

CONVENTION SETS SIU COURSE



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

VOL. XI

NEW YORK, N. Y., MONDAY, APRIL 11, 1949

No. 14

Senate Passes Compromise ECA Cargo Bill

This week, as the Bland-Magnuson Bill was withheld from action, the Senate passed amendments to ECA legislation requiring that 50 percent of all Marshall Plan shipments moving through American ports move in American ships "as far as is practicable" and offering other safeguards to the American merchant marine.

Despite solemn assurances to the contrary, SIU, A&G officials declared that the Senate amendments give Paul G. Hoffman, ECA Administrator, ample opportunity to shift as many cargoes to foreign ships as he wishes, unless a careful check-rein is kept upon him.

FALLS SHORT

Certainly the Senate measures are a far cry from the Bland-Magnuson Bill, unanimously approved by the House Merchant Marine Committee and now being withheld from the floor of the House of Representatives, the officials said. The Bland-Magnuson Bill makes it mandatory for at least 50 percent of all government financed cargoes, including ECA cargoes, to move in American ships whether they are loaded in American ports or not.

Specifically, the measure which the Senate passed provides that the ECA Administrator shall "take such steps as shall be necessary to assure, as far as is practicable, that at least 50 percent of the gross tonnage of commodities procured out of funds made available under this title and transported to or from the United States on ocean vessels, computed separately for dry-bulk carriers, dry-cargo liner and tanker services, is so transported on United States flag vessels to the extent such vessels are available at market rates for United States flag vessels; and, in the administration of this provision, the Administrator shall, insofar as practicable and consistent with the purposes of this title, endeavor to secure a fair and reasonable participation by United States flagships in cargoes by geographical areas."

LOOPHOLE EXISTS

Although they found some virtues in the Senate measure, A&G officials identified the words "take such steps as shall be necessary to assure, as far as is practicable," as a loophole. They did not see why these words were necessary unless the State Department and Paul G. Hoffman plan to ignore the 50 percent rule.

However, the Senate measure would strengthen the legislation now on the books in several respects if it were properly and honestly administered, A&G officials said, although they still demand that the wraps be re-

moved from the Bland-Magnuson Bill with its stronger, farther reaching guarantees.

One improvement, borrowed from the Bland-Magnuson Bill, would be that the 50 percent would have to be computed separately for dry-bulk cargo, dry-cargo liner and tanker services.

Another is a provision aimed at barring ships registered under the Panamanian and Honduran flags to avoid taxes and union wages from carrying ECA cargoes.

Still another is the stipulation that American ships could be used at "market rates for United States flag vessels." Failure to include this stipulation in the legislation passed last year gave Paul Hoffman the opening last December to try to shift bulk cargoes to cheap foreign tramp ships, thereby touching off the four month battle on ECA shipping rules. However, during the winter it became clear that Hoffman would save no money by using foreign ships and that the real motive for his original proposal was to appease European shipping interests.

The weaknesses of the Senate measure are shown when further comparison is made with the Bland-Magnuson Bill.

MANDATORY RULE

The Bland-Magnuson Bill makes the 50 percent rule mandatory—not "as far as is practicable."

The Bland-Magnuson Bill does not restrict the 50 percent rule to cargoes "to or from" the United States, in recognition of the fact that many ECA cargoes originate in South America, the Far East and Europe itself.

Moreover, the Bland-Magnuson

Bill requires that the cargoes be computed on a "country by country" basis, meaning that half the cargoes going to each recipient nation must go in American ships. It was this provision which drew strong protests from the British, Norwegians and others who are trying to get all the cargoes for themselves, and some believe its elimination to have been a condition of the Atlantic Pact.

Another provision of the Bland-Magnuson Bill which is missing from the amendment passed by the Senate is the stricture that cargoes carried by

military ships cannot be included in the 50 percent or more allotted to American vessels. However, action may be taken on this point later.

By way of a cheerful note, Hoffman himself gave some slight evidence that the storm he had aroused by his December proposal to ship bulk cargoes in foreign ships had left its mark. It was reported that he had agreed to route at least a third of all ECA oil cargoes carried in the so-called cross trades (Aruba to France and the like) in American flagships. This would

(Continued on Page 3)

SIU Seamen's Districts Rally To Aid Canadian Seafarers

Representatives from US sections of the Seafarers International Union are now conferring with officials of the Canadian District which is now involved in a bitter struggle for its existence with the communists of the Canadian Seamen's Union.

Conferences are being held in all Canadian ports in an all out effort to evolve a program of support by the American Districts for their Canadian Brothers. All Districts are on record to back the Canadian Seafarers to the limit, whose organization is of, by and for the seamen of Canada.

The International Longshoremen's Association, AFL, in answer to a request from the SIU, is also rallying to the side of the Canadian District.

The SIU is supporting its

Canadian affiliate for the following reasons:

(1) Its members are fellow Seafarers in a beef.

(2) They are good trade unionists fighting the full strength of not only the communist party of Canada but the communist international as well which has as its constant goal control of the world's waterfronts.

In line with their traditional policy of opposition to the communists everywhere, the American Seafarers welcomed the opportunity to join hands with their Brothers in Canada. By driving out the real scabs of the trade union movement—the communists—Seafarers will open the way for all Canadian seamen to obtain the wages and working conditions they need, under the banner of the SIU.

Atkins, President of Local 88 of the MM&P.

This committee will direct boycott operation on the Atlantic and Gulf coasts. Their plans will be coordinated with plans for the Pacific coast and European South American and other ports.

Tentative plans call for pickets in front of every Panamanian ship that enters a port where members of the practically world-wide International Transportworkers Federation's affiliates operate.

The area covered will include the U.S. waterfront, most of the European waterfront, and a substantial part of the South American and Asiatic waterfronts.

Reason for the boycott is the practice of American and European shipowners of transferring ships to the flags of Panama and in some cases of Honduras to avoid union wages and condi-

tions, safety and engineering standards, income taxes, social security taxes and other social responsibilities.

Upwards of 150 war-built American ships went to the Panamanian flag under the Ships Sales Act of 1946, before such transfers were stopped in this country. Other American ships, many of them dangerously overage, also have been registered in Panama.

Whether Panamanian tankers will be boycotted along with the dry cargo ships is a question still to be decided.

Plans for the boycott date from last July when the ITF representatives, including delegates from the SIU, met in Oslo, Norway. May 1 was tentatively set as the date for the boycott to begin, but the April 29 meeting in London will set the exact day.

The Fourth Biennial Convention of the Seafarers International Union completed its business on Friday, April 1, after five busy days, during which all details of the Union's structure and position were examined and a program was drawn up for the future by the 40-odd delegates from the several SIU units.

Before the delegates rolled up their sleeves and got down to committee work, the gathering in Baltimore's Southern Hotel heard addresses by AFL President William Green and AFL Secretary-

Treasurer George Meany both of whom praised the work of the union.

One of the principal centers of interest was the group of reports submitted by the Seamen's Organizational and Grievance Committee, Report No. 1 of which appears on the back page of this issue.

In brief, Report No. 1 reaffirms the Inter-District Preferential Shipping Policy adopted last September, by which the members of a District have preference on that District's jobs, regardless of the area in which a ship may be lying. But whenever the first District cannot fill the jobs, other SIU Districts must be called upon.

CLOSER TIES

In addition, Report No. 1 lays down a policy of closer association among Districts through frequent meetings and coordinated joint action on all maritime problems. In conclusion, Report No. 1 calls attention to the great advances made by American seamen as a direct result of the efforts of the Seafarers International Union.

Other reports of the Seamen's Organizational and Grievance Committee emphasize the effectiveness of the AFL Maritime Trades Department and urged ever increasing cooperation at all

(Continued on Page 3)

New Philly Hall

The new Hall in Philadelphia opened for business Thursday, April 7. The bigger and better quarters for Quaker City Seafarers are located at 337 Market Street. The old Hall was abandoned after the landlord tried to jack up the rent when the lease was up.

London Meeting To Set Panamanian Boycott

The long anticipated world-wide boycott of Panamanian flag vessels, and possibly vessels of similarly tainted registries, is now at the tactical planning stage.

All that remains is to work out the final details and to set the date, both of which tasks will be accomplished at a meeting in London, on April 29, of representatives of the Seafarers and dockers' unions of the International Transportworkers Federation.

The London meeting was scheduled when J. H. Oldenbroek, general secretary of the ITF, and Willy Dorchain, the ITF's American agent, conferred with delegates to the Seafarers International Union at the SIU's Fourth Biennial Convention in Baltimore.

The decision to reaffirm the SIU's two-year old position on

the boycott was taken after the Convention's Organizational and Grievance Committee discussed all phases, international and national, of the Panamanian problem with Oldenbroek and Dorchain.

As a result, Oldenbroek and Dorchain attended a meeting of the AFL Maritime Trades Department in New York on April 5, at which an American Boycott Committee was named.

Members of the committee are: Joseph P. Ryan, President of the International Longshoremen's Association, Chairman; John Owens, Secretary of the ILA and Executive Secretary of the MTD, Secretary; Paul Hall, Secretary-Treasurer of the SIU, Atlantic & Gulf District; Morris Weisberger, East Coast Representative of the SUP; Fred Howe, General Secretary-Treasurer of the Radio Officers Union; Captain Tommy

SEAFARERS LOG

Published Three Times a Month by the
SEAFARERS INTERNATIONAL UNION
OF NORTH AMERICA
Atlantic and Gulf District

Affiliated with the American Federation of Labor
At 51 Beaver Street, New York 4, N. Y.
HANover 2-2784

Entered as second class matter June 15, 1945, at the Post Office
in New York, N. Y., under the Act of August 24, 1912.



Danger Ahead

Organized labor can never relax for a moment in the belief that its house is secure against attack. The enemies of organized labor never let up for a minute in their campaign to reduce the trade union members of this country to the status of serfdom.

In Washington this week a group of labor's legislative enemies are fervently at work trying to stall the machinery that would spell finish for the Taft-Hartley error.

These labor-haters not only are fighting repeal of the T-H law, they are seeking to replace it with something that is even worse, impossible as that may sound.

A coalition of anti-labor forces in the House of Representatives is hoping to substitute a legislative monstrosity known as the Wood bill for the measure proposed by Rep. John Lesinski which has Administration backing, and which has been accepted by organized labor.

The Lesinski bill would repeal the Taft-Hartley law and re-enact the Wagner Act with a few amendments. The Wood bill, on the other hand, would tighten the Taft-Hartley law. It would retain all the most reprehensible features enacted by Taft, Hartley and Company and it would add a few that the original band of labor-busters didn't think of two years ago.

It is quite clear that the action of the crowd backing the Wood bill stems from a blind, personal hatred of organized labor. It is based on a concept that entirely ignores the welfare of the community at large, in addition to ignoring the needs of the vast numbers of working men and women who are absolutely dependent upon trade union organizations for economic protection.

The elections last November saw a large number of labor-haters swept out of the legislative halls of the nation. Unfortunately, enough hangovers remain to hatch such vicious plans as the Wood bill.

If nothing else, this latest blast from the anti-labor camp should clearly indicate that an around-the-clock vigil is a "must" if organized labor in this country is to remain free.

Forward Together

The Seafarers International Union of North America wound up its Fourth Biennial Convention the night of Friday, April 1, in Baltimore.

It was a good convention. What was accomplished bids well for all members of the SIU's affiliated Districts.

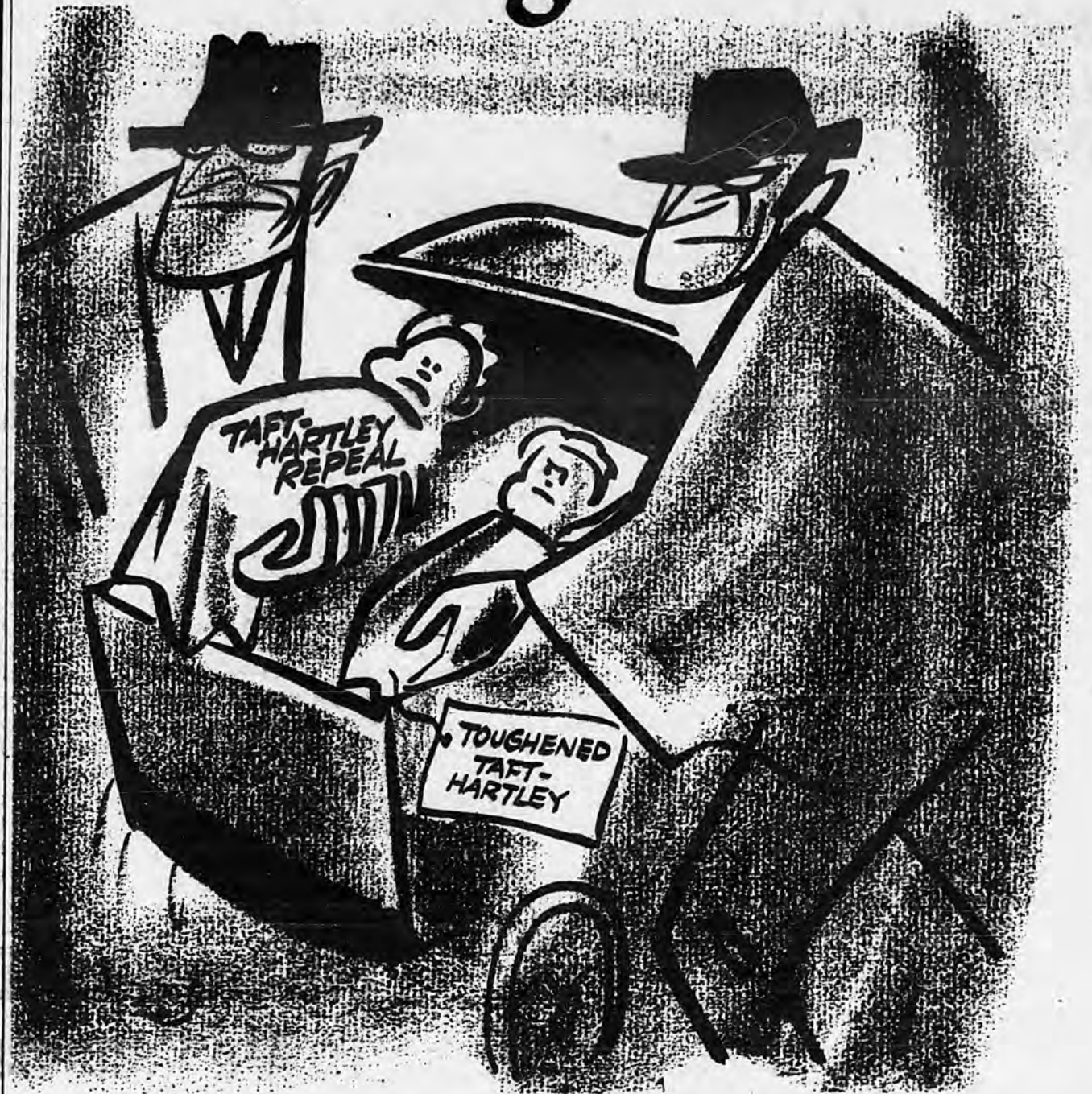
We settled many tough internal problems of the sort that inevitably arise in large organizations, and we formulated a program for ever increasing participation in the affairs and activities of the American Federation of Labor at local, state and national levels.

We re-affirmed our faith in our integrated strength which in such a very few years has enabled the SIU, in concert with other AFL unions in the field, to surge to the top of maritime.

Under this program we—all Districts, all members—go forward together.

Our final objective: One Union for maritime workers—the Seafarers International Union.

"Switching the Babies"



Men Now In The Marine Hospitals

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

MOBILE MARINE HOSPITAL

J. L. BUCKALEW
F. HIGGASON
CYRIL LOWERY
J. BERRIER
T. S. LAMBETH
C. SNODGRASS
C. WALTERS

BOSTON MARINE HOSP.

G. E. GALLANT
VIC MILAZZO
F. ALASAVICK
G. MIKE
H. FAZAKERLEY
C. SAUNDERS
E. POLISE
J. GARDNER
L. L. GORDON (City Hospital)

BALTIMORE MARINE HOSP.

O. F. KLEIN
C. H. JOHNSTON
V. C. GILL
R. SAWYER
R. F. SPENCER
C. SIMMONS
J. E. TOWNSEND
F. KORVATIN
E. W. CARTER
E. TOMMELA
J. J. O'NEILL
S. GAMIER
H. GILLIKIN
G. A. CARROLL
W. D. MAY
W. S. SIMS

V. E. WILLIAMS
C. P. RONDO
J. E. PEWITT
C. I. COPPER

STATEN ISLAND HOSPITAL

D. P. GELINAS
A. TREVINO
J. McNEELY
PEEWEE GOODWIN
M. J. LUCAS
R. A. ROBERTS
T. ROZUM
A. EWING
M. J. OLSEN
J. F. THOMSON
H. F. BEEKER
F. MAZET
D. HERON
W. J. MAHONEY
N. V. ERIKSEN
O. O. MILLAN
J. TURNER
W. J. MEEHAN
D. LALLAVE
S. RIVERA
G. STEPANCHUK
R. L. GRESHAM, Jr.

NEW ORLEANS MARINE HOSP.

J. LAFFIN
J. PUGH
W. WALKER
W. CURRIER
D. BAYELLE
L. KAY
R. WALLACE

Hospital Patients

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

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

Staten Island Hospital

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

Tuesday — 1:30 to 3:30 p.m.
(on 5th and 6th floors.)
Thursday — 1:30 to 3:30 p.m.
(on 3rd and 4th floors.)
Saturday — 1:30 to 3:30 p.m.
(on 1st and 2nd floors.)

J. DAROUSE
E. LYONS
W. CHAMPLIN
E. DRIGGERS
S. JEMISON
W. ROCHELL
C. RAFUSE
C. BROWN
F. CHEAUETTA
L. GALBURN
R. HENDERSON
W. WISLCOTT
V. SALLIN
A. WARD
E. RHOEDS
W. LAMBERT
E. PAINTER
S. CAPE
P. SADARUSKI
H. STILLMAN
W. GARDNER
J. DENNIS
LIPARIA
E. PRILCHARD
C. D. CAREY
F. LANDRY
G. ROLZ
D. CANN

GALVESTON HOSPITAL

J. D. JACKSON
L. R. WILLIAMSON
J. HAVERTY
G. GONZALES

Convention Charts Future Course For SIU

Baltimore Faces Losses Under Present Policy

"Ship chandlers and other merchants servicing ships and seamen in the dock areas of Baltimore face a loss of \$3,000,000 worth of business a year unless the shrinkage of the American merchant fleet is reversed," a spokesman for the Seafarers International Union, AFL, Atlantic and Gulf District, disclosed recently.

"That's what they tell us in Baltimore," he said, "and we are certain that inquiries in Boston, New York, Philadelphia, Norfolk, Mobile, New Orleans, Houston, San Francisco and Seattle would yield similar answers."

NO DOLLARS

The SIU official pointed out that foreign ships, reluctant to spend dollars, buy as little as possible in the way of supplies in American ports.

Also to conserve dollars, foreign seamen are not given much shore liberty nor many dollars to spend ashore in American ports.

With American ships swiftly disappearing from off-shore trade, waterfront merchants are facing a severe slump, the Union official said, and asked, "Who knows what kind of a chain reaction might be set off?"

"This is only a hidden aspect of the entire merchant marine problem," the spokesman declared. "The American merchant marine is rapidly disappearing from the seas—falling apart, is the way Senator Magnuson put it the other day. That is why the Seafarers International Union, the other sea-going Unions, and, in fact, a large section of organized labor all over the country, are fighting for enactment of the Bland-Magnuson Bill in the form in which it was approved by the House Merchant Marine Committee, of which Representative Schuyler Otis Bland of Virginia is Chairman.

BLOCKS MILITARY

"That bill guarantees that at least 50 percent of all cargoes financed by the United States Government, including the ECA cargoes, be carried in American ships, regardless of where they are loaded. That last provision is important because many relief cargoes financed by this Government never pass through an American port.

"The bill requires that the 50 percent be computed on a country-by-country basis, which means that we might get a cargo for England once in a while. And it includes a ban on letting Army or Navy ships carry any of the 50 percent the merchant marine should be getting.

"There is a lot of talk about this 50 percent guarantee, but the Bland-Magnuson Bill is the only one that really has a guarantee with teeth in it. All the other bills, including the official ECA bills, have watered it down to conform with the notions of ECA Administrator, Paul G. Hoffman, who has been trying since December to eliminate

(Continued on Page 10)

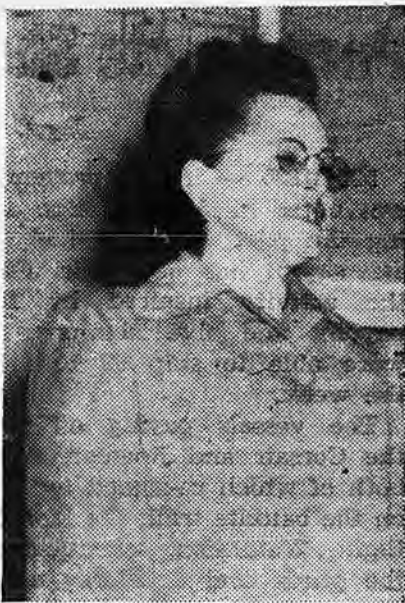
LEARNING ABOUT AN AFFILIATE



Part of the audience of approximately 250 Seafarers who heard Sister Andrea Gomez describe the organizational development of the Cannery Workers Union of the Pacific, an affiliate of the SIU, during her recent visit to the New York Hall.

Cannery Workers' Official Visits The New York Hall

Mrs. Andrea Gomez, Vice-President and Business Manager of the SIU-affiliated Cannery



ANDREA GOMEZ

Workers Union of the Pacific, Los Angeles Harbor District, visited the A&G District Hall in New York this week.

Sister Gomez stopped off in New York after attending the SIU's fourth biennial convention in Baltimore, where she was elected to a vice-presidency of the international for the fourth time.

During her visit, the Cannery Workers official toured the Hall and inspected the A&G's facilities. She also spoke informally to approximately 250 Seafarers in the third deck recreation room.

Mr. Gomez traced the development of her organization and explained some of the organizational problems which confronted it in the formative stages. Her remarks were warmly applauded.

The Cannery Workers' Los Angeles Harbor District, of which Sister Gomez also serves as Business Manager, has jurisdiction in Long Beach, Wilmington and San Pedro. Branches are maintained in each of these cities, in addition to the one recently opened at Oxnard Hueneme.

Senate ECA Cargo Vote Is A Compromise

(Continued from Page 1)

mean that if the Senate Bill becomes law he might make further concessions in the direction of the intent of the Bland-Magnuson Bill which would require American participation in the cross trades to the extent of 50 percent.

At the same time, the House Merchant Marine Committee, which approved the Bland-Magnuson Bill, is reported ready to constitute itself a "watchdog committee" on Hoffman. If the Senate Bill passes the House, and if Hoffman does not respect its provisions, the committee may immediately propose the Bland-Magnuson Bill.

While introducing and supporting the compromise amendments to the ECA Bill on the Senate floor, Senator Magnuson confessed that he personally preferred the measures he and Senator O'Connor and Congress-

man Bland had sponsored. He added that if the compromise amendments were not observed by the ECA Administrator, he would propose much stronger legislation.

Another proposal by Senator Magnuson that was defeated showed a different trend in Senatorial thinking which A&G officials found alarming. Magnuson proposed that the transfer of 10 Victories to Italy to carry Italian emigrants to South Am-

(Continued from Page 1) levels with other unions in the American Federation of Labor.

It was made clear that cooperation with other AFL unions must be at national, state and local levels so that the full effectiveness of the SIU's strength may be used at any time to further the cause of all organized labor.

LEGISLATIVE AIMS

The Seamen's Organizational and Grievance Committee brought in its recommendations on the proposed Panamanian Boycott as a supplementary report after conferences with representatives of the International Transportworkers Federation. It was recommended that the SIU reaffirm its previous stand in support of such a boycott, and subsequent developments on this matter are reported elsewhere in this issue.

The several reports of the Seamen's Organizational and Grievance Committee were accepted unanimously by the delegates on Friday, April 1.

Another committee report dealt with the organizational problems of the Fishermen's, Cannery Workers' and Allied Maritime Workers' units affiliated with the International Union. The Convention voted to advance a substantial sum of money to the West Coast Fishermen for organizational purposes.

The Convention adopted resolutions recommended by the Resolutions Committee calling for liberalization of the national social security laws, a broadened housing program, increased coverage by the minimum wage law and a widening of national health laws.

The Convention also acted favorably on resolutions supporting Histadrut, the national labor federation of Israeli trade unions, and the AFL's Labor League for Political Education.

The decision to step up activity within Labor's League for Political Education was taken in realization of the fact that seamen's jobs, rights and conditions are in considerable measure dependent on legislative action as are those of workers in other fields. It takes concerted action by all labor to fight such measures as the Taft-Hartley Act, and work for better national health,

minimum wage and other measures, the delegates believed.

On Friday morning, the Atlantic & Gulf delegates presented "The Battle of Wall Street," the 20-minute movie that the A&G District made of the 1948 strike of the United Financial Employees against the New York Stock and Curb Exchanges.

OFFICIALS ELECTED

Last business of the Convention was the election and installation of officers. The following were elected: President, Harry Lundberg; Secretary-Treasurer, John Hawk; First Vice-President, Paul Hall; Vice-Presidents, Lester Balingier, Mrs. Andrea Gomez, Patrick McHugh, Lester Caveny, Morris Weisberger, John Fox and Cal Tanner.

The following units of the Seafarers were represented at the meeting: Atlantic & Gulf District; Sailors Union of the Pacific; Great Lakes District; Atlantic Fishermen; Inland Boatmen's Union; West Coast Fishermen and Canner Workers.

The A&G Delegates were: Paul Hall, Secretary-Treasurer of the Atlantic & Gulf District; Lloyd A. Gardner, Headquarters Representative; Lindsey J. Williams, Director of Organization; Earl Sheppard, New Orleans Agent; Cal Tanner, Mobile Agent; A. Michelet, San Francisco Agent; A. S. Cardullo, Headquarters Representative and Charles Raymond, Headquarters Representative.

Court Refuses Lifetime Aid To Injured Seaman

A claim for lifetime maintenance and medical care by a merchant seaman, who was totally disabled as a result of an accident during the war, has been rejected by the Supreme Court in a 5-4 decision.

Suit for \$50,000 had been pressed by William Farrell, who fell into a drydock at Palermo, Sicily, in February, 1944 while he was returning to his ship, the James E. Haviland.

In his suit, the seaman named the United States as his employer. Decisions of lower courts—Federal District and Circuit Courts in New York—held that his disability was caused by negligence.

The Courts ruled that he had received in Government hospitals the maximum care that medicine and surgery could accomplish.

(Present day provisions for maintenance and care insure that seamen injured in the service of the ship will receive aid at the expense of the employer so long as treatment will be of some benefit to the man.)

OLD LAW OUT

In its decision on the appeal, the Supreme Court ruled that the old time law of the sea, which calls for aid to seamen beyond the duration of the voyage, could not be made to cover the facts in the case.

Justice Douglas, who was joined in dissent by Justices Black, Murphy and Rutledge, stated that "if men are to go down to the sea in ships and face the perils of the ocean, those who employ them must be solicitous of their welfare."

Voting On Transportation

Seafarers who have not yet voted in the transportation referendum have approximately three weeks left in which to do so. The voting period ends on April 30.

Two propositions appear on the ballot, and there are voting facilities in all Atlantic and Gulf District ports. All hands are urged to make their choice before the April 30 deadline.

Frisco Shipping Levelling Off After Splurge

By ROBERT POHLE

SAN FRANCISCO—Shipping on this coast has begun to level off. After the terrific two weeks of shipping we have just had, things for the next two weeks are expected to approach normal.

Only the usual amount of intercoastal and in transit runs are on tap for Frisco. In addition, a payoff on an Isthmian intercoastal is slated for early in the week.

At the present time, the manpower supply looks ample enough to keep us going for the next few weeks. So we don't advise any mass migration of men to this coast by men expecting to step into immediate shipping.

However, we're keeping a close eye on the shipping prospects and if you'll watch this column you'll be kept up to date on West Coast job developments.

PERFORMERS' ERROR

We'd like to use this opportunity to call the membership's attention to the fact that an increasing number of performers have lately decided that this port would be a haven.

These performers are going to run into direct membership action out here. Several of the foul-ups have already found out how the guys feel about this important matter.

Anyone who has the idea that he can come into this port and foul up our contracts in any way will find that he can expect no leniency. Our membership has fought too hard for the present conditions, and we don't intend to compromise in any way with people who jeopardize these conditions.

Crews having performers aboard their ships will receive full cooperation from us in straightening them out. Please report all cases involving performers the minute you hit this port.

We will close now with a bit of comment on our beautiful weather, which is allowing sunny California to live up to its reputation.

Yarmouth To Resume Her Old Summer Run

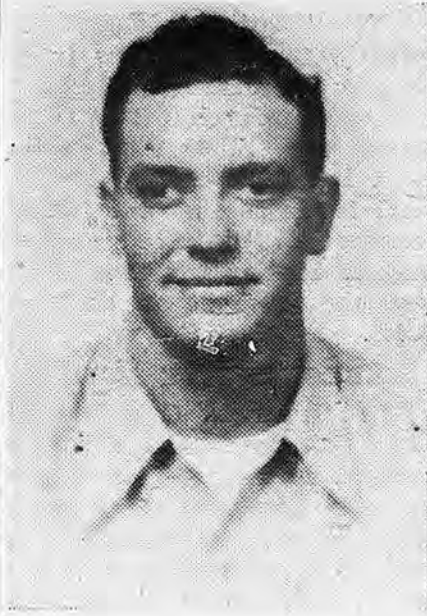
BOSTON—Eastern Steamship Lines will resume its Boston to Yarmouth, Nova Scotia, cruise run on June 17, the company announced this week.

There will be three weekly round trips until September 18, when the service will be discontinued again, the company said. The ship which normally makes this run is the SS Yarmouth, which carries a full SIU crew.

Last year, Eastern announced termination of all activities. But during recent weeks there have been rumors that Eastern had changed its mind. Announcement that the Yarmouth run would be resumed was the confirmation.

No announcement has been made which would cover the company's other ship, the SS Evangeline, which was forced out of the Bermuda-West Indian luxury cruise business last year by the big foreign flag liners.

Seafarers Have Good Word For Savannah Hospital Staff



When Savannah Port Agent Jim Drawdy visited the SIU patients in the Marine Hospital last week, he heard what have now become standard reports on the excellent services available in that institution. The doctors, nurses, galley force and orderlies all came in for a full measure of praise. This group of photos, submitted by Brother Drawdy, shows some of the Seafarers who have commended the Marine Hospital staff, and two of the nurses who have done so much to contribute to the comfort of the hospitalized.

In upper left photo is Brother S. M. Lake; directly above (left to right) are Nurse Donaldson and Brothers R. C. Shedd and S. Kasmirsky; upper right shows Brother J. B. Causey. At left is Miss Eva Lee, head nurse of hospital's third floor, and at right is Seafarer Anthony Parker.

From The Sixth Deck

By EDDIE BENDER

Each man who is or ever was a member of the SIU, A&G District, be he permitman or holder of a book, has an identification card on file at Headquarters. We call it an ID card.

Many of the IDs in our files are incomplete, but as time goes on we are bringing these cards up to date. Nevertheless, some cards are obsolete, and others lack the information we should have on every individual member.

These cards can be made complete only through the cooperation of each and every Brother.

So, it is worthwhile to make

sure that your ID is in order. When you hit New York, call at the Sixth Deck and check with the counter Patrolman on duty.

Or if you don't see much chance of making New York, send complete information about yourself through the mail. Send your book number, the department in which you sail, your present rating, your complete name, the date and place of your birth, your Z number, height, weight, color of eyes and hair, and the name and address of next of kin.

Printing or typing the above information will make it easier to handle.

Boston Manages To Keep Moving

By ERNEST TILLEY

BOSTON—Since the last report out of this harbor we've had three payoffs and three sign-ons. No record-breaking achievement, but enough to keep this port active.

The coastwise Waterman ship, Winslow Homer, paid off and signed on, taking a full crew under the present transportation ruling.

We paid off and signed on the tanker New London up in Portland, Maine. She's well on her way to South America by now. The final ship in the trio was the Colabee, which paid off and signed on, taking sixteen men in the crew and 15 men for three days of stand-by work.

The Colabee, by calling for stand-bys, became the first ship to call for such work in two years in this port.

The call was well received and we sent the men out in a hurry. The men did a bang-up job on the newsprint-hauling ship and sent her out of here looking like the King of Zambouzu's yacht.

Well, at long last we shipped the oldtimer of these parts, Brother J. G. Greenbaum, aboard the Winslow Homer as Deck Engineer. Another well-known SIU Brother, E. Dakin, landed on the same ship as Bosun. What with a full crew of bookmen, that ship is in fine shape.

Despite the shipping of a good number of bookmen, we still have a good number of members waiting around for jobs. We have the Marquette Victory in port, which may provide us with a few jobs, but other than that the shipping picture is bare.

Port Mobile Shows Improvement

By CAL TANNER

MOBILE—An improvement was noted in shipping here during the past week. In fact, we can say it has been fair. From the activity inspired by four payoffs and five sign-ons, we were able to ship 99 men for the week.

The vessels paying off were the Corsair and Roamer, Alcoa, both of which re-signed for trips on the bauxite trail; the Morning Light, Waterman, scheduled for the yards and a 20-day repair job before resuming the run to Puerto Rico, and the Iberville, Waterman coastwise ship.

Other sign-ons included the La Salle, which is going to Korea, and the Wild Ranger, which just completed a three-week layup for repairs and is back on the Puerto Rican run.

The SS Del Mundo, Mississippi passenger cruise ship, called here in transit on her way to South America. She's in good shape.

WATERMAN TUG

Waterman started branching out her tugboat operations this week when the tug Commodore was sent down to work out of Gulfport, Miss., for an indefinite period. Operations of the tug were covered by the same agreement in effect for tugs in the Mobile harbor.

Looking ahead, we don't expect much activity in this port next week, as neither of the two major companies have anything big on tap.

The Marine Hospital lists the following Seafarers as patients this week: J. L. Buckalew, F. Higgason, Cyril Lowery, J. Berrier, T. S. Lambeth, C. Snodgrass, and C. Walters.

The membership is again reminded that missing a ship, without reporting that the job is open, is a serious offense and will be dealt with accordingly.

Offenders will find charges awaiting them.

There are many men on the beach who are very anxious to get jobs and we cannot afford to waste employment opportunities by allowing the practice of missing ship to continue.

Furthermore, even when the fact is reported in time for someone to make a pierhead jump, there is usually only about a half hour's time for a man to make the job. This certainly isn't fair.

Bull Takes Delivery Of SS Borinquen

The passenger ship, SS Borinquen, purchased with two freighters and the holdings of the Puerto Rico Line from the Agwilines, has been delivered to its new owner, A. H. Bull Line.

Bull has not announced definite plans for the use of the vessel as yet, except to state that a survey will be made and inventory taken before the transfer.

The new acquirement by the SIU company had been requisitioned from her former owner by the Government for transport duty in December, 1941.

Following the war she was reconverted at a cost of \$1,500,000 and returned to service in June, 1947. She maintained regular passenger service between New York, San Juan and Trujillo City.

In her postwar operations she made 43 round trips and has carried 25,000 passengers. The 440-foot vessel's passenger capacity is 354.

The two freighters purchased by the company are the Agwi-comet and the Cinch Knot.

Looking At The Scab

By JACK LONDON

After God had finished the rattlesnake, the toad, the vampire, He had some awful substance left with which He made a scab.

A scab is a two-legged animal with a corkscrew soul, a water-logged brain, a combination backbone of jelly and glue. Where others have hearts, he carries a tumor of rotten principles.

When a scab comes down the street, men turn their backs and angels weep in Heaven, and the Devil shuts the gates of Hell to keep him out.

No man has a right to scab so long as there is a pool of water to drown his carcass in, or a rope long enough to hang his body with. Judas Iscariot was a gentleman compared with a scab. For betraying his Master, he had character enough to hang himself. A scab has not.

Esau sold his birthright for a mess of pottage. Judas Iscariot sold his Savior for 30 pieces of silver. Benedict Arnold sold his country for a promise of a commission in the British army. The modern strikebreaker sells his birthright, his country, his wife, his children and his fellow men for an unfulfilled promise from his employer, trust or corporation.

Esau was a traitor to himself; Judas Iscariot was a traitor to his God; Benedict Arnold was a traitor to his country; a scab is a traitor to his country, his wife, his family and his class.

Alcoholics Can Always Present Full Justification For Drinking

By JOSEPH I. FLYNN

"Who—me an alcoholic? Why, I can take it or leave it alone!" is a cliché that is heard often enough by us all.

No one really believes it, much less the seaman who continues to get into trouble because of his drinking.

No one wants to be looked down upon. We all strive to be a part of the herd, part of the group we belong to.

It's striving for admiration, appreciation and proper respect that makes us act and form certain habits of conduct. The person who feels he is not a part of the herd has to try to convince those in the group that he is just as good as they.

This factor, plus others, usually make the guy who is really

having trouble because of drink the hardest one to convince.

The more obvious reasons a person drinks can be put into four groups. It's understood that even though a person uses these reasons for his drinking it does not necessarily make him a gashound or a performer. Most everyone who drinks does it because of one of the following reasons.

It is only when one is unable to recognize these or other reasons—and has become such a slave to alcohol through use of them, that he no longer can manage his own life—that he can be classed as an alcoholic addict.

FRUSTRATIONS

1. Social: In a previous article many of the social factors were mentioned and need not be gone into again, except to say that seamen as a group look upon drinking with acceptance. It is believed by some that the quantity of liquor a seaman can handle depends on his virility. The seaman who does not drink is often times looked upon with suspicion by his fellow crewmembers. The outlets and habits of seamen are built around drinking, making the seaman who does drink more acceptable and less open to ridicule.

2. Relief of tensions: Alcohol acts as a sedative, helping a seaman to eliminate the tensions and frustrations built up by a long voyage. It lowers restraint and judgment, enabling the seaman to indulge in the usual outlets open to him in foreign ports, without building up further frustrations, guilt and disappointments. Alcohol acts as a safety valve for pent-up emotions.

3. Escape: For those who can't take it, it's used as an excuse for avoiding responsibility and proper behavior. It helps one to be less aware of disappointment and frustration, to forget. For anyone, it's always a poor means of solving problems.

4. As a crutch: The only means of finding enjoyment because of habit and lack of other interests. For the weak and inferior, alcohol is irresistible. It enables them to kid themselves into doing and being what they cannot do sober. Whether it be telling the Chief Engineer to take a long walk on a short dock, or putting on airs as to their true capabilities—such as the AB who always becomes a 2nd Mate, or the messboy who advances himself to Steward—alcohol will make them less sensitive and conscious of their true selves and help them keep their illusions.

COMPENSATIONS

Remember, these are just some of the reasons for drinking, and that all who use them are not necessarily alcoholic.

All men try to live by the normal or accepted standards of their surroundings. The alcoholic, because of his actions while drunk, his failure to control himself, and his broken promises, has a strong sense of inadequacy, guilt and inferiority.

To compensate, he becomes an expert at the art of rationalizing or making excuses for his behavior. He dare not admit he is

at fault and is always quick to say, "Why, I can drink or leave it alone."

Ask him why he doesn't. You will be let in on the most illogical reasoning here yet developed by man.

Only when the gashound or performer gets to the point where he can no longer believe that he drinks because it's too hot or too cold; too much money; a wife, no wife; good shipping, poor shipping; nice day, bad day; long trip or short trip; and all excuses leave him with the fact that he is killing himself, it's at this point that effective therapy and help will enable him to recover.

To-day there is a great deal of knowledge of alcoholism, and no one need suffer for years from an illness before awakening to the fact that treatment and advice will help them.

YES OR NO

The following questions will enable one to judge whether another or he himself is on the road to alcoholism. Answer the following "yes" or "no."

1. Do you need a drink the next morning after a binge? (A little hair of the dog that bit you.)
 2. Is your drinking harming your relationships with friends, family and Brother members?
 3. Do you have less self control and are you careless about your appearance?
 4. Has your initiative decreased since drinking? (Did you give up hope of ever getting that ticket?)
 5. Are you moody, lack efficiency and more sensitive since drinking?
 6. Do you turn to an inferior environment while drinking?
 7. Has any one called you a gashound or a performer?
 8. Do you get logged, miss watches, get in fights due to drinking?
 9. Do you have to drink to gain social ease, make friends, and talk freely?
 10. Have you ever been behind in your Union dues and assessments because of drink?
- If you can answer "yes" to any three of these questions, you are on the road, if not already there.

Norwegian Trade Unionist Reports On Low Living Standards In 'Workers' Paradise'

OSLO (LPA)—Last fall eight Norwegian trade unionists accepted an invitation from the Russian government to tour the Soviet union. They were wined, and dined, and escorted in great style. But they kept their eyes open.

Recently Trend Hegna, chairman of the delegation, has written a series of articles on the trip, and the life of the Soviet workers as the Norwegian unionists saw it. This is a summary of Hegna's reports.

The average factory worker's wage in the Soviet Union ranges from 850 rubles a month down to 600 rubles, and in some cases less. In other words, 2.5 to three rubles an hour.

Comparing this to wage rates in Norway—where living standards have not yet been pulled up to pre-war levels, Hegna remarks:

"A Russian worker must work one hour for a loaf of bread, while a Norwegian worker can manage it in 12 minutes. He must work 10 hours for a kilo (2.2 pounds) of margarine, while a Norwegian worker manages it in 24 minutes. He must work 20 hours for a kilo of butter, while a Norwegian can earn it in 2 hours."

100 TO 60

Hegna continues: "There are other factors which must be taken into account. After comparing them all quite theoretically the delegation came to the conclusion that if the standard of living of the Norwegian working population is put at 100, that of the Russian workers cannot be put higher than 60, perhaps more correctly at 50 or less.

In another article, the Scandinavian union representative comments upon the relationship between the low living standards in Russia, and the lack of democratic freedoms under the Stalinist regime.

"Such a low standard of living," he points out, "would undoubtedly be impossible with freedom to organize, free elections, and the freedom to strike.

"If these rights existed in Russia there would certainly be more strikes there than in coun-

tries like France, for human needs are not very different and the inadequacy of wages in relation to prices is still greater in the Soviet Union than in western Europe. Such a movement from below can only be kept in check by a strong state authority which, day by day, in large and small matters, demonstrates its powers, and which intervenes quickly, ruthlessly and effectively against the least attempt at action of any sort."

While Hegna declines to guess what the policy of the Soviet government really is towards war

or peace, he does state that the Russian people want peace. Of the citizens of war-racked Stalingrad he remarks: "They desire peace to rebuild their city. They've had enough of war."

Before Hegna and his colleagues went to Russia the Communist press in Norway, as in the Soviet Union itself, urged them to make the trip. Now that the delegation's official report has been released, and Hegna's articles have been published in the Norwegian papers, they are targets for bitter Communist attacks.

New York Has A Bustling Week

By JOE ALGINA

NEW YORK—An encouraging week which netted us 13 payoffs and 11 sign-ons has us holding our breath, hoping it will continue.

While the taxi drivers are on strike here and few people are moving by that means of transportation, a good number of SIU men are moving out on SIU scows. This is by no means an invitation for men in other ports to head in this direction; we've got enough men on hand to handle the jobs that will come up.

Those ships that came in for payoffs are: Raphael Semmes, Thomas Heyward, James Jackson, Malden Victory, and Kyska, Waterman; the Seatrain New Jersey; Suzanne and Elizabeth, the latter a port payoff, Bull; Evistar, Triton; Carruth, Fuel Transportation; Bull Run, Petrol Tankers; Robin Trent and Robin Sherwood, Robin.

A good bunch of them signed on and took off. The Seatrain New Jersey, Suzanne, Elizabeth, Evistar, Carruth, Bull Run, James Jackson and Thomas Heyward all took off. Other sign-ons, left overs from last week, are Steel Architect, Robin Locksley and John B. Waterman.

By the length of that roster it is evident that the Patrolmen had a busy time for themselves. On the Semmes and Sherwood a lot of beefs presented them-

selves for settlement and were squared away in short order.

The ship of the week—if there were such an honor—would go to the Robin Trent. She gave us a fine payoff. Her tip-top crew is a real tribute to the calibre of men in the SIU.

FEW ABSENTEES

Speaking of the calibre of the men of the SIU, it is commendable that the number of men absent from regular membership meetings is very low.

Considering that we have 1,000 to 1,500 men on the beach here for meetings, the handful of men asking to be excused is exceptionally small.

However, one problem facing the Union is the practice of some men to come around a week after the meeting to offer their excuses for being absent.

There's not a heck of a lot that can be done for these Brothers. They should have sent in telegrams or letters before the meeting offering their excuses for non-attendance. The letters and telegrams sent before the meeting are the only truly valid excuses the Union can consider.

Well, we can't suggest that members seeking a quick ship should head for the West Coast. Reports have it that shipping has tapered off a bit out there.

Now that shipping is not particularly red hot in any port, it looks like a flip of the coin is as good a way as any of selecting a port.

This is the third of a series of articles on alcoholism, written by a former seafarer.

The Union's position on drinking is clear enough. The membership has gone on record time and again against gashounds and performers who make trouble aboard ship or in the Union Halls. Irresponsible gashounds are becoming ex-members at a swift rate in line with this policy.

However, another tenet of Union policy is that how much a man drinks away from the ships and the Union Halls is his own business. Nevertheless, since seamen are as prone to alcoholism as stock brokers, movie stars or insurance salesmen, the Union feels that these articles in which alcoholism is viewed as the disease medical science recognizes it to be should be valuable.



SHIPS' MINUTES AND NEWS

Robin Locksley Cargo Shift Spurs Warning For Loading Precautions

The dangers posed by the lack of air-tight precautions in lashing cargo were emphasized this week by a Robin Locksley crewmember as he told of a mishap aboard the vessel when it bucked a storm on the return trip to New York. Struck broadside by a giant swell, the Locksley sustained a 20-degree portside list after 150 tons of her cargo broke loose and shifted.

According to Jerry DeMeo, OS, the Locksley was within a day's reach of New York on the morning of March 7 when a heavy storm arose. The Robin ship continued on her course, battling strong head winds and heavy swells.

At approximately 12:35 P.M., De Meo said, a huge wave hit the Locksley broadside. The impact loosened 150 tons of cargo, consisting of manganese ore, chrome ore, hides and bark, which shifted to port and caused the 20-degree list. DeMeo said the port gunwhale was below water.

Chief Mate Emanuel K. Bredel, pinch-hitting for the Locksley's Skipper who had remained in Capetown on business, immediately headed the vessel slowly out to sea, DeMeo said. All hands were then turned to righting the cargo. It took two days of steady work to restore things to normal and allow the Locksley to resume her course into New York, DeMeo reported.

DeMeo attributed the cargo shift to the fact that shifting boards were not used on the 'tween decks.

"Careful loading and proper equipment are absolutely neces-



Photo by Jerry DeMeo shows the Robin Locksley with a 20 degree list to port after cargo shifted in storm.

sary if similar occurrences are to be avoided," he warned.

The fact that no one was injured during the Robin Locksley mishap was just a stroke of good fortune, the crewman said. He added that insecurely lashed cargo is always a constant source of danger to life and limb.

No vessel should leave port until it has been determined that the cargo is secure, DeMeo said.

The Locksley, which sailed out of New York on Dec. 27,

1948, paid off in the same port last week. Her ports of call included Capetown, Port Elizabeth, East London, Durban and Lorenzo Marques.

Brother Takes Log Hint — Query Brings Cash Reply

If you want to turn your frozen assets into working dollars, take a leaf from the book of Brother James Rocks. He's a few bucks better off today because he takes seriously what he reads in his Union newspaper.

Recently Jim saw an item in the LOG advising former crewmembers of Calmar ships to write to the company to see if they were entitled to any of the unclaimed wages that had accumulated.

Jim recalled that he had sailed aboard the SS Frank Stockton, a Calmar scow, back in January 1946 on an eight-month trip. With a what-can-I-lose shrug of his shoulders Brother Rocks sent a query to Calmar, giving the name of the ship and the dates of employment.

Not more than a couple of weeks later, as Jim was opening his latest batch of mail, his eye latched onto an envelope with the Calmar company imprint. Yep, it contained a check for some back wages. Came in mighty handy too, especially since he had never counted on it.

Brother Rocks thought his profitable experience ought to be inspiring to men who have sailed Calmar. When you write,

he says, don't forget to name the ships you've sailed on and when you were aboard.

A word to the guy who could use a few bucks — and who couldn't—ought to be enough of a shove.

Deceased Member



Brother Marion Ackerman, whose death in Mobile two weeks ago was reported in the previous issue of the LOG, as he appeared before he became ill.

'The Voice Of The Sea'

By SALTY DICK

The Times-Picayune carries a big ad of the Pan-Atlantic Steamship Company—six more ships in the coastwise trade and better jobs for those who must be home more frequently. Waterman is going places, and so are we . . . New York better step on it cause New Orleans is close on the big town's heels as a port. I believe the International Mart and lower rates here are responsible for good shipping.

In the near future we ought to discuss homesteaders. There are some who are good Union men. The reason they homestead is because of family ties. But I know, and so do you, that some of the homesteaders have other reasons.

They tell me that doctors die earlier than the average man. And, of course, women live longer than men . . . These men: Gila Vila, Bill Frank and Charles Garner were fired from Cities Service because of pro-Union sentiment. Pretty soon they might be working again on these same tankers.

Sol Campbell is living off the fat of the land, but is willing to

take an Alcoa ship to the Islands . . . Lonnie Akridge with his brother, Johnnie, here in New Orleans getting ready to ship together. They both want Alcoa. . . It won't be long before Cities Service will be flying the SIU banner. These men made a smart move when they voted for our Union . . . Frank Vivero worked ashore for awhile, but he says he's going back to sea. Perhaps Montevideo has something to do with his plans.

When you're reading the LOG always take a peek at the Personal column. Maybe your name will be there . . . Have you a vacation coming? Collect your money at the company office . . . Haven't seen Chris Hansen in ages. The last time I saw him he was playing cards in the New Orleans Hall.

Al Kessen on the Del Mar is headwaiter . . . George John, former department store head, is now sailing as waiter and enjoying it . . . Emil Collazo can and does build homes, but the sea is something he can't forget. He wants to go to South America to see his son who works there.

RETURNING TO THE ISLANDS RUN



Elizabeth Stewards Department crewmembers now under more familiar skies are, sitting, left to right—Manuel Colloco, Fidel Camacho, Frank Vega and Ramon Rivera. Standing are Gabriel Colon, Gonzalez, Blaf Ramirez, William Stevens and Julio P. Rey. Photo was taken by John Ferraira, the Stewards Department delegate.

Recently returned to the more familiar New York to Puerto Rico run is the Elizabeth, which for six months was on time charter to Black Diamond line

in the European trade. In addition to the Lizzy hitting the unfamiliar ports of Antwerp and Rotterdam, better than half of the crew got its first glance at

Europe. Now finished with hauling scrap metal to the U.S. the veteran C-2 will resume her carrying of more familiar cargo.

Digested Minutes Of SIU Ship Meetings

MARQUETTE VICTORY, Feb. 6 — F. Albore, Chairman; A. Campbell, Secretary. Delegates reported no beefs and asked crew to go easy on the water. New Business: Brothers to be fined 25 cents for leaving cups anywhere but in the pantry. Education: Read and discussed SIU Constitution. Good and Welfare: Suggestion made that radio be turned on more often. Slopechest to be more complete next trip.



ALCOA CORSAIR, Jan. 29—

R. E. Stough, Chairman; J. Roberts, Secretary. Election of stewards department delegate; Joe Seaver elected by acclamation. Good and Welfare: Suggestion by Rubin Bellety that all stewards department men get their working schedules from Chief Steward, Second Steward or delegate when coming aboard ship. Steward stressed the importance of all crewmen being on ship in time to sail. Ship's delegate informed men that relief men secured in Mobile would be paid straight overtime pay instead of stand-by pay. Delegates to secure replacements and department heads to hold money for relief men. One minute of silence for Brothers lost at sea.



WARRIOR, Jan. 30—(Chairman not given); Curtis, Secretary. Delegates reported on books and permits in their departments. Larson reported delayed sailing in Oakland and moved that sailing board time be requested. Lorendas elected ship's delegate. Two members of each department elected to draw up a set of rules for the benefit of the crew.

CAPE NOME, Jan. 16—C. W. Thompson, Chairman; Fred Shaia, Secretary. Delegates reported beef on delayed sailing time. New Business: Men who refused overtime told to stop beefing. Deck delegate requested a special meeting of deck department to follow for purpose of settling overtime beef. Motion carried that the crew not sign articles until the ship is stored according to the Steward's requisition. Motion carried to have medicine chest and hospital checked by man from Public Health Service. Delegates instructed to prepare repair list. One minute of silence for Brothers lost at sea.



DEL ORO, Feb. 1 — Brunell, Chairman; Hay, Secretary. Minutes of previous meeting read and accepted unanimously. There being no New Business, meeting went into Good and Welfare. Question of argument between Chief Cook and Oiler was dismissed when it was found that dispute was a private matter. All Brothers were asked to cooperate in keeping recreation room and laundry clean. Brother Nickerson reported poor medical treatment he and two others received ashore, and the beef was tabled for Patrolman to handle. Noted that repair list must be made up. Minute of silence for departed Brothers.

CAPE RACE, Feb. 9 — E. B. McAuley, Chairman; Cyril Wyche, Secretary. Delegates reported small amounts of disputed overtime in their departments. Motion by McNall that a report be made on men who missed ship and men be fined \$50. Motion by McNall that those men who did a little performing during trip assess themselves a voluntary fine for their misconduct. Good and Welfare: One minute of silence for Brothers lost at sea.

HASTINGS, Jan. 9—C. Howell, Chairman; C. J. Oliver, Secretary. Delegates reported all in order in their departments. Good and Welfare: Suggestion made that each member clean laundry room after use. Suggestion made that mixer be put on all showers. One minute of silence for Brothers lost at sea.

RUSSELL A. ALGER, Jan. 9—Charles Lee, Chairman; H. M. Rosenstiel, Secretary. Delegates reported number of books and permits in their departments. New Business: Repair list to be made up and turned in by each department delegate at end of voyage. Good and Welfare: Suggestion made to see Patrolman about permitmen being allowed to stay aboard until ship hits Savannah.



FAIRLAND, Dec. 26—M. Collins, Chairman; B. J. Schmitz, Secretary. Under New Business: John Dixon, Chief Cook, was elected Ship's Delegate by acclamation. Motion by D. Diesei Bosun, seconded, that slopechest be checked before sign-one for next trip. Motion passed. Diesei also moved that a vote of thanks be given the Stewards Department for the fine Christmas dinner the day before. Motion seconded and passed unanimously. Several suggestions concerning water cooler, cigarettes, and other matters made under Good and Welfare. Minute of silence for departed Brothers.

EDWIN MARKHAM, Jan. 30—T. C. Walberg, Chairman; V. W. Kun, Secretary. Voted to send minutes of previous meeting to New York. Ship's and departmental delegates reported things going pretty well and said they would refer what disputes there were to Patrolman. One man was recommended for probation. A second was recommended for a book, and a third for a permit. A fourth was accused of being topside stiff. Night Cook and Baker given vote of thanks for his good pastries. Repair list drawn up. Minute of silence for Brothers lost at sea.

WANDA, Jan. 9—F. Johnson, Chairman; W. J. Kartarzynski, Secretary. Departmental delegates reported all in order. Brother Cowling, a permitman, turned over delegate's job to Brother Wade, a bookman. It was noted that the Utility had been dispatched from New Orleans with a shipping card. Voted to message Boston for a Patrolman to meet ship. Vote to write letter to Headquarters about men shipped without books.

STONEWALL JACKSON, Jan. 23—L. F. Linstead, Chairman; R. Heija, Secretary. Minutes of previous meeting read and accepted. Ship's Delegate said voyage had been clear of major beefs and congratulated stewards department for a job well done. He asked that repair lists be made up before ship hit Galveston. He said new crew should have slopechest carefully checked. Engine delegate reported some disputed overtime. Deck and stewards delegates reported minor beefs to be referred to Patrolman. Brother Nicholson thanked shipmates for kindness while he was in sick bay. Minute of silence for departed Brothers.



STEEL KING, Jan. 15—E. L. Eriksen, Chairman; V. A. Cover, Secretary. Ship's and departmental delegates reported 100 percent dissatisfaction with Second Cook and Baker. Motion by Kellog, seconded by Terry, that Second Cook and Baker not be allowed to register in that rating because of incompetence. Motion approved by entire crew and signed by five bookmen.

BEAVER VICTORY, Jan. 23—Jack Gridley, Chairman; John P. Wade, Secretary. The Delegates reported all departments shipshape. Under Good and Welfare voted to take dirty cups to pantry after coffee time. Last standby on each watch shall clean and straighten mess hall. Voted not to use wash basins for laundry. Voted two dollar fine for any man leaving litter in laundry. Cleaning laundry room to be rotated by departments. Education talk given by Brother Crosby. Minute of silence for departed Brothers.

Keep It Clean!

It is the proud boast of the Seafarers International Union that an SIU ship is a clean ship. Let's keep it that way. Although most of the crews leave a ship in excellent condition, it has come to the attention of the membership that a few crews have violated this rule. So they have gone on record to have all quarters inspected by the Patrolman before the payoff, and if the conditions are unsatisfactory, he has the right to hold up the payoff until everything is spic and span. Remember that the Patrolman can only have repairs made if he knows what has to be done. Cooperate by making up a repair list before the ship docks. Give one copy to the Skipper, and one to the Patrolman. Then you'll see some action.

Seafarer Sam Says



MAKE A SURVEY!

ON YOUR NEXT TRIP CHECK THE BARS AND CLUBS YOU PATRONIZE TO SEE IF THEY ARE GETTING BUNDLES OF THE SEAFARERS LOG, AND IF THEY ARE GETTING ENOUGH COPIES.

IN EITHER CASE, LET US KNOW IMMEDIATELY AND WE'LL FIX THINGS UP, AND EVENTUALLY

THE LOG WILL BE AVAILABLE TO THE MEMBERSHIP ALLOVER THE WORLD.

CUT and RUN

By HANK

Some of you newspaper-reading Brothers in other ports may have read of the New York beer-joint selling nickel beer (we remember good old Philly, it used to have nickel beer, too) and about some clothing store up in Boston selling suits and overcoats for \$11.00 each. Have you read about a lake in Massachusetts called Lake Chargoggacogggnanchauccegaubunagungamaugg which means in plain Indian language—"You fish on your side, I'll fish on my side and nobody fishes in the middle"... Well, anyway, here's this week's mention of Seafarers in town—Jack Kelly, Antonio Schiavone, Frank Webb, Robert Lagasse, Alan MacDonald, Henry Principe, William Traser, Donald Fisher, Wayne Wookey, Ivan Whitney with his mustache, Edward Witko, Andy Hourilla.

Bosun Tommie "Beachie" Murray, wherever he's at right now, probably will be happy to know his shipmate, Robert Beliveau, Massachusetts citizen, is aboard the Steel Age. Say, Bob, building any more model square-riggers?... Brother Louis Gooch, Kentucky citizen, says his shipmate of the SS Bull Run, Robert Cronin, is coming in soon aboard the Robin Kettering... Brother Lew Meyers, who writes he's due to bend and groan through some South African wrestling matches, is now aboard the SS Marine Star which hit Beira, Portuguese East Africa, recently. If any of you Brothers hit this port in the future you should be able to pick up a few LOGS at the American consul or the Swan's Tavern. Check anyway, and let the LOG Editor know if these bundles reach these places every week. Include the complete addresses, by the way.

The weekly LOG will be sailing free of cost to the homes of the following Brothers—Marvin Geiser of Missouri, Richard McCormick of New York, Richard Miller of New Jersey, R. Pearsall of Virginia, Vernon Wilson of Indiana, Wallace Lonergan of New York, Gerard Junot of Louisiana, Edwin Mitchell of Alabama, William Turner of South Carolina, J. Vaughn of Alabama, Ray Eader of Maryland, James Davis of Ohio, Julius Taylor of North Carolina... It's good to see Brother Bob Burton in town. He's looking good and feeling kinda happy, too... "Red" Braunstein came in from a long-shuttling tanker trip, and sailed out of town again—overland, this time... The Rudolf Karson Cafe down in Baltimore is now on the mailing list for a weekly bundle of LOGs. It's good to know that Waterman crews are picking up LOGs in that Tampa cafe and that Georgetown, South Carolina, place.

News Items—The French government expects 175,000 Americans to visit France this summer. Well, the steamship companies and the Maritime Commission better get together and get our own ships running to carry Americans, too... Of 50,000 seamen employed on Panamanian-registered ships only about 200 are Panamanians. A few more ships and Panama would have a bigger fleet than our merchant marine... A few more Seafarers in town are—Charles Shipman, Willie West, Bill Doran, Dan Butts, Vic Sukenick, Charles Slanina... Brothers, keep those ships happy and clean. Protect your agreements—keep your jobs shipshape. Okay, fellas, coffee time—and peanut-butter sandwiches.

THE MEMBERSHIP SPEAKS



Ship Becomes 'Ghost Of Coast' In 21 Port Junket To Far East

To the Editor:

After many days and many ports, the Steel Seafarer is finally homeward bound for the Gulf and East coast. The speculation and scuttlebutt of the past months have died down and the boys are finally right about our destination, I hope.

No matter what the destination marked on the cargo aboard these ships, a man still has no assurance whatsoever that the ship will ever touch those ports. When these ships leave the States they invariably end up by having their first port of call changed two or three times.

Take for instance the case of the Steel Seafarer. We sailed from New York on December 11 for Penang, via the Suez Canal.

After transiting the canal, the sailors were stowing the lines on the foc'sle head when the Chief Mate came shouting up on deck to tell the Bosun to pull the lines out again, the ship was due to stop at Aden, he had just learned.

Well, that port out of the way we continued on our merry way toward Penang. One day before our scheduled arrival, all the gear had been topped and the lines were out. The crew was looking forward to Saturday night ashore with the lovely ladies. Presto! We wake up Saturday morning and scan the horizon for Penang—the ship had been routed on to Singapore despite a thousand tons of cargo for Penang. Wha hoppen? After that nothing surprised us.

AROUND AND AROUND

After clearing Singapore, the merry-go-round started. In and out of ports in the Dutch East Indies so small that MacArthur couldn't find 'em. The schedule for three days was "in at sunrise, out at sunset." We were getting to be known as "the galloping ghost of the East Indies coast."

We once went up a river through a jungle so thick that even Frank Buck wouldn't have come back alive. The name of the place was Soengei Gerong, and it was in Sumatra. A guy wouldn't be surprised to see Dorothy Lamour waving at him from the river bank. When you get to a place like this all you can say is "Here we is, but where is we?"

After discharging all our cargo we headed back to Singapore to load. We loaded rubber and tin there and began the port jumping again. We never knew what the next port was going to be until we were almost upon it. Scuttlebutt was rife. One guy said he had heard we were going to Russia to load hides. Even that was a good guess.

As it finally turned out, we got to Penang. From there we went to a "far away place," and, Brother, I ain't kidding. I think they get one ship a year in there. It's a place called Phula Phuket, Siam. If you never call there don't let it worry you. The barges that brought out the rubber looked as if Sinbad the



Ray Tusing, DM, at extreme right, qualifies as the Steel Seafarer's violin virtuoso by scratching out a bit of mood music for the crew as they relax at the Radio Bar in Batavia, Java. Left to right, Pete Bluhm, DM; Eddie Cantoral, OS; Paul Goodman, Wiper; Duke Leger, AB, and Brother Tusing. Standing is Curly Duplantis, FWT.

Sailor once had them on bareboat charter.

HEADS, TAILS

After that job, John Isthmian in his New York chartroom flipped a coin again and sent us island hopping through the Philippines to pick up any old hemp, sugar or coconut we could find lying around. That's what happened anyway. So, with tears in our eyes we said fond farewell to our Filipino babes and started across the Pacific, stopping at Honolulu on the way to pick up a few pineapples and whatever else would be picked up there, which wasn't much.

This ship's activities serve as a good example of a Far East trip. When the ship pays off in New York we will have hit twenty-one port, two of them twice. Now after we get home we have five or six ports along the U.S. coast.

Here are a few tips about some of the Far Eastern ports, just in case anyone is interested. In Malayan ports, which include Penang and Singapore, the monetary exchange is 2 dollars and 12 cents in Malayan money to the dollar. In Singapore, you can't go far with it, everything is pretty expensive; but in Penang, for the same money, at the same rate of exchange, a guy can go a long way.

If you are going to hit any number of Dutch East Indies ports, you can't go wrong with Singapore money or the good old Yankee dollar. The official exchange is 2 guilders, 65 cents for a buck, but this stuff is Mickey Mouse money. Two guilders won't pay carfare. Certain channels offer 12 guilders for the dollar and for the Malayan dollar five guilders are offered.

STEP LIVELY

Look out for your money in Manila, that is probably the most expensive port in the Far East outside of Indian ports. While in Manila beware of the launch service. These jokers have a bad habit of leaving the ship ahead of schedule and then returning to the ship to charge you

3 pesos to take you ashore. If you miss the launch while ashore, they charge six pesos to take you back to the ship.

We noticed a terrible lack of LOGs in the Far East and Pacific ports. I believe a system should be devised whereby these Isthmian ships can get hold of some of the later editions. Our only LOG came from the Steel Vendor, which we met in Honolulu as we were returning to the States. If anyone has some suggestions, why not write in to the LOG and perhaps something can be done.

That's about all there is concerning this scow. To anyone making the trip I wish you happy ferryboating in the Far East. Our discharges are expected to read: Foreign (Ferryboat).

In closing, the deck department wishes to put in a plug for O. W. Holmes, Chief Mate, who has been good guy to work with throughout the trip. You can't go wrong sailing with him.

Pete Bluhm



Magic Of The Sea

By S. OMAR BARKER

Oh, I'd like to settle down in some quaint and quiet town
Where the harbor fills with sails home from the sea;
There to watch with peaceful eyes homely hills and friendly skies
And to hear the short waves lapping on the lea.

Just a little shanty there and a friend or two to share
Memories of ventures when our hearts were young;
Just to watch the ships come home, just to smell the tang of foam
And sometimes to hear a seaman's chantey song.

Oh, I'm longing more and more for a little place ashore
Now that time has turned my life ship toward the west;
There's adventure in the sea—ah, its voice is sweet to me,
But the harbor's calm is calling me to rest.

Yet I know that some bright night, schooner sails will beckon white
And the sea will whisper magic in its moan;
Oh, it will break an old man down, biding there within the town,
While his heart sets sail for seas he once had known.

Cleric Lauds Log Series, Seeks Ship Chaplain Info

To the Editor:

J. I. Flynn's articles and your editorial efforts to curb gas-hounds' performing are very commendable.

Hope you lead the way for other unions in this matter and that Mr. Flynn presents the good work of two friends of and to the alcoholics: Alcoholics Anonymous and the communion of total abstainers and non-producers-or-dispensers of the "liquid germs" which cause the sickness of alcoholism.

Thank you or someone for the LOG. I like your fair, democratic way of informing and giving voting privileges and voice to each member as well as to the officers.

Could we non-Seafarers hear

about the chaplain service on board ships? I would like to know about the desire, need, kind and quality of such now being done. Do shipping companies make provision for same? What is the Seafarers official position on this matter? I seek information because I am genuinely interested.

Rev. Roy S. Buffat

(Ed. Note: The SIU feels its role as a trade union is to better the economic welfare of its members. Social, cultural and spiritual matters are left to the individual to pursue as he sees fit. So far as is known no merchant ships carry chaplains.)

Wagner (Conscience, Too) Can't Flee Old Man Winter

To the Editor:

Everything was fine and dandy. The Cresap paid off in Houston and added to the hot shipping now humming in the Galveston area. I'm now looking for that European run. (This guy is definitely a screwball, listen to the rest of his tale.)

Well, I spent nine uneventful days in Galveston. (Notice that he doesn't say anything about the nights.) I was really enjoying myself, as you can do if you know Galveston. (He means the ginmills and women, as usual.)

But anyway what happens is this:

The friendly voice of the Union (Keith Alsop to you) phones my favorite ginmill around six PM asking for an Oiler, so this boy, being a good union man (and low on cabbage), jumps up and volunteers for the job. (Got it, too.)

Now I'm not hard to get along with, but I just spent six months in India to get away from the

winter, and I was quite proud of the fact. But when this baby (the Nathaniel Palmer) shoves off for her first port, it happens to be Bucksport, Maine. This place is so far north that when Perry was on his way to the North Pole, he dropped a marker here so he could find his way back.

My blood is so thin that if I cut myself I'll drown. But anyway the only thing I can hope for is that when we dump this load we'll head back south. (We can't go any farther north, unless we make a northwest passage.) With good luck we should be able to be way down south to Boston soon.

Blackie Wagner

Three Lemons



The Bosun of the SS Evelyn shakes hand with a one-armed bandit in a ginmill in Port Sulphur, La. Gil Parker who took the picture didn't report the outcome of the investment.

Send Those Minutes

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

Says Pro-SIU Tidal Wave Overwhelms CS Crew Calls Master's Bluff, Wins Extra Month's Wages

To the Editor:

The bitter opposition of Cities Service to the bona fide trade unionism of the SIU is doomed to failure, even though the anti-labor octopus should be temporarily successful in putting over its company union plan.

At best there can be but a short-lived victory. A victory

made possible by crooked means, by chicanery and manipulation behind the false mask of company unionism.

This company is attempting the impossible feat of reestablishing open shop conditions in the industry. They are following the non-union pattern set by Isthmian in the pre-war years.

They wish to drag the present into the past. It cannot be done anymore than we in 1949 can revert to the conditions of 1776.

The proof of their inability to return to an open anti-labor position is seen by their camouflage of the company union, which they were forced to erect. Their company union front is an attempt to bridge the condition existing in the industry which were created by the march of bonafide trade unionism. Cities Service has created a diversion to channel the crews into a completely controlled company union. The end of the road they travel under the leadership of CTMA is clear: Cities Service headquarters.

FEAR OF SIU

Whatever gains are offered by Cities Service arises from the fear of the SIU. Whatever gains are offered through CTMA can only arise from the same fear. Remove the SIU from the scene and the CTMA would disappear, the slave driving tactics of the company would then come out into the open.

It is up to seamen to understand that now. Any pretense by the company that it does not hate unions, even the masked CTMA (which they created as a straw man for NLRB election purposes to defeat the SIU), can be seen from the company's approach to the problems in the industry.

Any company with balanced judgment would understand that they cannot revert to the past, that eventually the conditions and wages set by the SIU must be met. Sanity would counsel that a union solid in its ranks and able to man the ships with trained personnel is good enough to warrant the confidence of any company.

What prompts their present campaign to delay elections while they drive union men from their ships? The answer lies in the wages paid on Cities Service ships as compared to union contracted ships. The difference amounts to hundreds of thousands of dollars per year in the company's fleet.

Wandering Seafarer



The Mosoil's sudden switch to foreign operations caught this crewmember with his hair down. Trimming his locks is Leo Lasoya, while Blackie, the Bosun, looks on. Another trimming took place at the payoff when the Skipper's attempt to pull a fast one was checked with the award of an extra month's wages to the crew.

To the Editor:

I signed on the Mosoil in the Gulf, and when the Skipper came aboard he decided to get underway immediately. It didn't matter to him that the Radio Operator, the Chief and Third Mates and a couple of crewmembers were ashore. We left for the fair land of Cuba.

The old rustbucket was 30 years old and not so fast, so the missing men chartered a tug and caught the ship as it was leaving the harbor.

We made Cuba okay, then went on to Tampico, Mexico, and back to Cuba. We were on nearby-foreign articles and were supposed to go back to the States—but no such luck. The orders read Curacao. The cigarettes were low and the Skipper sold most of what were left so we received a half carton apiece.

We arrived in Curacao without mishap. From there were supposed to go to Lands End, England, for further orders. That was when we raised our howl.

None of the men had been allowed to make out allotments because of the nearby-foreign articles. Our delegates immediately conferred with the American Consul about the articles which the Skipper was now trying to pass off as foreign, although no one had signed on in the presence of a shipping commissioner.

The consul took a neutral position in the matter but refused to stamp the articles, stating that they were not in order. He advised the crew to make the trip and refer the matter to the shipping commissioner upon arrival in the States.

In the course of an evening's outing in Curacao, the Radio Operator, who had acted as Purser and signed us on, was bragging about how he had signed us on knowing that the articles were phony and there was nothing we could do about it. He quieted down.

The Skipper took on several cases of his favorite beverage and felt that he could get away with anything, so before sailing time he posted the Third Mate on the wing of the bridge with a shiny .45. The Third Mate had more than a little under his belt. The Second Mate took the gun away and everything quieted down again.

MILD IDEA

We left for England with three English workaways. About six days out of Curacao, the Captain was feeling pretty good (with the help of his beverage) and decided to hold boat drill although it was pretty rough at the time. We had been gone from the States about a month and hadn't rolled the boats out before. I guess it was always too calm. The crew, as a whole, came away lucky. We only had one serious accident. A messman received a fractured skull. He's in the Baltimore hospital now.

The Captain's beverage supply held out and we arrived in Baltimore and paid off. Shipping Commissioner Hendrix ruled that the company would have to pay us an extra month's pay. The ship was in the process of being transferred to a foreign flag, so we got a lawyer and he slapped a lien on the ship.

I've just hit the high spots or I'd fill the LOG. One lappy day for the crew was payoff day.

James R. Porter

Jack Kelly

Member Will Swap GI Mop For Berth On Robin Ship



Fresh from a soogee mission in the barracks, former Seafarer Ira Myers (extreme right) and buddies pose with their award as the best platoon in the company. Myers says he'll swap that broom he's carrying at left shoulder arms for a chipping hammer on a Robin Line scow.

To the Editor:

Since I have been sent to Fort Bliss, Texas I thought it a good idea to drop you a few lines letting you know that Army life doesn't go good with seamen.

I will say that the Army is similar to the SIU in one respect:

COLGATE STUDENT, MEMBER OF MM&P, SEEKS LABOR AWARD

To the Editor:

I recently read in the New York Herald Tribune that the Seafarers International Union, Atlantic and Gulf District, urged its members to try for the labor scholarships being offered by the British Transatlantic Foundation, which are open to all members of trade unions.

I am very interested in trying to receive one of the mentioned scholarships to Oxford University, and although I am not a member of the SIU, I do happen to be a member of the Masters, Mates and Pilots. I surmise, therefore, that I would be eligible since the article mentions that members of AFL unions may submit applications.

Would you please send me a copy of the March issue of the SEAFARERS LOG containing the announcement and details of the scholarships. Also I would appreciate any information you could add concerning the procedure in applying for the scholarship.

John W. Snyder
Colgate University
Hamilton, N. Y.

We must keep these huts clean just like a ship.

I'm sending you a few pictures of the men who kept our barracks clean at Camp Pickett, Virginia. The sign displayed in the picture is our award for being the best platoon. I must say the fellows you see in this picture kept the place clean. We kept that sign for a month.

I was the only SIU seaman in our company. With the other ex-seamen we have been talking about the bill before Congress to discharge seamen from the services.

I would like to get out and get a ship to Africa. The Robin Line appeals to me. If anyone has any news about the bill to discharge seamen, drop me a line.

If anyone sees Kirk Nelson, tell him to drop me a line. Please continue to send me the LOG and change my address to this camp. Pals interested in contacting me can reach me at Hq. and Hq Battery, 75th AAA Gun Bn., Fort Bliss, Texas.

Rct. Ira W. Myers

Membership Rules

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

Recovering From Accident, Porter Offers Do's, Don't's

To the Editor:

I am fouled up in my legs as the result of an accident in Egypt, while a crewmember of the M. T. Radketch enroute to the Persian Gulf. While recuperating I came up with the following thoughts:

Sooner or later a seaman, if he is wise, will discover that a seaman's life is a mixture of good days and bad, victory and defeat, give and take.

He will learn that it does not pay to be a sensitive soul, that he should let some things go over his head, like water off a duck's back.

He will learn that he who loses his temper usually loses.

He will learn that all men have burnt toast for breakfast now and then—he shouldn't take the other grouches too seriously.

He will learn that by carrying a chip on his shoulder is the easiest way to get into a fight.

He will learn that the quickest way to become unpopular is to be a stool pigeon and gossip about others.

He will learn that it does not matter who gets the credit as long as it is a Seafarer.

He will learn and realize that ships will run perfectly well without him so don't think that you can't be replaced.

He will learn that Messmen, Ordinarys, and Wipers are human and it does not do any harm to smile and say good morning even though it is raining.

He will learn that Seafarers are ambitious, that they have brains, that are good or better than the average; and hard work and not cleverness is the secret of success of the Seafarers International Union.

He will learn to sympathize with the youngsters who are permit men in the Seafarers International Union. Don't forget how bewildered you were on your first ship.

He will learn that Seafarers are not any harder to get along with in one place than another and getting along depends about 98 percent on your own behavior.

Cities Service Experiencing SIU 'Horrors'

Cities Service has the jitters—but bad. As the end of the collective bargaining election in its fleet nears, the company is swinging the firing-axe more wildly than ever. What's more, this axe is falling on company men who have passed the "loyalty test" as well as on those suspected of pro-Union sentiment.

Instances have recently been reported of Cities Service tanker personnel being dismissed for reading the SEAFARERS LOG. The nervousness permeating the CS Marine Division becomes even more apparent from the fact that a considerable number of tankermen were fired suddenly after their ships had been voted, even though for years the company found them acceptable by its standards.

Cities Service's mad drive to eliminate union sympathizers from among its crews has taken on comic opera proportions, too. The company has even fired several CTMA organizers, men who have given their all for the company "union."

But the company's stepped up anti-union drive is futile, developments clearly indicate. Just as rapidly as pro-union men are dismissed, new ones come up to take their place since it doesn't take replacements long to get wise to the inferior conditions aboard Cities Service tankers—conditions which more and more tankermen realize can only be improved by the winning of an SIU contract.

Meanwhile, the election period ends on April 17. Eight ships have already voted. The ninth and last remaining eligible vessel, the Government Camp, was expected to be in Montevideo, Uruguay, this week when her crew would ballot and mail their votes to the National Labor Relations Board in New York. Counting for the ballots by the NLRB is expected to begin about a week after the voting period ends.

Robin Line Goes Back To Weekly Sailings

Despite uncertainty in the trade, the Robin Line has announced that it will resume weekly sailings to South Africa on June 1.

Robin had cut its sailings to one every two weeks since the Union of South Africa imposed stringent restrictions on dollar imports and on dollar expenditures for ocean freight.

The company's increased operations are timed to coincide with the beginning of an import permit system which will place all lines in the African trades on an equal competitive footing, so far as exchange is concerned.

The reduction in Robin Line operations began on April 1 when exchange and import practices gave favor to South African flag ships.

Farrell Lines another heavy shipper in the trade, will increase the tempo of its operations in July, but the other two U.S. carriers in the South African trade, Lykes Brothers and States Marine, have not announced any change as yet.



Before and After

Maritime Round-Up

In an attempt to halt desertions of seamen from Polish passenger ships, New York immigration authorities refused to grant shore leave to 119 of the 329 man crew of the Gdynia-American liner Batory this week. In the past month approximately 100 seamen have jumped ship when in New York. The detained crewmembers are all professed members of the Polish Communist Party.

A requirement by the Netherlands that at least fifty percent of the ECA cargo purchased under Holland allotments must move in ships of the Holland-America Line, if they were available, has been withdrawn by that government. The ECA objected to the requirement and the Netherlands ECA mission in this country had the clause removed. None of the other Marshall Plan nations has such a requirement in its administration of aid shipments.

A representative of the National CIO has been reported as suggesting that Harry Bridges take his union out of the CIO if he doesn't like the way the organization works. The blast came after Bridges announced his continued opposition to certain national CIO policies in his keynote address at the ILWU convention now meeting in San Francisco. Bridges has frequently clashed with the national or-

ganization over such matters as ERP, adherence to the World Federation of Trade Unions and support of President Truman in the late campaign.

The Maritime Commission will discontinue training new men for unlicensed positions aboard ships, and sharply reduce

its training of officers, because of the "increased unemployment among qualified seamen already in the industry." Indications are that pressure was brought to bear on the Commission to cut down. Its original appeal for funds for 1950 was \$6,586,000, but has now been reduced to \$3,329,000.

Union Wreckers Are Warned

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

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

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

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

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

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

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

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

Polio Group Lists Five Precautions

Warning that the 1949 polio season is "just around the corner," the National Foundation for Infantile Paralysis today issued a list of precautionary measures to be observed by those in charge of children during the epidemic danger period which usually runs from May through October, reaching its peak during the hot, mid-summer months. The five easy-to-follow health rules for children are:

1. Avoid crowds and places where close contact with other persons is likely.

2. Avoid over-fatigue caused by too active play or exercise, or irregular hours.

3. Avoid swimming in polluted water. Use only beaches or public pools declared safe by local health authorities.

4. Avoid sudden chilling. Remove wet shoes and clothing at once and keep extra blankets and heavier clothing handy for sudden weather changes.

5. Observe the golden rule of personal cleanliness. Keep food tightly covered and safe from flies or other insects. Garbage should be tightly covered and, if other disposal facilities are lacking, it should be buried or burned.

The National Foundation also listed the following symptoms of infantile paralysis: headache, nausea or upset stomach, muscle soreness or stiffness, and unexplained fever. Should polio strike in your family, call a doctor immediately. Early diagnosis and prompt treatment by qualified medical personnel often prevent serious crippling, the National Foundation pointed out.

The organization emphasized that fear and anxiety should be held to a minimum. A calm, confident attitude is conducive to health and recovery. Parents, it said, should remember that of all those stricken, 50 percent or more recover completely, while another 25 percent are left with only slight after effects.

If polio is actually diagnosed, contact the chapter of the National Foundation for Infantile Paralysis serving your community. The chapter will pay that part of the cost of care and treatment which patient or family cannot meet.

Port Baltimore Faces Huge Losses Unless Policy Is Changed

(Continued from Page 3)
American ships from the foreign aid program.

"Hoffman claimed that he would save money by using foreign ships. The Seafarers International Union has demolished that argument on several occasions. Perhaps the real reason for laying up the American merchant fleet was to trade 10,000 or 15,000 seamen's jobs for the Atlantic Pact. If so, it's quite a price, considering the merchant marine's role in national defense, not to mention those thousands of seamen thrown out of work.

"We seamen are not demanding any special privileges. We are just fighting for the very existence of our industry and our jobs."



NLRB Charges Six Bakeries With Locking Out Workers

The National Labor Relations Board ruled this week that the layoff of 1,500 driver-salesmen by six major New York baking companies constituted a "lock-out" and therefore an unfair labor practice.

A hearing on the charges, filed by Local 550 of the International Brotherhood of Teamsters against the Grennan, General, Ward, Continental, Purity and Drake bakeries, will be held on May 3.

The union originally called a strike against Continental, pulling its 250 drivers out after negotiations failed to produce agreement. Immediately, the five other bakeries, who with Continental are members of the New York City Bakery Employers Labor Council, locked out all their employees, bakers as well as drivers.

A complaint was then filed with the NLRB by the Teamsters

Union. According to the union's attorney, if the union wins the case it would get back pay for the 1,500 drivers, based on average earnings of \$100 weekly. This would amount to \$150,000 for each week of the strike.

In setting the date for the hearing, the NLRB said that the companies, with the exception of Continental, had "failed, refused and continued to refuse to reinstate said employees to the former, or substantially equivalent, positions of employment."

A damage action has also been filed in Federal Court in behalf of the locked-out inside production workers in the Ward, Drake, Purity, Grennan and General bakeries. The bakery workers are asking for \$100,000 weekly as lost wages.

The Continental drivers' strike developed when the company denied the union's request for an increase in the basic weekly guarantee of \$55.

NEW YORK

INDIVIDUAL DONATIONS

Julius E. Parks, \$5.00; J. K. Weekes, \$5.00; F. L. Bose, \$8.00; F. X. McGlone, \$1.18; A. H. Williams, \$1.00; Wm. Meehan, \$1.00; A. W. Forbes, \$5.00; Receipt No. 77093, \$7.00; H. L. Parrott, \$1.00; J. T. Bennett, \$2.00; L. A. Gardner, \$1.00; Allen R. Prime, \$25.00; W. Irvin, \$5.00.
J. S. Dimas, \$1.00; V. G. Colas, \$5.00; R. R. Brown, \$1.00; R. C. Mizers, \$2.00; R. Lipari, \$2.00; A. N. Wert, \$5.00; A. N. Fernandez, \$5.00; C. E. Harper, \$5.00; C. Misak, \$5.00; J. J. Martus, \$5.00; S. Foscolos, \$5.00; Wm. Abercrombie, \$1.00; John Holoboski, \$2.00; Edward Schultz, \$5.00; J. A. Verboe, \$1.00; George Davis, \$1.00; Frank Prezalar, \$1.00; M. Medina, \$2.00.
E. R. Brown, \$5.00; Otto P. Preussler, \$2.00; Andrew Massick, \$5.00; J. A. Jones, \$2.00; S. Yodis, \$4.00; Wm. Norris, \$5.00; O. O. Ames, \$5.00; L. E. Taylor, \$1.00; Mario Garcia, \$2.00; H. J. Bligard, \$1.00; Hubert A. Landry, \$5.00; Wm. A. Padgett, \$5.00; J. C. Torrefiel, \$6.00; J. C. Bernard, \$1.00; J. D. Andrejtsick, \$2.00; S. Henon, \$15.00; V. J. Zeman, \$2.00; W. R. Serpe, \$5.00.
SS OBERLIN VICTORY
R. J. Boles, \$1.00; S. H. Mills, \$3.00; J. Buzalewski, \$2.00; J. Rudolph, \$3.00; F. E. Cizewski, \$1.00; E. P. Connor, \$3.00; F. X. Phelps, \$3.00; G. Fair-

cloth, \$2.00; A. T. Cabrera, \$5.00; M. S. Sospina, \$1.00; R. Barnes, \$1.00; H. A. Jeffrey, \$1.00; C. T. Scott, \$1.00; G. Redch, \$2.00; J. Smith, \$2.00; H. Durham, \$2.00; T. W. Smith, \$2.00; J. Malinowski, \$2.00; F. Hill, \$3.00; P. F. Klauber, \$3.00; Deck Department, \$10.00; D. R. Brodeur, \$1.00; P. V. Marsh, \$3.00; E. Rivera, \$1.00; J. P. Taboada, \$2.00.

SS SUZANNE

R. Serrano, \$1.00; M. Santiago, \$3.00; J. Morales, \$1.00.

SS JULESBERG

W. J. Fogarty, \$1.00; H. D. Rodgers, \$1.00.

SS STEEL WORKER

L. C. Long, \$3.00; J. J. Gillen, \$3.00; J. Rodriguez, \$3.00; E. Mathisen, \$5.00; G. E. Pettipas, \$1.00; N. B. Cabahug, \$2.00; S. Vastakis, \$2.00; G. F. Hazen, \$2.00; A. I. Durante, \$3.00; J. Tutwilr, \$1.00; W. M. H. Donaldson, \$2.00; O. McEnaney, \$2.00; A. N. Swanson, \$1.00; W. Petrowski, \$2.00; T. McNee, \$2.00; W. J. Smolinski, \$1.00; N. Maness, \$1.00; G. Gabling, \$1.00; R. Ratcliff, \$2.00.

SS SEATRAN NEW YORK

J. R. Miller, \$1.00; J. C. Steeber, \$10.00; K. H. Baldwin, \$2.00; Juan Medina, \$1.00.

SS CAROLYN

I. Garcia, \$1.00; R. L. Perry, \$1.00; A. Albe, \$1.00; R. P. Maldonado, \$1.00; W. Stansky, \$1.00; A. Melendez, \$1.00; F. A. Bartolomei, \$1.00; L. Cepeda, \$1.00; G. Gonzales, \$1.00; T. Gonzales, \$1.00; T. Roman, \$1.00.

SS SEATRAN TEXAS

C. A. Mosley, \$1.00; S. E. Farquhar, \$3.00; G. E. Ekelund, \$2.00; W. F. Panewicz, \$1.00; R. Teets, \$1.00.

SS GOV. GRAVES

C. A. Moss, \$1.00; C. Haun, \$3.00.

SS ROBIN LOCKSLEY

W. A. Kemmerer, \$1.00; S. Monardo, \$1.00; R. B. Ranney, \$1.00; J. M. Prohownik, \$1.00; F. W. Fyock, \$2.00; A. Gzerwinski, \$1.00; A. L. Hinde, \$1.00; J. M. Bang, \$2.00; N. Collstrug, \$37.00; J. W. Altstatt, \$37.00; J. Robillard, \$1.00; J. Lewis, \$1.00; M. Condino, \$1.00; J. Przelecki, \$1.00; A. Irizarry, \$5.00; S. F. Bogucki, \$3.00; C. Burgio, \$2.00; H. J. Moore, \$73.00.

SS ROBIN GOOD FELLOW

E. Beldre, \$1.00; R. Armests, \$1.00; C. G. Mantzakos, \$1.00; A. H. Perez, \$1.00; V. Pipinen, \$1.00; A. E. Witmer, \$1.00; F. Baker, \$1.00; E. Fancher, \$1.00; F. Sivik, \$1.00; B. Carroll, \$2.00; L. Mannaugh, \$1.00; C. Olson, \$1.00; C. Karas, \$1.00; S. F. Bogucki, \$37.00.

SS LEGION VICTORY

M. Steiffer, \$2.00; F. Chiavetta, \$1.00; J. O. Roy, \$1.00; E. A. Guidroz, \$1.00; R. L. Plude, \$1.00.

SS COLABEE

A. Rivera, \$1.00.

SS Z. PIKE

A. Simoneaux, \$2.00; J. Eanes, \$1.00; D. Condoy, \$1.00; C. Birstow, \$1.00; M. Ellis, \$2.00; E. Zetterquist, \$2.00; R. Clark, \$1.00; D. Schmidt, Jr., \$1.00; R. E. Taylor, \$1.00; W. Anderson, \$1.00; H. Peters, \$1.00; J. Griswold, \$2.00; R. Jones, \$1.00; C. Barnes, \$2.00; H. Stivers, \$1.00; O. Beltran, \$1.00.

SS W. MARVIN

R. E. Paraky, \$3.00; E. H. Poe, \$2.00; W. Russell, \$5.00; H. Lissimore, \$4.00; M. Davila, \$1.00.

SS CAROLYN

P. R. Galbaugh, \$1.00.

SS ALAWAI

O. Seara, \$3.00; H. Bank, \$2.00; J. Demuth, \$1.00; A. Morales, \$1.00; V. J. Helms, \$2.00; R. H. Daniels, \$5.00; J. J. Flynn, \$1.00; E. C. Arroyo, \$1.00; H. Hillion, \$1.00.

SS BULL RUN

S. E. Boggan, \$1.00; J. F. Byrd, \$1.00; C. Polish, \$1.00; J. Mehlov, \$2.00; E. L. Meyer, \$1.00; F. Z. Alcaín, \$1.00; J. A. Krepps, \$1.00; J. Reid, \$1.00; C. Ramsey, \$1.00; H. A. Vaughn, \$1.00; L. M. Mitchell, \$1.00; J. Hals, \$1.00; R. Harris, \$1.00; O. J. Marden, \$1.00; O. L. Sartin, \$1.00; R. W. Taylor, \$1.00; H. W. Willett, \$2.00.

SS CANTON VICTORY

F. W. Kenfield, \$1.00.

SS EVELYN

P. J. Coponiti, \$1.00.

SS AMELIA

H. Young, \$1.00.

SS J. MARION

C. H. Renstrom, \$3.00; R. O'Neill, \$1.00; D. F. Mastropaylos, \$1.00; M.

Econnov, \$1.00; E. C. Biedzycki, \$1.00; P. J. Colonna, \$1.00.

SS SUZANNE

R. Serrano, \$1.00.

SS STEEL VOYAGER

N. J. Boyle, \$2.00; H. V. Benner, \$7.00; B. Garzoza, \$5.00; D. P. Wilson, \$3.00; C. Warren, \$2.00; V. A. Hebert, \$2.00; V. L. Barfield, \$4.00; R. E. Lagerstrom, \$2.00; J. T. Bush, \$2.00; R. J. Nicholas, \$1.00; J. R. Duckworth, \$1.00; N. Buckley, \$1.00; M. E. Coon, \$3.00; J. W. McCaslin, \$2.00; R. L. Wilkerson, \$1.00; J. Guy, \$2.00; J. V. Johnson, \$3.00; J. E. Pewitt, \$3.00; F. Fagan, \$1.00; J. Weems, \$2.00; L. Watts, \$2.00; S. Conner, \$5.00; F. W. Brown, \$2.00; H. K. Shellenberger, \$3.00; J. C. Johnson, \$1.00; W. W. Wright, \$5.00; H. D. Dunn, \$1.00; R. P. Herald, \$2.00; P. J. R. Gausey, \$2.00; S. Stockmarr, \$2.00; J. A. Thomas, \$2.00.

SS TOPA TOPA

H. D. Stebbins, \$10.00.

Personals



J. J. de YOUNG

Max Moore says that you should get in touch with Ethel, care of the Punchy and Judy, 345 Dauphin St., New Orleans, La.

DANIEL ROSE

Pick up your watch at Duke's Tavern, below the SIU Hall in Baltimore, or write to Gary Garrigues, 14 North Gay St., Baltimore, Md., giving him your mailing address.

JEFFERSON CITY VICTORY

The Deck Delegate of the Jefferson City Victory between



EDGAR W. DODDS

Your baggage, which was lost in the B&O Railroad, has been forwarded to the SIU Baltimore Hall, 14 North Gay Street.

SS LaSALLE

Crewmembers of the SS LaSalle, which made a recent trip to China, can pick up their mail in the Mobile SIU Hall.

Holders of the following receipt numbers should get in touch with Headquarters immediately, because Headquarters does not have the book numbers of the men concerned and so cannot credit the payments properly. When you write in give the receipt number, your name and the number of your book or permit. The receipt numbers:

- C.94619 (collected in San Juan).
- C.90573 (collected in New York).
- C.82859 (collected in New York).
- C.73953 (collected in New Orleans).
- C.91913 (collected in New York).
- C.78156 (collected in Tampa).

May 23-30, 1947 is asked to contact Frank Dalan, AB, care of Seafarers Int. Union, 51 Beaver Street, New York.

DESMOND L. J. SMITH

Get in touch with L. W. Smith, 28 Albro Lake Road, Dartmouth, Nova Scotia, Canada.

ROBERT B. KEARNS

Communicate with your mother, Mrs. Helen Tranelbee, 1706 Brown St., Philadelphia, Pa.

JOHN PATRICK HALL

Your parents are anxious to hear from you. Write to them at their Melbourne, Australia, address.

DENNIS O'SULLIVAN

Contact George G. Hunter, Committee on Grievances, Bar Association of New York, 43 West 43rd Street, New York, N. Y.

DONALD HARTMAN

Please get touch with your mother immediately.

JOSEPH D. BLANCHARD

Get in touch immediately with Ben Sterling's office, 42 Broadway, New York City, concerning collection of back wages.

CLEATIS H. SYERS

Howard V. Tanker has an important communication for you. Communicate with him at 1500 W. Chase Street, Chicago 26, Illinois.

FLOYD McWILLIAMS

HUGH D. McWILLIAMS
Contact your sister, Edith, at 812 Pryor Street S.W., Atlanta, Ga.

JOSEPH C. MIKRONIS

Your mother asks you to write her at 408 Saquaro Avenue, Baton Rouge, La.

Notice To All SIU Members

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

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

PLEASE PRINT INFORMATION

To the Editor:

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

Name

Street Address

City Zone..... State

Signed

Book No.

SIU HALLS

SIU, A&G District

BALTIMORE.....14 North Gay St.
William Rentz, Agent Mulberry 4540
BOSTON.....276 State St.
E. B. Tilley, Agent Richmond 2-0140
Dispatcher Richmond 2-0141
GALVESTON.....308 1/2-23rd St.
Keith Alsop, Agent Phone 2-8448
MOBILE.....1 South Lawrence St.
Cal Tanner, Agent Phone 2-1754
NEW ORLEANS.....523 Bienville St.
E. Sheppard, Agent Magnolia 6112-6113
NEW YORK.....51 Beaver St.
Joe Algina, Agent HAnover 2-2784
NORFOLK.....127-129 Bank St.
Ben Rees, Agent Phone 4-1083
PHILADELPHIA.....337 Market St.
J. Sheehan, Agent Poplar 5-1217
SAN FRANCISCO.....85 Third St.
Frenchy Michelet, Agent Douglas 2-5475
SAN JUAN, P.R.....252 Ponce de Leon
L. Craddock, Agent San Juan 2-5996
SAVANNAH.....2 Abercorn St.
Jim Drawdy, Agent Phone 3-1728
TACOMA.....1519 Pacific St.
Broadway 0484
TAMPA.....1809-1811 N. Franklin St.
Ray White, Agent Phone M-1323
WILMINGTON, Calif., 227 1/2 Avalon Blvd.
Terminal 4-2874
HEADQUARTERS.....51 Beaver St., N.Y.C.
SECRETARY-TREASURER
Paul Hall
DIRECTOR OF ORGANIZATION
Lindsey Williams
ASST. SECRETARY-TREASURER
Robert Matthews J. P. Shuler
Joseph Volpian

SUP

HONOLULU.....16 Merchant St.
Phone 5-8777
PORTLAND.....111 W. Burnside St.
Beacon 4336
RICHMOND, Calif.257 5th St.
Phone 2599
SAN FRANCISCO.....59 Clay St.
Douglas 2-8363
SEATTLE.....86 Seneca St.
Main 0290
WILMINGTON.....440 Avalon Blvd.
Terminal 4-3131

Canadian District

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

SEAFARERS INT'L UNION OF NA

International And District Seamen's Policy

The assembled delegates at the Fourth Biennial Convention in Baltimore, representing all Districts of the seamen's groups in the Seafarers International Union of North America, have met and discussed the various problems concerning each of our individual Organizations, as well as the relationship between Districts.

It must be noted that in spite of our internal differences, we unanimously agree on one thing—that is, the continued growth of each of our Districts, as well as our International.

There is no necessity for going into great detail and background of some of the inter-district problems, particularly pertaining to inter-district shipping, as that is now a part of the official record of this Union and its various Districts.

It is necessary that we Delegates report to the membership some of our findings on some of the essential facts that led up to the present condition existing between the Seamen's Districts of the International.

In various ports in all Districts, we find there exists a condition which is not healthy and which, most certainly, cannot be considered as beneficial to our Organization's welfare.

We find that without exception in each District, some officials, as well as members, have been guilty of violating not only the actual rules as laid by previous Joint Conferences, but have actively contributed towards the deterioration of good relations between our various Districts.

It is not the intention of this Delegation to attempt to fix and place the responsibility for these matters. Indeed it is bad enough that they have even occurred.

As responsible representatives of our membership from each District, we do realize that for the good of our International there are several rules of conduct which must be followed. Unless they are followed, then it will certainly further strain the relationship between each District. Eventually, it would also affect our economic way of life, i.e., jobs, security, etc., through internal dissension. Therefore, this Committee recommends the following:

1. SHIPPING POLICY:

We reaffirm the policy of District Preferential Shipping, which was adopted and announced September 1, 1948, wherein a policy was agreed to that the members of a particular District have preference for jobs on that particular District's vessels, regardless of the area of operation where the vessel may happen to be lying.

This we feel to be necessary to safeguard the job security of a particular District's membership. It is to be pointed out that the reaffirmation of this policy was necessary due to the fact that under the SIU Constitution, each District has autonomy rights which allow it in turn to control its membership admission, job control, shipping rights, etc.

2. DISTRICT MANPOWER SHORTAGES:

All Districts recognize the necessity for the prevention of further overloading of the Maritime Industry with manpower. It is to be understood that whenever a particular District's mem-

bership is not available for that particular District's contracted vessels, then members of other Districts are to be shipped.

This not only is based on the proposition of the prevention of overloading of membership in the Maritime Industry, but also to allow the membership of the affiliated Districts the first opportunity of employment before such opportunity is offered to anyone else who doesn't come within the framework of the Seafarers International Union of North America.

It is further understood that when one District requires members of another District to fulfill its contracts, as outlined herein, that such replacements shall be cleared through official channels.

3. CLOSER ASSOCIATION WITH OTHER DISTRICTS:

It is agreed that there is a necessity for acquainting various members and officials of each District with the problems and affairs of members and officials of all other Districts. It is our expressed opinion that to further this thought, all members and officials in every port in every District should encourage cooperation and understanding through attendance of meetings and associations with other Districts' members.

In the past, the various Districts have been brought together in strikes and beefs of an industry-wide nature. It is a proven fact that when such events do happen, that they can be handled much better and be of far greater benefit to members of all Districts, providing there is in existence a feeling of mutual trust, friendship, and respect between all members and officials of each District.

4. FURTHERING BETTER INTER-DISTRICT RELATIONS:

All Districts recognize the necessity for the prevention of any attempts on the part of any individual, individuals, members or officials from attempting to cause dissension between the various Districts of our International.

It is this Delegation's observation that in the past when any difficulty arose in our Organization between Districts, there were characters who attempted to step into this misunderstanding and cause permanent disruption to the International and its Districts.

Each member and official should be on guard against actions of this type. Immediate and drastic steps are recommended to prevent either the beginning or the continuing of actions which are detrimental to the mutual interests of the Districts and the International.

5. JOINT ACTION ON MARITIME PROBLEMS:

This Delegation recognizes that our International and its affiliated Districts face many serious problems in the immediate future. Among them are problems of legislative, organizational and economic nature. We can also understand that many these problems will affect either one or more of our Districts and can arise in such a manner so as to require quick and decisive action.

To take such actions as necessary, it is

recommended by this Delegation that any matter arising in any District involving these points be immediately referred to the International Office, which, in turn, can then notify the affected Districts.

We have found from experience in our International that such cooperation between the Seamen's Districts is highly beneficial. Such cooperation, for example, was the decisive factor that led to the victory of the world-famous 1946 General Strike which tied up all ships in all ports.

6. REGISTRATION AND SHIPPING OF GREAT LAKES AND CANADIAN DISTRICT MEN ON EAST, GULF AND WEST COAST:

To prevent misunderstandings of the manner in which our members of the Great Lakes and Canadian District are to be shipped while in offshore ports, the following is the policy covering this matter:

- a. Great Lakes and Canadian District members, when shipping from West Coast Ports, shall register and ship from SUP Halls.
- b. Great Lakes and Canadian District members, when shipping from East Coast Ports, shall register and ship from Atlantic and Gulf District Halls.

CONCLUSION:

In adopting this policy, we urge every official, and every member of each District in our International, to comply with this position.

It is our considered opinion that there are many problems facing American seamen which cannot be ignored. In order to find solutions to these many problems, we must not only continue to present a solid front towards our common enemies, but must, above all, intensify the cooperation within the framework of our International. We must strive for a greater understanding of each other's problems.

The record of the Maritime Industry clearly shows that all seamen sailing in American bottoms have made greater economic and social gains since the inception of the Seafarers International Union of North America than in any given period in the history of the Maritime Labor movement.

Because of our International, it is possible for seamen today to live as free men. For the first time seamen can not only support themselves, but their families as well, in a comfortable manner.

For these and other reasons this International must not only hold the gains it has made for the seamen, but must move forward in a solid united group to accomplish even more.

We must dedicate ourselves to the proposition that the only way in which our welfare can be protected is for the strengthening and enlarging of the Seafarers International Union of North America.

Seamens Section of the S.I.U. of N.A.:
Atlantic and Gulf District
Sailors Union of the Pacific
Great Lakes District

An Injury To One Is An Injury To All!