the Clyde Seavey and the Elizabeth, both of which had Skippers who were pretty good guys.

On the whole things are going

along smoothly here in the Port of Baltimore. Even the weather has been fair so far. We've had very little snow and we're hoping our luck keeps up on this score. There's nothing like mild, sunny weather to keep your spirit up.

We'd like to commend the men on Cities Service tankers for the good work they are doing to bring that company under the SIU banner. The company and its lawyers who have been trying with every trick to keep their men from being organized and gaining decent, respectable conditions are running out of bull. They certainly won't be able to stall the election much longer.

When the balloting does be-

gin, the men will have an opportunity for the first time to win the wage and working conditions that have been long denied by the company. They will vote SIU because they know what the SIU can do for them.

It certainly looks as though the Taft-Hartley law is slated for the scrap yard. The anti-labor forces are, of course, putting up a battle to keep as much of it as they can. But labor is putting up an all-out fight to get rid of the bill, which gives management all the breaks and puts a vice on the trade unions.

That's all for now. See you next week. Meanwhile, best wishes to you all and steady as she goes!

## Sailing Short

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

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

The Union will take immediate action to see that our agreements are observed to the letter, as it did in the recently-reported instances of Isthmian vessels sailing short.

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

# How Trade Union Welfare Plans Work Out

One of the most widely publicized of all union welfare plans is the one obtained by the United Mine Workers of America in 1946 by strike action and enlarged last year to include pensions after a second strike.

While the miners' system is not directly applicable to the membership of a seamen's union, because of the many differences between coal mining and maritime, it provides comprehensive benefits in a manner Seafarers might well study.

Actually, the UMWA has two plans, one for the 400,000 bituminous miners who constitute the majority of the union's membership, and one for the 80,000 anthracite or hard-coal miners. However, the two plans are quite similar.

## BIG FUND

The bituminous plan in its present form is financed by a 20-cent tax per ton of coal mined which is paid into a welfare fund by the mine operators. In a good year, the United Mine Workers of America Welfare and Retirement Fund may have an income of \$100,000,000 out of which to pay benefits.

The fund performs the following functions: it pays for medical and hospital care for miners and their families; it takes care of pensions and annuities on retirement or death of miners; it compensates for injuries or illness resulting from occupational activity, and for wage loss not otherwise compensated for at all or not compensated for adequately by fed-

eral or state agencies; and it covers such other welfare activities as the trustees may think necessary.

The trustees are three in number. UMWA President John L. Lewis represents the union, and Senator Styles Bridges of New Hampshire represents the public. The third member of the board represents the mine owners. They have full authority within the confines of the law and subject to the stated purposes of the fund to determine coverage, eligibility, priorities among classes of benefits, amounts of benefits, methods of conveying the benefits and how to invest the funds.

## AID TO AGED

From the beginning of the system in 1946 through April 30, 1948, the fund paid 49,981 individual distress benefits including grants to 12,734 widows of miners. The rest were paid to 37,247 disabled miners of whom 28,718 were disabled permanently. These payments were made before the pension fund was activated.

When the pension system went into operation last year, the trustees decided that all UMWA members who had worked in the mines for 20 years or more would be eligible to receive payments provided they were 62 years of age or older and had been employed in the mines on May 29, 1946. The pension was set at \$100 a month.

The anthracite welfare plan is very similar in structure and operation to the bituminous plan. Another welfare plan in which

Seafarers should be interested is the new one which the International Longshoremen's Association has just won for 22,000 dock workers in New York and New Jersey and which soon will be adopted in ports from Portland, Maine, to Hampton Roads, Virginia. The welfare idea was one of the issues in the East Coast longshore strike last fall. Part of the ILA's victory was getting the operators to agree to put a plan into effect.

The welfare plan just adopted includes life insurance, accidental death and dismemberment insurance, weekly accident and sickness benefits, surgical benefits and hospital benefits. As now set up, it runs for one year and covers ILA members in good standing who worked 800 hours or more between October 1, 1947, and September 30, 1948.

The life insurance is for \$1,000 a man and is payable no matter what the cause of death. The accidental death and dismemberment insurance, also for \$1,000, gives "24 hour coverage," which means off the job coverage.

## SIX TRUSTEES

Non-occupational accident and sickness benefits of \$25 a week are payable for a maximum of 26 weeks in New Jersey and 13 weeks in New York. In case of an accident, the payments start from the day the accident happens. In case of sickness, a man is not eligible until the eighth day.

The surgical benefit can be as much as \$150 for an operation made necessary by non-occupational accident or sickness. The hospital benefits are provided by the well known Blue Cross Plan. They are not available to dependents.

The plan will be administered by six trustees, three from the ILA, and three representing the operators. If it becomes desirable there will also be an independent referee.

The fund will be paid for by the operators at the rate of 2½ cents per man hour worked. Should this rate not provide enough money to meet the obligations of the fund, the operators must kick in the balance needed as a loan without interest. Any monies advanced in this manner will eventually be returned when the fund creates a surplus of its own.

## SINCE 1910

The present fund will run for only a year, but the ILA naturally expects it to be a permanent feature of the contract. In the future the union probably will obtain additional benefits, although no concrete goals have been announced.

The welfare plans of the AFL Longshoremen and the United Mine Workers are brand new. The ILA's system went into effect last week, and the coal miners' plan is less than three years old.

By way of contrast, the International Ladies Garment Workers Union, AFL, won its first welfare plan nearly 40 years ago. During the last four decades, the ILGWU has developed a number of different plans providing many benefits. The entire ladies garment industry, except for the small part of it which is not organized, is covered, but the plans are set up by local unions or groups of locals.

The first element in the ILGWU's welfare system was a

Board of Sanitary Control which was established after the union won a long strike in New York in 1910. The Board of Sanitary Control rapidly evolved into a health center jointly financed by the employers and the union itself. Later on, ILGWU locals in the New York area assumed full financial responsibility for the health center and have operated it as a union enterprise ever since. It has expanded greatly.

## VACATIONS TOO

In 1938, ILGWU Local 91 in New York won a clause in its agreement by which the employers were forced to contribute a percentage of the payroll to a central fund from which the workers would be paid vacation benefits. This was a great innovation in the industry and it soon spread to other locals.

Finally, the union forced employers in Philadelphia to extend the vacation fund to include health and welfare benefits. In a short time, there were welfare and vacation plans in most ILGWU contracts. Some groups in the union have also obtained first rate pension plans.

An outstanding example of welfare plans in the ladies garment industry is the one enjoyed by the several craft locals in the New York Cloak Joint Board.

The Board's welfare fund is collected centrally and administered by a health committee on which every local is represented. The committee makes the rules by which the fund is used. However, each local receives its own portion of the fund and pays benefits to its own members. The health committee reimburses the locals from the central fund.

## HEALTH CENTERS

The Board employs a manager whose duty is to see that the rules laid down by the health committee are observed. Benefits include sick pay, hospitalization, maternity payments, medical treatment and vacations.

The New York Cloak Joint Board also has a retirement fund which it obtained in 1943 in a bargaining agreement. To be eligible to receive pension benefits, a member of one of the locals constituting the Board must first of all be 65 years old. In addition, he must have a record of continuous employment in one of the locals for 10 years or more, although there are certain exceptions to this rule.

Pension payments amount to \$50 a month for life, and they are financed by the employers who put three percent of their payroll into the fund. The fund is administered by a board of trustees on which sit representatives of the unions, the employers and the public.

In addition to welfare plans, the ILGWU operates a series of health centers. The one in New York has come a long way since its founding after the 1910 strike. Eventually, the staff of doctors and nurses will be able to handle 285,000 patients a year. Other health centers are in Philadelphia, Boston and Fall River, Massachusetts. Still more are under construction or planned.

While there are elements in the welfare systems of the Mine Workers, the Longshoremen and the Ladies Garment Workers which would be useful in a plan for the SIU, none of the plans described here would fit exactly

the circumstances of a seamen's union.

Any kind of a welfare plan will be something brand new for the American seamen's movement. However, there are plenty of precedents in other lands. Nearly all European seamen are covered by comprehensive plans, some of which include pensions.

In a future article of this series, some of the welfare plans of European seamen will be reviewed. For the present, suffice it to say that the inter-relation of government, union and company in European maritime is far different from the situation in the American industry. This difference is reflected in European seamen's unions' welfare plans. According to some features of those plans may not jibe with Seafarer thinking.

However, the mechanical operation of the plans are worthy of careful consideration.

This is the second in a series of articles on Union welfare plans. The series is the result of a motion passed unanimously at the Headquarters meeting in New York on January 26, directing Union officials to study the welfare plans of other unions and to demand such a plan in the next meeting with the shipowners. This week's article surveys the plans of the United Mine Workers, International Ladies Garment Workers and the International Longshoremen's Association.

## Replacements Aid Tampa Shipping

TAMPA—Shipping in this port has been centered around the replacements we have sent aboard most of the ships coming in here.

So far this week we have had the Bessemer Victory and the De Soto, both of Waterman, and the Mae, Bull Lines. We shipped men to the De Soto and Bessemer Victory. Later on in the week the Waterman ships Canton Victory and Iberville are slated to call in the Port of Tampa.

Later this month we expect to begin organizing activity aimed at bringing an unorganized vessel that starts operations out of Florida ports on May 1 under the banner of the SIU. Of course, we have the open shop law in Florida complicating matters but we will try to overcome this obstacle in SIU style.

Several SIU oldtimers are on the Tampa beach at the moment. Among them are Johnny Williams, Snuffy Smith, Charlie Lee, Buddy Baker, Markos Franggos, "Fat Boy" Velasco, Ike Craft, George Salter and Dud Carpenter.

Dog-fancier "Man-Mountain" Hand made a job aboard the De Soto this week, Brother Hand has just about copped all the prizes with his entry in the dog shows held in Tampa and St. Petersburg during his stay on the beach. He has a champion chow.

## SIU Takes Action On Isthmian Habit Of Sailing Short-Handed

By ERNEST TILLEY

BOSTON — Complying with instructions from the membership in this port, I joined Headquarters representatives at a meeting with Isthmian Steamship Company officials in New York early this week, regarding instances of the company sailing some of their ships short-handed.

At the meeting, your representatives — Secretary-Treasurer Paul Hall, Assistant Secretary-Treasurer Robert Matthews and myself—flatly informed the company that the Union would not tolerate this practice and that all ships must leave port fully manned in accordance with the scale set forth in our contract.

## NO MORE

The company promised that there would be no further instances of their ships sailing short-handed. Nevertheless, all shipboard Delegates are hereby cautioned to be on the alert for any possible repetition of this violation.

If the company allows any of its vessels to sail with less than the complement called for in the contract, Delegates should immediately notify the Union Hall in the nearest port.

On the local front, things are fairly quiet. The principal job source in this port at the moment are the newly-contracted tankers that were organized by the Union last year.

This should definitely prove to all hands the importance of the SIU's organizing drive, which is a vital factor in expanding

employment possibilities for all Seafarers.

Right now the biggest target of our organizing efforts is the notoriously anti-union Cities Service Oil Company.

## SUPPORT DRIVE

As you probably all know, we have made considerable progress in the Cities Service fleet and as soon as the NLRB disposes of the company's latest attempt to block the election already ordered, the Cities Service tankermen will have the chance to get the benefits of an SIU contract.

Meanwhile, all hands should support our organizing drive in every way possible. Our security depends on our success in organizing the unorganized.

We paid off the SS Strathmore, a Liberty operated by the Strathmore Shipping Company. This ship paid off clean and we signed on a crew for a trip to Aruba. The voyage should be a good one since there is a first-rate crew aboard.

Also among the arrivals in this port last week was the SS Yorkmar, the first Clamar ship to make an appearance in the Boston harbor in three months.

It was good to see her for several reasons. We couldn't have asked for a better crew and a cleaner ship. We put an AB aboard the Yorkmar.

We expect to see more of these Calmar ships around in the future now that the company has resumed operations on a regular basis.

# Hoffman Plan Back As Smith Amendments

In a surprising about face last week the Vice Admiral W. W. Smith of the Maritime Commission offered two amendments to the Bland Magnuson Bill which would make a joke of the bill's guarantee that 50 per cent of all foreign aid cargoes be carried in American ships.

The Smith amendments were backed by ECA Administrator Paul G. Hoffman who has been trying to take advantage of a loophole in the present 50-50 law to ship more bulk cargoes in cheap, low standard foreign vessels.

At hearings on the Bill before the House Merchant Marine Committee, of which Representative Bland is chairman, Admiral Smith plumped for the following riders:

## WAIVE RULE

1) That American ships carry only 50 percent of the cargoes originating in the United States, despite the fact that many foreign aid cargoes financed by American money originate in other countries. The Bland-Magnuson Bill as it now stands would not restrict the American maritime industry to half the volume of goods originating in this country, but would permit it carry half or more of the entire foreign aid program regardless of point of origin.

2) That the Maritime Commission be allowed to waive the 50% rule governing shipments from the U.S., whenever the Commission saw fit.

3) That the requirement to fix the 50-50 ratio on a country by country basis be dropped.

Admiral Smith's proposals at the committee hearing represented a complete switch from the Commission's previous stand on the Hoffman proposal. The commission was among the first to condemn the ECA administrator's plan as a devastating blow to the American maritime industry.

## MANEUVER

Upon his return recently from a survey of Marshall Plan countries for the Maritime Commission, Grenville Mellen asserted that foreign operators were maneuvering to drive American ships from the trade.

In his criticism of Hoffman's threatened stab at U.S. shipping, Commissioner Mellen said that the American merchant fleet

**A premature account of Paul G. Hoffman's testimony on the Bland-Magnuson Bill before the House Merchant Marine Committee was responsible for the fact that last week's regular issue of the LOG gave the impression that the ECA Administrator was in favor of the bill. He was not. He made it clear that he wanted to send more cargoes on foreign ships, and he gave only a perfunctory nod to the American merchant marine. A special edition of the LOG told the entire story.**

must have a continued guarantee that it will get its share of Marshall Plan shipping "or we will again become a second-rate power..."

In the Maritime Commission's reversal on the Hoffman issue Washington observers saw the hand of the State Department,

## Text Of Representative Bland's Bill

A bill to provide for United States flag shipping participation in Government-financed cargoes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That (a) notwithstanding any other provisions of law, except the provisions of the Act of April 28, 1904 (33 Stat. 518), whenever the United States Government, or any department, agency, or instrumentality thereof, procures, or makes any loans, grants-in-aid, or provides credits or funds for the procurement of any commodities for transportation by water, at least 50 per centum of the gross tonnage of such commodities, computed by countries, and separately for dry bulk carriers, dry cargo liner and tanker services, shall be transported on United States flag vessels at market rates for United States flag vessels, unless the United States Maritime Commission, after investigation, shall certify to the departments, agency, or instrumentality of the Government charged with the administration of the laws under which such funds are made available with which the commodities are procured, that United States flag vessels are not available in sufficient numbers or at market rates for United States flag vessels to effectuate the purposes of this section. No recipient of commodities of the character described in this section shall be entitled to reimbursement for expenditures already made unless at least 50 per centum of any cargo to be paid for thereby shall have been transported in United States flag vessels as herein provided.

(b) All Federal departments and agencies are hereby authorized and directed to cooperate with the Commission by entering into and carrying out such agreements as may be necessary to effectuate the purpose of this section: PROVIDED, That the Commission is authorized and directed to report to the Congress within ninety days after the enactment of this section, and every four months thereafter the action taken hereunder and to give the names of any Federal departments or agencies or any other persons who have failed to cooperate with the Commission as herein directed. The records of the departments, agencies, or instrumentalities charged with the administration of such laws shall be available for public inspection at reasonable hours insofar as such records relate to the transportation of commodities as herein provided.

which is being pressured by agencies of Marshall Plan beneficiary countries, notably Britain, France and the Scandinavian nations, seeking to win domination of ocean commerce at the expense of the American merchant fleet.

The same observers were pointing out that when Marshall Plan legislation was first introduced, the State Department wanted to give away 500 ships to beneficiary nations.

The amendments to the Bland-Magnuson Bill offered by Admiral Smith and Paul G. Hoffman are nothing more than the original Hoffman Plan in disguise.

In other words, they are in attempt to scuttle the American Merchant Marine and build up

foreign flag fleets. They constitute an endorsement of the low labor standards prevailing on foreign ships. And they are a threat to our national defense.

Representative Bland, in writing the bill that bears his name, not only plugged the loophole about "market rates" which Hoffman finds in the present stipulation that American ships carry 50 percent or more of the Marshall Plan cargoes, but he provided for further participation by American ships in the present and future foreign aid programs.

The Bland-Magnuson Bill does not restrict American ships to half the cargoes originating in the United States, but calls for American ships to carry fifty percent or more of ALL cargoes

paid for by the United States government with no strings about where the ships are loaded. Moreover, the bill calls for the 50 percent or better to be computed country by country.

Actually, many foreign aid goods are purchased outside the United States and the number should increase. The Bland-Magnuson Bill means that American ships manned by American crews can carry some of these cargoes which Americans pay for. In a year of crisis for the merchant marine this is a big boost.

However, Admiral Smith's first amendment, which was offered with the support of ECA Administrator Hoffman, would limit American ships to no more

(Continued on Page 15)

## Azalea City Does Good Job In ECA Beef

Five hundred duplicate petitions, each one bearing the signatures of 31 crewmembers of the SIU ship, Azalea City, protesting the Hoffman proposal to slash American shipping under ERP, are in the hands of Congressmen and Senators today.

The herculean feat, initiated by the crew, was undertaken as a result of a motion by crew-member Calvin Owens at a ship-board meeting held at sea on January 16. Brother Owens received unanimous approval to his motion that the crew draw up a petition to Congressmen "to show the crew's alarm and disfavor of the Hoffman move."

Enroute to Bremen at the time, the Azalea City crewmen turned to their mountainous task. Ten days and 31 cases of writers cramps later the ship docked in Bremen—the job completed.

## SENT TO SIU

The petitions were bundled up and forwarded to SIU headquarters for transmission to Washington—a move decided upon to save the high cost of air mailing letters from Germany. To spare the Union any extra expenses, the crew pledged to defray the mailing costs incurred by the Union.

The full text of the crew's petition is as follows:

"Dear Sir:  
"All hands aboard the steamship Azalea City were very shocked to hear that an American would and did propose such a thing as the Hoffman plan. We being in a position to realize the sorrowful effect this bill would have upon many thousands of American families humbly request that you as our chosen representative thoroughly investigate this bill before passing your sound judgment."

The Azalea City is due in New York on February 12.

## Washington State Federation Goes All-Out To Help SIU

The SIU fight against the move to curtail American shipments of cargoes to Marshall plan countries brought forth an unprecedented showing of support from labor organizations throughout the country.

The names of unions that rallied to the support of the SIU reads like a roll call of organized labor: state federations, city labor bodies, international unions and locals. Hardly a trade or group of trades has not gone on record as being opposed to the ECA head's industry-crippling proposal.

Telegrams, resolutions, letters have been sent and personal visits made to Congressmen in behalf of the SIU's campaign by supporting unions. (See page 7 for partial list.)

From all corners of the country aid came: Washington State Federation of Labor, West Virginia State Federation of Labor, Minnesota State Federation and many others. From Tampa, Florida to Troy, New York, city la-

bor bodies made Washington aware of their aroused displeasure.

From the northwestern corner of the United States in the State of Washington came stormy protests of the ECA chief's move by the State Federation, a labor body whose actions illustrate the solidarity and support the SIU has received.

## FULL SUPPORT

The Federation, which represents 300,000 workers in 695 unions, entered early and labored long in the fight. When the news reached the Federation of the move to deprive American seamen from participation in the transporting of ECA cargoes to Europe, the Federation immediately dispatched telegrams to President Truman, ECA Administrator Paul Hoffman, Senator Magnuson and Representatives from Washington, calling upon them to halt the move which would "damage... American living standards and general welfare of workers."

President of the Federation, E. M. Weston, in dispatching copies of his protest telegrams to the SIU, pledged full aid to the SIU and guaranteed the Federation's continued support in the battle. In the weeks which have passed, during which the protests of labor have reached the ears of Congressmen and moved them to introduce legislation plugging the dike, the Washington State Federation has followed closely Congress' moves and has continued to dispatch telegrams of thanks to Congressmen who have supported the SIU's point of view and messages urging support to those members of Congress who have not committed themselves.

When, a week ago, an amendment was proposed which would cripple the provisions in the Bland-Magnuson bill guaranteeing American ships at least half of the cargoes destined for Marshall Plan cargoes, the Washington State Federation, quick to act, dispatched telegrams to members of Congress in a posi-

tion to cut short the dangerous rider.

## KEEPING IN TOUCH

The Federation's keen awareness and study of the work being done in Washington on the entire problem of ECA shipments in American ships is demonstrated in this excerpt from a telegram dispatched to Rep. Bland, which states: "...you are earnestly requested to give every consideration to the favorable passage of HR 1340 without scuttling amendments proposed by Director Hoffman and Maritime Commission."

This week, as the bill to guarantee the American merchant marine a fair slice of ERP shipping is being deliberated in Washington, The Washington State Federation, like the thousands of other labor organizations arrayed in support of the SIU, is keeping in touch with the Washington scene. True to its original promise, it is sticking by the SIU until the fight is won.

# Labor Backs SIU Fight On Hoffman Plan

Brotherhood of Sleeping Car Porters  
B. F. McLaurin, Field Organizer

International Brotherhood of Blacksmiths, Drop Forgers and Helpers  
John Pelkofer, President

Baltimore Federation of Labor  
Harry Cohen, President

Local 20499, American Federation of Rubber Workers  
George Schmidt, Business Representative

Local 45, Sign, Scene and Pictorial Painters of America  
Stanley Beyers, Secretary

Lodge 678, International Association of Machinists  
William C. Duncan, Secretary

International Photo Engravers Union  
Edward J. Volz, President

Region 9, United Automobile, Aircraft and Agricultural Implement Workers  
Martin Gerber, Director

International Brotherhood of Boilermakers, Iron Shipbuilders and Helpers  
Charles J. MacGowan, International President

Local 177, Building Service Employees International Union  
Maurice Zuckerman, Secretary

Local 924, American Federation of State, County and Municipal Employees  
John J. O'Brien, Secretary-Treasurer

Local 301, Brotherhood of Carpenters and Joiners  
William T. McClintock, President

Local 627, Brotherhood of Carpenters and Joiners  
John Maxim, Financial Secretary

Local 1292, Brotherhood of Carpenters and Joiners  
Arnold Cocker, Recording Secretary

International Brotherhood of Pulp, Sulphite and Paper Mill Workers  
Joseph Tonelli, Vice President

International Ladies Garment Workers Union  
Dayid Dubinsky, President

Local 892, Brotherhood of Painters, Decorators and Paperhangers  
Gus Miller, Recording Secretary

Local 1244, Brotherhood of Painters, Decorators and Paperhangers  
Francis Tardy, Business Manager

Local 79, International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers  
R. I. Varn, Business Agent

Michigan Federation of Labor  
Robert P. Scott, Secretary-Treasurer

Local 62, Brotherhood of Painters, Decorators and Paperhangers  
Frank W. Cernik, Recording Secretary

South Atlantic & Gulf Coast District, International Longshoremen's Association  
Frank Yeager, District President

Local 702, International Alliance of Theatrical and Stage Employees  
George Waugh, Secretary-Treasurer

Minnesota State Federation of Labor  
George W. Lawson, Secretary

New York State Association, United Association of Journeymen & Apprentices of the Plumbing and Pipe Fitting Industry  
John L. Costello, Secretary-Treasurer

North Dakota State Federation of Labor  
W. W. Murray, President

Local 947, American Federation of State, County and Municipal Employees  
Harry J. Hobkirk, Jr.

Radio Officers' Union  
Lester F. Parnell, Representative

International Chemical Workers Union  
H. A. Bradley, President

South Dakota State Federation of Labor  
Albert J. Maag, President

Troy (N.Y.) Federation of Labor  
Joseph R. Quinan, Secretary-Treasurer

Tampa Central Trades & Labor Assembly  
R. I. Varn, President

Local 8, United Hatters, Cap and Millinery Workers International Union  
Hyman Goldstein, President

Mobile Building Trades Council  
New York Printing Pressmen's and Assistants' Union  
James L. McFadden, Secretary-Treasurer

International Brotherhood of Pulp, Sulphite and Paper Mill Workers  
John P. Burke, President-Secretary

These are but some of the hundreds of unions—International and Local; State, Regional and City labor bodies — which are supporting the SIU in its fight against the Hoffman Plan, which would effectively scuttle the American Merchant Marine. To these, and to others not listed, we extend our appreciation for this outstanding example of labor solidarity.

United Association of Journeymen & Apprentices of the Plumbing and Pipefitting Industry  
Martin P. Durkin, General President

Union of CARE Employees  
Nat Klein, Chairman

West Virginia State Federation of Labor  
Volney Andrews, Secretary-Treasurer

Local 16, Hotel and Restaurant Employees International Union  
David Siegal, President

Region 9-A, United Automobile, Aircraft, Agricultural Implement Workers  
Charles H. Kerrigan, Director

Local 15, Hotel and Restaurant Employees and Bartenders International Union  
Jack Townsend, President

New York State Journeymen Barbers' Association  
Fred Scafidi, Secretary

Local 10, Bakery and Confectionery Workers  
Arthur Borrmann, Secretary-Treasurer

Local 17, Bakery and Confectionery Workers  
Fritz Helling, Secretary

Local 1656, Brotherhood of Carpenters and Joiners  
L. P. Burdick, Recording Secretary

Local 302, Hotel and Restaurant Employees International Union  
Joseph Fox, Secretary-Treasurer

Local 143, International Chemical Workers  
Edna Rose, President

Local 32-J, Building Service Employees International Union  
Albert E. Perry, President

Central Union Label Council of Greater New York  
Moe Rosen, Vice-President

Association of Catholic Trade Unionists  
Roger K. Larkin, Executive Secretary

Local 60, Hotel and Restaurant Employees International Union  
Joe Decker, Secretary-Treasurer

Local 202, International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers  
Joseph C. Papa, President

Empire Typographical Conference  
Basil J. Hillman, Secretary-Treasurer

Local 94, Uniformed Firemen's Association of Greater New York  
John P. Crane, President

Commercial Telegraphers' Union  
W. L. Allen, President

Massachusetts Federation of Labor  
K. J. Kelly, Secretary-Treasurer

Baltimore Printing Pressmen's and Assistants' Union  
Thos. Drew, Representative

American Federation of Grain Millers  
Norman T. Crane, President

Local 200, United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry  
J. M. Criss, Jr., Business Manager

New York Organizing Committee, National Federation of Insurance Agents  
S. J. Zebrauskas, Organizer

United Hebrew Trades of the State of New York  
William Wolpert, Executive Secretary

International Jewelry Workers' Union  
Joseph Morris, President

Joint Board, Dress and Waistmakers Union, ILGWU  
Julius Hochman, General Manager

Brotherhood of Locomotive Firemen and Enginemen  
Frank S. Columbus, Chairman, Legislative Board

Local 471, New York Newsboys Union  
Irving Kantor, Secretary-Treasurer

Metal Polishers, Buffers, Platers & Helpers  
R. Muehlhoffer, President

Local 153, Office Employees International Union  
Howard Coughlin, Business Manager

Local 38, Metal Polishers, Buffers, Platers & Helpers  
Albro Fessenden, Recording Secretary

Mobile Metal Trades Council  
Local 380, American Federation of State, County and Municipal Employees  
Bernard G. Brophy, President

Local 802, American Federation of Musicians  
Charles R. Iucci, Secretary

Local 141, Office Employees International Union  
Al Bookman, President

District Council 9, Brotherhood of Painters, Decorators & Paperhangers  
Martin Harback, Secretary-Treasurer

Local 58, International Printing Pressmen's and Assistants' Union  
Sylvester S. Hoffman, Secretary-Treasurer

Local 4, International Brotherhood of Pulp, Sulphite and Paper Mill Workers  
A. King Zeigler, Secretary

Retail Clerks International Association  
Samuel J. Meyers, Vice President

Newspaper Guild of New York  
Thomas J. Murphy, Executive Vice President

Local 1476, Sugar Refinery Workers Union, ILA  
Mae Sanderson, Secretary-Treasurer

New York State Council, Sheet Metal Workers  
M. Rosen, Secretary-Treasurer

Colorado State Federation of Labor  
George E. Robertson, Secretary-Treasurer

Office Employees International Union  
Paul R. Hutchings, International President

Local 840, International Brotherhood Electrical Workers  
Albert F. Lawrence, Recording Secretary

Local 494, Bakery and Confectionery Workers' International Union of America  
Anthony P. Dolce, President

Local 102, Bakery and Confectionery Workers International Union of America  
Humbert Gualtieri, Secretary

Local 9, Glass Bottle Blowers' Association  
John Vanskiver, Secretary

Headquarters District No. 15, International Association of Machinists  
Clinton H. Brown, Secretary-Treasurer

United Brotherhood of Carpenters & Joiners of America  
William L. Hutcheson, General President

Maryland Legislative Committee of Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees  
Eugene I. Paynter, Chairman

Local 2, International Photo-Engravers Union  
Melvin Snitzer, Corresponding Secretary

Local 13, International Jewelry Workers Union  
James J. Bambrick, Labor Relations Director

Washington State Federation of Labor  
E. M. Weston, President

Local 106, Office Employees International Union  
C. J. Frick, Secretary-Treasurer

Local 534, International Brotherhood of Pulp, Sulphite and Paper Mill Workers  
Ruth Trageser, Secretary  
Leonard C. Daniel, President

Local 10, International Stereotypers and Electrotypers Union  
F. A. McBride, Secretary

Local 1, Brotherhood of Painters, Decorators and Paperhangers of America  
Joseph Kantorski, Recording Secretary

Local 18032, Association of Theatrical Press Agents and Managers  
Milton Weintraub, Secretary-Treasurer

Local 282, Amalgamated Association of Street, Electric Railway and Motor Coach Employees  
James B. Deane, President

Local B-1442, International Brotherhood of Electrical Workers  
Charles E. Reynolds, Recording Secretary

Brotherhood of Railway Trainmen  
A. F. Whitney, President

Brotherhood of Maintenance of Way Employees  
T. C. Carroll, President

Brotherhood of Railway and Steamship Clerks  
Geo. M. Harrison, President

Brotherhood of Painters, Decorators and Paperhangers of America  
L. P. Lindelof, President

International Brotherhood of Electrical Workers  
Dan W. Tracy, President

**ADMIRAL SMITH OF THE MARITIME COMMISSION AND ECA AT  
HAVE JOINED FORCES TO WATER DOWN THE BLAND-MAG  
AMENDMENTS ARE PUT THROUGH IT WOULD WIPE THOUS,  
JOBS OFF THE BOARD. KEEP SENDING THOSE LETTERS  
FAMILY, FRIENDS AND FRATERNAL ORGANIZATIONS TO I  
YOUR REPRESENTATIVES AND SENATORS, LISTED BE  
DISTRICT, AND TO THE HOUSE AND SENATE COMMITTEE  
MARINE (WHOSE NAMES ARE UNDERLINED IN THE FOLLOV  
THEM TO VOTE FOR SHIPPING AT LEAST 50% OF E  
AMERICAN BOTTOMS.**

## House Of Representatives

### Alabama

- 1 Frank W. Boykin (D)
- 2 George M. Grant (D)
- 3 George W. Andrews (D)
- 4 Sam Hobbs (D)
- 5 Albert Rains (D)
- 6 Edward deGraffenreid (D)
- 7 Carl Elliott (D)
- 8 Robert E. Jones, Jr. (D)
- 9 Laurie C. Battle (D)

### Arizona

- 1 John R. Murdock (D)
- 2 Harold A. Patten (D)

### Arkansas

- 1 E. C. Gathings (D)
- 2 Wilbur D. Mills (D)
- 3 James W. Trimble (D)
- 4 Boyd Tackett (D)
- 5 Brooks Hays (D)
- 6 W. F. Norrell (D)
- 7 Oren Harris (D)

### California

- 1 Hubert R. Scudder (R)
- 2 Clair Engle (D)
- 3 Leroy Johnson (R)
- 4 Franck R. Havenner (D)
- 5 Richard J. Welch (R)
- 6 George P. Miller (D)
- 7 John J. Allen, Jr. (R)
- 8 Jack Z. Anderson (R)
- 9 Cecil F. White (D)
- 10 Thomas H. Werdell (R)
- 11 Ernest K. Bramblett (R)
- 12 Richard W. Nixon (R)
- 13 Norris Poulson (R)
- 14 Helen Gahagan Douglas (D)
- 15 Gordon L. McDonough (R)
- 16 Donald L. Jackson (R)
- 17 Cecil R. King (D)
- 18 Clyde Doyle (D)
- 19 Chef Hollifield (D)
- 20 Carl Hinshaw (R)
- 21 Harry R. Sheppard (D)
- 22 John Phillips (R)
- 23 Clinton D. McKinnon (D)

### Colorado

- 1 John A. Carroll (D)
- 2 William S. Hill (R)
- 3 John H. Marsalis (D)
- 4 Wayne N. Aspinall (D)

### Connecticut

- 1 Abraham A. Ribicoff (D)
- 2 Chase Going Woodhouse (D)
- 3 John A. McGuire (D)
- 4 John Davis Lodge (R)
- 5 James T. Patterson (R)
- AL Antoni N. Sadlak (R)

### Delaware

- AL J. Caleb Boggs (R)

### Florida

- 1 J. Hardin Peterson (D)
- 2 Charles E. Bennett (D)
- 3 Robert L. F. Sikes (D)
- 4 George A. Smathers (D)
- 5 A. S. Herlong (D)
- 6 Dwight L. Rogers (D)

### Georgia

- 1 Prince H. Preston, Jr. (D)
- 2 E. E. Cox (D)
- 3 Stephen Pace (D)
- 4 A. Sidney Camp (D)
- 5 James C. Davis (D)
- 6 Carl Vinson (D)
- 7 Henderson Lanhan (D)
- 8 W. M. (Don) Wheeler (D)
- 9 John S. Wood (D)
- 10 Paul Brown (D)

### Idaho

- 1 Compton I. White (D)
- 2 John Sanborn (R)

### Illinois

- 1 William L. Dawson (D)
- 2 Barratt O'Hara (D)
- 3 Neil J. Linehan (D)
- 4 James V. Buckley (D)
- 5 Martin Gorski (D)
- 6 Thomas J. O'Brien (D)
- 7 Adolph J. Sabath (D)
- 8 Thomas S. Gordon (D)
- 9 Sidney R. Yates (D)
- 10 Richard W. Hoffman (R)
- 11 Chester A. Chesney (D)
- 12 Edgar A. Jonas (R)
- 13 Ralph E. Church (R)
- 14 Chauncey W. Reed (R)
- 15 Noah M. Mason (R)
- 16 Leo E. Allen (R)
- 17 Leslie C. Arends (R)
- 18 Harold H. Velde (R)
- 19 Robert B. Chipfield (R)
- 20 Sid Simpson (R)
- 21 Peter F. Mack, Jr. (D)
- 22 Rolla C. McMillen (R)
- 23 Edward H. Jenison (R)
- 24 Charles W. Vursell (R)
- 25 Melvin Price (D)
- 26 C. W. (Runt) Bishop (R)

### Indiana

- 1 Ray J. Madden (D)
- 2 Charles A. Halleck (R)
- 3 Thurman C. Crook (D)
- 4 Edward H. Kruse, Jr. (D)
- 5 John R. Walsh (D)
- 6 Mrs. Cecil M. Harden (R)
- 7 James E. Noland (D)
- 8 Winfield K. Denton (D)
- 9 Earl Wilson (R)
- 10 Ralph Harvey (R)
- 11 Andrew Jacobs (D)

### Iowa

- 1 Thomas E. Martin (R)
- 2 Henry O. Talle (R)
- 3 H. R. Gross (R)
- 4 Karl M. LeCompte (R)
- 5 Paul Cunningham (R)
- 6 James I. Dolliver (R)
- 7 Ben F. Jensen (R)
- 8 Charles B. Hoeven (R)

### Kansas

- 1 Albert M. Cole (R)
- 2 Errett P. Scrivner (R)

### Kentucky

- 1 Noble J. Gregory (D)
- 2 John A. Whitaker (D)
- 3 Thruston Ballard Morton (R)
- 4 Frank L. Chelf (D)
- 5 Brent Spence (D)
- 6 Thomas R. Underwood (D)
- 7 Carl D. Perkins (D)
- 8 Joe B. Bates (D)
- 9 James S. Golden (R)

### Louisiana

- 1 F. Edward Hebert (D)
- 2 Hale Boggs (D)
- 3 Edwin E. Willis (D)
- 4 Overton Brooks (D)
- 5 Otto E. Passman (D)
- 6 James H. Morrison (D)
- 7 Henry D. Larcade, Jr. (D)
- 8 A. Leonard Allen (D)

### Maine

- 1 Robert Hale (R)
- 2 Charles P. Nelson (R)
- 3 Frank Fellows (R)

### Maryland

- 1 Edward T. Miller (R)
- 2 William P. Bolton (D)
- 3 Edward A. Garmatz (D)
- 4 George H. Fallon (D)
- 5 Lansdale G. Sasser (D)
- 6 J. Glenn Beall (R)

### Massachusetts

- 1 John W. Heselton (R)
- 2 Foster Furcolo (D)
- 3 Philip J. Philbin (D)
- 4 Harold D. Donohue (D)
- 5 Edith Nourse Rogers (R)
- 6 George J. Bates (R)
- 7 Thomas J. Lane (D)
- 8 Angier L. Goodwin (R)
- 9 Donald W. Nicholson (R)
- 10 Christian A. Herter (R)
- 11 John F. Kennedy (D)
- 12 John W. McCormack (D)
- 13 Richard B. Wigglesworth (R)
- 14 Joseph W. Martin, Jr. (R)

### Michigan

- 1 George G. Sadowski (D)
- 2 Earl C. Michener (R)
- 3 Paul W. Shafer (R)
- 4 Clare E. Hoffman (R)
- 5 Gerald R. Ford, Jr. (R)
- 6 William W. Blackney (R)
- 7 Jesse P. Wolcott (R)
- 8 Fred L. Crawford (R)
- 9 Albert J. Engel (R)
- 10 Roy O. Woodruff (R)
- 11 Charles E. Potter (R)
- 12 John B. Bennett (R)
- 13 George D. O'Brien (D)

### Minnesota

- 1 August H. Andresen (R)
- 2 Joseph P. O'Hara (R)
- 3 Roy W. Wier (D)
- 4 Eugene J. McCarthy (D)
- 5 Walter H. Judd (R)
- 6 Fred Marshall (D)
- 7 H. Carl Andersen (R)
- 8 John A. Blatnik (D)
- 9 Harold C. Hagen (R)

### Mississippi

- 1 John E. Rankin (D)
- 2 Jamie L. Whitten (D)
- 3 William M. Whittington (D)
- 4 Thomas G. Abernethy (D)
- 5 Arthur Winstead (D)
- 6 William M. Colmer (D)
- 7 John Bell Williams (D)

### Missouri

- 1 Clare Magee (D)
- 2 Morgan Moulder (D)
- 3 Phil J. Welch (D)
- 4 Leonard Irving (D)
- 5 Richard Bolling (D)
- 6 George H. Christopher (D)
- 7 Dewey Short (R)
- 8 A. S. J. Carnahan (D)
- 9 Clarence Cannon (D)
- 10 Paul C. Jones (D)
- 11 John B. Sullivan (D)
- 12 Raymond W. Karst (D)
- 13 Frank M. Karsten (D)

### Montana

- 1 Mike Mansfield (D)
- 2 Wesley A. D'Ewart (R)

### Nebraska

- 1 Carl T. Curtis (R)
- 2 Eugene D. O'Sullivan (D)
- 3 Karl Stefan (R)
- 4 A. L. Miller (R)

### Nevada

- AL Walter S. Baring (D)

### New Hampshire

- 1 Chester E. Merrow (R)
- 2 Norris Cotton (R)

### New Jersey

- 1 Charles A. Wolverton (R)
- 2 T. Millet Hand (R)
- 3 James C. Auchincloss (R)
- 4 Charles R. Howell (D)
- 5 Charles A. Eaton (R)
- 6 Clifford P. Case (R)
- 7 J. Parnell Thomas (R)
- 8 Gordon Canfield (R)
- 9 Harry L. Towe (R)
- 10 Peter W. Rodino, Jr. (D)
- 11 Hugh J. Addonizo (D)
- 12 Robert W. Kean (R)

### New Mexico

- 13 Mary T. Norton (D)
- 14 Edward J. Hart (D)
- AL Antonio M. Fernandez (D)
- AL John E. Miles (D)

### New York

- 1 W. Kingsland Macy (R)
- 2 Leonard W. Hall (R)
- 3 Henry J. Latham (R)
- 4 L. Gary Clemente (D)
- 5 T. Vincent Quinn (D)
- 6 James J. Delaney (D)
- 7 Vacant (John J. Delaney died Nov. 17, 1948)
- 8 Joseph L. Pfeifer (D)
- 9 Eugene J. Keogh (D)
- 10 Andrew L. Somers (D)
- 11 James J. Heffernan (D)
- 12 John J. Rooney (D)
- 13 Donald L. O'Toole (D)
- 14 Abraham J. Multer (D)
- 15 Emanuel Celler (D)
- 16 James J. Murphy (D)
- 17 Frederick R. Coudert, Jr. (R)
- 18 Vito Marcantonio (ALP)
- 19 Arthur G. Klein (D)
- 20 Sol Bloom (D)
- 21 Jacob K. Javits (R)
- 22 Adam C. Powell, Jr. (D)
- 23 Walter A. Lynch (D)
- 24 Isidore Dollinger (D)
- 25 Charles A. Buckley (D)
- 26 Christopher McGrath (D)
- 27 Ralph W. Gwinn (R)
- 28 Ralph A. Gamble (R)
- 29 Katharine St. George (R)
- 30 Jay LeFevre (R)
- 31 Bernard W. Kearney (R)
- 32 William T. Byrne (D)
- 33 Dean P. Taylor (R)
- 34 Clarence E. Kilburn (R)
- 35 John C. Davies (D)
- 36 Walter Riehlman (R)
- 37 Edwin Arthur Hall (R)
- 38 John Taber (R)
- 39 W. Sterling Cole (R)
- 40 Kenneth B. Keating (R)
- 41 James W. Wadsworth (R)
- 42 William L. Pfeiffer (R)
- 43 Anthony F. Tauriello (D)
- 44 Chester C. Gorski (D)
- 45 Daniel A. Reed (R)

### North Carolina

- 1 Herbert C. Bonner (D)
- 2 John H. Kerr (D)
- 3 Graham A. Barden (D)
- 4 Harold D. Cooley (D)
- 5 Thurmond Chatham (D)
- 6 Carl T. Durham (D)
- 7 Ertel Carlyle (D)
- 8 Charles B. Deane (D)
- 9 Robert L. Doughton (D)
- 10 Hamilton C. Jones (D)
- 11 Alfred L. Bulwinkle (D)
- 12 Monroe M. Redden (D)

### North Dakota

- AL William Lemke (R)  
AL Usher L. Burdick (R)



MINISTRATOR PAUL G. HOFFMAN  
 USON BILL. IF THE PROPOSED  
 ANDS UPON THOUSANDS OF  
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 CA CARGOES ON



**Ohio**

- AL Stephen M. Young (D)
- 1 Charles H. Elston (R)
- 2 Earl T. Wagner (D)
- 3 Edward Breen (D)
- 4 William M. McCulloch (R)
- 5 Cliff Clevenger (R)
- 6 James G. Polk (D)
- 7 Clarence J. Brown (R)
- 8 Frederick C. Smith (R)
- 9 Thomas H. Burke (D)
- 10 Thomas A. Jenkins (R)
- 11 Walter E. Brehm (R)
- 12 John M. Vorys (R)
- 13 Alvin F. Weichel (R)
- 14 Walter B. Huber (D)
- 15 Robert T. Secrest (D)
- 16 John McSweeney (D)
- 17 J. Harry McGregor (R)
- 18 Wayne L. Hays (D)
- 19 Michael J. Kirwan (D)
- 20 Michael A. Feighan (D)
- 21 Robert Crosser (D)
- 22 Frances P. Bolton (R)

**Oklahoma**

- 1 Dixie Gilmer (D)
- 2 William G. Stigler (D)
- 3 Carl Albert (D)
- 4 Tom Steed (D)
- 5 A. S. Mike Monroney (D)
- 6 Tobey Morris (D)
- 7 Victor Wickersham (D)
- 8 George Howard Wilson (D)

**Oregon**

- 1 Walter Norblad (R)
- 2 Lowell Stockman (R)
- 3 Homer D. Angell (R)
- 4 Harris Ellsworth (R)

**Pennsylvania**

- 1 William A. Barrett (D)
- 2 William T. Granahan (D)
- 3 Hardie Scott (R)
- 4 Earl Chudoff (D)
- 5 William J. Green, Jr. (D)
- 6 Hugh D. Scott, Jr. (R)
- 7 Benjamin F. James (R)
- 8 Franklin H. Lichtenwalter (R)
- 9 Paul B. Dague (R)
- 10 Harry P. O'Neill (D)
- 11 Daniel J. Flood (D)
- 12 Ivor D. Fenton (R)
- 13 George M. Rhodes (D)
- 14 Wilson D. Gillette (R)
- 15 Robert F. Rich (R)
- 16 Samuel K. McCornell, Jr. (R)
- 17 Richard M. Simpson (R)
- 18 John C. Kunkel (R)
- 19 Leon H. Gavin (R)
- 20 Francis E. Walter (D)
- 21 James F. Lind (D)
- 22 James E. Van Zandt (R)
- 23 Anthony Cavalcante (D)
- 24 Thomas E. Morgan (D)
- 25 Louis E. Graham (R)
- 26 Robert L. Coffey, Jr. (D)
- 27 Augustine B. Kelley (D)
- 28 Carroll D. Kearns (R)
- 29 Harry J. Davenport (D)
- 30 Robert J. Corbett (R)

- 31 James G. Fulton (R)
- 32 Herman P. Eberharter (D)
- 33 Frank Buchanan (D)

**Rhode Island**

- 1 Aime J. Forand (D)
- 2 John E. Fogarty (D)

**South Carolina**

- 1 L. Mendel Rivers (D)
- 2 Hugo S. Sims, Jr. (D)
- 3 James B. Hare (D)
- 4 Joseph R. Bryson (D)
- 5 James P. Richards (D)
- 6 John L. McMillan (D)

**South Dakota**

- 1 Harold O. Lovre (R)
- 2 Francis Case (R)

**Tennessee**

- 1 Dayton E. Phillips (R)
- 2 John Jennings, Jr. (R)
- 3 James B. Frazier (D)
- 4 Albert Gore (D)
- 5 Joe L. Evins (D)
- 6 J. Percy Priest (D)
- 7 Pat Sutton (D)
- 8 Tom Murray (D)
- 9 Jere Cooper (D)
- 10 Clifford Davis (D)

**Texas**

- 1 Wright Patman (D)
- 2 J. M. Combs (D)
- 3 Lindley Beckworth (D)
- 4 Sam Rayburn (D)
- 5 J. Frank Wilson (D)
- 6 Olin E. Teague (D)
- 7 Tom Pickett (D)
- 8 Albert Thomas (D)
- 9 Clark W. Thompson (D)
- 10 Homer Thornberry (D)
- 11 W. R. Poage (D)
- 12 Wingate Lucas (D)
- 13 Ed Gossett (D)
- 14 John E. Lyle, Jr. (D)
- 15 Lloyd M. Bentsen, Jr. (D)
- 16 Ken Regan (D)
- 17 Omar Burleson (D)
- 18 Eugene Worley (D)
- 19 George H. Mahon (D)
- 20 Paul J. Kilday (D)
- 21 O. C. Fisher (D)

**Utah**

- 1 Walter K. Granger (D)
- 2 Reva Beck Bosone (D)

**Vermont**

- AL Charles A. Plumley (R)

**Virginia**

- 1 Schuyler Otis Bland (D)
- 2 Porter Hardy, Jr. (D)
- 3 J. Vaughan Gary (D)
- 4 Watkins M. Abbitt (D)
- 5 Thomas B. Stanley (D)
- 6 Clarence G. Burton (D)
- 7 Burr P. Harrison (D)
- 8 Howard W. Smith (D)
- 9 Thomas B. Fugate (D)

**Washington**

- 1 Hugh B. Mitchell (D)

- 2 Henry M. Jackson (D)
- 3 Russell V. Mack (R)
- 4 Hal Holmes (R)
- 5 Walt Horan (R)
- 6 Thor C. Tollefson (R)

**West Virginia**

- 1 Robert L. Ramsay (D)
- 2 Harley O. Staggers (D)

- 3 Cleveland M. Bailey (D)
- 4 M. G. Burnside (D)
- 5 John Kee (D)
- 6 E. H. Hedrick (D)

**Wisconsin**

- 1 Lawrence H. Smith (R)
- 2 Glenn R. Davis (R)
- 3 Gardner R. Withrow (R)

- 4 Clement J. Zablocki (D)
- 5 Andrew J. Biemiller (D)
- 6 Frank B. Keefe (R)
- 7 Reid F. Murray (R)
- 8 John W. Byrnes (R)
- 9 Merlin Hull (R)
- 10 Alvin E. O'Konski (R)

**Wyoming**

- AL Frank A. Barrett (R)

Schuyler Otis Bland, Chairman, House Committee on Merchant Marine and Fisheries  
 E. C. Johnson, Chairman, Senate Committee on Interstate and Foreign Commerce  
 Chairman, Joint Committee on Foreign Economic Cooperation (ECA "Watchdog" Committee)

**Senate**

- Alabama**  
 Lister Hill (D)  
 John J. Sparkman (D)
- Arizona**  
 Carl Hayden (D)  
 Ernest W. McFarland (D)
- Arkansas**  
 J. William Fulbright (D)  
 John L. McClellan (D)
- California**  
 Sheridan Downey (D)  
 William F. Knowland (R)
- Colorado**  
 Edwin C. Johnson (D)  
 Eugene D. Millikin (R)
- Connecticut**  
 Brien McMahon (D)  
 Raymond E. Baldwin (R)
- Delaware**  
 John J. Williams (R)  
 J. Allen Frear (D)
- Florida**  
 Claude Pepper (D)  
 Spessard L. Holland (D)
- Georgia**  
 Walter F. George (D)  
 Richard B. Russell (D)
- Idaho**  
 Glen H. Taylor (D)  
 Bert H. Miller (D)
- Illinois**  
 Scott W. Lucas (D)  
 Paul H. Douglas (D)
- Indiana**  
 Homer E. Capehart (R)  
 William E. Jenner (R)
- Iowa**  
 Bourke B. Hickenlooper (R)  
 Guy M. Gillette (D)
- Kansas**  
 Clyde M. Reed (R)  
 Andrew F. Schoeppel (R)
- Kentucky**  
 Alben W. Barkley (D)  
 Virgil Chapman (D)
- Louisiana**  
 Allen J. Ellender (D)  
 Russell B. Long (D)

- Maine**  
 Owen Brewster (R)  
 Margaret Chase Smith (R)
- Maryland**  
 Millard E. Tydings (D)  
 Herbert R. O'Connor (D)
- Massachusetts**  
 Leverett Saltonstall (R)  
 Henry Cabot Lodge, Jr. (R)
- Michigan**  
 Arthur H. Vandenberg (R)  
 Homer Ferguson (R)
- Minnesota**  
 Edward J. Thye (R)  
 Hubert H. Humphrey (D)
- Mississippi**  
 James O. Eastland (D)  
 John C. Stennis (D)
- Missouri**  
 Forrest C. Donnell (R)  
 James P. Kem (R)
- Montana**  
 James E. Murray (D)  
 Zales N. Ecton (R)
- Nebraska**  
 Hugh Butler (R)  
 Kenneth S. Wherry (R)
- Nevada**  
 Pat McCarran (D)  
 George W. Malone (R)
- New Hampshire**  
 Styles Bridges (R)  
 Charles W. Tobey (R)

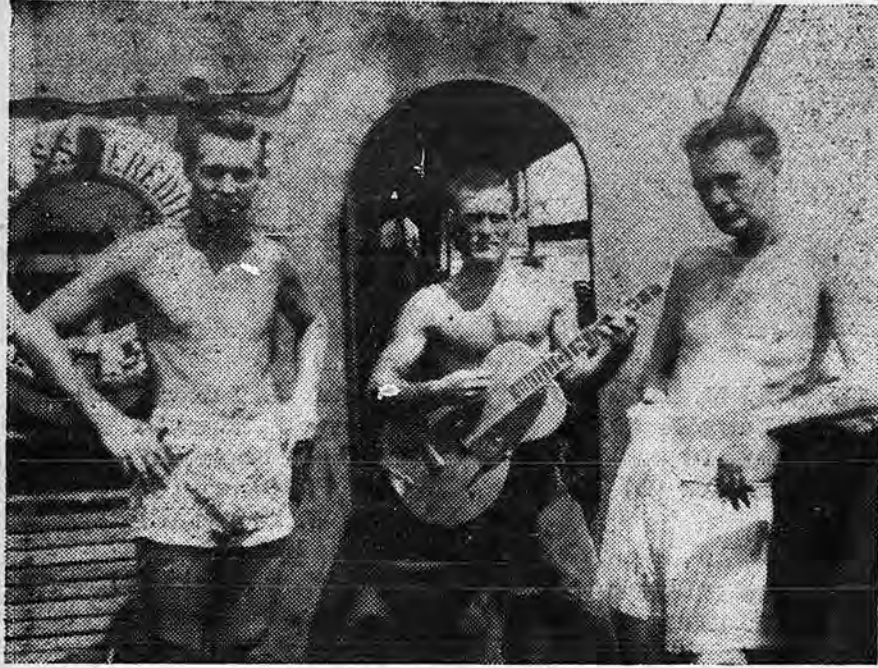
- New Jersey**  
 H. Alexander Smith (R)  
 Robert C. Hendrickson (R)
- New Mexico**  
 Dennis Chavez (D)  
 Clinton P. Anderson (D)
- New York**  
 Robert F. Wagner (D)  
 Irving M. Ives (R)
- North Carolina**  
 Clyde R. Hoey (D)  
 J. Melville Broughton (D)
- North Dakota**  
 William Langer (R)  
 Milton R. Young (R)

- Ohio**  
 Robert A. Taft (R)  
 John W. Bricker (R)
- Oklahoma**  
 Elmer Thomas (D)  
 Robert S. Kerr (D)
- Oregon**  
 Guy Cordon (R)  
 Wayne Morse (R)
- Pennsylvania**  
 Francis J. Myers (D)  
 Edward Martin (R)
- Rhode Island**  
 Theodore Francis Green (D)  
 J. Howard McGrath (D)
- South Carolina**  
 Burnet R. Maybank (D)  
 Olin D. Johnston (D)
- South Dakota**  
 Chan Gurney (R)  
 Karl E. Mundt (R)
- Tennessee**  
 Kenneth B. McKellar (D)  
 Estes Kefauver (D)
- Texas**  
 Tom Connally (D)  
 Lyndon B. Johnson (D)
- Utah**  
 Elbert D. Thomas (D)  
 Arthur V. Watkins (R)
- Vermont**  
 George D. Aiken (R)  
 Ralph E. Flanders (R)
- Virginia**  
 Harry Flood Byrd (D)  
 A. Willis Robertson (D)
- Washington**  
 Warren G. Magnuson (D)  
 Harry P. Cain (R)
- West Virginia**  
 Harley M. Kilgore (D)  
 Matthew M. Neely (D)
- Wisconsin**  
 Alexander Wiley (R)  
 Joseph R. McCarthy (R)
- Wyoming**  
 Joseph C. O'Mahoney (D)  
 Lester C. Hunt (D)

# SHIPS' MINUTES AND NEWS



## Music Maker Seeks To Book Ship-Rocking Rhythmeers



Joe Briant with his guitar is flanked by Swede, OS (left) and Ray, Oiler. Shot was made in Singapore.

If Joe Briant, guitarist and AB, has his wish the crew of his next ship will see those evening long bull sessions take a back seat to tub-thumping, rhythm rocking jam sessions.

Joe, who's been doing a solo act on his past ships, is eager to round up musically-bent Seafarers and swing into harmony work. So far he hasn't been able to muster from his crewmates any accompaniment other than sympathetic beating of feet.

A self-taught music maker, Joe picked up his rudiments while banging around the world on SIU ships. Once in awhile he ran across an expert who gave him a few useful tips, but most of his techniques were worked out by trial and error.

Joe figures that if he could tie up with a fellow instrumentalist—anyone from a tuba tooter to a zither zealot—each could profit from the other's ability. Of course, if a shipboard symphonette could be rounded up, the pool of musical talent could solve the most intricate problem of counterpoint.

In from a trip aboard the Meredith Victory and taking music lessons while he's in New York, he gave an illustration of what he would like to work out.

### CLASSY COMBO

A couple of years ago, while sailing as a volunteer organizer in Isthmian, he found a crew-member hot licking it on a guitar. That was the beginning of a two-year partnership. Together they adopted new techniques and worked out a repertoire of 150 arrangements. When their ship touched port they'd go ashore with the crew and provide the entertainment for an evening of merry making at a local bistro. "We weren't interested in money," Joe related. "We did it just for the kicks." Once in awhile they'd find a bass player and do a little combo work. "It was a good arrangement while it lasted," Joe recalled, "but, like all good things, it came to an end when the other fellow decided to shore-side it awhile."

Joe hails from New Orleans

## Down Santos Way



Smiling senorita pictured above is Helen, an employee of the American Bar in Santos, Brazil. "She's a good sport and a seamen's friend," according to Pete of the SS Del Norte who submitted the snapshot.

originally, but now does all his sailing out of New York. Harmony-starved Seafarers who are "at liberty" and are interested can reach Joe by writing to his booking office, SIU Hall, 51 Beaver Street, New York.

## Retired SIU Man Critically Hurt In Highway Crash

Howard McGrath, a retired member of the SIU, is in critical condition in a Bradentown, Fla., hospital as a result of injuries sustained Feb. 1, when the motor-cycle he was riding collided with a truck.

The accident occurred on a Bradentown highway. The truck, which was directly ahead of McGrath, suddenly made a sharp left turn. Unable to stop his machine or swing far enough to the right in time to avoid a crash, McGrath plowed broadside into the heavy vehicle.

As an active member of the SIU during the war, McGrath sailed in the Engine Department. Since his retirement from the Union he has been operating a gas station in the Bradentown.

McGrath is a brother-in-law of Seafarer Nolan Flowers.

## Final Dispatch

Brother Elias Rodriguez died in Puerto Rico late last year, the LOG has just been informed.

Rodriguez, who was 44, sailed in the Stewards Department. He was a Second Cook. He joined the SIU in New York in August 1941. Union records give his next of kin as Lucy Luzaoa, New York.

## MINUTES OF SIU SHIP MEETINGS DIGESTED FOR EASIER READING

**CAPE MOHICAN, Dec. 5—**Tuezkowski, Chairman; Sirois, Secretary. Delegates reports accepted. Motion by Dawson that Steward order three months stores to prevent shortages. Good and Welfare: Discussion by Messmen on problem of feeding extra persons in foreign ports. Steward answered that as long as the company orders persons to be served, Messman may serve them during meal hours as long as it doesn't interfere with the serving of the crew. Crew asked why Steward was not present during meal hour. Steward replied that he was taking care of passengers, but will be present in the future to please the crew. Repair list drawn up and approved.

**THE CABINS, Dec. 3—**J. Shulefski, Chairman; Richard H. Barnes, Secretary. Ship's Delegate Linza Surrency reported no beefs. He reported that the SIU had been notified of the death

## Mosoil Seafarers' Saga of 'Good Ship' Reported In Times

The trial-laden voyage of the SS Mosoil, Federal Motorship Corp., described by crewmembers George Weldon and Earl E. Kelley in a letter published in the LOG Jan. 14, was re-printed in the shipping news page of the New York Times Jan. 31.

Under the headline, "Saga of a 'Good Ship,'" the Times said: "A doggedness worthy of sailing ship seamen was manifested by the crew of the Mosoil..."

Despite the fact that the trip presented one climax after another, Weldon and Kelley maintained that the 1920-built tanker formerly under the Cities Service flag, was "an old ship, but a good ship."

## 'The Voice Of The Sea'

By SALTY DICK

Many years ago I was told that if a person had a headache, the best cure was a coke plus a little table salt. When the mixture starts foaming, down it. Try it the next time you have a headache... The other side is greener: There's a Brazilian seaman here who wants to settle in the United States; there's also an American seaman here who wants to live in Brazil.

Walter Orman will never ride the cable car to Sugar Loaf Mountain in Rio again. The last time he went up the car stalled half way and Walter was left hanging there through a rainstorm... I hear Dick Ramsperger has baked for a king in the past. He's our Chief Baker and a darn good one at that.

A young lady in Santos told me to put this in the LOG: "May 1949 bring much progress to the United States and may

all Americans be happy!"... Pat Donohue was seen in Brazil going native. I heard he has bought a hut down there and he's beginning to look like a native... People in Rio are known as Cariocas, and the ones from Sao Paulo are called Paulistas.

Frank Sperry is now walking in a daze. Wait until you are in love then you'll find out, he says... The American Bar in Santos receives its LOGs and out they go. Manuel Lopez runs the place and quite a few SIU men tie up there.

You'd be surprised to learn how many girls and wives read the LOG. The other day E. Reyes told me his wife wrote him and said she was reading the LOG regularly. These ladies know a lot about what is going on in our Union.

George Rouse was supposed to play Santa Claus, but something must have gone wrong. I had my stocking hung up, but I didn't find anything the next morning... The trimmest Christmas tree I ever saw was on the Del Norte. The credit for the achievement goes to the Deck Department.

Joe Wagner has been in Monte for a vacation. He lives there now, but plans to ship out again from New Orleans... Joe took me over to the Viking's Bar where we had a beer with Charlie the Barman. Joe speaks Spanish like a native.

Now that it is summer in South America, take the train and spend a day at El Tigre. This resort is about one-half hour from Buenos Aires. Take along a senorita as an interpreter... I once took a bus to Mar de Plata from Buenos Aires. The trip took eight hours. I stayed there two days enjoying one of the best beaches in the world. After a good rest, I flew back to Buenos Aires in one hour. If you make the trip make sure you take your identification papers with you. They're strict about such things there.

Felix Ambura had a portrait made of his girl friend in New York. He proudly displays the picture, but won't give out her address. Can't blame him, though... Pablo Perez is a young chap who works in the galley, and when in port he dresses up like a million dollars. He gives the fairer sex a break. He shines pots during the day and at night he just shines.

John Gerala is now on the Argentine run. He wants to visit his folks in Peron-land... Bill Murphy celebrated his birthday recently. He's famous for making the best coffee on the seven seas... Bill Randall is studying Portuguese. He plans to go into the pressing business in Rio when he bankrolls enough. I plan to operate a business there myself some day. All I need now is money.

of a Brother aboard ship. Asked that crew send a letter of sympathy to late Brother's family. Good and Welfare: Suggested by Ploppert that men getting off the ship clean their foc'sles and pick up cots before ship arrives in port. Cooley suggested that ovens in galley stove be relined. Suggestion by Barnes that a deposit be left for foc'sle keys. One minute of silence observed for Brothers lost at sea.

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**CORAL SEA, Nov. 28—**James J. O'Donnell, Chairman; George S. Seeberger, Secretary. Delegates reported everything running along well. New Business: (Continued on Page 11)

## Sought By Mother



Seafarer Bennie L. Whitley is requested by his sister to get in touch with his mother, who is ill. His sister's address is: Miss Lettie Whitley, Route 1, Zebulon, N.C.

# Digested Minutes Of SIU Ship Meetings

(Continued from Page 10)

Motion carried that crew put in 1 hour overtime per day due to rationing of water. Motion carried to inform crew not to sign on until sufficient stores are placed aboard. One minute of silence for Brothers lost at sea.

§ § §  
**GADSDEN, Dec. 11—Carl Lawson, Chairman; Edward Mishanski, Secretary.** New Business: Motion carried that exhaust fan in galley be repaired. Engineer reported that it was too rough on deck for Electrician to attempt repair work. Deck Delegate suggested that clarification be made of cargo overtime for Sunday. Good and Welfare: Steward reported a shortage of linen. Need for proper facilities for heat in foc'sles discussed. Crew agreed that all will be sober at payoff. Motion carried that foc'sles be painted before ship leaves on another voyage. One minute of silence for Brothers lost at sea.



§ § §  
**NATHANIEL B. PALMER, Dec. 22—John Alstatt, Chairman; Edward Farrell, Secretary.** Delegates reported no beefs, except Engine Delegate Clayton who reported that Engineer rejected an Oiler and caused the ship to sail shorthanded. Suggestion made that missing man's pay be divided between the Engine Gang. Motion carried that Steward order new mattresses and pillows. Good and Welfare: Suggestion that a place be set aside for hanging oilskins. One minute of silence for Brothers lost at sea.

§ § §  
**NEW LONDON, Dec. 26—Thomas Freeman, Chairman; Berton H. Meade, Secretary.** Delegates reported all books and permits in order. New Business: Agreed that message be sent Boston Agent to contact ship when it arrives in port. Motion carried to have Deck Maintenance work on all dogs on portholes. Chairman suggested that all members make a complete repair list. Good and Welfare: Suggestion made that the gunners' quarters be made into a recreation room and that preparations be made for awnings on the fantail.



§ § §  
**AFOUNDRIA, Dec. 6—Cy Kean, Chairman; Rubin Lauger, Secretary.** Delegates reported no beefs in their departments. New Business: Steward explained shifting of jobs in his department was caused by shortage of a Baker. Motion by Kavel to have all domestic water tanks cleaned. Motion by Rasmussen to have a ship's repairs taken to the Captain. Motion by Kavel to have entire unlicensed personnel donate \$1 to Brothers in hospital. Suggestion that Saloon Messman see Captain about the quality of his work. Suggestion that chairs be obtained for the recreation room. One minute of silence for Brothers lost at sea.

§ § §  
**ST. AUGUSTINE VICTORY—Gueniher, Chairman; Harry Zirkel, Secretary.** Delegates reported on number of books and



permits in their departments. Chief Cook moved that galley be painted and stove be re-bricked before ship hits port. Bertie elected Ship's Delegate by acclamation. Good and Welfare: Request made that Black Gang eat at after table; Deck Gang at forward table. Bosun and members of Black Gang agreed to have foc'sle doors marked. McCord volunteered to manage procurement of new library. Suggestion that blackout grates in skylights be removed.

§ § §  
**SWEETWATER, Dec. 6—P. Williams, Chairman; Tim Holt, Secretary. J. Lane, J. Kuhney and P. Tuantafillos, delegates,** reported all okay in their departments. Ship's Delegate H. Cook's report accepted. New Business: Delegates voted to accept repair lists from their departments and give them to the Ship's Delegate. Good and Welfare: A vote of thanks extended to Ship's Delegate for a good job done on the ship. One minute of silence observed for Brothers lost at sea.

§ § §  
**BETHORE, Dec. 18—J. Penner, Chairman; E. Black, Secretary.** Deck Delegate reported that dis-

## Don't Bite A Dog!

What happens to Seafarers while taking the ships to the far flung ports of the world makes interesting reading to the rest of the membership. There is an old saying that if a dog bites a man, that's not news but if a man bites a dog, that's news. Were not suggesting that you go out and bite a dog; however, if you've had an interesting experience on your trip that was a little out of the ordinary, share it with your fellow Seafarers through the pages of the SEAFARERS LOG.

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

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



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

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

puted overtime would be discussed with Patrolman. Engine Delegate reported a shortage of soap. Steward reported a dispute over the making of fire by the Galleyman and will be discussed with Patrolman. One minute of prayer for Brothers lost at sea. Decision made that an understanding as to the amount of painting to be done by the Stewards Department is to be referred to a Patrolman.

§ § §  
**PETROLITE, Dec. 12—Willis, Chairman; Bishop, Secretary.** Delegates reported no beefs in their departments. Motion carried that men on gangway watch be allowed to stop and examine all packages going off the ship. Good and Welfare: Johanssen gave a talk on carelessness in the care of ship's linen. Agreed that all noise in passageways be eliminated. One minute of silence for Brothers lost at sea.



§ § §  
**WANDA, Dec. 26—J. Corcoran, Chairman; Cole, Secretary.** Delegates reported no beefs on disputed overtime. Steward commented on shortage of dry stores. New crew to be notified so they can take corrective action. Motion carried to have mirrors put in all foc'sles. Good and Welfare: Repair list made up and approved by crew.

§ § §  
**WILLIAM H. CARRUTH, Dec. 19—Max Lipkin, Chairman; Al DeForest, Secretary.** New Business: Ship's Delegate Blackie Connors stated that he had been Ship's Delegate for three voyages and asked if everyone was satisfied, if not he would retire. Connors given a unanimous vote of confidence. Ship's Delegate called for election of Deck Delegate. Gill Holloway elected un-animously. Education: General discussion on doing a good job in a union-like manner aboard the ship. Bookmembers were asked to set good examples for the permit men. Good and Welfare: Suggested that fines be placed against Brothers who do not do their part in keeping ship clean.



§ § §  
**STEEL MAKER, Dec. 12—Wiley Carter, Chairman; John Risbeck, Secretary.** New Business: Motion made and seconded that sanitary work be done better than it is. Motion carried that the three men doing sanitary work divide work in passageways. Motion carried that Ship's Delegates see the Engineer about having refrigerator repaired. Motion carried that Steward serve cold drinks twice a day. Good and Welfare: Everyone "blew their tops and aired things out." One minute of silence for Brothers lost at sea.

§ § §  
**BESSEMER VICTORY, Dec. 19—M. Sterne, Chairman; S. Carr, Secretary.** Delegates reported on standing of books and permits in their departments. Education: Union literature distributed to the crewmembers present. Good and Welfare: Suggestion that charges be brought against the Chief Mate if he still holds books in the SIU.

# SEAFARER SAM SAYS



THE SMITH AMENDMENTS TO THE BLAND-MAGNUSON BILL WILL PRETTY EFFECTIVELY SCUTTLE THE AMERICAN MERCHANT MARINE. WRITE YOUR CONGRESSMEN AND SENATORS (SEE FULL LIST ON PAGES 8 AND 9 OF THIS ISSUE) AND TELL THEM THAT YOU WANT AT LEAST 50 PERCENT OF ECA CARGOES TO BE SHIPPED ON AMERICAN BOTTOMS!



## CUT and RUN

By HANK

In the blue waters of the Gulf of Mexico the crew of the Nathaniel Palmer sighted a ship on a converging course which gave the illusion of being two ships. That may be a strange sight to see, brothers, but there's also a stranger sight threatening us. Seafarers may not see many other American ships on the oceans of the world if ECA Hoffman's proposals to cut our 50 percent share of ECA cargoes are not defeated. Once again we're urging the Brothers to write all Congressmen and Senators. Thank them for their efforts and remind them strongly to save our ships through passage of the Bland-Magnuson bill without any amendments. Every letter helps and it's never too late to write them.

That Brother of mustache and many words, "Sir Charles" Oppenheimer is an anxious producer of good and welfare. He urges John "Lucky" Gillis to send news and photos of his voyage on the James Jackson. And Charlie is hoping Brother Stanley Kasmirsky is feeling better... Brother Joe Mackey is happily married and working ashore at the present time—according to one of his shipmates... Martin Bisson is in town... William McLeod, who carries a mustache with him, by the way, is one Brother who gets plenty of mail... Brother Norman Power seems to like New York. He checked into town last week... Joseph Loney is in town right now.

Even if it was a bauxite-run job he took, Henry Bonk still had a big smile on his face... Steward Pete King shipped last week... Archie King sailed on the Seatrain Texas... It will make us happy to see John Bednar happy when he receives some mail soon... The weekly LOG will be sailing free of cost to the homes of the following Brothers—Clarence Tolar of Illinois, Walter Hughes of Virginia, William Goodrich of New York, Ralph Subat of Louisiana, Olaf Lefsaker of Michigan... Brother John Wunderlich, a tall, well-liked Seafarer and an excellent writer of articles to the LOG, is now a Savannah ship chandler. Smooth selling (joke) to you, John—and store those SIU ships with the best grade of articles.

Homesteading for many hot-runs aboard the SIU tanker, Fort Bridger, Brother Red Braunstein postcards us from Italy as follows—In Palermo drydock, having bottom scraped and painted. After seven days here we have three more trips to France and then home about June-time. Regards to all the boys.

Brothers, it is cheerful words to read in the message by the executive council of the AFL down in Florida—"In connection with national defense the AFL urges that every consideration be given by the Government to the necessity for a program of merchant ship construction and the strengthening of our merchant marine through subsidies or otherwise." Brothers, we don't want to lean on the ECA program. We demand and need that 50 percent share of ECA cargoes to be carried in our ships. That's not a waste of money and it's not charity. It's good government to use and help our maritime industry to exist and expand. Let no one in Washington forget for any weak moment that we have a merchant marine, too!

# THE MEMBERSHIP SPEAKS



## Woody, Back In San Juan, Reports Pals' Whereabouts

To the Editor:

Well, here I am home again in San Juan and broke as usual. Sure was good to meet the old gang again. Everybody here is working on the shoregangs.

The Bull Lines' Suzanne, pulled in with Tommy "Beachie" Murray aboard as Bosun. Tommy made the rounds his first night ashore, buying drinks for his old beachcombing pals. He got back aboard in time for a cup of coffee and to turn to for the day's work. With him was "Chips" Neilson, one of the biggest men to hit the Island in a long time—a Brother who stands six feet four-and-a-half inches in his stocking feet and weighs 255 pounds is a good man to be friends with!

While we were hanging around the Hall the other day, someone brought in the news that the Morning Light had arrived and that there was going to be an AB's job on her. You should have seen the permit men taking off for the cane fields! Very few of them even bothered to grab a toothbrush. I heard Bill Hitt mutter something about beating his way to St. Thomas, where they don't have a Union Hall, and where a man might be safe to enjoy a mild sunny winter.

### OFF TO ITALY

Last August, I met "Boy Smokum Pipe" Lincoln in New York. We were on the beach there talking about Puerto Rico and both of us decided to grab a ship right away for that tropical isle. Well, I did. But poor Lincoln had to settle for the Topa Topa bound for Europe. Upon his return, however, he caught the Hilton with Murray; and they rode here to San Juan, where they both paid off. Lincoln was all set to spend the winter. The first thing he did was sit for a tattoo (a big chest piece), and while it was healing he shipped out on the Arlyn for a short trip to the States.

Instead of coming back to San Juan, the Arlyn signed foreign articles and right at this moment is steaming along on her way to Italy, with poor Brother Lincoln aboard! So it's the cold rough Atlantic for him this winter instead of sunny Puerto Rico.

I'm afraid a few of the beachcombers will be wearing khaki uniforms in the very near future. Seems the Army needs good experienced seamen to train for the infantry. Apparently they don't worry about who will sail the ships in case of war. After all, they have only had from three to five years experience on the ships.

### Attention Members!

All applications for unemployment insurance in New York City must be made through the offices at 277 Canal Street, instead of the District offices, as formerly.

From the fair city of Ponce, Puerto Rico (where they have been spending some time with their families), the following Brothers—oldtimers all—motored in to San Juan to attend the last regular meeting: Pedro Nathan, Antonio Perez, Frank Cornier, and several others. From other points of the island came Frank Mateo, P. Torres, J. Surrey, L. Asevedo, A. Rosado, G. De Jesus, P. Rodriguez.

While in New Orleans a couple of weeks ago, I visited the new Hall on Bienville Street. What impressed me most was how clean everything was, the large number of windows, and how light and airy and spacious the whole place is! We must all take our hats off to the Brothers of the New Orleans Branch for their progressiveness. There's not a better Hall anywhere along the Atlantic and Gulf coasts!

That's all for now. Smooth Sailing.

Woody Lockwood

## THE QUEENS (VICTORY) MEN IN WAITING



Blackie Laplant, Queens Victory's Junior Engineer, pauses for the camera before heading inside to a shower and chow. Blackie, like the Patrolmen who paid off the ship, lauded the galley gems set before the crew during the long voyage to the Far East. Three other crewmembers who helped make up the shipshape crew are, Buck Sherman, Steward (center), and Charlie Atkins, Junior Engineer. Crewmember at left is unidentified.



At right, Frenchie Roux, Oiler, poses with an unidentified crewmember. At the payoff in New York recently, the Queens Victory got a clean bill of health from Patrolmen Red Gibbs and Bennie Gonzalez.

## Electrician Asks Harmony, Blasts 'Tin God' Attitude

To the Editor:

I have read Brother Purcell's and Brother Bose's comments on SIU Electricians. Brothers Bose asked for comments on the subject by other Electricians, so I think I will start the ball rolling.

Some Engineers and (to my sorrow) some Electricians say Electricians should sail topside—the little tin god status, you know. Brothers, I say they are definitely wrong! They are, by law, unlicensed men. Furthermore, they are members of the SIU, a union of unlicensed seamen. That should be sufficient, but for some unknown reason, it is not.

### UN SOUND GRIPES

I still hear the same stupid gripes: "I'm a Chief Electrician—I'm supposed to sail topside." "I'll do my job my way—to hell with the next guy!"

Guys who talk like that are in a pretty sad state. I say let's do our job in the right way—stay sober, stay below where we be-

### SS Del Mar Men Praise New Orleans Branch's Efforts

To the Editor:

We wish to express our gratitude for the attention that has been given the Stewards Department of the Delta Ships.

Brothers Earl Sheppard, Buck Stevens, and the general membership of New Orleans have put forth diligent effort in our behalf, which has resulted in improved standards and working conditions.

Ten Permitmen  
SS Del Mar

long and give the Second Electrician an equal split on all work and overtime. If you still want to be a little tin god, sit for your Engineer's license.

But as long as you sail SIU, be an SIU man all the way. As Brother Bose says, "Let's keep the pork chops for the unlicensed man and do our jobs in true SIU style."

Let's hear from someone else on this. What do you fellows say?

Blackie Flowers

### Parent Asks US Recognize War Job of Seamen

To the Editor:

I have read Frank Anderson's letter about his son. My son also was in the merchant marine during the war, and I know there must be thousands of other parents who were in suspense while their boys were helping to defend their country.

In those times their ships were being blown to pieces by enemy subs, and we were not able to hear from them for months.

These men should be honored and have the same rewards as those who were in the Army, Navy and Marines. There seems to be plenty of money for everything except for the forgotten men—the merchant seamen!

I look forward to every copy of the LOG, for it keeps me in touch with my son, William W. (Dutchy) Moore. I also enjoy reading letters from seamen.

Mrs. A. Green



At right, Frenchie Roux, Oiler, poses with an unidentified crewmember. At the payoff in New York recently, the Queens Victory got a clean bill of health from Patrolmen Red Gibbs and Bennie Gonzalez.

## Says Skipper Of Grey Is Good Egg

To the Editor:

After reading your article in the December 10 issue of the LOG about the SS Zane Grey and a certain Captain Schafran, I just couldn't resist writing a few lines to tell Mr. Leavitt he's mistaken, at least insofar as Captain Schafran is concerned.

I happened to have the good fortune to sail with Schafran during the war on the SS Gorglum, and I can honestly say that he was the best Skipper I ran into in my three years of sailing. As far as overtime is concerned, we didn't have any beefs after our six months trip in the Pacific. We had a few minor squabbles as most ships do, but none that was not settled to everyone's satisfaction.

In conclusion, I want to say that the crew of the Borglum was the best and closest-knit bunch of guys I've sailed with—

and largely so through the cooperation of Captain Schafran and the officers.

If there is any truth at all to what Leavitt says about him, all I can say is that he sure has changed. This is pretty hard for me and my former shipmates to believe.

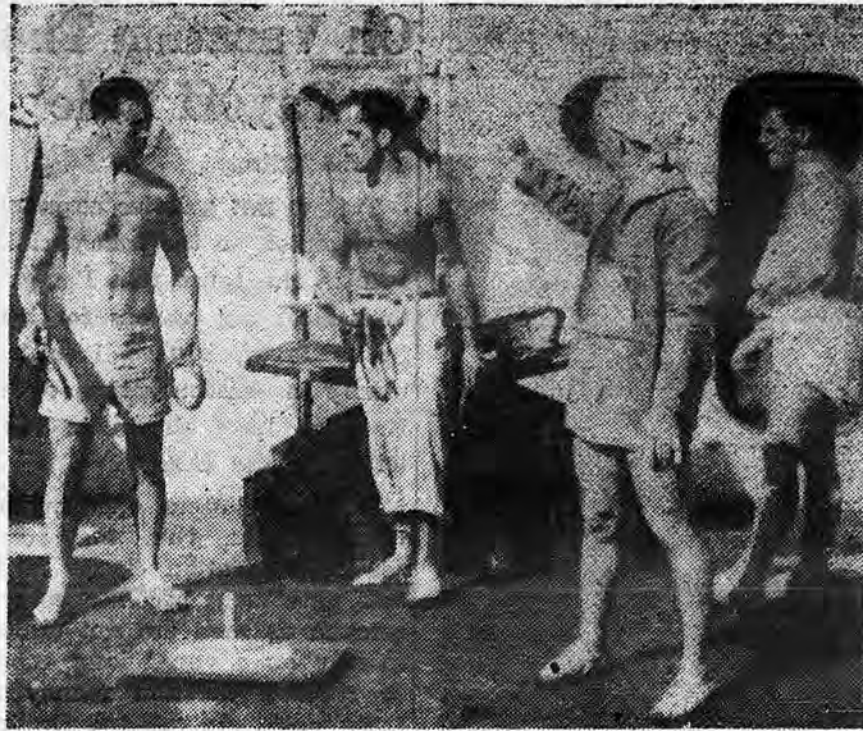
E. M. Gable  
Bangor, Michigan

### Note To Bosuns

Men desiring to have Bosun stamped in their Union books can have it done by appearing before the committee handling this matter on the 2nd deck of the New York Hall.

All discharges must be presented at the time.

"AFTER YOU, MY DEAL ALFONSE"



With a wave of his forefinger, Bill, crewmember of the Fort Bridger, rules as to whose turn it is to lead off in a friendly game of quoits. Participants are George and Jim, while Andy (right) clutches a towel and looks on.



My Love, The SIU

(Lyrics by Blackie Garcia, produced by Li'l Abner. Sung to the tune of "I Love Somebody")

I love somebody, yes I do.  
I love somebody, yes I do.  
I love somebody, yes I do.  
And that somebody is the SIU.

Andrew Furuseth was the man  
Who put our union in command.  
The commies thought they'd win  
But the SIU wouldn't let them in.

(Repeat Chorus)

Oh, when you join they'll treat you right.  
The SIU knows how to fight.  
The commies say it's in the bag,  
But all they do is fight the US flag.

(Repeat Chorus)

You've got to join some union now  
So you'd better rise and take the vow.  
The NMU says it won't stop  
But the SIU is way on top.

(Repeat Chorus)

When you join, there is no doubt,  
The SIU is your only out,  
And with your book right in your hand,  
You can always say, "I'm a union man!"

I gotta join somebody, yes I do.  
I gotta join somebody, yes I do.  
I gotta join somebody, yes I do.  
So I'll join my Brothers in the SIU.

Seafarer Cites Case History, Calls For Vigilance Against Crippling VD

To the Editor:

I am not unaware of the worth and regeneration which is to be gotten by following a moral code. But it is one thing to think sometimes of sublime abstractions and another to practice desirable goals. Be that as it may, the average seaman, by his manner of life in which he spends so much time on water away from family, friends, the influence of home, church and society, is more susceptible to the open and uninhibited life in foreign ports than the land dweller, who is constrained and controlled by the society he is a member of.

The seaman is not abashed, shocked or overly critical of the life of alien societies. He accepts and is accepted. After weeks at sea with the undeviating routine of shipboard life, he must of necessity find some release.

This has been something of a preface to make more understandable the story I hereby unfold. It sums up a pattern for many; for some it doesn't touch; but one and all, I think, can benefit from it.

THE CHARMER

One day after a coastwise trip I found myself in the company of a young lady. She was not bad looking, perhaps a bit corpulent in some spots. She had nice deep black eyes that seemed like wells of womanly understanding and a crop of red hair that bunched out like a sagebrush. But it was really her voice that held me. It was soft, with a smack of the South in it and it purred. We talked in monosyllables, our eyes only breaking their glue-like grasp to see that the whiskey went down the right way. The charmer and I then left the place. That part of the story ends here.

A month later I went down to Hudson and Jay Street Clinic in New York and asked for an examination.

With a grave air, a white smocked male nurse wrote out a prescription, adding reprovingly that I lay off the booze and drink

plenty of water. I was then dismissed without even an examination. The pharmacist gave me two small boxes of sulfa pills. I was to take them four times a day. I took them a few times and then said the hell with it. The male nurse didn't tell me what was wrong.

A few days later I grabbed a ship going to Europe, but first making a coastwise run. I made the coastwise trip and then piled off. I felt something was wrong. I spent a few days at home and then went to the Marine Hospital on Staten Island. I told the admitting doctor that I suspected I had VD, although I didn't yet believe it myself.

EXAMINATION

Two technicians examined me. They made a test and told me I had no gonorrhea. I breathed easier. I was then passed on to a doctor. He, in turn, made a darkfield examination, put it under a microscope in an adjoining room, and shortly returned with the verdict: syphilis.

"How bad is it?" I asked. He smiled, "You're lucky, it's in the primary stage."

Then he told me I was to stay six days here and receive injections of penicillin once each day. The first injection was 600,000 units of penicillin.

I was warned by the doctor that I would have fever and chills that night. I had three blankets on me, but I still shivered like a tree in the wind. I drank huge quantities of water. I was dry, then I was wet, my temperature was 103 degrees. The next morning I was weak as a kitten, but well.

It occurs to me now that some guys will exclaim: "What's all the shouting about. I've had VD, so what."

Okay, you've taken it in your stride. It's true the cure for VD isn't painful physically. Mentally, it hurts. It caused me to ask myself: "where are you going?"

I always figured I'd marry a nice girl someday and I would bring her purity, though it may seem curious to use that word after so many debaucheries, but I

mean I hoped I wouldn't be defiled by disease.

It hurts materially, too. Days out of work, total abstinence from liquor, unless one wants to take chances and suffer a relapse. Also, periodic blood tests—once a month for the first nine months and every three or four months for the next year. For safety's sake, twice a year thereafter.

LITTLE WARNING

One of the great dangers of syphilis is the fact that the victim can sometimes be unaware of its existence, so little does it show in its primary stage.

Not everybody has the same symptoms. Some have a noticeable lesion, followed by a rash breaking out on their bodies. Some have such a scar, one might deem a pimple, and pass it off as nothing to worry about.

There is a seaman who came in here the other day who told about the time he was in a Copenhagen hospital. He met a guy there who was dying of syphilis. The fellow was a seaman, completely unaware for the better part of his life that he had the disease.

One day he was plastering his hair down with hair tonic. Some of the stuff got in his eyes. It burned his eyes so much that he went to the hospital.

The medicos were puzzled as to how hair tonic could inflame the man's eyes. They gave him a blood test. He had syphilis. He was 50 years old. They questioned him and learned that the man had had the symptoms when he was 25.

A doctor in Boston put some powder on the lesion and soon thereafter it disappeared. The man didn't think anything about it until the hair tonic incident brought him up to the terrible reality of the disease.

The seaman who related the story told how a few days before he was due to leave the hospital the man was removed from the ward—he had gone insane.

That, Brothers, is the last stage: syphilis of the brain.

CAUTIONS

You might get the impression that I'm making it rather strong. I am. I'm pulling out all stops. It's a reality with me now. I've talked with other patients and heard doctors lecture on the scourge. Its work is slow and sneaky.

Some of you Brothers will say when reading this article, "Well, I won't be as stupid as you and the other characters you write about."

Fine. Don't be as stupid as me or the others. There's a maxim that one can learn more from a fool, because he appeals to something in your nature. The wise man is remote from human failings.

(Name Withheld)

ATTENTION!

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

Stonewall Jackson Crewmen Say Ex-MCS Men Are Able

To the Editor:

We, the members of the SS Stonewall Jackson, wish to say something regarding our recently completed trip.

The ship, which sailed from Tacoma, Wash., is under SIU agreement and the complement could not be made up of all SIU members. About one-half of the Engine Department and a like amount of the Deck Department are members of the SUP. With the exception of one man who is SIU, the Stewards Department is composed of SUP permit men.

LEFT MCS

The SUP permit men in the Stewards Department have recently pulled out of the commie-dominated MCS union. The MCS organ, The Voice, has been constantly blasting the members who have pulled out as being incompetent and unable to per-

form their duties in MCS style.

It is the unanimous opinion of the crew aboard the SS Stonewall Jackson that these men who have pulled out of MCS are gentlemen and thoroughly capable of fulfilling their duties in their department.

WILLING, ABLE

They have shown themselves on this trip not only capable but willing and cooperative as well as being good shipmates.

It is not difficult for us to see how this commie outfit has held its contracts as long as it has with men like these comprising a large percentage of its membership.

We wish to compliment these men on their good judgment by pulling out of the commie outfit and tying in with a democratic organization.

W. Johnson, SIU  
P.M. Van Der Sik, SIU

Committee Clears Byers Of Charges

To the Editor:

I was a member of the crew of the Twin Falls Victory operated by the Isthmian Steamship Company and while loading cargo in Vancouver, B.C., I was stricken with a heart attack and had to be hospitalized.

I spent several weeks in the hospital and was discharged. When I arrived in San Francisco, I was informed that some of my Brothers had brought charges against me. I was shown a copy of these so-called charges. After reading them I told the Agent, Brother Michelet, that these were not charges, but per-

sonal grudges and that since a trial committee was in session at the time that I would be glad to be tried right away.

A hearing was held and after the trial committee heard my side and studied the case, they exonerated me of all the so-called charges. I read these charges in the New York minutes and would like this printed so I can clear my name of these charges.

I have been a member of the SIU for the past five years and this was the first time anyone has tried to degrade my character.

Max Byers

## Men Who Sailed In Wartime Deserve Jobs, Says Member

To the Editor:

The shape of things to come can now be clearly discerned. Even the blind can see what's ahead.

We, the American seamen, are now entering into a vast depression caused by lay-ups and the sale of American ships to foreign nations. Speeding up the process is the operation of U.S. ships under foreign registry. Each of these spell unemployment for American seamen.

The European Recovery Program may mean better conditions in Western Europe, but it appears to be the opposite in America, as far as the U.S. merchant marine industry is concerned.

The "heroes" of yesterday are now treated as the bums of today. Tomorrow, we will be called upon to be heroes again. Quite a transformation stunt, if you ask me. A seaman has to be a mental quick-change artist to keep up with the times. Our memories of insults and plaudits (depending on War or Peace) must be elastic, plastic and interchangeable. We must be automatons without brains or memories.

### SWIFT PACE

Events are moving so fast that Nature's laws have had no time to work their wonders. A man is forced by events to be labeled a hero and a bum in a few short years.

The anti-labor press parasites and their employers have no time to waste and cannot wait

## BROTHER REPORTS GOOD SAILING ON SS ROAMER

To the Editor:

This is to inform you that everything aboard this scow, the Alcoa Roamer, is okay and that so far the trip has been a pleasure.

We joined the ship in New Orleans. Rushing is Bosun, Al Krammer is OS, Quinnt and Mike Rooney are ABs, Big John Leys, Oiler, is Engine Delegate, and yours truly is Ship's Delegate.

Enclosed you will find a New Years Day Menu which will show what kind of Steward we have. He is Cecil C. Gordon, out of New York. The entire Stewards Department is good. Inclosed you will also find minutes from the previous meeting.

Say hello to all the guys in New York and wish them a prosperous New Year.

Joseph S. Barron

## HOSPITALIZED BROTHER ASKS PALS TO WRITE

To the Editor:

I am back in the Marine Hospital again—where, I have been most of the time since May, 1947. I haven't made a trip in all this while, and am getting pretty blue.

Would you please print this letter in the LOG asking my old friends and shipmates to write me a card or a letter, for I could stand a little cheering up.

My address is US Marine Hospital, Ward 3N, Baltimore, Maryland.

Julius C. Hensley

for a new generation to man the ships before starting their attacks. They are forced to attack the very ones they labelled as heroes only yesterday. Such is the urgency of necessity. Their poor sense of timing and low vulgarity is out of step and premature—for no one knows better than the seamen that big business is in a hell of a predicament and is facing a fight for its life as a system in the very near future.

When that time comes and the cold war blows hot—would it not be retribution and justice to let the foreigners who now carry our cargoes in transferred American ships do the dying?

### SOLUTION

Would it not be right for the "patriotic American" shipowners to depend only on the men they gave jobs to when the crisis came? What loyalty will seamen now walking the beach owe them then—and what price a job offered when war comes?

We are today the highest paid seamen in the world on paper, without jobs, while American goods paid for by the American people are carried in foreign bottoms and are giving our jobs to foreign seamen.

To top it off, the harbor jobs are filled up by foreigners who have not yet become citizens, who do not hold proper certificates, although they have been in the country for a long period of years. Can this be said of any other nation? This is madness. These men are employed by supposedly American companies. How American are the companies anyway? And why should we sail their ships in time of war when we are refused employment in favor of foreigners in days of peace—even this so called peace or breathing spell between wars.

"Wandering Seafarer"

## PHILLY BAR OFFERS LOGS TO SEAFARERS

To the Editor:

Some merchant seamen, members of the Seafarers International Union, were in my bar and grill recently and left a copy of the SEAFARERS LOG. I want to let you know that I enjoyed reading the paper. If it is possible, I would appreciate it if you would send me about 25 copies of the paper each week, and I will put them where SIU seamen can get them.

My place is not too far from the Philadelphia waterfront, and if I say so myself, the food and drinks are pretty good. My place is called "Big Bill's" and is located at 1322 Locust Street, Philadelphia, Pa.

"Big Bill" Rodstein

## 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!

## SEAFARERS FOUR ON A ROBIN C-4



This sun-bronzed quartet is currently riding the South African trail aboard Robin Line's Marine Runner. Left to right—Roger Hickey, J. Lonski, Mike Alywood and Jake Jacobson. Picture submitted by Jerry Lonski.

## Duded Up, Rarin' To Go, Marina Nine Wants Games

To the Editor:

This is to announce that the crew of the SS Marina, Bull Line, have formed a softball-baseball team, the roster of which also includes some of the ship's officers.

Well-equipped through donations totalling more than a hundred dollars raised aboard ship, the team possesses first-class baseball gear. This consists of nine gloves, four bats, half a dozen balls, catcher's mask, and the necessary bases.

So far, it looks as though this team has the makings of a top-flight ball club. The first practice session saw eighteen men hit the field. Two full teams were immediately formed. They were drawn from all departments. A bang-up, knock-down, base-stealing, diamond-skinning game was the result. The battle showed nothing less than as much major-league talent as is likely to be found in the combined farm-systems of the Yankees and the Dodgers. (Ed. Note: We will notify Branch Rickey.)

Naturally, this last claim will be questioned. Anyway, the Marina's team hopes that it will have the chance to prove itself to be as good as it knows it is. This means that more teams are needed on the Puerto Rico run. Of course, it isn't likely that so much talent as the Marina has will be found aboard the rest of the ships together that run to the island. Therefore, the Marina's crew hereby promises to go as easy as it can on any other team which may want to take some lessons in the game.

### COME ON, FELLAS

This invitation includes an offer to provide all the needed equipment, together with adhesive tape and liniment. However, it's understood that other teams will take care of their own hurt feelings.

So—any crew with the guts to answer this can make their own mistake by writing to Steve Musco, in care of the Seafarers International Union, in San Juan, Puerto Rico.

Included with this is a list

which it is hoped the editor will print. On it are the names of those who contributed so freely to buy the equipment that it is felt they ought to have this public acknowledgement.

J. Nevis, Bosun; J. Marlind, Chips; S. Musco, OS; I. Sanchez, OS; R. Matos, OS; R. Lee, AB; M. Laas, AB; J. Caba, AB; J. Maldonado, AB; J. Olive, AB.

J. Archie, Steward; V. Swanson, Chief Cook; H. Dean, 2nd Cook; H. Dawkins, MM; E. Goulding, MM; O. Rowe, Oiler; J. Word, Oiler; B. Rivera, Oiler; A. Sweigert, Fireman; P. Del Valle, Fireman; A. Newsad, DE.

S. Robinson, 2nd Engineer; J. Thiebes, Chief Engineer; W. Kershaw, Chief Mate; V. Cardona, 2nd Mate; L. Chester, 1st Assistant.

The Crew  
SS Marina

## Alma Men Give Foul Ball Fast Play

To the Editor:

From Honolulu a dispatch concerning the trip of the City of Alma, a Waterman job. So far we've had a beautiful trip with no beefs. We hit Manila, Hong

## PASSENGERS LAUD HARD WORKING CLIPPER CREW

To the Editor:

Mr. and Mrs. A. L. Bowman, Mr. Wertheimer and myself sailed on the Alcoa Clipper, December 31, and we want to tell you how wonderful it was. Not only was the weather perfect and the accommodations just as splendid, but the crew helped make our trip enjoyable.

Pete, who was in charge of the deck hands, and his crew never stopped working to keep the ship in perfect condition. They were cheerful and pleasant to talk to, but never once shirked in their duties.

I thought you might like to print something about those boys, and if you do we'd like a copy of the LOG.

Gladys Wertheimer  
Cincinnati

## Clears Up Error On Vacation Time In Payoff Rule

To the Editor:

This is not a letter expressing my opinion on the transportation rule in the sense that I'm going to list all my reasons for being in its favor, instead I wish to clarify a misconception several Brothers have shown in recent letters to the LOG.

In their letters opposing the transportation rule they claim that the vacation clause in the SIU agreement becomes void inasmuch as men are not allowed to stay on a vessel long enough to receive vacation money for their work. In this the Brothers are mistaken.

In the contracts vacation pay is cumulative and the continuity of a man's service aboard a ship does not determine whether or not he will receive vacation pay. Instead, if he stops his employment with one particular company through no fault of his own, he gains credit for that time.

In other words, that time is not lost but is recorded in the company office. If, later, the Brother goes back aboard a ship of the same company he merely takes up where he left off on his vacation credit.

It's true that few Seafarers bother to take advantage of the vacation clause, but it is also true that the transportation rule does not nullify that provision. I hope this clears the air on this point.

Samuel Wishter

## Membership Rules

Membership rules require every man entering the Union Halls to show his Union Book, Pro-Book, permit or whitecard to the doorman. This is for the membership's protection. Don't waste the doorman's — or your own—time by arguing this point. Observe the rules you make.

Kong, Shanghai, Kobe, Nagoya, Yokohama. We all agree that the trip has been very quiet and orderly—strictly SIU style.

The only flaw in the trip was the loss of one of our boys in Honolulu on the outward bound leg. We picked up an OS in Hong Kong, where the Captain was requested to take him out of the port because he was a detriment to the flag of the United States.

The OS turned out to be a real phony. He was strictly non-union. From the conflicting and contradictory stories he told about union activities we decided we'd had enough. A meeting was held and by unanimous vote it was decided that the man was to pay off in the first port touched where an SIU man could be obtained.

We would like to comment of the assets side of the ledger. The skipper, Captain Bolhuis, is a very fine man. We got along famously. He cooperated with the crew in all matters of mutual interest. We should hit New York soon.

Bernie Friedman  
Barney Barnes  
Erik Pedersen

# Fog Slows New Orleans Shipping But Not Hoffman Plan Protests

By EARL (Bull) SHEPPARD

NEW ORLEANS—The business of this Crescent City port is riding along ship-shape. Shipping activity, however, slumped somewhat as a result of heavy fog which swept across the Gulf and kept several vessels from making their arrivals on time.

Better than average shipping looms as an immediate prospect. Following that, port activity will very likely be maintained at the usual pace.

### COLD SPELL

In addition to the unscheduled fog, we had a spell of cold weather, and snow covered the ground within 30 miles of here. What snow did fall over this city melted before it hit the ground which should prove to the doubting Thomases that old New Orleans is still a sizzling spot.

And speaking of sizzles, this town's colorful Mardi Gras will break out in grand style in a few weeks. There'll be a week jampacked with big doings from one end of New Orleans to the other.

Seafarers on hand for the celebration will come in for a big time. Just ask a Brother who has seen one of the previous

shindigs. There's nothing like it anywhere.

Activity against the Hoffman plan, which would knock thousands of American seamen out of jobs, is proceeding full ahead here.

Seafarers in this port are continuing to write to their Congressmen and Senators protesting against the ECA Administrator's vicious plan to pull the 50 percent of the Marshall Plan bulk cargoes now guaranteed American bottoms and give the whole works to low-standard foreign flag operated ships.

### ALL HANDS ALERT

All hands in the Port of New Orleans are acutely aware of the dangers in the Hoffman plan to the American seamen and the maritime industry.

We will continue our all-out fight until the Bland-Magnuson Bill, which will assure our ships of 50 percent of Marshall Plan bulk shipments—without loopholes—becomes law.

Thus far we have had a considerable number of favorable replies from local Congressmen and US Senators in answer to the communications we have sent them, setting forth the SIU's position on the Hoffman scheme.

And while we're at it, we'd like to remind Seafarers in all ports to make sure they've sent a personal message to the Congressmen and Senators from their areas telling them how important it is that the Bland-Magnuson Bill be adopted without amendment.

# Union Wreckers Are Warned

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

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

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

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

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

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

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

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

# Hoffman Plan Tries To Sneak Thru Back Door

(Continued from Page 6)

than 50 percent of those cargoes originating in American ports. To make matters worse, the Maritime Commission would have the right to waive the rule at any time.

The Admiral's second amendment would eliminate the necessity of computing the 50 percent country by country. Elaborate arguments were made for this change, the most important ones emphasizing the difficulties of administering the country-by-country clause. Taken by itself, this amendment is bad enough, for ECA has always lacked an adequate system for policing cargo allocations. Bracketed with the other it only underlines the plot to sweep the high standard American merchant fleet from the high seas.

There is no question but what British, French, Norwegian, Swedish, Dutch, Greek and Danish shipowners are licking their chops in anticipation. Those Americans and others who keep their ships under the flags of Panama and Honduras to escape taxes, ship inspections and labor standards, must be gloating at a chance to get more of the foreign-aid business. Many of the foreign nations already have more ships than they had before the war.

Paul Hoffman told the House Committee that he could not use ECA money to pay the cost of American ships without a mandate from Congress. The Bland-Magnuson Bill would be a mandate.

## NOTICE!

### ALLEGHENY VICTORY

The following men, overpaid \$25 at the payoff of the Allegheny Victory, are requested to get in touch with Isthmian Steamship Company, 71 Broadway, New York: Wilfred Rocheleau, J. Williams, R. Atmore, W. Woods, J. Early, E. Brondelsbo, A. Felix, W. Przulomski, W. Young, H. Donelzn, W. Hanford.

## 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. ....

# Bauxites Leave Port Mobile

By CAL TANNER

MOBILE—The week's activity was restricted to three payoffs, two sign-ons and one ship in transit. The two sign-ons covered big ships but they are operating under continuous articles, thus replacements were few.

The Alcoa Cavalier and Wild Ranger, both Alcoa's, paid off and signed on again for voyages. The Governor Houston, Waterman, paid off but hasn't scheduled a sign-on as yet.

The Del Viento, Mississippi,

paid us a visit after a foreign trip and headed for New Orleans for a payoff. We did manage to place a couple of replacements aboard her during her short lay-over.

The tug boats and island ships provided us with our only other business. To them we shipped several one-day relief jobs.

The coming week is not expected to develop much in the way of shipping as neither of the major companies—Alcoa and Waterman—has anything scheduled to payoff here. Since Alcoa has been running her C ships to New Orleans for payoffs this port hasn't received any of the bauxite ships. Once in awhile we do manage to put a replacement aboard while the ships are here in transit.

### TOTAL SHRUNK

Another hard blow for us has been the switch in bauxiting. We used to average three bauxite ships a week, but now that Alcoa has much of her cargo carried in foreign flag ships we do not average any more than three of these ships a month.

Because of the slow beat of shipping, we are at present entertaining a large crop of old-timers.

# PERSONALS

### GEORGE FOWSIT

Your wallet has been found. You may claim it at the office of Richard Cantor, 51 Chambers Street, New York City.

### JACK DALTON

Please get in touch with Clement Hospidales. Phone Circle 5-4562, New York City.

### DANIEL SHEEHAN

"Sir Charles" would like to hear from you. Write him care of SIU Hall, 51 Beaver St., New York 4, N. Y.

### EDWARD C. BURK

Papers belonging to you are in 4th floor Baggage Room, SIU, 51 Beaver Street.

### AUSSIE SHRIMPTON

There is an envelope for you in the LOG office.

### RAFAEL BERTRAN

Contact your draft board, 44 Court Street, Brooklyn.

### ROBERT "JAY" ALDERTON

John R. Tilley asks you to write him at 520 Geiger Ave., S.W., Massillon, Ohio.

### CHARLES L. STEVENS

Contact the law offices of Mercurio & Houser, 135 Broadway, New York.

### ALBERT CARUSO

Communicate with Missing Seamen's Bureau, 25 South St., New York.

### VICTOR O'BRIANT

You are asked to contact Walter L. Beall, 1323 Washington Ave., Alexandria, Va.

### AUGUST K. FAHRNER

Your wife asks you to contact her. Important.

### TED NETTLES, Jr.

Get in touch with E. A. Harrell, Box 56, Fort George, Florida.

### FRANK RISZAK

Miss M. McNiel, 1375 Bedford Avenue, Brooklyn, is anxious to hear from you.

### SABATINA A. PISONE

Contact your mother in Canton, Ohio.

### WILLIAM E. WEAVER

Your brother, J.W., is seriously ill at Frost Proof, Florida.

### MELVIN E. RICE

Your mother is worried and asks you to write.

### FRANK KOHLER

Your uncle has died. Richard C. Schulz, of Steinkamp & Steinkamp, 1 East 44 Street, New York, is anxious to hear from you concerning disposal of his estate.

### FRANK BLOOM EDWARD BLOOM

Your father has your income tax withholding statements. Contact him at 48 Monument Walk, Brooklyn, or telephone ULster 2-0685.

## SIU HALLS

### SIU, A&G District

- BALTIMORE .....14 North Gay St. William Rentz, Agent Mulberry 4540
- BOSTON .....276 State St. E. B. Tilley, Agent Richmond 2-0140 Dispatcher Richmond 2-0141
- GALVESTON .....308½—23rd St. Keith Alsop, Agent Phone 2-8448
- MOBILE.....1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
- NEW ORLEANS.....523 Bienville St. E. Sheppard, Agent Magnolia 6112-6113
- NEW YORK.....51 Beaver St. Joe Algina, Agent HAnover 2-2784
- NORFOLK .....127-129 Bank St. Ben Rees, Agent Phone 4-1083
- PHILADELPHIA...614-16 No. 13th St. Lloyd Gardner, Agent Poplar 5-1217
- SAN FRANCISCO.....85 Third St. Frenchy Michelet, Agent Douglas 2-5475
- SAN JUAN, P.R....252 Ponce de Leon Sal Colls, Agent San Juan 2-5996
- SAVANNAH.....2 Abercorn St. Jim Drawdy, Agent Phone 3-1728
- TACOMA .....1519 Pacific St. Broadway 0484
- TAMPA.....1809-1811 N. Franklin St. R. H. Hall, Agent Phone M-1323
- WILMINGTON, Calif., 227½ Avalon Blvd. Terminal 4-2874
- HEADQUARTERS..51 Beaver St., N.Y.C. HAnover 2-2784

### SECRETARY-TREASURER

Paul Hall

### DIRECTOR OF ORGANIZATION

Lindsey Williams

### ASST. SECRETARY-TREASURERS

Robert Matthews J. P. Shuler

Joseph Volpian

## SUP

- HONOLULU.....16 Merchant St. Phone 5-8777
- PORTLAND.....111 W. Burnside St. Beacon 4335
- RICHMOND, Calif. ....257 5th St. Phone 2599
- SAN FRANCISCO.....59 Clay St. Douglas 2-8363
- SEATTLE.....86 Seneca St. Main 0290
- WILMINGTON.....440 Avalon Blvd. Terminal 4-3131

## Canadian District

- MONTREAL.....1227 Phillips Square Plateau 6700—Marquette 5909
- PORT ARTHUR....63 Cumberland St. Phone North 1229
- PORT COLBORNE.....103 Durham St. Phone: 5591
- TORONTO.....111A Jarvis Street Elgin 5719
- VICTORIA, B. C. ....602 Boughton St. Empire 4531
- VANCOUVER.....565 Hamilton St. Pacific 7824

# Seafarers!

You yourselves will settle, in the traditional, democratic SIU way, the question of the Transportation Rule. . . . After many months of discussion at shipboard and shoreside meetings, and through the Seafarers Log, you are all familiar with all sides of the question, which now goes to referendum vote of the membership. . . . Voting begins on March 1, and extends through April 30. . . . For your own clarification read the Headquarters Report on page 3.

**VOTE AS YOU  
PLEASE —  
BUT A GOOD  
UNION MAN  
votes!**

REFERENDUM BALLOT

No. 98981

REFERENDUM BALLOT  
Seafarers International Union of North America  
ATLANTIC and GULF DISTRICT  
VOTING PERIOD MARCH 1, 1949 THROUGH APRIL 30, 1949

Do not use a lead pencil in marking the ballot. Ballots marked with lead pencil will not be counted.  
MARK YOUR BALLOT WITH PEN AND INK OR INDELIBLE PENCIL.

FOREWORD  
At Regular Business Meetings held up and down the Coast on February 9, 1949, the following Transportation Rules were agreed to be put before the Membership on a Referendum Ballot.

<p>PROPOSED TRANSPORTATION RULE No. 1</p> <p>Whenever Transportation is due a crew under the terms of the Contract, all hands must accept that Transportation and get off the ship, whereupon new replacements will be shipped from the Union Hiring Hall.</p> <p><input type="checkbox"/></p>	<p>PROPOSED TRANSPORTATION RULE No. 2</p> <p>Whenever Transportation is due a crew under the terms of the Contract, those men who desire to stay on board the ship can do so, providing they do not collect Transportation. Those men desiring Transportation can collect same and upon receipt of the money shall get off the ship and replacements for those vacancies shall be shipped from the Union Hiring Hall.</p> <p><input type="checkbox"/></p>
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Mark Your Choice By Putting An "X" In The Box Under The Rule You Are In Favor Of