

He's Got It Tough, So Pity The Poor Boss!

Reports filed with the Securities and Exchange Commission show that United States Steel Corp. paid its three top officers a total of \$538,400 salaries in 1949.

President Benjamin Fairless received \$211,000 salary; Board Chairman Irving S. Olds \$164,200, and Chairman Enders M. Voorhees of the finance committee \$163,200.



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

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No. 10

All Branches Okay New Hall In New York

Seafarers at the May 10 regular membership meetings in all A&G District ports voted approval of the recommendation for purchase of a Headquarters-Port of New York building.

The property on which the favorable action was taken fronts on the entire block between 20th and 21st Streets on 4th Avenue in Brooklyn. It is a few blocks east of a busy waterfront area and is within short range of most piers used by SIU-contracted vessels.

Slightly more than 200 feet wide and 175 feet deep, the property includes a three story building 104 feet by 93 feet, an adjoining small two-story brick structure, and a vast yard for recreational activities.

Easily accessible by all transportation, the building is two blocks from the Prospect Avenue station of the BMT-4th Avenue subway line, which is 12 minutes from the Whitehall Street station in downtown Manhattan.

Should present plans materialize, the new quarters are expected to be ready for occupancy in midsummer. The Union holds a 60-day option on the property.

Pictures of the new building appear on Pages 6 and 7 of this issue.

Bethlehem Is Low Bidder On Bernstein Ships

The Maritime Commission has announced that the Bethlehem Steel Company's Baltimore shipyard was the lowest bidder for the conversion job on the two former Army transports which the Arnold Bernstein Line hopes to place in the North Atlantic passenger trade.

Estimates for the work on the General William Weigel and General John Pope, both P-2 type transports, were submitted to the Commission by nine yards.

The bids, which were opened last week, are subject to further analysis, but if an award is made it is certain that it will go to the Bethlehem yard, since its price was almost \$2,000,000 below that of the next bidder.

NO AWARD YET

No contract award is likely, however, until a decision is made by the Maritime Commission on Bernstein's subsidy applications. The company applied for purchase of the ships and construction and operating subsidies more than two years ago.

The application is now in the final stages but has been held up by the uncertainty surrounding the future of Maritime Commission and its budget for the next fiscal year.

Arnold Bernstein, president of the company, said that his organization's estimates on the costs of the conversion work had been substantiated by the bids, and that his plans for low-fare passenger ships in trans-Atlantic service was more than ever justified.

The two "Generals" are 17,800 gross ton vessels with speeds of about 20 knots.

Tribune Sells SS Colabee To Panama Company, Will Use Norwegian Ship On Newsprint Run

The proud SS Colabee, known as the "newsprint express" to the crack SIU crews that have manned her for the past decade, has been condemned to a fate worse than the boneyard. She's slated to become another ship without a country when she joins that motley fleet operating under Panamanian registry.

The proposed sale of the 5,617-ton freighter to the Seven Seas, S. A., a West Coast outfit operating under the Panama flag, was confirmed by her owner, the Illinois-Atlantic Corporation, last week, after her Seafarers crew was paid off and she entered drydock.

Meanwhile, the Colabee has been replaced on the paper run by the Norwegian ship Ellen Hope.

SALE ADMITTED

Rumors of the Colabee sale had been flying thick and fast but Illinois Atlantic, a subsidiary of the Chicago Tribune-New York News Syndicate, kept mum until questioned on the crew payoff. An official of the company said the transaction was subject to Maritime Commission approval.

A&G Secretary-Treasurer Paul Hall denounced the proposed sale of the Colabee, which transported newsprint from Baie Comeau, Quebec, for the New York "Daily News," as "a stab at the American merchant fleet and US seamen."

Referring to the Chicago Tribune's and New York News' consistent advocacy of a "two-ships-for-one" policy for the United States, Hall declared:

"The Tribune is always preaching Americanism, first, last and always. Ditching American seamen in favor of low-paid foreign seamen is a strange interpretation of it."

The SIU official added that the Colabee transfer was one more emphatic reason for favorable action on the program to build and protect the American merchant marine now being sought in the Senate by Senator Warren G. Magnuson of Washington.

Senator Magnuson is expected to present to Congress in July legislation including a resolution on the growing shift of American tonnage to foreign flags.

"DESPICABLE ACTION"

The Colabee sale was also scored by Captain William Ash, vice-president of the National Organization Masters, Mates and Pilots, AFL. Ash said: "It's a despicable action on the part of newspapers which have always been plumping for an American merchant marine. They don't practice what they preach."

Payoff of the Colabee's crew last week ended a glorious ten-year history under the SIU banner. Coming under Union con-

tract around 1940, the ship was manned throughout the war by Seafarers.

A torpedo tore through her side in 1942 off Nuevitas, Cuba, killing many of her SIU crew.

Although loaded with sugar the doughty freighter refused to sink. She was towed to Tampa, where the damage was repaired and Seafarer replacements for those who had lost their lives went aboard.

The Colabee carried bauxite for the rest of the war. Since then she's been operating between New York and Baie Comeau.

SAD FAREWELLS

Sadness marked the farewells between Seafarers and Baie Comeau townspeople, as the Colabee prepared for her last voyage out of the Canadian paper mill town.

In the past five years a strong feeling of fellowship had developed between the visiting American crewmen and their Canadian neighbors.

Colabee crews introduced the

game of softball to Baie Comeau and the residents took to the sport enthusiastically. Contests between the crew and local teams were a high spot in the ship's visits to the port.

The SIU crewmembers' relationship with the Baie Comeau people has frequently been cited as an example of the good will so valuable between nations.

In Political Fight To Finish, Says Green

NEW YORK—AFL President William Green told the AFL United Hatters convention that "labor will not be counted out or knocked out in this campaign" to elect a liberal Congress in 1950.

"We are in this political fight to the finish," Mr. Green said. "And we don't know the meaning of the word 'defeat.' We are determined as never before to organize, to work and to fight until this crucial battle of the ballots is won.

"Labor's program for increasing mass purchasing power, for

A member of the last SIU crew to man the Colabee predicted that the heretofore spotless, efficiently operated American flag ship would probably not be recognizable after six months under the Panamanian flag.

"She'll be roaming the seas dirty, hungry and dangerous—a disgrace to any civilized maritime nation," he said.

widening and improving social security and for raising the living standards of all American citizens is at stake in the congressional election of November 7.

"In fighting for a progressive legislative program and in fighting for release from the oppressive effects of the Taft-Hartley Act, the organized workers of this country feel they are doing their patriotic duty. In the American tradition we are going to the people in the congressional elections this year for their verdict."

'Times' Okays Maritime Hiring Halls

The New York Times

THURSDAY, MAY 4, 1950.

THE HIRING HALL

Under the current system of maritime hiring halls the steamship operators, it must be conceded, have recourse to an authority that can bring discipline to recalcitrant seamen when all other restraining influences fail. We can remember several recent instances when unreasonable action by ship crews brought swift and effective measures from union headquarters in the interest of contractual compliance.

These were perhaps scattered cases. The situation is by no means utopian, but a trend is easily discernible, and one cannot deny the assertions of maritime leaders who appeared in recent weeks before the Senate Labor subcommittee that the hiring halls brought a measure of peace to the industry. The hiring halls should receive considerable credit for doing away with hiring practices that once were reprehensible.

Although the industry officially appeared before the committee in opposition to measures legalizing the maritime hiring hall, top executives of major shipping lines, particularly those operating substantial passenger services, have admitted that they would be at a loss to man their vessels adequately were it not for hiring halls.

In addition to maintaining a decent and honorable means of bringing employer and employe together for a contract, they offer a reservoir of manpower for major vessels, manpower that would be difficult to come by through dockside hiring or by roaming the waterfront streets picking up strays. And both the National Maritime Union, C. I. O., and the Seafarers International Union, A. F. L., to mention two leading unions here, have displayed indications that they are at the stage of maturity in which sea unions can, as everyone hopes they will increasingly in the future, accept the responsibility that is corollary to their earned rights.

The Senate committee heard both sides generously, and a majority of its members concluded "that hiring halls have been preponderantly beneficial * * *." The purpose of the hearing was to seek information leading to a conclusion, and the conclusion now should be translated into legislation. Regardless of the broader implications of the Taft-Hartley ban on the closed shop, an exemption in the case of seagoing unions is clearly indicated. Congress will be remiss if it fails to meet the demand squarely, for failure to meet it will in all likelihood, as the unions warn, mean a return to chaotic sea hiring conditions.

"The Times" joins the ranks of those in favor of the union hiring hall in maritime. Who else besides Taft is against it?

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Letter To The Editor

The following letter was received a few months ago by the SEAFARERS LOG. We are reprinting it exactly as we received it, some issues after the appearance of the "personal" notice with a few minor changes, to prevent identification of the writer and her son:

"I am writing to you for help in locating my son. He does not know that his father has died. His father wanted so desperately to see him before he went, but we could not find him.

"Now I am all alone, an elderly woman with no one to turn to, except my son, and I do not know where or how he is. At one time, he kept in touch with us but he changed and then we saw him only when he was broke or had no place to go.

"I hope and pray he will see the notice in your paper, and write to me, or maybe come home.

"If he would only send me a postcard on Mother's Day! Some time he will wish he could send one home, and it may be too late."

... End of editorial.

Let's Get Going

America is fiddling while one of her most important lines of defense is ruthlessly being whittled down.

Despite the warnings sounded over the past several years by the SIU and other maritime organizations, US ships continue to pile up in the boneyards and hundreds have been switched to registries of nations like Panama which are a haven for operators fleeing from taxes, adequate safety and inspection standards and decent wages.

Not only is the Panamanian fleet a menace to the standards built up in maritime nations throughout the world, it is a threat to the shipping interests doing business under the American flag, and to the security of the American people.

If the US should suddenly find itself in need of an adequate fleet of first-class, efficiently operated ships in order to protect itself and the rest of the world's democracies, present indications are that she'd be no better off than she was when World War II caught her off guard.

Outside of the people in maritime and several foresighted members of Congress, few persons seem to be even slightly aware of the dangers inherent in the present situation—least of all anyone in the administrative branch of our government.

Senator Magnuson and members of his subcommittee who are striving to formulate a long-range program to build the American merchant marine are acutely aware of what's going on.

Included in legislation the Senate group will present to Congress upon completion of its present study is a resolution dealing with the matter of Panama ship transfers.

We don't know how effective this resolution will be, but if it doesn't completely halt the savage practice of shifting ships under Panama's neat little racket it won't be worth the paper it's written on.

According to all the stuff we've been reading since the end of the last war, he who isn't ready and waiting will be plumb out of the running in the event of another conflict.

From the present picture in US maritime, Uncle Sam isn't ready by a long shot.

"You're always home"



Log vs. Bulletin Scoresheet

SIU crewmembers overwhelmingly prefer the four-page Overseas Edition of the SEAFARERS LOG they are now receiving at ports throughout the world, in place of the multithed Overseas Bulletin.

Of the 71 ships reporting so far, 51 said they liked the four-page LOG better, while 17 preferred the Bulletin. The preferences of three of the crews reporting were not clear.

Among the 17 Bulletin supporters were several who based their stand on the belief that the former service was less expensive. Actually, the costs of the two projects are approximately the same, but the present LOG Overseas Edition permits quicker distribution and eliminates the need for many men on tedious detail. In this respect, at least, the Overseas LOG is the cheaper.

Here's how ships have voted so far:

For The Overseas Log		DEL RIO
ALCOA ROAMER	ALGONQUIN VICTORY	CHIWAHA
JEFFERSON CITY VICTORY	LOGANS FORT	For The Old Bulletin
DEL SOL	STEEL WORKER	ROBIN GOODFELLOW
PORTMAR	SOUTHPORT	CHICASAW
ANTINOUS	ALAWAI	PONCE DE LEON
ALCOA PIONEER	ARLYN	PETROLITE
SEATRAN HAVANA	STEEL DIRECTOR	TADDIE
KENYON VICTORY	JOHN STAGG	DEL VALLE
ALCOA PILGRIM	SALEM MARITIME	ANDREW JACKSON
WILLIAM A. M. BURDEN	MARINA	JOHN H. MARION
FAIRHOPE	FRANCES	WINTER HILL
CAROLYN	ALCOA CORSAIR	INEZ
EUGENIE	CARRABULLE	MAE
ELLY	SEATRAN NEW JERSEY	ALCOA RANGER
ANN MARIE	GATEWAY CITY	JOHN HANSON
STEEL SEAFARER	TRINITY	STEEL TRAVELER
STONY CREEK	CALMAR	STEEL ADMIRAL
IRENESTAR	STRATHMORE	DEL NORTE
W. E. DOWLING	CITRUS PACKER	SEAWIND
FAIRISLE	JOHN B. WATERMAN	Opinion Not Clear
STEEL VOYAGER	DEL CAMPO	TINI
STEEL SCIENTIST	NATHANIEL B. PALMER	EDITH
CHOCTAW	STONEWALL JACKSON	CUBORE
HARRY T.	BRADFORD ISLAND	
	ST. AUGUSTINE VICTORY	

Baltimore Hoping Better Days Will Come Along

By WILLIAM (Curly) RENTZ

BALTIMORE—At pretty much the same pace it has been for the past four weeks, shipping continued slow in this port with little relief in sight. We're hoping to see about ten ships head in here soon, but in the meantime our main business comes from the Ore Line ships.

The exact breakdown of ships in here during the past two-week period runs like this: Pay-offs were the Seawind, Seatrad, Inc.; Steel Seafarer, Isthmian; Pennmar, Calmar; Rosario, Bull; and Santore, Chilore and Oremar, Ore Line.

Ships signing on were the Chilore, Santore, Pennmar, Steel Seafarer and Oremar. In-transit we covered the Black Eagle, John B. Waterman and Steel Executive.

Also contributing to the port's business were the arrivals of the Archer's Hope and Bents Fort, both Cities Service ships. We put a few men aboard these ships, though as a rule they are crewed out of the company's home port of New York.

These ships are a little more difficult to handle than our regular ships, but in due time, like Isthmian, everything will be ironed out and men will be just as eager to take these ships as anything under the SIU banner.

It's been quite awhile since anyone gave a bit of praise to the Baltimore Marine Hospital.

This outfit continues year in and year out to give the mem-



bers of the SIU the best of medical attention despite the host of hardships which face the undersized staff.

We believe Dr. Wilson, the top man at the hospital, and his staff are just about tops and they have the gratitude of every member of the SIU.

Credit Union Pays 3.5 Percent Interest To Its Shareholders

If there is anyone who is still doubtful about the efficiency of a union-run credit union, the following item should be the clincher.

The quotation below is taken from "The Conveyor," official organ of Local 174 of the United Automobile Workers (CIO).

The point to hold in mind is that this credit union is confined to one shop of the local. Read on:

"Our credit union is paying dividends to its shareholders. It's over 3½ percent on each dollar invested by its members.

"That's doing pretty good, for the credit union in our shop will be just a year old in January."

CS SEAMEN ENJOY BENEFITS OF SIU MEMBERSHIP



Seamen of the Cities Service fleet now enjoy those advantages that were impossible before the SIU contract. At left, John Markakis, formerly of the Royal Oak, is all smiles as he prepares to exercise his right to sail on any Union-contracted deepsea freight ship. He went aboard SS Steel Architect on May 15. At right Anthony Pitura (left) is being congratulated upon receiving his Union book by SIU member Ray Queen. Pitura is aboard the SS The Cabins, a tanker bound for the Middle East.

Temporary Surge In New Orleans Shipping Takes Some Surplus Manpower Off Beach

By EARL (Bull) SHEPPARD

NEW-ORLEANS—In the past two weeks we have been pretty busy. We have shipped out quite a few members who had been here on the beach for quite some time.

Business affairs of the port are in good shape, but the outlook for the coming two weeks is not too hot, with only five scheduled payoffs between now and the next meeting.

Since the last meeting we had 12 payoffs and nine sign-ons, with over 30 ships hitting here in-transit. At present we have a few minor beefs pending with Mississippi. Due to our not being able to schedule a meeting with the company this week, we will meet with them the first of next week to iron out all pending beefs.

The SS William Tilghman and the SS Thomas Sim Lee have gone to the boneyard and the SS Seatrain New Orleans has been layed away in the Willows down at Belle Chasse until the beef between Seatrain and the Cuban Government has been ironed out.

OUT OF LAYUP

The SS Alcoa Runner and the MV Del Oro are in temporary layup, with the Runner due to crew up shortly and the Oro due to crew up again around the last of May.

Both of these ships will tend to ease the shipping as they will take full crews from the Hall.

The organizational drive of the Union payed off in this port in the last two weeks with 11 ships hitting here that are not on regular schedules out of here. All of these ships took some replacements and went to show what an organizational drive can do for the Union. All members should remember when going on these ships to do their utmost in performing their duties and stopping of performers.

Among the ships coming in were the Jefferson City Victory, Chrystar, Ames Victory, Coe Victory, Mostank, William Caruth, John Stagg and the Cape Mohican. Some of these ships

paid off and all were in good shape with very few beefs on any of them outside of the small routine beefs.

Since the last meeting we have buried three of our Brothers who had been shipping out of the Gulf for years. Brother Antonio Jenario drowned and was buried in Santos. Brother Howard Durant died on the SS Del Mar and was buried in SIU fashion in Mobile, with a report that there was really a turnout of SIU Brothers. Brother Charles (Red) Henderson passed away between NO and Cuba on the SS Catahoula and was buried down there.

Also buried in Oklahoma last week was Brother Fred White, who passed away after an auto-

mobile wreck. All Brothers were swell shipmates and will be missed as all good shipmates are.

There are only 30 days to register to vote in city and state elections and all hands are urged to get in touch with Brother Paul Warren before the deadline, as we want as many members as possible registered in order to make a good showing in the coming elections.

The Bisso Towboat strike is still going on. From the latest report the shoe is really beginning to pinch, and his work on the river has finally come to practically a standstill.

At present the picketlines are being maintained 24 hours around the clock.

Bide Your Time, Says Savannah To Gashounds

By E. M. BRYANT

SAVANNAH—The past two weeks have been on the rugged side for this port, with no payoffs or sign-ons taking place. Except for three ships in-transit, this port was untouched by SIU ships.

The three vessels to nose in were the Fairland and LaSalle, Waterman, and the Steel King, Isthmian.

We had a little trouble aboard the King at sailing time, when a few fouballs among the crew went on a rampage. We pulled two Wipers off and straightened out the rest of the crew.

We'd like to point out to future crews hitting this port that, despite the fact that this might be the first US port hit after a long foreign voyage, there is still no reason for breaking loose. After the payoff is the time for celebrating.

The SS Strathmore has been in drydock here and this week took four ABs. It'll be a couple of weeks before the balance of the crew is called.

The biggest happening in this city's labor field is the Teamsters' attempt to organize the Garden City Cabs.

So far the Teamsters have put a lot of effort toward organizing the company but have made

little progress. The SIU, of course, has promised the Teamsters full support should they intensify their drive.

In the meantime, the Yellow Cabs are shaping up well and are getting the patronage of SIU members.

Friends of J. "Chubby" Morris

will be glad to hear that he is expected to be up and around pretty soon after over two months of being flat on his back with a broken thigh. Chubby's spirits have been high all through his ordeal, and will be none the worse when he hits the deck again.

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 in a drunken condition. Those who disrupt the operation of a ship, the payoff or sign-on by being gassed up.

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

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

Air-Conditioning Takes Heat Off Waiting For Job

By CAL TANNER

MOBILE—Shipping in this port for the last two weeks was slow, with approximately 78 bookmen and no permits shipped for the period.

We had a total of eleven pay-offs and ten sign-ons, including one on coastwise articles plus three ships in-transit.

Ships paying off were the Fairhope, Partner, Antinous, Wild Ranger, Strathcape, Corsair, Arizpa, Pegasus, Cavalier and Pointer.

Ships signing on were the Fairhope, Partner, Antinous, Wild Ranger, Strathcape, Corsair, Arizpa, Pegasus and Cavalier.

Ships in-transit were the Azalea City, Chickasaw and Del Alba.

All payoffs and sign-ons were smooth, with only a couple of disputes on any of them, and these were settled to the satisfaction of all concerned.

Some of the Brothers in the Mobile Marine Hospital this week include, J. Bennett, H. Lowman, C. Burns, F. Welch, and E. Geno.

Some of the oldtimers on the beach include, A. Hammac, J. Harrison, G. Forwood, C. Hemby, F. Jeffereys, C. Carlson, J. Elliott, H. Ridgeway, J. H. Morris, K. Larsen and J. Danzey.

Shipping for the next two weeks promises to be dead slow as only a trickle of offshore ships are expected to hit this port.

The air-conditioning of the building has really made it comfortable in the Mobile Hall. Now that the hot weather has started, the men on the beach can relax in cool comfort while they sweat out the ships.

In the near future when we get our rec deck fixed up, it is going to be a fine place to relax between calls.



SHIPS' MINUTES AND NEWS

Puerto Rico Crew Rigs Operating Room, Help Save Life Of A Stricken Passenger

The resourcefulness of SIU crewmembers aboard the SS Puerto Rico played a major part in a dramatic episode that resulted in the saving of the life of a passenger stricken with acute appendicitis at sea.

The life-saving story, involving Seafarers' ingenuity and Coast Guard cooperation, was unfolded by a crewmember when the Bull Lines passenger ship docked in New York last week.

It began on Friday, May 5, as the vessel was pushing her way to New York with San Juan already some 400 miles to the south.

EMERGENCY

A passenger, suffering from an acute attack of appendicitis, was in dire need of an immediate operation. The ship's medical department was in a dilemma—the necessary surgical instruments were not aboard and sick bay did not include an operating room. The ship's company stepped into the breach. Immediately, the ABs set up a jury rig operating room, equipping it with cargo lights and other items of ship's gear. Doctors present expressed amazement at the speed and ingeniousness displayed by the crewmen as they fashioned a highly suitable sea-going counterpart of a hospital surgery room.

Meanwhile, ship's officers radioed San Juan, requesting the US Coast Guard to send a plane with the proper surgical instruments.

The patient was made comfortable in the improvised operating room and all was in readiness when, two hours after the SOS was signalled, a Coast Guard flying craft zoomed over the Puerto Rico's stack.

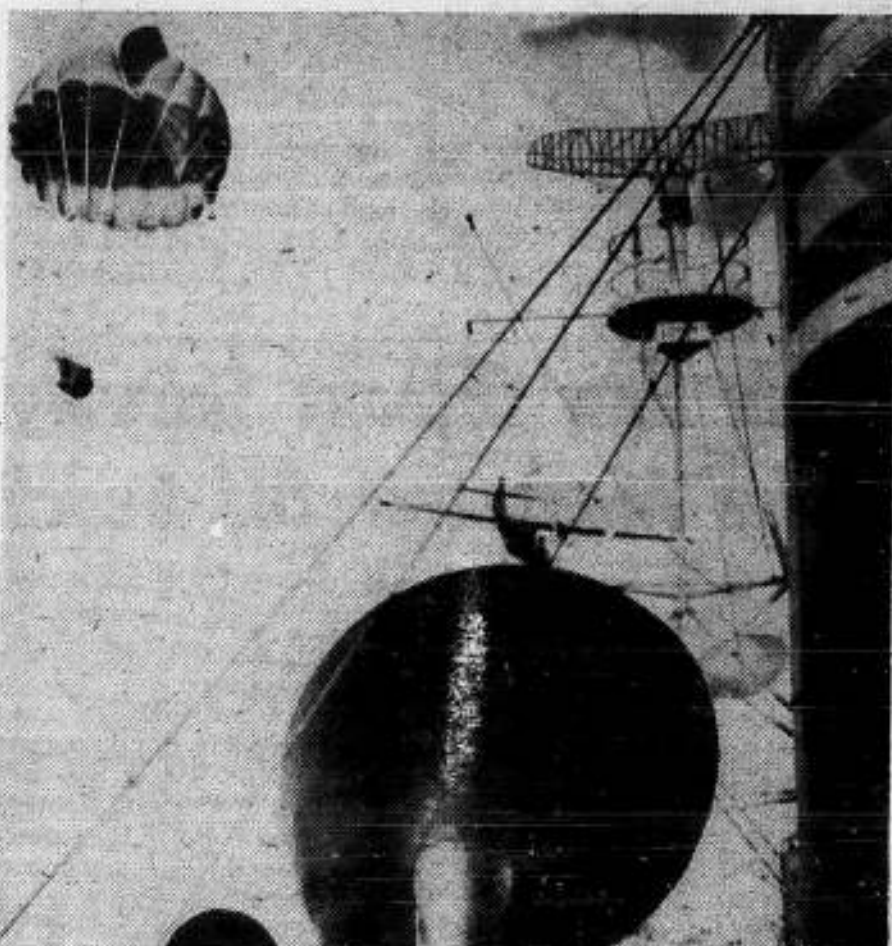
DIRECT HIT

The plane made two test runs above the vessel. The third time, as it swooped over the stern and headed for the bow, the bundle of instruments were dropped in a tiny parachute. It landed almost dead amidship.

Waiting crewmen scooped up the package, released the parachute and headed for the operating room. The ship's doctor operated immediately and the patient's recovery was assured.

The Puerto Rico resumed her course and for the rest of the voyage the chief topic of conversation among crewmembers and passengers was the efficiently rigged cargo light operating room, with its galley and other ship's gear, and the Coast Guard pilot's bulls-eye.

"It's all part of the day's work, though," commented a Seafarer.



Parachute bearing surgical instruments descends upon SS Puerto Rico's deck after being dropped from Coast Guard plane, which is shown veering away from ship just above vent in foreground.

MINUTES OF SIU SHIP MEETINGS DIGESTED FOR EASIER READING

INES, Mar. 3 — E. Goldey, Chairman; F. Loriz, Secretary. Everything ship-shape in all departments. Motion to elect Ship's Delegate carried by vote of 18 to 8. **G. Quinones** elected. Motion (by **Goldfarb**) carried that when a beef arises in any department, the delegate should accompany the Ship's Delegate to see the department head. Recreation room to be cleaned by all departments on weekly rotation basis.



ALCOA PURITAN, Mar. 12—George Everett, Chairman; John Elliot, Secretary. Crew went on record in favor of installing exhaust fans in engine rooms of all C1-type vessels. Motions carried to accept delegates' reports as submitted. General discussion under Good and Welfare.

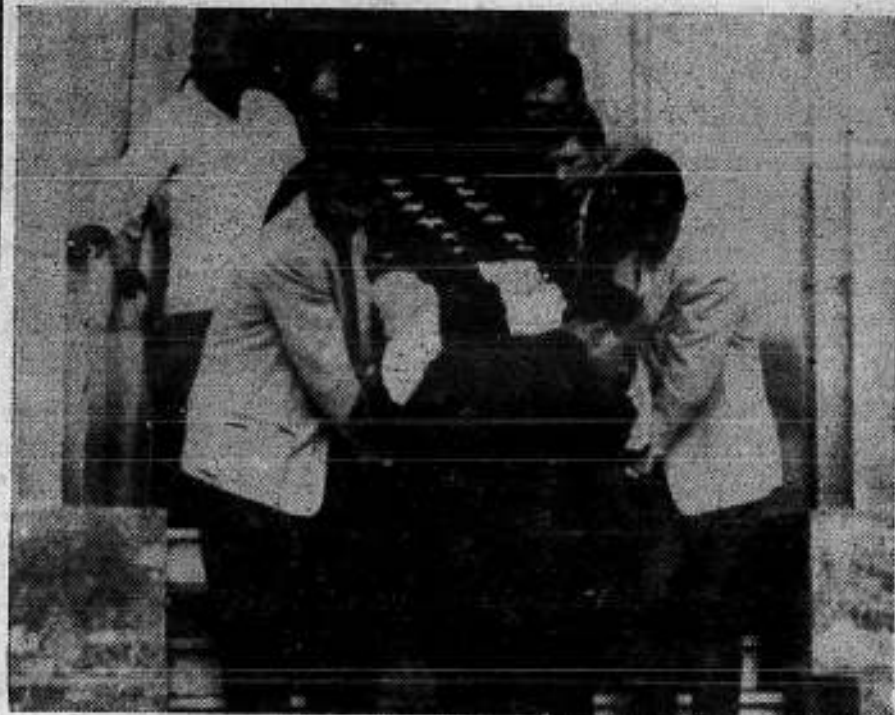
EVELYN, Mar. 12 — E. R. Smith, Chairman; C. Mitchell, Secretary. Ship's Delegate said he had contacted Port Captain, who told him that Stewards Department sinks will be installed at a proper time. Deck Delegate said that in future crew will

have to arrange for a launch at Port Sulphur. Engine and Stewards Delegates reported all okay. Motion carried to obtain new cushions for chairs in messroom and rec room, same as on SS Mae. After discussion, it was decided not to purchase new washing machine.

STEEL CHEMIST, Mar. 12—E. Hanratty, Chairman; T. Griner, Secretary. Ship's Delegate said a few things have to be checked on arrival in States. He added that crew was one of the best. All okay in all departments. Suggested that Patrolman check on company having to reimburse for medical attention paid for by individuals. Vote of thanks given to Stewards Department for excellent job.

NATHANIEL B. PALMER, Mar. 5—Roderick Smith, Chairman; Paul Whitlow, Secretary. Delegates reports accepted. Brother Belpre was elected Ship's Delegate. Agreed that nobody is to be served in messroom unless in proper dress. An amendment calling for regulation on clothing worn in rec room was defeated. Motion carried, 15 to 2, calling upon Negotiating Committee to work provision into contract requiring company to forward mail to ships, instead of holding it until vessels return to port of payoff.

AT CATAHOULA CREWMAN'S RITES



Shipmates of the late Ward Henderson carry his casket from Cienfuegos chapel following funeral services.

Gas Fumes Kill Henderson As He Works In Ship's Tank

Ward (Red) Henderson, Chief Pumpman on the SS Catahoula who suffocated in one of the ship's tanks on May 6 as he was repairing a broken valve, was laid to rest in a Cienfuegos, Cuba, cemetery.

The 40-year-old Seafarer's death was caused by escaping carbon dioxide gas, according to a report received this week from Thomas Payn, ship's Delegate. Henderson was hauled from the lethal chamber by a team of volunteers led by Joe Carr, OS, who entered the tank with the aid of a gas mask.

UNSUCCESSFUL

Dr. Hector M. Oejo and two assistants, aided by members of the crew, worked for five hours in a vain attempt to revive Henderson.

The funeral service was conducted the following day, May 7, at the Pujol Funeral Home.



Ward Henderson as he appeared aboard Catahoula the day before his death.

Floral wreaths were sent by each of the Catahoula's three departments, Capt. Christian B. Simonsen, two Masonic lodges and the proprietor of the La Purissima Bar, which is frequented by SIU crewmen, Payn reported. Galleyman Juan Fernandez and Pantryman David Fonseca also sent a wreath.

Captain Simonsen and the en-

tire crew of the Catahoula attended the funeral, along with representatives of the two Cienfuegos Masonic lodges, and Elo. Amarante Rodriguez, port agent of the Cuban Seamen's Union.

Following the service in the chapel of the funeral home, the 15-car cortege left for the cemetery at 4 P.M. Masonic services were held at the burial plot.

Pallbearers, all from the Catahoula, were William Panewicz, Deck Delegate; Thomas Payn, Ship's Delegate, Carl Felham, OS; M. F. Ellis, Chief Cook; W. Murphy, Chief Engineer, and M. Coldike, First Assistant.

The Catahoula crew expressed its appreciation to Captain Simonsen for his efforts in arranging the funeral for their late shipmate.

When the Catahoula, a Cuba Distilling Company molasses tanker, paid off in New Orleans, crewmembers took up a collection and the proceeds were forwarded to Henderson's family.

ARKANSAS-BORN

Brother Henderson is survived by his mother, Mrs. L. F. Henderson of Eudora, Ark., a sister and a son. He joined the SIU in New Orleans on July 11, 1948, and held Book No. 102452. He was born in Arkansas.

Tributes to the late Seafarer were paid by his shipmates and friends in the Port of New Orleans.

Ship's Delegate Payn said that "Henderson is mourned by his many friends and former shipmates, especially those with whom he made his last trip on the Catahoula."

SIU member Harvey Guenther informed the LOG from New Orleans: "The Brothers in this port were deeply grieved to learn of the passing of Red Henderson."

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 crews.

ITF Directives For Action Against Sub-Standard Panamanian Shipping

The conference of the Seafarers Section of the ITF held at Amsterdam on the 17th and 18th of April, went once more thoroughly into the question of Panama flag shipping and the boycott action decided at the Oslo Congress of the ITF in July, 1948.

FAILURE OF NEGOTIATIONS

The Secretariat had submitted a report on behalf of the Boycott Committee, which had handled the matter since the Joint Dockers and Seafarers Conference held in London in February, 1949.

It dealt with the developments which had taken place in connection with the question since the previous conference of the Seafarers Section, held jointly with the Dockers Section of the ITF, at Rotterdam in August last year, and showed that all attempts to reach a settlement of the problem by negotiation had been fruitless.

Those attempts had been undertaken at the instance of the Government of Panama, which gave repeated assurances that it could induce the shipowners operating under its flag to meet with the seafarers representatives of the ITF, with a view to concluding a basic agreement which would regulate wages and conditions of service in the ships concerned.

It need not be emphasized here how imperative such regulation is, if the four million tons of shipping now flying the Panamanian flag is not to be a permanent menace to the standard built up in the ships of the recognized maritime nations of the world.

In view of the Panamanian Government's utter failure to implement its undertakings, the report of the ITF Secretariat recommended the seafarers organizations to take the matter in their own hands.

CHANGES IN THE SITUATION

The experience gained since the Oslo Congress had taught that it was not practicable, or even advisable, to deal with the problem in the manner originally conceived.

On the other hand, several cases had occurred, notably in Belgian and Dutch ports, where Panamanian ships whose safety, sanitary and other standards were seriously below prescribed standards, were held up for considerable periods—and in one case even prevented from sailing until the ship had been sold to new owners.

Reports given by delegates to the Amsterdam Conference revealed several changes that had taken place in the situation since the Oslo Congress, and which made it very difficult to apply an all-out boycott as originally planned.

THE TAFT-HARTLEY ACT

In the United States, the passage of the Taft-Hartley Act seriously tied the hands of the trade unions as far as certain types of industrial action were concerned.

Thus the Act prohibits workers from striking



in sympathy with workers of other industries, or from taking strike action to enforce demands not directly connected with their own conditions of employment.

In several cases, where the Seafarers International Union of North America had thrown picketlines around Panamanian ships, court in-

On April 18, the International Transportworkers Federation, representing more than 80 shore-side and maritime transport unions throughout the world, laid plans for boycott action against sub-standard ships flying the Panamanian flag.

The move came as a result of the Panama Government's failure to live up to its promise to remedy deplorable wage and working conditions on ships flying its flag.

In ordering the boycott, the ITF said such action was imperative if the Panama flag fleet is not to become a permanent menace to the standards built up in the recognized maritime nations.

US delegate to the ITF conference, held in Amsterdam, was John Hawk, secretary-treasurer of the SIU's international office, who transmitted this report of the conference.

junctions had been issued against the union, so that the action could not be continued without the risk of very heavy fines.

The American delegate to the Amsterdam Conference emphasized, however, that the SIU desired to continue the action against Panamanian ships by the means that remained at its disposal.

Those means were considered to be sufficiently effective for achieving the purpose of the action, which was to force the owners of ships remaining on the Panamanian register to enter into contractual relations with the seafarers organizations and to observe proper labor and other conditions on board their ships.

Although it was necessary to withdraw picketlines from such ships whenever an injunction was issued, the action could be continued indefinitely by imposing the ban on other ships or re-imposing it on the same ships in other ports.

COMMUNIST MACHINATIONS

In European ports, also, there were obstacles which prevented the Oslo decision from being carried out as originally intended.

Here the difficulties were more of a political character. Communist agents were busy stirring up trouble in the waterfront industry, with a view of stopping Atlantic Pact shipments from the USA to Western European countries, and generally damaging the economic life of these countries.

Consequently, a large scale boycott of Panamanian ships with the help of the dockers could hardly be organized without presenting communists with opportunities for subversive activities.

AMSTERDAM MODIFIES ACTION

In these circumstances the Amsterdam Conference decided that, though the action against Panamanian ships must be energetically pursued, it would have to be carried through in the light of the changed situation. This decision of the Conference was couched in the following terms:

"This International Seafarers Conference held at Amsterdam, on April 17 and 18, 1950, has given final consideration to the Panamanian shipping issue and related questions.

"The boycott action, which was decided on at the Oslo Congress of the ITF in July, 1948, was postponed on several occasions at the request of the Panamanian Government, pending negotiations to be undertaken at the instance and under the auspices of the Government of Panama, to effect a solution of the issue by collective bargaining between shipowners operating under the Panamanian flag and the seafarers organizations, acting through the ITF.

"Having regard to the failure of the Panamanian Government to implement its assurances, the seafarers are determined to put an end to

sub-standard conditions prevailing in many Panamanian ships, which are a menace to all the seafarers have built up during the years of endeavor and sacrifice, and this Conference, therefore, decides to take appropriate action in accordance with the spirit of the Oslo resolution."

CARRYING OUT OF THE ACTION

After adopting the above resolution, the Amsterdam Conference considered the ways and means of carrying out the modified action.

It was appreciated that the action was not one which could be carried to a successful conclusion in a matter of days, weeks or even months, but that it would have to be directed—perhaps over a prolonged period—against ships selected as targets, until all shipowners using the Panamanian or similar flags had been brought to heel—that is to say, compelled to conclude satisfactory collective agreements with seafarers unions belonging to the ITF.

BASIC AGREEMENT

Specimen copies of a collective agreement, as drawn up by the ITF Boycott Committee, will be supplied by the ITF Secretariat to all affiliated seafarers organizations, and this agreement will be presented by the organizations concerned to the owners of ships selected for the purpose.

If the owners refuse to come to terms on the basis of the agreement, the ships will be blacklisted and from then on, from port to port and



country to country, seafarers organizations will take all possible steps to hold up such ships; refusing to supply crews or replacements, reporting to the appropriate authorities deficiencies in the sanitary condition or seaworthiness of the ships, and exploiting other possibilities that present themselves—short of calling in the aid of the dockers or other categories or workers directly or indirectly connected with handling the ships or their cargoes.

DOCKERS' HELP IN SPECIAL CASES

Generally speaking, the seafarers organizations will endeavor to carry out the action by their own resources. Only exceptionally will an appeal be made to dockers or other workers in cases, for instance tankers, where the seafarers have little means of attack of their own and when sympathetic action can be enlisted without detriment to the wider interests of the movement.

BLACKLIST OF PANAMANIAN SHIPS

The Secretariat of the ITF will, on the basis of data supplied by affiliated unions, compile a blacklist of ships, and this list will be circulated in order that these ships may be pursued wherever they go and boycotted in every port by such means as are available to the unions concerned, until such time that the owners are prepared to come to terms—that is, sign with a seafarers union, acting on behalf of the ITF as a whole, an agreement on the basis of the terms laid down for the purpose.

There will be cases in which the foregoing method will not be effective, because the owners of the ship are practically inaccessible. In such cases an appeal will have to be made to the crews concerned to resort to job action. If they respond, it goes without saying that they must

(Continued on Page 8)

HQ Buildings: Past, Present And Future



With the membership giving the go-ahead signal at the last regular membership meetings in all ports, the SIU's long search for a building large enough to house all Headquarters facilities and to adequately service Seafarers shipping out of the New York Branch appears to be over.

After more than 18 months of shopping around, during which time scores of properties were inspected, a suitable structure in an accessible location was found—and at a price within the limits set by Headquarters. (See picture above.)

The building fronts on Brooklyn's wide 4th Avenue, between 20th and 21st Streets, just a few blocks from the waterfront area where the majority of SIU ships tie up. Just 12 minutes from downtown Manhattan, via the BMT 4th Avenue subway to Prospect Avenue station, the structure is easily reached by all means of transportation.

The entire property is approximately 200 feet wide by 175 feet deep. The three-story building itself is 104 feet, 8 inches wide by 92 feet, 3 inches deep. Adjoining is a two story brick house, 22 feet, 2 inches wide by 32 feet, 3 inches deep.

The area not occupied by the structures is a concrete yard enclosed by high wire fencing, containing four full-size handball courts, a basketball court and a softball field.

On the main building's second floor is a large auditorium spacious enough to seat bookmembers and permitmen at the regular Branch meetings.

An abundance of space on the first floor will permit installation of innumerable facilities long dreamed of for the membership, but heretofore impossible because of the lack of available room in present and past quarters.

Plans are being studied to provide recreation rooms, a library and other membership services on the third floor. The ample space available makes it possible to meet all needs which the Union has deemed essential for the members' welfare.

The building will not be ready for occupation for a couple of months, pending recommendations by a membership committee for repairs and alterations that will render the property suitable for the needs of the Seafarers.

Meanwhile, Headquarters has placed a deposit on the property with a 60-day option to purchase outright.

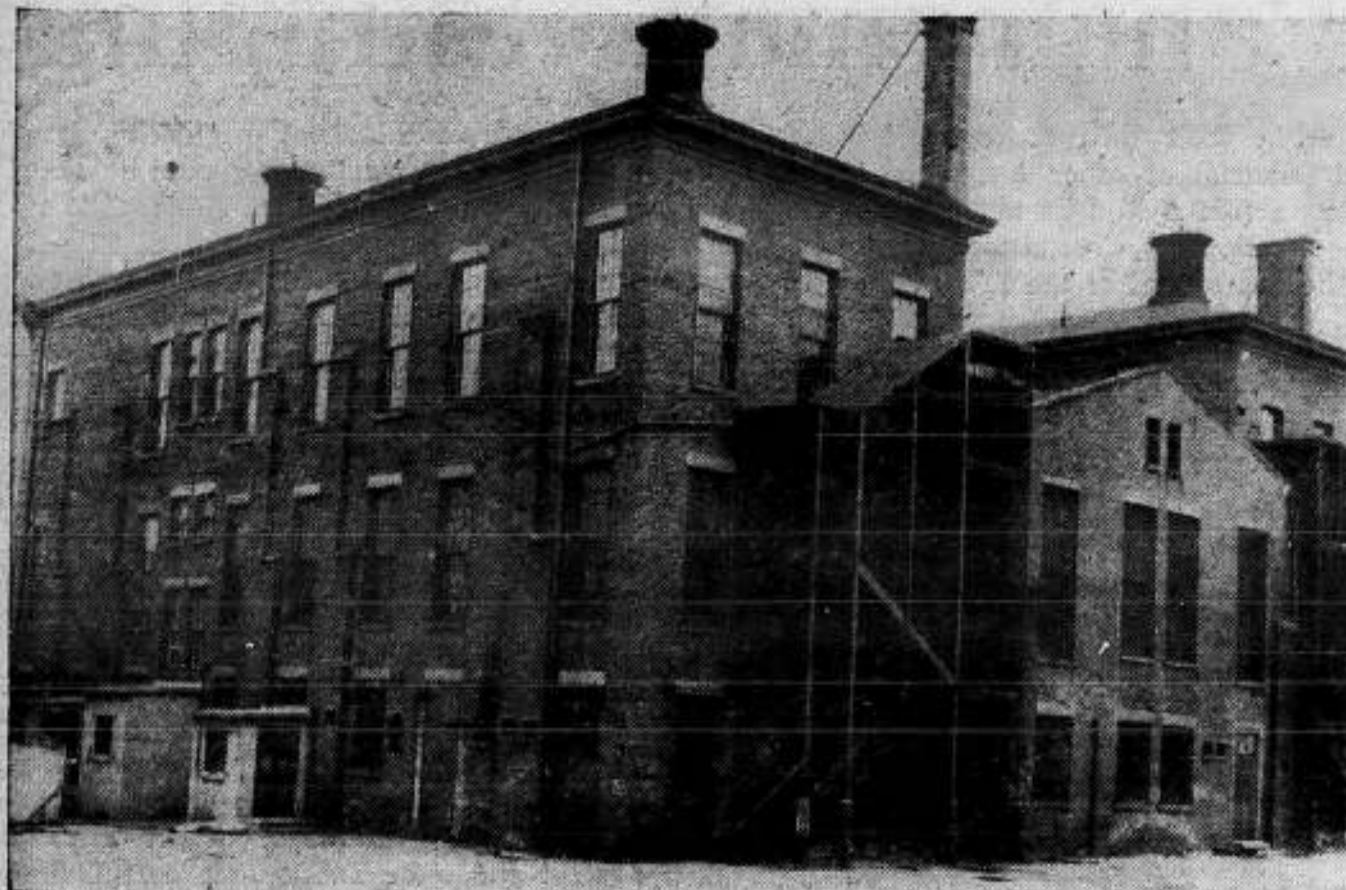


Present SIU quarters at 51 Beaver St. have long been inadequate.

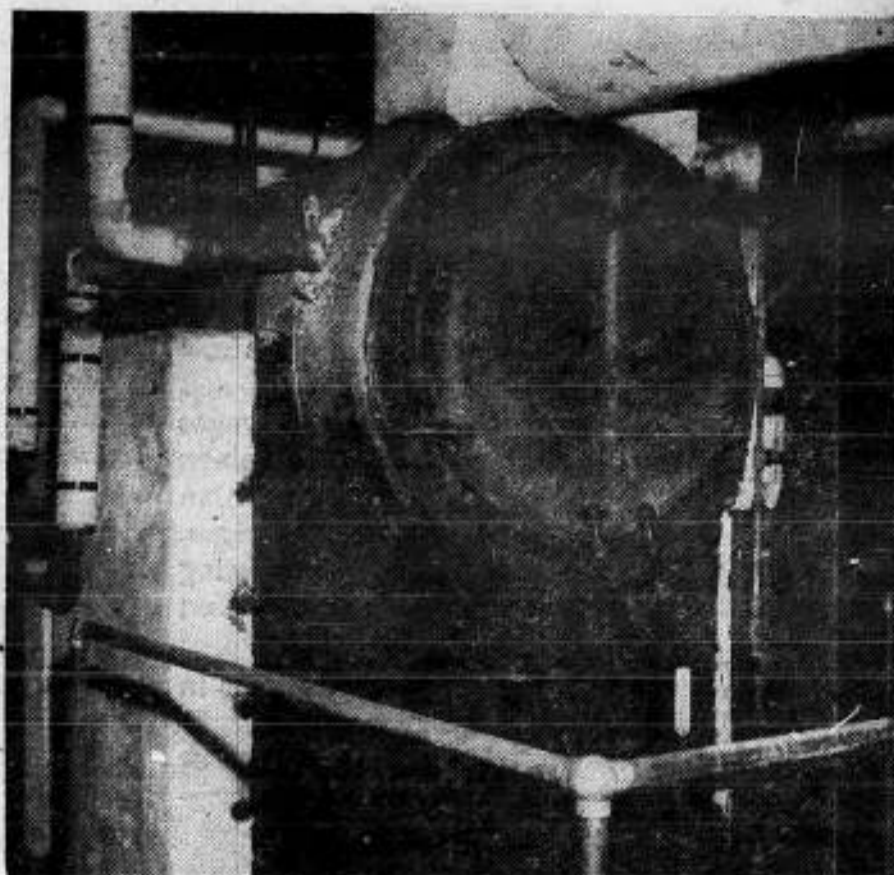


During war, SIU occupied three floors in this building at 2 Stone St.

Views Of The New Building, Fore And Aft



Rear view of the prospective new SIU Headquarters and New York Branch building as it appears from the 21st Street side of yard. Center section of structure will house auditorium. Property is two blocks from Prospect Avenue station of BMT-4th Avenue subway line.



The entire building can be heated efficiently and economically. Above is high-pressure boiler which present owners installed a couple of years ago.



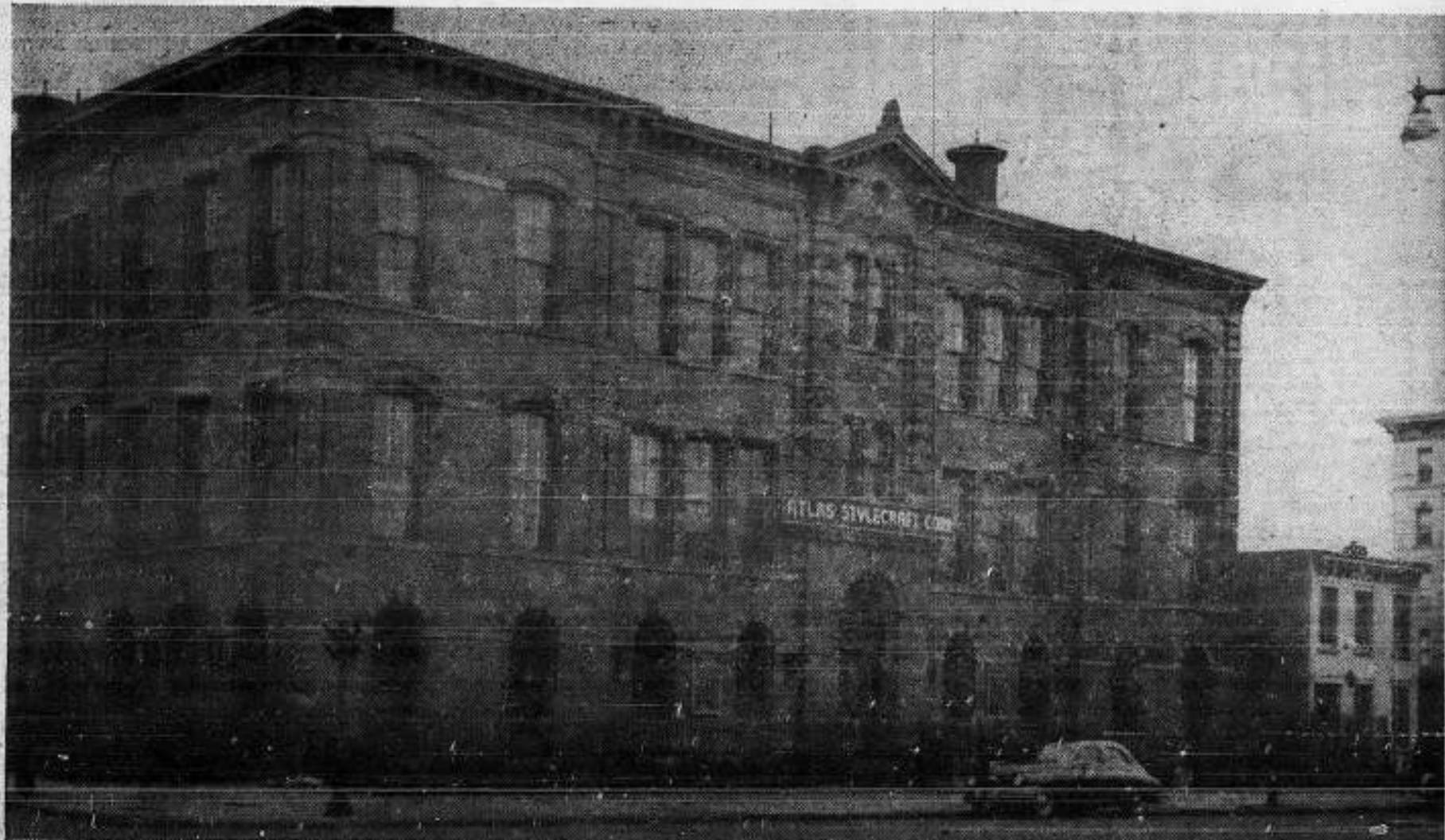
ABOVE—A partial view of the 200-foot yard, looking toward 20th Street from the 21st Street side of the property, which is an ideal spot for Seafarers recreational activities.

~ ~ ~

ABOVE RIGHT — Members waiting for a ship will have these four full-sized handball courts among the facilities to help them pass the time enjoyably.

~ ~ ~

RIGHT—A front view of the buildings as they appear from the northwest corner of 20th Street and 4th Avenue. On the far right is the two-story building, presently used by the caretaker.



ITF Directives For Action Against Sub-Standard Panamanian Shipping

(Continued from Page 5)

be given every possible support, to the extent, if necessary, of enlisting the aid of dockers.

TERMS OF THE AGREEMENT

Some of the delegations to the Amsterdam Conference originally felt that the seafarers' claims were not being placed high enough, and went so far as to propose that American wages and conditions should be demanded for all ships of the Panamanian register. But, in Panamanian ships whose original registry was not American, the gap between the American and existing standards is so wide that such a demand would rule out all possibility of a settlement.

The position would be particularly difficult in cases where ships are on the Panamanian register for legitimate reasons, and where practical or legal obstacles prevent their return to the original register.

A second strong objection to the proposal was that in the improbable event of American standards being secured for Panamanian ships, these would have such powers of attraction that non-American merchant fleets might be drained of manpower.

These considerations prevailed, and after lengthy discussion it was decided that the agreements for non-American ships on the Panamanian register should be based on the equivalent of British seafarers' wages and conditions, subject to a differential which could be considered to offset the lack of social security provisions or other disadvantages attached to service in Panamanian ships.

The amount of the differential will accordingly depend upon the social regime under which a ship comes. For instance, in the case of Panamanian ships whose crews enjoy the full benefits of a satisfactory social security scheme, including sickness and accident insurance, unemployment insurance, retirement pensions, etc., there will be a wage differential equal to 20 percent of the British scale.

In other cases—e.g. ships coming under no social security scheme at all or only under the social legislation of Panama, which is considered to afford practically no protection to seafarers—



the wages will be based on the British scale plus 66 percent (one pound-40 shillings a month for an able seaman).

For ex-American ships, of course, American wages and conditions will apply.

It must be clearly understood that the conditions mentioned in the preceding paragraph only constitute a minimum, and that this minimum shall in no case prejudice any better conditions existing in Panamanian ships.

CONDUCT OF ACTION

The central direction of the Panamanian action will continue to be in the hands of the ITF Boycott Committee set up in London in February, 1949. The day-to-day direction will be carried on by a sub-committee composed of those seafarers and dockers members of the Boycott Committee who are resident in London, acting in conjunction with the Secretariat of the ITF.

Unions will have a free hand in the conduct

of the action in their own countries. Insofar, however, as financial or other assistance is required abroad, action should be taken in consultation with the Boycott Committee, whose address is at the Secretariat of the ITF in London.

FINANCING OF THE ACTION

With regard to the financing of the Panamanian action, it was agreed that affiliated seafarers unions have a moral obligation to share in the



costs incurred by unions in connection with the action. After consideration of the matter, it was felt that the funds for the purpose should not be collected on a pro rata basis, since there were unions financially too weak to bear such a burden, but by means of **voluntary contributions from the unions.**

Though unions will naturally try to avoid it, and though the ITF will not be held responsible if a union should be involved in heavy expenses as a result of the action, the Boycott Committee would on request consider what could be done to distribute the burden.

ORGANIZATION OF PANAMANIAN SEAMEN

Parallel with the action against selected ships, the object of which is to bring more and more Panamanian operators into contractual relationships with seafarers organizations of the ITF, a drive will be undertaken to make Panamanian seamen themselves a party to the agreement by enrolling them in the organizations.

Affiliated seafarers' unions concerned are invited to set up in their respective countries a special section for crews of Panamanian ships.

These men will only enjoy the benefits of the agreements negotiated for them by the ITF unions and generally the advantages of an organized state of affairs. Further, to the extent that it is within the power of the ITF and its unions, organized seafarers will have priority of employment in Panamanian contract ships. If they so desire, however, unions will be free to admit to ordinary membership Panamanian ship crews of their own nationality.

For the purpose of the Panamanian seamen's sections, the ITF Secretariat will issue special international membership cards and international contribution stamps. An entrance fee of 1 pound or \$3 will be charged for the membership card, and the monthly contributions for Panamanian seamen will be 10 shillings British currency in non-American ports and \$1.50 in American ports.

The sums collected by the different unions in contributions from Panamanian seamen will be held by them on behalf of the ITF, and used for defraying the costs of the Panamanian action. The entrance fee taken from Panamanian seamen will be retained by the national unions in order to reimburse them for expenses incurred in connection with this enrollment work.

SUMMARY OF PROCEDURE

In pursuance of the Amsterdam Resolution, affiliated seafarers unions concerned are requested to take note of the following points:

(1) Unions should take appropriate steps to conclude collective agreements in respect of ships which used to be on the register of their country but are now flying the Panamanian flag.

(2) In the case of ships not originating from the American register, conditions should be based on those laid down by the British National Maritime Board, subject to a differential of 20 percent on the wages scale. This assumes that a full social security scheme is applicable to the crews of the ships, including health and accident insurance, unemployment insurance, old age insurance, etc. In other cases, the wage scale shall be based on the British wage scale, plus 66 percent (40 pounds a month for an able seaman).

(3) In the case of ex-American ships under the Panamanian flag, contracts should be based on American wages and conditions.

(4) Ships refusing to come to terms with the appropriate seafarers organizations will be eligible for boycott action by all appropriate means. Full information about such ships, including exact name, tonnage, action already taken against the ship, subsequent destinations and sailing dates, should be communicated to the Secretariat of the ITF, in order that the Boycott Committee may call on seafarers organizations to take such actions as is possible against the ships in the ports concerned. Crewmembers of these ships should be urged to support the action of the ITF unions by resorting to job action.

(5) Unions are expected to visit all Panamanian ships calling in their ports and, where conditions on board are not in accordance with safety, sanitary or other regulations, to call on the authorities concerned to delay the sailing of the ships until conditions have been rectified.

(6) It is understood that, as far as possible, seafarers unions will carry out such action by their own resources and that only in exceptional cases, and where practicable, will the assistance of dockers or other groups be enlisted.

(7) Unions should further take appropriate action in order to organize the crews of Panamanian ships. For this purpose they should set up, separate from the normal union structure, a



special section in which Panamanian seamen can be enrolled. Membership of such sections will give the benefits of the contracts concluded with Panamanian ships.

(8) Unions should collect contributions due from Panamanian crewmembers who have been enrolled in a Panamanian section in another country.

(9) Unions will be supplied by the Secretariat of the ITF with literature, special membership cards and contribution stamps, for use in connection with the enrollment work.

(10) Members of the Panamanian sections will pay an entrance fee of 1 pound in non-American ports and \$3 in American ports. Contributions will be at the rate of 10 shillings a month in non-American ports and \$1.50 in American ports. Sums collected in contributions will be held by the respective unions on behalf of the ITF Panamanian Account; the entrance fee will be retained by the national union concerned to meet expenses connected with the enrollment work.

(11) Unions are requested to keep the ITF Secretariat regularly informed of the progress made with (a) concluding of agreements with Panamanian ships; (b) action taken against sub-standard ships; (c) enrollment of seamen serving in Panamanian ships.

THE MEMBERSHIP SPEAKS



Disabled Brother Seeks Aid Of Bucyrus Crewmen

To the Editor:

I wonder if you would help me by publishing the enclosed list of names and asking the Brothers named to help me in my case against the Isthmian Steamship Company. My attorney has written to these men but only two have replied.

The accident occurred on the Bucyrus Victory during fire and boat drill on August 17, 1948. My ankle was broken as a result of too much pressure on the fire hose.

The fellows named will remember the accident but their fact that they have not yet answered my lawyer's letters or given witnesses' depositions, has held up my case almost two years now.

DISABLED

The accident kept me hospitalized and left me with a 25 percent permanent disability, a distorted ankle bone and arthritis.

I would greatly appreciate it if these shipmates would get in touch with my attorney:

Charles H. Johnston, Carpenter; Herbert A. Jacks, DM; Lonnie T. English, AB; George T. J. Faulkner, AB; Donald Smith, AB; Raymond G. Terhune, OS; George L. Warrington, OS; Jonathan Rinehart, OS; John C. Shaffer, Oiler, and Stanley Floreak.

It would be of great help to me if these men would get in touch with my attorney, Harold Fulkerson, 1011 C Street, San Rafael, Calif.

John S. Mattison
San Francisco

WITH THE SIU SMALL FRY



Here are two good reasons why Seafarer Joe Bracht has to keep on the ball. They're his sons, Joe Jr. (left), aged 2 1/2 years, and Keith, 6 months, and they keep their mother Joan plenty busy while pop's on the high seas.

Benson Says Pusan Club Only Lacks LOG

To the Editor:

It would be a good idea to have the LOG forwarded regularly to the Seamen's Overseas Recreation Center in Pusan.

This club is the stamping ground for all the seamen hitting this port. It would be advantageous to have the LOG here for the men to read while sitting around relaxing.

Besides that, the center offers good service to the boys. There are two bars, a restaurant, barber shop, slopchest and a souvenir stand.

All it lacks is the SEAFARERS LOG.

Rocky Benson

(Ed. Note: The LOG has been added to the center's services.)



This ample little lass seems to be getting a kick out of life already. She's Yvette, daughter of Seafarer C. A. (Chuck) and Mrs. Welch. British-born Yvette was 3 months old when pic was taken.

Miller Calls For Spotlight On Panama Ship Registries

To the Editor:

We all know of the decline and fall of the American Merchant Marine and we all know the sort of contempt we feel at the perpetration of the sabotage of American labor every time we see or hear of another US-owned ship being turned over to foreign registry.

How long will these phony continue in their greedy undermining of the American shipping business?

US tonnage had dropped from 28,000,000 to 14,000,000 deadweight tons already and is expected to drop much lower. Americans own 52.8 percent of ships sailing under the Panamanian flag and the majority of ships sailing under the Honduran flag are also owned by Americans. Liberia is another country whose flag flies over US-owned ships.

DUCKING TAXES

The purpose of turning over these ships to foreign registry is obviously to avoid taxes, high wages and safety standards. Pan-

amanian ships have no regulations regarding crew accommodations, manning requirements, hours of work and overtime, food and working conditions.

Conditions aboard these ships are filthy and are not even up to the pre-war standards of unorganized American ships.

Too few people realize how important a part the maritime industry plays in the national interest. Already 110,000 have been left unemployed because of the drop in shipping since its peak and apparently thousands more are destined to swell their ranks.

The underhanded tactics employed by the large operators responsible for creating this cancerous condition of American shipping should be brought to the attention of the American people and exposed whenever and wherever possible. The battle against these phony should be fought to the bitter end.

Fred T. Miller
SS Kenyon Victory

Men Now In The Marine Hospitals

NEW ORLEANS HOSPITAL

J. J. O'NEILL
E. FOREMAN JR.
J. LYONS
W. HANTUSCH
E. NAVARRE
L. WILLIS
L. LANG
D. D. KELLY
H. LAGAN
F. LANDRY
K. F. PARKS
A. F. KOTHE
J. H. FORT
L. L. GILL
W. H. NUNN
J. PISA
T. A. CARROLL
E. WALDEN
O. NORM
E. CASEY
G. NEWMAN
W. W. MOORE
E. C. ROBINSON
A. BOURGOT
L. TICKLE
E. PLAHN
W. COLLEY
L. LEWIS
B. WAITS

BOSTON HOSPITAL

FRANK ALASAVICH

BALTIMORE HOSPITAL

F. W. FYOCK
R. A. POSTON
J. TAURIN
R. GROSCLOSE
M. D. WATT
F. CAMPBELL
W. D. WARMACK
E. JANASKO
B. L. CLAYTON
M. J. LUCAS
P. STRICKLAND
J. DAVIS
G. T. CAMPBELL
L. BARCISZEWSKI
C. JOHNSON
S. BERGERIA
J. BURKE
J. WOLENSKI
P. CARROLL
T. MACK
R. L. PERRY

NEPONSIT HOSPITAL

WILLIAM PADGETT
MATTHEW BRUNO
MALVIN COLLINS
R. A. BLAKE
ESTBAN LOPEZ

JOHN PADZIK
J. DRISCOLL
JOHN T. EDWARDS
V. FERRER
R. A. LILLAK
R. BLATTINO
JIMINEY
TULL
ELI DUTCHEN
JOHN LANCASTER

SIU men at Neponset can contact Hospital Delegate William A. Padgett any day between 2:30 and 4 PM, on third floor, west side.

SAN FRANCISCO HOSPITAL

HENRY PITT
ED PRITCHARD
DAVID HERON
J. HODO
ALTON LEACH
IKE ISSAKSEN

STATEN ISLAND HOSPITAL

C. ESOLAN
H. E. GRANT
J. BLOMGREN
T. BARRACLIFF
LOUIS CIRIGNANO
G. CASTRO
HENRY WATSON
J. L. LIKNES
T. F. ROZUM
ASTERIO DELGADA
J. B. PURVIS
C. P. THOMPSON
T. E. MAYNES
W. REID
EDURADO BALBOA
EUSTACH BULIK
T. H. BYUS
ROBERT DOUGLAS
E. A. HANSEN
FRANK KUBEK
H. V. NIELSEN
HARRY PRYTULAK
F. D. BERTHOLD
ARNE BFORNSSON
C. W. PALMER
A. T. PAPPAGOLLS

MOBILE HOSPITAL

J. BENNETT
H. LOWMAN
C. BURNS
F. WELCH
E. GENO

SAVANNAH HOSPITAL

J. (Chubby) MORRIS
J. H. PRUDHOMME

A Sailor Looks At The Cause Of Hatred

To the Editor:

Because many of your readers have sampled the bitter side of life in their struggle to survive, the facts about to be disclosed will not seem strange or fantastic. It is sincerely hoped that the contents of this analysis may serve to awaken the kind and decent people so that they may have the courage to meet the challenge of our greatest disease — hatred. Then, perhaps, "the meek shall inherit this earth."

To analyze this number one enemy of mankind: First, the child is born and like the fruit of an apple tree it may become diseased, due to lack of proper care. However, unlike the fruit of that apple tree, we poison the minds of our children by instilling in them fear and superstition. The result of which — greed, selfishness and jealousy — become part of their make-up.

Here we have the three basic components of our hatred: greed, selfishness and jealousy. Without one, the other two could not possibly exist. So, to get to the root of the problem, we find that as our children acquire understanding, they are taught possessiveness. We hand the in-

nocent child a toy and say, "Here is something nice to play with. Now don't break it or let anyone else play with it. This toy belongs to you."

Then from possessiveness we pass on to the ancient art of discipline as practiced by the nervous and upset parents, who because of their own deranged life do not realize that their children must mature fully before their behavior can be intelligently controlled.

So, in order to pop off steam, because of a depression within themselves, they fly into a rage, beat their little ones so that they may become wild and resentful toward them and society in general. These children, lacking love and understanding soon find themselves delinquent and lost in a lonely wilderness.

It is no wonder, therefore, that upon examining this world we discover it has been turned into a huge madhouse by these same parents who, due to their diseased minds, inject the seeds of hatred into their offspring.

We send our children to schools where they are given an opportunist's education, wasting their time on fairy tales and ancient history. Then we allow

this outmoded education to be torn apart by permitting "Red Fascist" teachers to poison their minds with hateful lying propaganda so that one day we may all become regimented slaves.

Why try to educate our children to become great doctors, and scientists to save lives, and conquer disease only to send them off to be killed in wars which some day will cause untold disease in their wake? Who can tell but that with the next scientific "war to end wars" the human disgrace may some day find itself reduced to the image of our animal cousins in the jungle?

Since before the end of the jitter-bug age, the germ of hatred has spread like a plague and in many cases has left its scar by distorting the faces of its victims.

It is the writer's opinion that only through an immediate, widely publicized campaign to re-educate the American people can the above-mentioned "disease" become curable. By doing so we may effect a true understanding of fellowship and bring about a strong brotherhood of man.

Capt. S. L. Daniels

The Seafarers In World War II

By JOHN BUNKER

"TO MacARTHUR ON BATAAN"

CHAPTER 7

It was at Brisbane, Australia, in January of 1942 that several Army officers came aboard the SS Coast Farmer and informed Captain John A. Mattson that his ship was to be loaded immediately with a "very important" cargo of war supplies, and that he and his crew were to hurry them north with the utmost speed.

"North!" To Captain Mattson that could mean only one thing—what, with the Japs in possession of all the Pacific north of Australia except the Philippines—north to MacArthur on Bataan!

The ship was loaded and then the cargo was all taken out when the Army discovered, belatedly, that the Coast Farmer's very top speed was on the high side of ten knots.

But they evidently couldn't find another bottom, for the job for loading was started all over again and the ship was soon chock full of food, guns and ammunition up to the hatch beams.

BROOMSTICK ARTILLERY

Two machine guns were then mounted on the bridge as armament, and several Navy gunners were put aboard to serve them. It was then discovered that some vital parts were missing in the guns and they couldn't be fired, so the Coast Farmer was as well armed as though she mounted a battery of water pistols.

Not long after midnight on February 3, the Coast Farmer swung out her lifeboats, "doused" all lights, and left Brisbane for the north.

Several days later they arrived at Thursday Island off Cape York, at the entrance to Torres Strait. Here the Skipper was given detailed routing instructions, plus the disquieting news that two faster ships which had left for the same destination had been bombed and sunk by the Japs.

Submarines, it was said, had been sighted along the course the Farmer was to take. This induced Captain Mattson to take advantage of night, and they left Thursday Island for the Arafura Sea in the face of heavy winds and seas which gave the old ship some protection from submarines on the first lap of its hazardous voyage.

They were on their own now! No American ships to call upon for aid. No friendly ships of any kind to offer succor in the seas ahead.

After passing a chain of islands held by the Japs a few nights later, the Skipper decided they would have to stop for part of a day in order to approach a certain narrow channel under cover of night.

The channel was flanked by Jap islands and there was a very good chance that enemy patrol boats or transports would be about.

JAP BASE NEAR

At the time they were only 45 miles off the Jap base at Amboina and, as dawn swept across the great southwest Pacific, the crew of the Farmer started the longest day of their lives.

The clocks ticked away minutes that seemed like hours, suspense-filled minutes that were fraught with constant danger.

Lookouts manned the bridge and crow's nest. Every man aboard the ship walked restlessly about the decks, pacing away the dragging hours as the bright sun climbed ever so slowly to its zenith.

Occasionally in the distance they could see black objects which seemed to be riding the placid surface of the sea like the conning towers of submarines. But they must have been whales or blackfish, for no sub attacks developed.

They all held their breath when several planes crossed the horizon some miles off, but these air-

men ignored the little freighter entirely, for no American ship, the Japs were confident, could venture so far north and so boldly, too.

All hands felt much better when the sun had disappeared over the Java sea and the waters were once again clothed in night.

The boiler fires were lit again, the throttle was opened, and the shaft began to turn over once more. They continued on their way, making the expected landfall during the darkest part of the night and passing close between two Jap islands unobserved.

STEADY NERVES A "MUST"

Several days later they sighted the mountains of Mindanao in the Philippines, but Captain Mattson stayed clear of the land until he was sure of their position. There was no help to be had here in case the shores ahead should be swarming with Japs. It called for steady nerves, calm judgment, and a few prayers.

Facing the Skipper now was the problem of getting ship and precious cargo up to the rendezvous point on Bataan without detection by the enemy. It was 150 miles yet to the embattled defenders of Bataan so, with an assurance from Chief Engineer George Smithers that his men could coax a few extra revolutions from the machinery, Captain Mattson threw the telegraph over to "full ahead" and on they went to whatever might lay before.

The current was in their favor and so, too, must have been destiny, for they later found out that their course lay through a mine field which the Japs had planted just to forstall such reinforcements.

Ignorant of this peril, they forged ahead at what for the Coast Farmer was the amazing speed of 15 knots, arriving at the appointed rendezvous at about 5:30 in the morning.

At first no one was to be seen along the wooded, hilly shore, but after a while a small launch put out from a veiled landing some 300 yards away.

The men in the launch wore American Army uniforms and all hands were on the qui vive as they came up the gangway. But alert, too, were the strangers, for they drew their service revolvers as soon as they stepped over the rail. After all, the Coast Farmer flew no flag and bore no markings on her bow or stern.

MEET FRIENDS

Grim jaws relaxed, however, as everyone realized that the rendezvous had come off as planned and the boarding party introduced themselves as Colonel Chastine, Major Gregory and Mr. Wilder, a civilian pilot.

While the crew rigged booms and tackle for discharging, Mr. Wilder brought the ship to anchor very close to shore under the shadow of a mountain rising nearly 3,000 feet above the sea, thus affording some cover from air spotters and making it harder for bombers to attack from the land side.

In the week that followed, Army stevedores and the freighter's own men unloaded her vital cargo of guns, shells, food and medical supplies, then took aboard \$150,000 worth of tin, a scarce material of war which the factories were crying for back in the States.

The Army men at Gingoog were amazed that the Coast Farmer had made it through, for they had received reports that the Japs sank her, along with several other vessels trying to run the gauntlet to Bataan.

Fourteen-hundred miles unescorted and unarmed through enemy waters alive with Jap planes, ships and subs—it was a feat of heroic proportions.

While the discharging was underway, the crew

acquired several monkeys and a lively dispute arose as to whether they should be kept or put ashore, one faction claiming the simians would bring good luck, and the others averring that they didn't want any part of "monkey luck," good or bad.

The "official" ship's mascot was a scrawny cat and the Chief carried his own mascot in the person of an Angorra rabbit.

When the tin was stowed away the anchor chain ground up through the hawse and the brave little ship headed out to sea.

From the shore the doughboys waved them a wistful good-bye and as Captain Mattson put his ship seaward on the tide it was with the gravest misgivings, for a Jap cruiser had been reported not far down the coast.

"At 3:00 PM," said the Skipper's official report, "we were on our way, taking great care not to let the fires smoke, keeping a good lookout for floating mines, and spinning the rudder hard over when one was sighted right ahead."

SOMETHING ON STARBOARD

While edging south through the night, expecting at any moment to hear the hum of airplane engines or the crack of shells from a U-boat, a ship was reported coming toward them off the starboard side.

From the silhouette of the stranger, they thought for awhile she was the Mormacsun, which had been scheduled for the same run.

Captain Mattson was about to order the signalman to "speak" her by blinker but an instinctive caution held back the command.

He let the ship pass unnoticed and lucky that he did, for when the two vessels came abreast several miles apart they could see that she was not the Mormacsun despite the close resemblance. Whoever she was, she was by all odds a Jap transport.

Several days after this hairbreadth escape, they sighted Thursday Island dead ahead. Army and Navy personnel welcomed them back as though they had returned from the dead.

"It's a miracle," they insisted; "It's sure a miracle, all right."

The Coast Farmer docked in Queensland on March 13, 1942, with every member of the crew receiving a letter of commendation from Lt. General George H. Brett and a check in appreciation for their daring which amounted to a month's salary.

Said Captain Mattson: "Every member of the crew behaved splendidly. I cannot say enough for their loyalty, inspiring courage and co-operation during the entire voyage." (Deck crewmen were SUP.)

This wasn't the end of the Coast Farmer's adventurous career. She was heavily attacked while freighting war supplies to Port Moresby and escaped with shrapnel holes in the hull, which the versatile Mr. Smithers repaired by inserting wooden plugs.

Again she carried urgent front line freights, this time 5,000 drums of gasoline and 8,000 bombs, to an advance base without escort or any armament other than the two little machine guns which had been repaired after the trip to Bataan.

The varied adventures of the SS Coast Farmer ended on July 20, 1942, when a Jap torpedo sent her to the bottom 25 miles off Cape Perpendicular.

Another episode of the role of SIU crews in World War II will appear in the next issue of the SEAFARERS LOG.

Minutes Of A&G Branch Meetings In Brief

SAVANNAH—Chairman, Jeff Gillette, 37060; Recording Secretary, E. Bryant, 25806; Reading Clerk, J. F. Goude, 50999.

Headquarters report read and accepted with recommendation made from floor that the buying of the new building be left entirely to the New York Branch. Minutes from other ports accepted. Agent reported on the outlook for shipping, and urged members living in Georgia to register to vote in the local and state elections by absentee ballot. Meeting adjourned with 55 members present.

BOSTON—Chairman, B. Lawson, 894; Recording Secretary, W. Prince, 30612; Reading Clerk, R. Murphy, 39427.

Minutes of meetings held in other A&G ports read and accepted. Secretary-Treasurer's financial report read and accepted. Headquarters report read and accepted. Agent reported on the expected crewing of the Yarmouth and Evangeline. New Business: Motion by L. Garabedian, 10656, that the Union ship the Chief Steward and Chief Cook on the Evangeline and Yarmouth, but not ship the Watchmen. Motion lost. Meeting adjourned with 175 members present.

BALTIMORE—Chairman, Al Stansbury, 4683; Recording Secretary, L. Johnson, 108; Reading Clerk, R. White, 48314.

Adam C. Buchacz and James Armstrong took the Oath of Obligation. Minutes of meetings held in other Branches read and accepted. Agent's report read by Patrolman Leon Johnson, inasmuch as Agent Rentz is in the hospital. Shipping reported as sharply reduced from brisk pace of two weeks earlier. New Business: Motion carried that the Headquarters Report concerning the new building in New York be accepted as read. Meeting adjourned with 465 members present.

TAMPA—Chairman, Ray White, 57; Recording Secretary, P. Brinson, 246; Reading Clerk, Bill Hall, 39256.

Minutes of meetings held in other A&G ports read and accepted. Agent reported that there was an abundance of men registered for jobs with little prospects for improved shipping until the Victory Carriers ships return from the Far East. Secretary-Treasurer's financial report and Headquarters Report accepted. Good and Welfare: The members devoted a great deal of time to discussing the recent election in which Senator Pepper was defeated, although he carried the area around the Port of Tampa. All men were urged to vote in the runoff election scheduled for May 23. Men going aboard ships were told they could file absentee ballots. Meeting adjourned with 41 members present.

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

Charges against two Steel King crewmen read and accepted and referred to a trial committee. Elected to serve on committee were Norman Kirk, Jack Parker, Ben Collins and John Robinson. Secretary-Treasurer's financial report read and approved. Port meeting minutes read and

A&G Shipping From April 26 To May 10

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	12	14	21	47	7	6	8	21
New York.....	75	67	75	217	78	69	83	230
Philadelphia.....	19	20	17	56	28	19	19	66
Baltimore.....	93	76	55	224	33	26	20	79
Norfolk.....	(No Figures Received)			(No Figures Received)				
Savannah.....	8	1	7	16	5	4	1	10
Tampa.....	18	14	24	56	9	11	9	29
Mobile.....	30	22	30	82	29	20	24	73
New Orleans.....	86	73	94	253	94	91	114	299
Galveston.....	15	12	8	35	12	15	9	36
West Coast.....	27	39	25	91	28	42	24	94
TOTAL.....	383	338	356	1,077	323	303	311	937

accepted. Port Agent stated that since last meeting business had been pretty good but that next two weeks don't look promising. In past period there were 12 payoffs and nine sign-ons, with more than 30 ships in-transit. A few minor beefs are pending with Mississippi but are expected to be ironed out at meeting with company representatives early next week. Agent reported that Bisso tug strike is continuing and that company is beginning to feel the pinch. Headquarters report read and concurred in, including building agreement for Port of New York. Motion carried to permit J. A. Morales to become active. C. Masden, John Ruskewicz, Millie Strickland, James Fredericks and Arne Olson took Union Oath of Obligation. Under Good and Welfare, there was discussion on need of members registering to vote in local elections and on ERP cargoes. Meeting adjourned at 8:30 PM, with 370 members present.

PHILADELPHIA—Chairman, A. S. Cardullo, 24599; Recording Secretary, D. Hall, 43272; Reading Clerk, William R. Hughes, 51487.

Minutes of previous meetings in all Branches approved as read. Agent reported on the state of shipping in this port, describing it as fair. Motion carried not to allow changes into other departments unless he is rated—AB, Oiler, FWT, Cook. Motion carried to elect committee to draw up suggested wording of resolution on compulsory vacations for balloting purposes. Motion carried to allow V. L. Mena to pay up and ship. Secretary-Treasurer's financial report and Headquarters report to the membership read and accepted.

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

Minutes of all Branch meetings read and accepted. Motions carried to concur in Headquarters report to the membership and Secretary-Treasurer's financial report. Motion carried to nominate a delegate to attend Texas State Federation of Labor convention to be held in San Antonio on June 26. Keith Alsop was elected delegate, with C. M. Tannehill to serve as alternate. Meeting adjourned at 7:30 PM.

SAN FRANCISCO—Chairman, Jeff Morrison, 34213; Recording Secretary, Frank Abbott, 48905; Reading Clerk, S. Cohen, 44954.

Motions carried to accept

Headquarters and Secretary-Treasurer's financial reports. Minutes of all Branch meetings of previous meeting night read and accepted. Port Agent reported that shipping in this port had been slow. He listed the vessels that had called during the period. He also read a communication from the Police Officers' Association requesting all trade unionists to vote for the proposition on the local ballot to give its members a cost-of-living wage adjustment. Elected to the Trial and Excuse Committee were F. Abbott, T. Lindberg, J. J. Burke, J. D. Otto, and W. L. Busch. Excuses were referred to the committee. William Harris took the Union Oath of Obligation. Motion carried to discuss purchase of building for Headquarters. Several members spoke in favor of the move, none

was opposed. Motion carried unanimously approving recommendation for the purchase. Meeting adjourned with 38 members present.

MOBILE—Chairman, S. P. Morris, 44484; Recording Secretary, J. Carroll, 14; Reading Clerk, H. J. Fischer, 59.

Motions carried to accept minutes of other Branches as read. Motion carried approving recommendation to purchase building for Headquarters and New York Branch. Motion carried to impose fine of \$50 on anyone caught destroying Union property. Port Agent discussed the prospects of shipping for the next two weeks. He stated that he had received a lot of ideas from the membership on possible furnishing of the recreation room on the sec-

ond deck. All, he said, would be given serious consideration and he asked that a committee be elected in the near future to get bids on gear so that they could be submitted to Headquarters. Motion carried to accept Secretary-Treasurer's financial report. Meeting adjourned at 7:40 PM, with 250 members present.

NEW YORK—Chairman, C. Simmons, 368; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Robert Matthews, 154.

Minutes of previous meetings in all Branches read and approved. Secretary-Treasurer's financial report accepted as read. Port Agent discussed shipping. In Headquarters report, Secretary-Treasurer said welfare talks were progressing. The report also discussed every detail of the new building for Headquarters and the New York Branch, explaining that the Union had put down \$2,000 or a 60-day option to purchase. This sum is to be applied to the purchase price upon approval by the membership in all ports. It was recommended that the elected Quarterly Finance and Audit Committee be authorized to inspect the new building, and make recommendations for alterations and repairs. Motion carried to concur in Headquarters report. Motion (by Oppenheimer) carried that five minutes be allowed for Good and Welfare discussion by each member desiring floor for that purpose.

Personals



ALLEN BROWN
Please contact Miss Marcella Charron at 528 Kearney St., Room 258, San Francisco, Calif.

JOHN ALGERDON KING
Get in touch with Mildred E. Crown, Probation Officer at Sussex County Probation Office, Court House, Newton, New Jersey—very urgent.

CLIFFORD NEWTON
Please get in touch with your R. E. Broker (Lyon) P.O. Box 317-M, Pasadena 17, California.

CHESTER CRONE
Get in touch with Norman A. Power at the New Orleans SIU Hall.

MICHAEL ARMANDO
Get in touch with Collector of Internal Revenue, Division 7, 210 Livingston Street, Brooklyn, N.Y.—or call Mr. Doliner at TRIangle 5-5760, Ext. 153.

EARL GUIDROZ
Get in touch with me at 85 Third Street, San Francisco, California. "Shotgun" Still

ARMANDO DEFERMO
Contact your mother at 2128 So. Opal St., Philadelphia 45, Pa. She is anxious to hear from you.

JOE MCCULLEM LEE
Contact your wife, Louise, at 228 W. 149 St., Apt. 21, New York 30, N. Y.

JUAN B. FERNANDEZ
Get in touch with your wife.

LEROY SANFORD
(SS Pioneer Gulf)
Contact Thomas L. Raymond, 2021 1/2 Second Street, New Orleans, Louisiana. Very important.

WILLIAM STYDINGER
Your mother is not well, and asks that you come home as she would-like to see you. Address: 3303 Mueller Street, Baltimore 24, Maryland.

JOHN W. MASON, JR.
Write your brother, Allen D.—RD3, USS Furse, DDR 882, c/o FPO, New York, N. Y.

LEROY JILES
Your discharges have been found and are being held for you at the LOG office in New York. If you write for them, please enclose your Z-number.

JOHN GARTLAND
Write your son, Johnny, 319 Duncan Ave., Cheboygan, Mich.

Money Due



Smith-Johnson SS Corp. has money due former crewmen of their ships, in the amounts stated below. The money may be collected at the company office, 60 Beaver Street, New York City.

SS EDWARD G. JANEWAY
Niel M. Grundahl, 9.45; Thomas Harris, 7.12; Martin J. Hitchcock, .85; Earl D. Johnson, 6.36; Clyde A. Kent, 9.45; Robert E. Pritchard, .49; Harold Quimby, 13.06; Francisco M. Reyes, 5.30; Lloyd G. Schop, .57; Ferdynand Szoblik, 6.36; Roy Thompson, 2.55; Louis M. Voliva, 9.45.

SS JOHN W. CULLEN
Hubert J. Andrews, 2.93; Erwin R. Cooper, 2.93; Bobby R. W. Cuthrie, 2.93; David A. Mitchell, 2.93; John Zohil, 13.19.

SS JOHN DICKINSON
Emilio DiPietro, 3.99.

SS JAMES M. GILLIS
James Beaners, 1.30; George T. Brannan, 2.54; Thomas J. Dawes, 6.54; Antonio De Costa, 2.54; Albert E. Defors, 2.94; John W. Haas, 2.90; Charles A. Loute, .95; Stylianos Mondanos, 5.33; Henry J. Rote, 7.54; Stanley Rusyski, 4.90; Cecil Thomas, .84; Robert H. Watkins, 3.31; David L. Williams, 3.03; D. M. Wood, 6.54.

SS THOMAS J. LYONS
Alexander Abolins, 15.23; Herbert R. Hutchins, .70; George W. Lowry, .84; Bileran O. Sierra, 5.47; William P. Vaughn, 2.80.

AFL Makes Bid For Labor Unity Through Negotiations With CIO



By FRENCHY MICHELET

PHILADELPHIA—The American Federation of Labor called the Congress of Industrial Organizations to work out a permanent merger of the two organizations and offered to start immediately.

The AFL Executive Council proposed that this be accomplished through negotiations by committees of the AFL and CIO.

"We are prepared to select a committee to meet a like committee of the CIO to engage in conference looking toward an early and successful realization of unity upon a permanent and secure basis between our respective organizations," AFL President William Green said in the council's answer to CIO President Philip Murray.

"FUNCTIONAL UNITY"

Murray had proposed on April 4 that organized labor set up a top policy group for "functional unity."

He sent the proposal not only to the AFL, but to Independent Operating Railroad Brotherhoods, Railway Labor Executives Association, United Mine Workers and International Association of Machinists.

Green pointed out at a news conference that by including so large a group there might be considerable delay in effecting an organic relationship.

So, as in the past, the AFL stressed the importance of achieving organic unity first between the AFL and CIO.

The Executive Council said that if the AFL and CIO can work out a permanent and secure basis of merger it "will lead

to organic unity of all forces and groupings of organized labor in America."

ONE OF MANY

Green reminded Murray that the AFL has made several appeals previously for permanent and secure merger.

He said the AFL is "in complete accord with the necessity of unity in all fields of organized labor's activities."

He said that, under the AFL plan, instead of two organizations fighting each other, there would be one big organization, conserving financial resources and strength, not raiding each other, and rendering top service to rank and file workers, organized and unorganized.

The question of labor unity

was the first big issue taken up by the Executive Council at its spring meeting. Still on the agenda were legislative, political and organizational matters.

Green told reporters that the Supreme Court decision upholding non-communist affidavits of the Taft-Hartley law vindicated the AFL decision to sign the oath while working for repeal of the act.

"Our acceptance of the affidavit has been vindicated," Green told a news conference. "We regard it as one of the objectionable features of the law. But to advance the interest of our people we felt it our duty to sign right from the beginning. And we did so."

Repeal of the law remains the AFL's No. 1 legislative objective.

Eastern Asks Time On New Ships

Eastern Steamship Lines has asked the Maritime Commission for more time to decide whether it will invest in new ships for a revival of its coastwise trade.

The company has over \$5,000,000 in its construction reserve fund of which \$3,832,000 is subject to withdrawal and tax this month, unless the Maritime Commission allows it additional time for a study of its problems.

At a recent hearing before the Commission, a company representative said Eastern's decision to again become active in coastwise shipping depended on the results of studies of economical cargo handling methods and Congressional action on the proposed long-range shipping legislation.

STUDYING PLANS

The company supported its application for a time extension by explaining that it had made a "substantial investment" in a

concern which is engaged in developing plans for ships and equipment.

Before the war, Eastern operated services between Boston and New York, New York and Norfolk and Richmond, along with a passenger service to the Canadian maritime provinces.

At that time, the company owned 13 ships, only six of which were returned to it after the war. Of these six, three were in such bad condition they had to be sold.

Next month, the company will again begin operating the Yarmouth and the Evangeline for the summer months.

The Evangeline will make overnight runs between Boston to Nova Scotia, while the Yarmouth will operate as a cruise ship out of New York to the West Indies.

Eastern is one of the oldest of the SIU-contracted companies.

Privately-Owned Ships Continue To Show Decline

The privately-owned US deep-sea merchant fleet declined by four vessels and 31,000 deadweight tons during April, according to the National Federation of American Shipping.

The monthly report on the status of the American merchant marine showed the privately-owned fleet was composed of 730 dry cargo and combination vessels of 7,338,000 deadweight tons, and 461 tankers of 6,797,000 dwt.

OLD AGE

The decline of four vessels was ascribed to removal of five vessels due to overage, transferred to Great Lakes operation or removed from documentation, and the addition of one new tanker to the fleet.

The number of government-owned ships under bareboat charter to private operators showed continued decline, dropping from a net of 81 at the beginning of April to 73 on May 1 currently scheduled to continue in such operation.

Government-owned ships in the hands of general agents dropped from 5 to 4 during April. All are dry cargo ships, inactive pending layup or sale. Total vessels in the National Defense Reserve Fleet, excluding tugs, cables and military auxiliaries, increased from 2,186 to 2,198 during April.

Former Cities Service Men

It is urgent that the men named below contact the Organizers at 51 Beaver Street, New York, N. Y., by mail, phone or in person IMMEDIATELY. These men will be witnesses in the proceedings against the Cities Service Oil Company of Pennsylvania (Marine Division). These proceedings are scheduled to begin on June 5, 1950, in New York City.

Additional names will be printed in the near future, so watch the LOG if you have filed charges or given statements to the National Labor Relations Board. It is of the greatest importance to the Union that we have your cooperation in this matter.

SIU ORGANIZING COMMITTEE

JAMES PEPE

EDWARD ERVIN
WILLIAM SCOTT
LESTER McHUGH
BENJAMIN TAFLEWITZ
MICHAEL REGES
JOSEPH J. MISKINIS
JOSEPH LISSNER
ANTHONY HICKEY
ALBERT LITWINS
EDWARD V. MOLINEAUX
EDWARD SMOLLEN
EDWARD F. BOBINSKI
MICHAEL KAPUSTYNSKI
THEODORE MORRIS
ALLAN SIMPSON
PAUL FOY
PATRICK FOY
RICHARD A. HIRNER
ARTHUR RAY HINDMAN
WILLIAM E. ROBERTS
BOBBY LYNN
ALBERT L. CLOUSE
EUGENE CECCATO
PEDRO A. SUAREZ
EMIL VON TALGE
KEITHER C. SMITH
PAUL SPENCER
HAROLD WILL

JOHN E. ROBERTS

ARTHUR A. SCHUY
JAMES POWERS
PAUL AUBAIN
MICHAEL CARLIN
WILLIAM J. CONDRA
MERWIN DRISCOLL
JOE FALASCA
JOSEPH CREMEANS
STANLEY VITCAVITCH
JEAN GREUX
PIERRE MAGRAS
HENDRIK F. SIEMS
ROY C. LUNDQUIST
EUGEN KRISTIANSEN
ALEXANDER TRIANO
DON SCANLON
JOSEPH M. MC FAUL
JAMES MONROE
WILLIAM EDWARD GANNON
KEITH ARTHUR TERPE
JOHN POLUCHOVICH
ROBERT E. PEARSALL, JR.
EDWARD JENKINS
CHARLES L. KECKLEY
CHARLES WILLIAM NUGENT
DONALD E. VAN ALSTINE
EUGENE ERNEST CABRAL
THOMAS PENN CRANE

ROY BRACE

RONALD BOWSER
JOSEPH WAGNER
JAMES A. WALSH
DURAND B. MOON
ROBERT G. COWDREY
JOHN THOMPSON
RICHARD A. ADELL
PERCY CRANFORD
GEORGE BARRENA
JOHN JORDAN
HARRY NELSON
ROMOLO DE VIRGILEO
TOROLF KISMUL
NORMAN EARLY
KENNETH PAUL GOLDMAN
EARL MABIE
GEORGE H. IRVINE
CHARLES D. MULLOY, JR.
BOYD SPEAR
ROY LEO
WILLIAM WHALEN
LOUIS BOWDON
REMUS HALL
DONALD DEAN CODDINGTON
FRED SMITH
GEORGE L. ARPIN
GAVIN C. STEELE
BEN TOLBERT

Some unsung hero, worthy of a kinder fate, and endowed by an inscrutable Providence in a bountiful mood with a rare talent for probing the hidden reaches of the human mind (Boisset, we believe) has attributed Antole France's celebrated Gift of Gab to his bachelorhood.

"He didn't," observes this neglected sage, "have a wife to interrupt him."

Being a married man myself, we are hardly in a position to lay too much stress on this evident truism. However, all of our married fellow-Seafarers will understand only too well when we say that, in scribbling this and a column or so to follow, we are motivated primarily by a desire to get a word in edgewise.

This, then, finds your old friend and fellow-Seafarer belly-robbing on the good ship Steel Director, which is even now quitting the heaving bosom of the Western Ocean for the placid waters of the Mediterranean.

This is but the fourteenth day of a voyage that will probably last some four months. Already many of the crew are looking forward to the day of payoff—wishing their lives away as seamen of all the ages have done before them.

A man must serve his apprenticeship to life ere he learns to enjoy the day passing over him. Many of us never learn at all.

We are, most of us, so many Madam de Bargetons, who, it will be recalled, yearned to try conclusions with the Pasha of Jamina, and to wander as Lady Stanhope over the burning sands of the trackless desert. In short, we thirst for any draught but the clear cool waters of our own

lives, running hidden among the lush green pastures.

To gaze out over this fabulous sea and see only its leaden waters is a sorry way indeed to go through life. But we grow affecting, so to proceed:

Before we tell you what's cooking in the Eastern bazaars, however, let's take a quick gander at what's simmering away on the galley range—

Have you ever wondered why some people turn out such succulent roast pork while yours tastes like you had been following one of Shuler's recipes? Try this just once:

Take a piece of fresh pork from any tasty part of the animal—loin, ham or shoulder, just be sure it's fresh pork—and bone it out.

Whack the bones a few times with the cleaver and throw them into a stock pot. Add two large onions with a whole clove stuck in each, two bay leaves, two crushed cloves of garlic, a pinch of leaf thyme and a few parsley roots. Add two gallons of water and season to taste with salt and black pepper.

Let this stock simmer away on the back of the range all morning, adding a little water from time to time to take care of the evaporation.

SEASONING

Meanwhile rub the meat with a mixture composed of equal parts of salt, pepper and ground thyme. Now brown the meat well in its own fat in a spider and then put it into a heavy, covered aluminum pot or a stainless steel pot set on an inverted pie tin.

Let the meat cook dry on a slow fire for an hour. Then commence adding a ladle of stock about every ten minutes until the meat is cooked.

Remove the meat, add enough stock to make the desired amount of gravy, and let it simmer for fifteen minutes more. Then thicken slightly with a little flour cut up in cold water and color with a shot of Kitchen Bouquet or Flavor Glow. Cut up the meat, pour the gravy over it and serve as soon as possible.

There are eight missionaries out on the after deck just praying up a storm.

They've been preaching at one another for the past hour, telling each other what great guns their own particular brand of Holy-Rollerism is and what a sorry bunch of louts the rest of us poor misguided mortals be.

Practicing, no doubt, for the great battle that lies ahead, to saddle the poor miserable priest-ridden Hindu with yet another superstition—not quite as vicious as his own malevolent Vishnu, Bramha and Siva perhaps, but not nearly so reasonable as that kindly philosophy that the great heathen Buddha taught.

Let 'em worry the heavens with their half-hearted prayers while you and I pledge each other in every bit as hallowed wine. Let us resolve to do our level best to live by the Golden Rule, to help our less-fortunate brothers to today's bread rather than go piecing him off with a promise of pie in the sky when he dies.