

SEAFARERS LOG

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

VOL. XI

NEW YORK, N. Y., FRIDAY, JANUARY 7, 1949

No. 1

The Facts, Mr. Hoffman

In a letter to Senator Styles Bridges, former chairman of the Congressional "watchdog" committee on the Marshall Plan, ECA Administrator Paul G. Hoffman tried to justify his infamous proposal to move all bulk Marshall Plan cargoes in foreign vessels by a statement that simply does not fit the facts.

He declared that the cost of shipping a ton of coal from the United States to France is sometimes as much as \$4.50 less on a foreign ship than on an American ship. He strongly implies that this big differential was the rule rather than the exception, and he forgot to note that it was an exception that was no longer happening on December 3 when he wrote the letter.

The facts are these: The American rate for carrying coal from the East Coast to France is \$10.85 a ton. This rate is set by the Maritime Commission. On foreign ships, the rate ranges from \$8.50 a ton to about \$9.00. This week, in an effort to get at the truth, a shipping official called three operators of foreign flag vessels to inquire about the coal rate. Two of the operators quoted \$8.50. The third wouldn't talk about any rate below \$9.00 and seemed to prefer a higher one.

Thus, the actual "differential" about which Hoffman has been bleating turns out to be no more than \$2.35 a ton at the most and only \$1.85 or less in some cases. And the story doesn't end there, because the differential is just about wiped out later so far as American taxpayers are concerned. Coal is not the only bulk cargo, but the coal rate continues to be the root of the controversy.

Another facet of the Marshall Plan shipping situation has been overlooked completely by Hoffman and his executive assistants. At least they have not mentioned it in their public statements. Whether Hoffman knows it or not, foreign operators are getting away with a scheme so obvious that one can only conclude that Hoffman is a very gullible gent.

It is no secret that representatives of French shipping interests recently told a member of the Maritime Commission that they deliberately depressed their rates in a maneuver to get a bigger slice of the melon. Later on, the Frenchmen continued, up would go the rates. The Americans would be hoodwinked.

Shipping men of other nations participating in the Marshall Plan are reported to have said substantially the same thing, although they said it less bluntly than the

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Cuba Distilling Signs

Cuba Distilling Corporation, a new addition to the SIU tanker fleet, has signed a contract with the SIU covering all unlicensed personnel aboard their ships.

The ships of Cuba Distilling came into the SIU recently when, in an NLRB-conducted election, the seamen chose the SIU as their bargaining agent by a wide margin. The signing of a contract between the SIU and the operators of the molasses carrying tankers brings to the men of the Cuba Distilling fleet the same top-flight wages and conditions enjoyed aboard all ships contracted to the SIU.

When the soon-to-come election in Cities Service is ended, Cities Service men, like the tankermen of Cuba Distilling, will, within a short time, be protected by a full SIU agreement.

A&G Vote Tally To Begin Soon

A record vote was indicated as balloting in the annual election for SIU Atlantic and Gulf District officials officially ended December 31.

Almost all ports reported that the number votes cast in their areas were unprecedented in the history of Union elections.

An official Tallying Committee, composed of rank and file members, will be elected shortly. Results will be announced as soon as the committee finishes its task.

ECONOMY MOVE

Voting got under way on Nov. 1 to determine who would fill 33 Union positions in A&G District Headquarters and Ports. Sixty-one candidates appeared on the ballot, competing for the following posts: one Secretary-Treasurer, three Assistant Secre-

gation; he shall keep the Board of Governors aware of action by the National Labor Relations Board of Government bodies and all other information necessary and proper to continue our organization on a firm and secure basis.

C. He shall assist the Board of Governors in collective bargaining with the company and aid them in the official and proper administration of the affairs of the Association.

Naturally, the Advisory Counselor would be the company lawyer. He would give the Board of Governors advice and information on trade unionism and tell them how to negotiate their contract. And he would have the nerve to be listed on the CTMA payroll while giving

NLRB Calls Vote In CS; Only SIU To Be On Ballot

The National Labor Relations Board has ordered a collective bargaining election on nine ships of the Cities Service tanker fleet. The Seafarers International Union, Atlantic and Gulf District, will be the only union to appear on the ballot.

A hearing before the NLRB regional office in New York to determine the dates of the balloting period and the election procedure is expected to be held sometime next week.

The hearing was originally scheduled for Wednesday, Jan. 5, but the Cities Service attorneys did the expected and crawled through a legal loophole. They claimed that they had not received the copy of the election order sent to them by the Washington office of the NLRB. The SIU received its copy of the order on Dec. 30.

The NLRB ruled as eligible to vote in the election those unlicensed crewmen aboard the nine tankers during the payroll period immediately preceding the date the order was handed down, which was Dec. 29.

The thoroughly discredited company controlled and sponsored Cities Service Tankermen's Association, a puppet organiza-

tion which has been operating under the guise of a "union," will not be on the ballot, since it is not a bona fide labor organization.

The SIU has repeatedly charged that the CTMA represents none but the company and was formed with the company's interests as its sole objective.

In ordering the election, the NLRB recognized the wish of the majority of Cities Service men who signed pledge cards designating the SIU as their choice for bargaining representative.

Vessels covered by the NLRB order are the Royal Oak, Government Camp, Fort Hoskins, Salem Maritime, Bents Fort, Bradford Island, Winter Hill, Archers Hope and Lone Jack.

All these ships, with the exception of the Lone Jack, were acquired by the company after the collective bargaining election held in the Cities Service fleet last winter, when the SIU was certified as agent for the crews of seven company ships. Cities Service men voting in that election chose the SIU by an 83 per cent majority. The Lone Jack was to have been voted but arrived in port too late to make the deadline set by the NLRB.

NEW RULING

When the SIU called for a contract covering the entire Cities Service fleet, the NLRB, reversing its previous rulings, held that the eight ships not voted would have to be polled in a second election in order to qualify the crews for Union representation.

On the ballot soon to be distributed by the NLRB, the men on the nine ships will vote "Yes" or "No" in answer to the question: "Do You Wish To Be Represented by the Seafarers International Union, Atlantic and Gulf District, AFL, for the Purposes of Collective Bargaining?"

All unlicensed personnel, with the exception of Bosuns and Stewards will vote. At the insistence of the Cities Service company the NLRB ruled these two ratings were supervisory em-

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CS Lawyer Writes 'Constitution' For CTMA, Keeps Control Of Stooze 'Union' In Own Hands

The company lawyer trying to organize the Cities Service company union must have been red-faced with embarrassment when the SIU pointed out that he had no union at all because he had no union constitution. In his haste to stooze for his labor-hating boss he had overlooked this basic step.

Since then he has corrected the deficiency. He has written a constitution. At least, the company lawyer claims the phony document is a constitution and to prove his point right at the top of page one he has placed the solemn words "Constitution and By-Laws for the Citco Tanker Men's Association." Then the joke begins.

The cream of the jest is found in Article III, Section 2,

headed "Duties of the Board of Governors," and in Article VI, headed "Advisory Counselor." In fact, the latter article is the key to the whole scheme for it guarantees company control of the union through the company lawyer himself.

Article VI reads as follows:

SECTION I.

A. An advisory counselor shall be retained by this Association, the expense of which shall be borne by the Association and approved by the Board of Governors.

B. The Advisory Counselor shall furnish the Board of Governors with all information regarding industrial relations in the Maritime field and activities of other groups that in any way may affect this or-

ganization; he shall keep the Board of Governors aware of action by the National Labor Relations Board of Government bodies and all other information necessary and proper to continue our organization on a firm and secure basis.

Suggesting that a union pay a company lawyer to represent its membership is an insult to seamen's intelligence. It is small wonder that Cities Service seamen are voicing their bitter distaste for the company lawyer's slimy plan. Moreover, the company lawyer would be violating legal ethics by representing both sides in a controversy.

However, the company lawyer has accomplished one thing. He has insured an SIU victory in the forthcoming collective bargaining election, although no insurance was necessary. It would surprise nobody if before long he started drawing five-dol-

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Branch Meetings

The next regular membership meetings will be held Wednesday evening, Jan. 12 at 7 P.M. in all ports. With the exception of New York, all branches hold their meetings in their own halls.

Take an active part in the SIU. Make sure you're at the meeting. Remember, the time is 7 P.M. All Brothers must show up promptly.

New York meetings are held in Roosevelt Auditorium, 100 East 17th Street, corner of Fourth Avenue.

SEAFARERS LOG

Published Weekly 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.

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The Facts, Mr. Hoffman

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Frenchmen. Foreign rates already are rising as the foreign operators smack their lips in anticipation.

Foreign operators haven't been worrying about making or losing money for the present period. If they lose money they expect to be reimbursed directly or indirectly through the Marshall Plan. This would mean American subsidization of European merchant fleets with low labor standards. And if they get the extra cargoes and raise the rates, too, their chances of losing money are very slight. Yet Hoffman, in his letter to Bridges, wailed that to pay the American rates was to subsidize the American merchant marine, and copies of that letter were sent to many trade unionists, Senators and Congressmen who have taken up the cudgels in the SIU's fight to have the Hoffman order rescinded. In the early days of the battle, Hoffman and his assistants apparently believed that this letter was enough to fool everybody. Actually, it fooled nobody.

What of the rate differential that remains? Is it as devastating as Hoffman would have it sound? The answer is a resounding "No," after some of the elements in steamship financing are examined.

If a minimum of half of the bulk cargoes are to be carried under the American flag as the law now provides, despite Hoffman's peculiar interpretation, they will go for the most part in Liberties under bareboat charter from the Maritime Commission.

When a company charters a Liberty from the Commission, it pays \$7,500 a month in rent. If 150 Liberties should fail to operate because of the Hoffman order, it would mean a dead loss in revenue to the Government of \$1,125,000 a month. The charter hire for Victory ships is \$10,000 a month, and if any Victory should fail to operate because of the order the loss of revenue would be correspondingly greater.

Maritime Commission spokesmen point out that the money from chartering a ship is almost entirely profit to the Government. The loss to the Government is even greater, however, for a ship in the boneyard costs the Commission about \$10,000 a year to maintain.

Then there is the matter of taxes. If a company charters a Liberty, the first 10 percent in gross profit on the capital invested in the operation of that ship is subject to normal corporate income taxes. When the profits go higher, the taxes spiral. After the 10 percent has been taxed separately, the Government divides additional gross profits by the number of days the company actually operated the ship.

The company is then taxed 50 percent of the first \$100 a day profit, 75 percent of profit between \$100 and \$300 a day, and 90 percent of any profit above \$300 a day. The steamship companies still pay substantial dividends while the Government gets millions and millions in taxes.

In short, if the Maritime Commission ships are in the boneyard, the Government loses: 1. millions of dollars in charter hire; 2. millions of dollars in maintenance charges; 3. millions of dollars in corporate taxes; 4. millions of dollars in unemployment benefits paid to seamen and others in the maritime industry.

Hoffman maintains that if all the bulk cargoes go on foreign flag ships, this country will be able to ship more goods to Europe. This is a dubious argument at best, since shipping costs are only one item in the Marshall Plan.

However, he might better insist that 60 or 70 or even



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 to them.

NEW ORLEANS HOSPITAL

S. C. FOREMAN
A. N. LIPARI
HARRY J. CRONIN
J. DENNIS
F. L. SCHUQUE
E. SOTO
B. MALDONADO
G. ROTZ
O. HOWELL
V. P. SALLINGS
H. C. MURPHY
A. WARD
C. MEHL
G. MALONEY
F. BIVINS
L. MILLER
W. FERNHOUT

D. RUSSO
B. W. BIGGS
H. SWANN
S. LE BLANC
D. MC KINNIE
G. MESHOVER
W. GARDNER
A. BLAIS
E. DEAN
D. FOICA
J. YOUNG

BALTIMORE MARINE HOSP.

T. THOMAS
C. SIMMONS
W. VOGEL
R. HARRIS
O. HARDEN

P. MCCARTHY
J. PRICE
A. JEFFREY
R. NOACK
F. TEIGEIRO
G. CARROLL
H. BENNETT
A. MASTERS
T. CARROLL
A. WATERMAN
R. FREY
W. HALL
B. THOMPSON
J. BROWN
J. WINLEY
A. FASE
T. STANFORD
A. ROSADO
C. LAWSON

BOSTON MARINE HOSPITAL
JOSEPH ERNEST GALLANT
VIC MILAZZO
ELWOOD TALBOTT

STATEN ISLAND HOSPITAL
MOSE MORRIS
W. HUNT
J. HERNANDEZ
N. DORPMANS
A. C. SIMPSON
E. SOTO
W. NORRIS
F. STOKES
J. BLANCHARD
H. V. NEILSEN
J. STEPANCHUK
J. GRANGAARD
F. O. FONDULA
CHANG SENG
M. J. LUCAS
A. BORRERA

MOBILE MARINE HOSPITAL
P. CARDONA
WILLIAM ROSS
A. BEAL
E. SMITH
E. JARRETT
C. HAFNER

100 percent of the bulk cargoes go in American ships. And he might ask that the extra taxes collected by the Government from the shipping industry be appropriated to purchase the goods that the people of the war-ravaged nations of Europe must have, despite chiseling in shipping and other matters by some of their businessmen.

The SIU will carry on its fight to have the Hoffman proposal defeated. This battle is far from over, but each day we gain new allies in the labor movement and Congress. The SIU never has lost a beef and will not lose this one.

CS Lawyer Runs CTMA Under Constitution

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lar wills for a living instead of sitting in plush offices drafting phony constitutions.

If it turns out that the company lawyer has to look for a new job he will be following in the footsteps of company lawyers who have gone before him. It's an old story. A company hires a lawyer to keep the union out by forming a company union or pulling some other dodge. The company lawyer outsmarts himself and his fumbling tactics guarantee the union victory. Out goes the lawyer. It happened time and again in the past.

NEAT RIG

Just as phony as the Advisory Counselor idea are the proposed duties of CTMA's Board of Governors. The Governors would be elected through an elaborate election process for two-year terms. There would be three of them, one from each department. After being elected, there wouldn't be much for them to do, although once in a while they might try to look like union patrolmen. Here's how the company lawyer has it in his constitution:

SECTION III.

E. (9) From time to time as the need of the Association requires, the members of the Board of Governors shall agree upon and designate one of their number to spend time meeting the ships in order to maintain closer contact with the membership.

Apparently their duties aboard ships would not include the settlement of beefs. The company lawyer has dodged that subject completely. Certainly the lives of CTMA's Board of Governors would be a lot easier than the lives of SIU Port Agents and Patrolmen who meet every SIU ship as it hits an American port.

UNION WAY

Moreover, SIU Patrolmen not only maintain "closer contact" with the SIU membership than any company lawyer could imagine but they work hard to settle every member's beef, on occasion toiling far into the night to get things squared away. But SIU officials work for their Union Brothers not for the companies.

The further duties of the CTMA Board of Governors would be equally phony. For instance, the Board would:

Cooperate with the employer in the promotion of matters of mutual interest such as safety, sanitation and standards of seamanship.

Confer with the Advisory Counselor both by mail and personally to insure the orderly and lawful administration of this Association.

Prepare an annual report of the activities of the Association with the assistance of the Advisory Counselor.

Every seaman knows that to "cooperate with the employer" on safety and sanitation standards would be to accomplish exactly nothing. If any one doubts this, let him read in the LOG of October 8 how Edgar Eddy was killed aboard the SS Lone Jack, a Cities Service ship, because he was ordered to the outboard side of a swinging lifeboat during a storm at sea. More recently, a crewmember of the SS Fort Hoskins named Bednarz was drowned when he fell off an im-

properly rigged gangway. Before the accident the crew had told the Mate the gangway was unsafe and should be re-rigged. However, the employer cooperation the company lawyer prates about was unobtainable.

COMPANY FRONT

Every seaman knows that any union administered by a company lawyer would be run for the company instead of the membership. He knows too that if a company lawyer were to assist in the preparation of annual reports that the reports would be written as the company wanted them. The union would be a company front which is exactly what the company lawyer wants CTMA to be.

The company lawyer constantly jabbars that the company union he is trying vainly to build offers security. However, you will hunt a long time to find much security in the joke book he calls a constitution.

Under the phony constitution, a man's membership in CTMA, and thus his claim to union protection, would last only as long as he was employed by Cities Service. Once a man left the company's employ, whether by quitting or being fired unjustly, he could not be represented by CTMA even if he were paid up six months in advance. He

would be a lost ball in the high weeds until he got another Cities Service job. Another Cities Service job might be hard to get because the company could have listed him as a bad company man. In other words, to belong to CTMA, a man would have to be a Cities Service stiff year in and year out, working his 14 hours a day.

The company lawyer's constitution states it this way:

ARTICLE II MEMBERSHIP

SECTION 3. Retirement.

A members of this Association shall be deemed to have retired from the Association upon termination of employment in the Cities Service Oil Company.

SECURITY?

In the final analysis, a man's security would depend on neither his ship's delegate—or "ship's representative, as the company lawyer's constitution puts it—nor on CTMA's Board of Governors. Security would be just a word in the dictionary, because the company lawyer has made certain that no effective grievance procedure is included in his constitution.

Here is the kind of grievance procedure he has devised.

1) If a man has a beef, he can complain at a ship's meeting.

2) The ship's representative forwards the minutes of the meeting to the Board of Governors.

3) The Governors, if they wish, may discuss the matter with the Advisory Counselor.

4) The Advisory Counselor is the company lawyer, and he does exactly what the company wants him to do. He is the final judge within CTMA itself. If he says, "Now boys, Cities Service knows best," the matter is ended. Under the company lawyer's constitution, the company never would have to hear about a beef. The company lawyer could dismiss all beefs as a union official. Some union!

MUM'S THE WORD

Under the constitution the company lawyer has written for CTMA a union member would not know anything about his union finances. The constitution calls for only one report a year, and members of the Board of Governors authorized to sign checks would be bonded for only \$1,000 each. The Advisory Counselor would not be bonded at all.

By way of contrast, the Secretary-Treasurer of the Seafarers International Union, Atlantic & Gulf District, issues financial reports every week. Moreover, a

rank-and-file committee checks the books every week and permanently employed certified public accountants maintain a constant watch on all accounts. Just to make sure that nothing happens officials of the SIU, A&G District, are bonded up to \$25,000 each, and in some cases Headquarters officials are bonded for even more. A Seafarer always knows where his Union stands financially. All Seafarers know that as of December 25, 1948, their Union had cash assets amounting to \$1,295,366.02 and several hundred thousand dollars worth of property.

PROOF ENOUGH

Nothing could have demonstrated the phoniness of the Cities Service stand more effectively than this constitution which the company lawyer has drawn up for the company union. When the time comes for Cities Service to vote in the NLRB election, the result will be a smashing victory for the SIU and a punishing blow for the company, the company union and the company lawyer. Cities Service men will vote their preference for the democratic SIU constitution which guarantees rank-and-file control and for SIU security under the finest contracts in maritime.

Maritime Round-Up

A program calling for the financing of 3 million tons of shipbuilding for Norwegian flag operation to be paid for with Marshall Plan money has been proposed by Norway. At present there is \$21 million worth of shipping being built for Norway in Swedish shipyards with money secured through the ECA's intra-European trade program.

The welfare fund won by the ILA in its recent strike went into effect on January 1. The welfare fund provides for insurance plus accident and illness benefits of \$25 per week up to 13 weeks, and surgical benefits up to \$150. Longshoremen must work a minimum of 800 hours during certain specified periods to be eligible.

Alcoa Steamship Company has announced that its passenger business during 1948 was the best in its history. During the last twelve months Alcoa's passenger ships and passenger-carrying cargo vessels, sailed, almost without exception, with full passenger complements. The company also noted that its freight business declined somewhat in the final months of the year. On scheduled runs the company had 221 freighter sailings on irregular runs and 114 bulk cargo sailings. The present Alcoa fleet numbers 57 vessels, a drop of 12 from last year.

The longest pier in the world, seven miles long with facilities for a broad gauge railroad, has been planned for the use of the Arabian American Oil Company near Dhahran on the east coast of Arabia. The pier, which is expected to be completed within

a year, will berth vessels servicing new oil fields being developed in the area.

American shipping participation in the Philippine trades is continuing a decline which has been in progress since foreign-flag lines entered those services several years ago. Despite the fact that more than two thirds of the island's exports move to the U.S. and Hawaii, sailings of American lines are decreasing while foreign lines are placing more ships in the trade. Greatest gainers are the Norwegian and Swedish shipping companies.

A. H. Bull Steamship Company has ordered 60 additional "Transportainers" for use in its shipping operations. The company will now have a total of 210 of the large steel shipping containers in service. The containers have been adopted by 24 marine transportation companies in an effort to stop pilferage, minimize breakage and facilitate material handling.

No progress has been reported in negotiations between New York Harbor tugboatmen and the employers. A strike deadline originally set for December 31 had been postponed until January 12, so as to give the company further time to study the union's requests. The employers have raised their offer to a 10 percent increase; the tugboatmen are sticking to their demands for a 35 percent boost in pay.

An average of more than 60 vessels entered or left New York

Port every day last year. Customs tabulation showed that in all 11,480 vessels arrived during the year and 11,719 departed.

The French luxury liner, Ile de France, is expected to be back in service by June of 1949. Also due to enter the passenger trade under the French flag is the Liberte, formerly the German liner Europa. The Liberte won't be ready until the spring of 1950. The French Line, which owns the two vessels, also has announced that they expect to launch thirteen freighters next year.

The abnormally good weather

of late fall enabled Great Lakes ships to work late into December and rack up the highest total of tonnage carried since 1943. The 1948 total is about 83 million tons, exceeded only by the war years totals of 92 million in 1942 and 84 million in 1943.

Indications are that the Egyptian government will seize cargoes passing through its ports, if it is believed the cargoes might, through transshipment, reach Tel Aviv. The seized cargoes, it is expected, will be put into the Prizes Council. The government will release all shipments on which it has assurances that they will not enter the war effort between the Israelis and the Arabs.

Your Social Security

FAMILY BENEFITS

When you start getting your retirement insurance benefits at 65, or later, monthly benefits may also be paid to others in your family.

If you get a Federal old age insurance payment, your wife will receive a payment equal to one-half of yours. To qualify she must be 65 years old, she must be living with you or dependent on you, and you must have been married at least 36 months before she files her application.

If at 65 you have children

under 18, those children may also receive monthly insurance payments, also equal to one-half of yours.

A wife's benefit continues as long as she lives, unless there is a divorce. A child's payment stops when the child reaches 18.

If you continue work or go back to work under social security after filing your application, your retirement payment is suspended for each month in which you earn \$15 or more. If your wife or child is receiving a payment on your account, that payment is also suspended.

Payments to your wife and child or to survivors also are suspended for any month in which they work under social security.

(For further information consult your local Social Security Administration field office.)



Labor, Congressmen Pledge ECA Support

Typical Of Trade Union Support Of SIU



TRADE UNION COUNCIL OF THE LIBERAL PARTY OF NEW YORK STATE

160 WEST 44th STREET • LONGACRE 5-0500 • NEW YORK 18, N.Y.

December 28th, 1948

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Executive Director

Mr. Paul Hall, Secretary-Treasurer
Seafarers International Union
Atlantic and Gulf District
51 Beaver Street
New York 4, N.Y.

Dear Brother Hall:-

Below find copies of telegrams sent this day to President Truman, Paul G. Hoffman, ECA Administrator, and to members of Congress in this area. As you will note in the copies of our telegrams, we are wholeheartedly behind the efforts of the Seafarers International Union, Atlantic and Gulf District to preserve American standards and maintain employment for your members.

We are opposed to fictitious transfers of title to ships in order to use this as a camouflage for reducing standards of compensation by hiring labor in depressed countries.

We are asking all our affiliated trade unions, with a total membership of more than 500,000 to send wires in behalf of their own locals.

Wishing you success in your efforts, we are,

Fraternally yours,

Joseph M. Pomarlen

JOSEPH M. POMARLEN,
Executive Secretary
Trade Union Council, Liberal Party

Ben Davidson

BEN DAVIDSON,
Executive Director
Liberal Party

telegrams sent 12/28/48 by Liberal Party Trade Union Council

OUR COUNCIL, COMPOSED OF APPROXIMATELY 200 TRADE UNION ORGANIZATIONS WITH A TOTAL MEMBERSHIP OF 500,000 RESPECTFULLY URGES THAT PAUL G. HOFFMAN, ECA ADMINISTRATOR, ADHERE TO THE ORIGINAL INTENT OF THE MARSHALL PLAN WHICH CALLED FOR HANDLING AT LEAST 50% OF THE BULK CARGOES ON AMERICAN SHIPS. IF MR. HOFFMAN'S NEW PROPOSAL IS PUT INTO EFFECT, THOUSANDS OF SKILLED AMERICAN SEAMEN WILL BE THROWN INTO THE RANKS OF THE UNEMPLOYED. OUR COUNCIL DEEPLY CONCERNED WITH MAINTAINING AMERICAN STANDARDS AND PRESERVING AT LEAST THE STATUS QUO OF EMPLOYMENT CONDITIONS. WE APPEAL YOU USE YOUR INFLUENCE TO MAINTAIN THE ORIGINAL INTENT OF CONGRESS IN REGARD THE MARSHALL PLAN CARGOES.

The above communication is typical of the unprecedented support labor organizations throughout the country are mustering in behalf of the SIU's fight to halt the Hoffman plan, which would transfer shipment of Marshall Plan bulk cargo to foreign flag vessels.

The Trade Union Council is the political arm of most of the non-communist unions in the State of New York, and speaks for organizations with a membership of 500,000 workers.

More than one hundred trade unions, representing millions of American working men and women, have already joined the SIU in protesting the Hoffman plan because it would throw thousands of U. S. seamen out of their jobs and would seriously weaken the national defense—and more support is reaching us every day.

The SIU wishes to add the following organizations to the Honor Roll of unions that have demonstrated their trade union solidarity:

- Local 1244, Local 62, Brotherhood of Painters, Decorators and Paper-hangers
- International Brotherhood of Pulp, Sulphite and Paper Mill Workers
- Local 94, Uniformed Firemen's Association of Greater N.Y.
- Maritime Workers Council of Philadelphia
- Local 20499, American Federation of Rubber Workers
- Local 54, American Federation of Grain Millers
- Local 950, Local 627, Local 1292, United Brotherhood of Carpenters and Joiners of America
- West Virginia State Federation of Labor
- International Brotherhood of Blacksmiths, Drop Forgers and Helpers
- Wood, Wire and Metal Lathers International Union
- South Dakota Federation of Labor
- Metal Polishers, Buffers, Platers and Helpers International Union
- Michigan State Federation of Labor
- North Dakota State Federation of Labor
- Troy (NY) Federation of Labor of Troy and Vicinity
- Local 947, American Federation of State, County and Municipal Employees
- International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America
- Local 807, International Brotherhood of Teamsters, Chauffeurs and Warehousemen and Helpers

Congressional support of the SIU's opposition to the Hoffman ECA proposal, which would scuttle the American merchant marine, continues to pour into Union Headquarters.

Last week's LOG carried statements from 14 Congressmen and Senators backing the SIU's position. The following excerpts are from communications received this week:

Sen. William Langer (R., N.D.):

"You can count on my support."

Rep. James J. Heffernan (D., N.Y.):

"You can rest assured that I will not support any legislation designed to put American seamen out of work."

Rep. Ernest K. Bramblett (R., Calif.):

"I agree with your stand in this matter, and expect to do all I can toward stopping the same."

Rep. Leonard W. Hall (R., N.Y.):

"I certainly am minded to do everything possible...to protect and further the interests of our American Merchant Marine and I am also expecting, definitely, that this new Congress will go thoroughly into the situation in order to clarify its intention under the ECA law."

Rep. Emanuel Celler (D., N.Y.):

"You may be sure I am giving serious study to this proposal and will take earnestly into consideration your point of view."

Sen. Lister Hill (D., Ala.):

"Am doing all in my power to prevent diversion of bulk cargo from American bottoms and will certainly continue my efforts."

Sen. John J. Sparkman (D., Ala.):

"I have been taking matter of Hoffman directive up with appropriate officials... Shall continue doing my best."

Sen. Spessard L. Holland (D., Fla.):

"Thank you for your letter... My people in Florida have already been in touch with me. I shall help."

Rep. John A. Blatnik (D., Minn.):

"As you point out in your letter, the ECA Act clearly stipulated that at least half of all cargoes shipped would move in American ships. I gave this provision of the bill my full support, and shall certainly support the efforts which are being made by your union in cooperation with other labor groups to keep this policy in force. Unemployment among our skilled seamen must be avoided at all costs."

Rep. Jacob K. Javits (R., N.Y.):

"I have carefully noted the points made, and you may be sure that I will have them very much in mind in the course of the consideration of this question in Committee and by the House."

Rep. Eugene J. Keogh (D., N.Y.):

"I appreciate very much having your experienced expression of opinion and want you to know that I propose to give to this... my earnest consideration. We are hopeful that we may be able to come forth with satisfactory solutions."

Sen. Walter F. George (D., Ga.):

"I am glad to have the information you furnish relative to the ECA Administrator's proposal regarding ECA bulk cargo. I have taken this matter up with Mr. Hoffman."

Sen. Milton R. Young (R., N.D.):

"Several others have written to me on this matter and I have taken this problem up with Mr. Hoffman, Director of ECA."

Sen. Owen Brewster (R., Maine):

"You may be sure I shall have your views in mind when this matter comes up on the floor of the Senate for consideration."

Sen. John C. Stennis (D., Miss.):

"I am confident that this matter will receive the early attention of the Congress and you may be assured of my very real interest in the matter. I have been benefited by your viewpoint and shall be delighted to hear from you in the future."

Sen. William F. Knowland (R., Calif.):

"It may be of interest to you to know that the amendment, which is now in the ECA Act of 1948 requiring that at least one half of all cargoes from the United States move in American ships was introduced by me. I shall oppose any attempt to repeal the congressional policy set forth at that time."

Rep. Charles A. Wolverton (R., N.J.):

"I am fully in accord with the news you have expressed. I will be glad to so vote if and when the matter comes before Congress for action."

Sen. Warren G. Magnuson (D., Wash.):

"I am glad to have your expression in this regard. My personal interest dates well ahead of the time the legislation was presented on the floor, at which time a few of us succeeded in having the stipulation written into the basic legislation. This outcome was not anticipated and I now have an opportunity to go into the matter."

Rep. William T. Byrne (D., N.Y.):

"I have been receiving a number of telegrams and letters from my district concerning this proposal, and you may be assured that I am giving this matter my very serious attention at this time."

Rep. Harris Ellsworth (R., Ore.):

"I appreciate the interest of the merchant seamen in this problem and am glad to have your comments. Your letter will be kept in mind in connection with any action which may come before the Congress on this matter. I am sure that any abridgement of the Act of Congress will receive the early attention of the proper committees and recommendations will be made for remedial action."

Rep. F. Edward Hebert (D., La.):

"I have already contacted Administrator Hoffman protesting this action, and assure you of my full cooperation in an effort to have this proposal withdrawn."

Isthmian Payoff Recalls Pre-SIU Days



Here the Union Patrolman assigned to payoff Isthmian's Steel Designer listens to crewmen's accounts of the trip. Left to right: Pedro Velez, Patrolman Jim Sheehan, Jack Smith, C. Kenny, J. Nugent and S. Keane. Contract violations, disputed overtime, beefs of all kinds will be squared away before men payoff—a big difference from the days before Isthmian men went SIU.

For example, Vincent Horan, who was on an Isthmian ship during the war, wrote to the LOG: "Personally, I was forced to do many hours' work on the bridge that rightfully was overtime for the Deck Gang, but not one man could say a word."



Isthmian seamen are now served tasty chow, like the Virginia ham dinner under way in photo above, prepared in spic and span galleys, kept clean by crewmen who are paid top wages for their work. That's why 2nd Cook John McElroy (standing) and 3rd Cook Jimmy Wood, are all smiles. Before SIU came aboard, crewmember Harold Weiss, of Isthmian's Steel Recorder described conditions this way: "The ship is overrun with rats and it's common to come across them in the alleyways and pantries." Throughout the fleet men had to contend with similar conditions of filth, completely unable to secure corrective measures. The cleanup job began when the SIU contract went into force.



Here is the payoff, with all hands getting what's coming to them, including overtime money, as a result of first-rate, on-the-spot representation. Crewmembers are lined up behind Shipping Commissioner to sign off articles, while Steel Designer's Captain H. K. Toepel prepares to give men their earnings. In the days before the SIU contract, overtime was just a word on Isthmian ships. Like in March 1946, when shipboard organizer W. E. Wyman wrote to the LOG: "My total overtime under Isthmian rules amounted to 76 hours, while under SIU it would have added up to 213 hours. What price non-Unionism!"



Steward V. Szymanski shows off one of the trimmings enjoyed by Steel Designer's crew at Christmas dinner—a coconut cake big enough to give all hands double helpings. In the pre-contract days, Isthmian seamen reported constantly: "Chow is lousy and scarce."

The top wages, overtime pay rates and shipboard conditions now enjoyed by Isthmian seamen as a result of their choice of the SIU as collective bargaining representative are now within the grasp of the Cities Service tankermen.

And it cannot come too soon for the great majority of these men. No group of seamen sailing American ships today is more badly in need of the support and protection of a genuine trade union contract than the Cities Service tankermen.

But let the men of the Cities Service fleet tell it themselves.

Of a recent trip aboard the SS Fort Hoskins, former Cities Service tankerman Jesse S. Rogers (since fired) said:

"As soon as the sun's rays break the horizon, the 4-8 watch is out on deck with a paint brush or chipping hammer. Also, Saturday afternoon isn't a time when the 12-4 watch can take things easy on this tub any more. The Mate always has a job of what he calls 'odd jobs.' When yours truly put up a squawk about these 'odd jobs,' the Mate comes out with, 'Well, I could cut out your coffee time, you know!'"

Here's another report from a man on another Cities Service ship—the names of course, cannot be disclosed for obvious reasons:

"The Captain and the Mate had us working 16, 17 and 18 hours a day trying to get the tanks cleaned in five days. They wouldn't even reimburse us for the clothes and shoes we ruined on the job. He offered us five hours overtime for the work."

Another Cities Service man reports:

"The cockroaches on this ship are overwhelming. When we pick up our shoes in the morning, dozens of these pests will run out. We find three or four of them dead in our socks. Our suitcases are homes for them."

And another:

"All of us put down overtime for the sea watches on Armistice Day and Thanksgiving, but it was promptly scratched off. Overtime on this scow is as scarce as hen's teeth. No matter how long we work docking and undocking, we can only put down one hour's overtime for it. That, according to the Mate, is company policy."

The list is unending. But Cities Service men can change it all—by voting "Yes" for SIU representation.

Philly Promises Come Through, Draws Boom Week Of Shipping

By LLOYD (Blackie) GARDNER

PHILADELPHIA — Shipping took a decided upswing here during the past week, when we enjoyed activity approaching boom proportions. There were three payoffs in, and practically full crews were sent as replacements. First to payoff was the SS Atlanta City, which arrived here after a five-month trip in the Far East. This old Isthmian scow paid off in pretty good shape. A little disputed overtime was squared away satisfactorily.

Next to payoff was Waterman's SS Governor Miller, which came in from Germany and paid off with the crew receiving transportation to Houston and piling off, as per the Union rule.

NO BEEF

Incidentally, this crew of the Governor Miller paid off without squawking about the transportation rule. That is, all but one joker. This guy knew the rule as well as the rest of the crew, but had to raise the old beef about having to quit after nine months on the ship and losing his vacation, losing this and that. You have all heard some guy blow his yap in this fashion. As long as the rule stands all hands should observe it, without making speeches to Union officials when they come aboard ship to settle the crew's beefs and to see that the payoff is squared away, in addition to seeing that the Union's agreements and shipping rules are lived up to.

The last ship to payoff for the week gave us a job to do on New Year's Day. The SS Lake George, US Petroleum, came in and paid off at Paulsboro, N. J.

This T-2 tanker came in clean, and the only thing that marred her trip was something of a personal nature between a crewmember and several others.

We are still investigating the matter to see if we can determine the source of the trouble, so that it won't happen again.

Otherwise, as I said, the ship was in good shape. After taking on a new crew, she will be ready soon to take off again for the Persian Gulf.

HATS OFF!

We also had the usual run of ships in transit and there were few beefs on these. I would like to pay my respects to the Steward of the SS Robin Goodfellow. This ship was here for the holidays and the Steward came ashore and invited those of his Union Brothers who might want a holiday meal to come aboard. This was a swell gesture and one that should make the crew of the Goodfellow proud of their Steward, who is a real SIU Brother.

Two main topics of conversation in this port at the moment are the chances labor has of getting a break in this new Congress, and the swell support given our Union by all labor organization everywhere in helping us fight the Hoffman proposal. The boys are also anxious to learn the results of our annual election.

One other item. I ran into Blackie Kane on the Lake George. He stayed on for another run and asked me to inform his beachcombing friends in the islands that he won't make it this year. Says he'll see you island Romeos in the fall.

So until next week I'll say so long, with a hope that soon I'll be strolling around in the "almost" tropics instead of in the damned cold and snow here in Philly.

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, etc., for sale ashore.

WEEDHOUNDS: Men who are in the possession of or who use marijuana 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 irresponsible.

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.

Tampa Activity Shows Increase

TAMPA — A definite pick-up over the past month of shipping showed up on the shipping board here this week. We handled the Evelyn for Bull, the Noonday, DeSoto and Bessemer Victory for Waterman, and the Florida in at Miami. We dispatched men to all of these ships and settled what minor beefs had cropped up.

Since the ILA beef, shipping has been in a turmoil. None of the ships is on schedule, and it appears that it will be a little while longer before all is back to normal once more. The Canton Victory and the Bessemer Victory should be on normal schedule their next time into this port.

In line with our program to bombard Congressmen and government officials with telegrams protesting the Hoffman plan to scuttle American shipping, all the AFL unions in this port have made their feelings known by wire and letter to Washington.

All of the unions participating have received answers to their wires promising favorable action when the plan comes before Congress.

Here's a story that might bring a chuckle. It's told by one of our members, A. J. Varn, who lives in the country outside this fair city.

The people who live out in the country are all farmers, and most of them haven't seen a circus or any of the unusual animals that go with such a menagerie. One night last week, Brother Van relates, there was a small carnival in the area and all of the animal broke loose.

One of the farmers, who hadn't heard of the escape, went out at daylight to milk his cows. In the early morning light he spotted a strange animal (an elephant) grubbing in his cabbage patch.

He got all excited and ran down to the general store and called the county sheriff.

Excitedly he exclaimed: "There's a terrible monster in my cabbage patch!"

Startled, the sheriff asked: "What's he doing?"

"Pulling up my cabbage with his tail," replied the farmer.

"What's he doing with the cabbage?" queried the sheriff.

The farmer replied: "I'm not going to tell you—you'd never believe me!"

Port Savannah Ready For Shipping Calls

By JIM DRAWDY

SAVANNAH — One ship is due in here on Saturday, and four or five others are expected to follow here during the next few weeks. They will be a welcome sight, too.

Most of the fellows on the beach here are getting over the holiday celebrations and are about ready to go.

Brother E. M. Bryant, who had been serving as acting agent in this port, is one of those who is all set to ship. He's expressing the hope that he'll soon be on the deep blue soon "on the way to Frenchy's mystic islands."

If Frenchy is going to paint these beautiful pictures of "mystic islands," it seems that the least he could do is to supply some pertinent data, like the latitude and longitude and telephone numbers.

New Outfit, Intercoastal Highlight New York Week

By JOE ALGINA

NEW YORK — In addition to the arrivals of some regular SIU stand-bys. A fair week for shipping in this port was punctuated by the arrival of the Purdue Victory and the Wanda.

The arrival of the Purdue Victory marked the first intercoastal ship to reach this port since the West Coast strike started last September. The Wanda came in and completed her first voyage under SIU contract. She's operated by the Epiphany Tankers Corporation, a newly-signed company. The Purdue Victory is the first ship in on the run which was sorely missed during the long months of the West Coast strike. A lot of intercoastal boys will be happy to hear these ships are in operation once more.

The Wanda came in looking fine. She'll make a good addition to the SIU fleet and marks the addition of one more tanker company to the ever-growing list of tanker outfits contracted to the SIU.

The regular ships to hit port this week were the Steel Designer, Steel Advocate, Isthmian; Suzanne and Hilton, Bull; Seatrains Texas and New York, both of which headed out almost at once; the Azalea City, City of Alma, Waterman; William R. Davie, South Atlantic.

LOOKED SHARP

The ships looked good to the Patrolmen assigned to pay them off. Praise goes to the crew of the Davie, who brought in a clean ship and had everything shaped up for the payoff.

On Isthmian ships the Patrol-

men have reported beefs in the engine department over standing watch in port. The practice in the Isthmian fleet is to have the Oiler in port stand watch and watch. This constitutes overtime work if done after 5 P. M. and before 8 A. M., a total of 15 hours a day. By the end of a voyage this totals up to a juicy hunk of overtime pay.

The rule is that this overtime is to be divided equally among all three Oilers. The Oilers in turn are to rotate the watches. There is where the beef lies.

The day watch man must rotate on the night watches if he expects to cut in on the overtime money. By setting up a method of rotating the watches as soon as the ship leaves the States there will be little cause for grumbling when the payoff rolls around.

These ships make long trips and sometimes lie in port for one to three weeks. By rotating the time on watch among all three men there will work out an equalization of both number of hours worked and time of day the watches are stood. If the daytime Oiler puts up a squawk about standing the night watch, he's not entitled to a division of the overtime money.

On another subject, one which has been touched on before:

Once in awhile, not too frequently, however, a crewmember of a ship will attempt to shirk his work by claiming to know a port agent or official in the Union. By knowing an official he thinks he is exempted from turning to at his work. This is a lot of bunk. If knowing an official were an excuse for lying down on the job, ninety percent of the members would be doing nothing.

SAME BOAT

There is no reason at all for this kind of talk. Every member of the union is treated alike, and knowing an official is no different than knowing any other member of the union. After all, officials are members of the Union, too, and are not a group separate and apart from the rank and file.

When a man pulls the line "I know Joe Blow, the Port Agent," put him in his place, but fast. This type character is only hard-timing the crew and causing ill will. The official whose name he

used will back up any action the crew may take. An incident of this nature cropped up a week or so ago. The guy who "knew the port agent" found out that it did him little good when he fouled up the crew. The Agent joined the crew in preferring charges against the man.

Mobile Closes In Good Shape

By CAL TANNER

MOBILE — Activity in this Gulf port last week centered around three payoffs and three sign-ons, including one vessel on continuous articles.

The Waterman Steamship Corporation had two ships paying off. These were the Topa Topa and the Fairport. The third ship to payoff was the Alcoa Clipper. All were in good shape.

The Fairport and the Clipper re-signed, the Clipper heading out on her usual passenger run to the British West Indies, and the Fairport carrying general cargo to Bremen. The Alcoa Pointer also signed on, going out on the bauxite run.

The steamship companies in this port have called our attention to the fact that parcel post packages addressed to the company office for men on their ships cannot be forwarded. They have, therefore, suggested that anyone who thinks he has such a package should claim it at first opportunity.

And if you are thinking of sending packages to anyone care of a company office, be sure that you send them first-class mail so they can be forwarded. The post office will not provide forwarding service on packages sent via parcel post, or any other way than first-class.

A considerable number of telegrams, phone calls and letters are still going out of this port into Washington, protesting the idea of transferring all Marshall Plan bulk cargoes to foreign bottoms.

Every labor union in the city, representing all crafts, has cooperated with us 100 percent in the program, and from the wires we are getting back from Congressmen and Senators, we are going to have a lot of support in our fight.

Empty Frisco Hall Awaits Men

By FRENCHY MICHELET

SAN FRANCISCO — The manpower situation on this coast continues to be critical. We have four full crews called for but few rated men around to take the jobs. The situation is further complicated by Waterman's acquiring the Monroe Victory, a ship Isthmian laid up recently.

This move comes at a particularly bad time as we have just scraped the bottom of the barrel to crew Waterman's Fairhope, which went into service

this week.

There is a good number of ships in the harbor — mostly transits—and they have kept us on the jump. We've contacted them all and squared away their beefs.

With five ships to crew up in the immediate future and only ten men present at the last meeting in the hall, the membership in the outports can get some idea of our predicament here. Brothers, where are you?

Minutes Of A&G Branch Meetings In Brief

GALVESTON—Chairman, Ray Sweeney, 20; Recording Secretary, Jeff Morrison, 34212; Reading Clerk, Keith Alsop, 7311.

Motion carried to accept minutes of previous meetings in other Branches as read. Agent reported that turnover of men was fair, in view of the holiday season. He spoke on the current fight being waged on the ECA policy change, and said that many of the local unions had written to Congress protesting the plan to drop the 50-50 provision. The Labor Councils of Galveston, Houston, and Texas City have also voiced their disapproval of this blow at seamen. Balloting Committee elected. Five men took the Oath of Obligation. Motion carried that no man be allowed behind Dispatcher's counter without authorization and that a fine of \$50 and a 30-day suspension from



shipping list be imposed on violators of the rule. Motion carried to accept report of Balloting Committee. Committee gave report of investigation into sanitary facilities of Branch Hall. It found need for new piping and recommended that work be started immediately on project. Under Good and Welfare, there was discussion of the official manning scale and of the Marshall Plan shipping situation.

TAMPA — Chairman, R. H. Hall, 26060; Recording Secretary, J. Hand, 29810; Reading Clerk, H. H. Brown, 50503.

Minutes of previous Tampa meeting and New Business of other Branch meetings read and accepted. Telegrams and letters from Congressmen, Senators and President Green of AFL regarding Marshall Plan beef read and accepted. These communications indicated support for SIU position. Discussion on charges preferred from New York against man for refusal to pay dues and missing payoff. Voted to refer matter back to New York for clarification. Dispatcher's report read and accepted. Minute of silence for departed Brothers. Agent reported shipping still slow, but that a hole was being made in the shipping list, and that the outlook for immediate future was pretty fair. He urged anyone who had not voted to



hurry up and do so before the polls closed December 31. Extensive, favorable discussion of the present shipping rules was conducted under Good and Welfare.

BOSTON — Chairman, J. G. Greenbaum, 281; Recording Secretary, E. Dakin, 180; Reading Clerk, H. Cashman, 40363.

Boston minutes read and accepted. Minutes of other Branches read and accepted, except for that portion of Galveston New Business on extending shipping cards, which was not concurred in. Agent reported that Patrolman was in Portland

A&G Shipping From Dec. 15 To Dec. 29

PORT	DECK REG.	ENG. REG.	STWDS. REG.	REG. TOTAL	DECK SHIPPED	ENG. SHIPPED	STWDS. SHIPPED	SHIPPED TOTAL
Boston.....	21	16	18	55	29	15	8	52
New York.....	195	182	194	571	170	162	149	481
Philadelphia.....	26	28	29	83	42	32	28	102
Baltimore.....	161	104	91	356	124	101	87	312
Norfolk.....	36	34	22	92	32	23	19	74
Savannah.....	NO FIGURES AVAILABLE							
Tampa.....	27	32	15	74	13	9	9	31
Mobile.....	71	70	51	192	61	50	62	173
New Orleans.....	127	82	80	289	134	117	162	413
Galveston.....	22	15	25	62	30	41	24	95
San Juan.....	22	12	7	41	23	9	5	37
San Francisco.....	37	39	43	119	52	48	49	149
Wilmington, Cal.....	18	23	16	57	41	24	19	84
GRAND TOTAL.....	763	637	591	1,991	751	631	621	2,003

to payoff a tanker, and that two newly-contracted tankers had paid off in Providence. Agent also exhorted members to keep writing and wiring President Truman and their Senators and Congressmen to block the Hoffman plan to scuttle the merchant marine. In addition, Agent urged everybody to read article in LOG of December 24 on the Cities Service company union. Agent's report accepted. Dispatcher's report read and accepted. Secretary-Treasurer's financial report and the Headquarters report read and accepted. Communication from the Boston Teacher's Union Local 66, AFL, read and posted. One Brother was Obligated. Balloting Committee of five men was elected by acclamation. This Committee's subsequent report was accepted. Minute of silence for departed Brothers.

PHILADELPHIA — Chairman, D. C. Hall, 43372; Recording Secretary, G. Seeberger, 6932; Reading Clerk, W. Gardner, 42941.

Minutes of previous minutes in other Branches read and accepted. Agent reported that ship-



ping outlook has brightened. He reminded members that voting in annual election is just about over and that a tallying committee would be elected at the next meeting. Agent thanked all those who had served on the balloting committees. Report concluded with a resume of port affairs. Motion carried to accept Secretary-Treasurer's report. One man took the oath of obligation. Dispatcher's and Patrolman's reports read and accepted. Motion carried that Brother who is eight months in arrears to be allowed to pay up all dues and assessments plus a fine, to be paid before shipping. Under Good and Welfare some of the topics discussed were the necessity of co-operation in keeping the hall clean, the Marshall Plan controversy, transportation, agreements and the shipping outlook. One minute of silence in memory of departed Brothers.

MOBILE — Chairman, O. Stevens, 115; Recording Secretary, J. Carroll, 14; Reading Clerk, H. Fischer.

Minutes of previous meetings in other branches read and accepted. Motion carried to accept minutes of special meeting held Dec. 15. Agent Tanner reported that an all-out effort was made under way throughout the

organization to halt the transfer of bulk cargo to foreign bottoms. He also read two telegrams he had received from two state senators. He then reported on the prospects of shipping for the next two weeks, giving the names of the vessels expected along with the dates of their arrival and their status regarding crewing up. He concluded by stating that at this time there wasn't any cotton being shipped from the Mobile Port, due to the differential in freight rates. However, there is pressure being



brought to bear to change this situation. Motion carried to accept Agent's report. Telegrams from Senators Hill and Ferguson in reply to our protests on Hoffman Plan read and accepted. Balloting committee report was accepted, as were the Patrolmen's reports. The meeting was adjourned at 8:10 P. M., with 250 members present.

NORFOLK — Chairman, Ben Rees, 95; Recording Secretary, James A. Bullock, 4747; Reading Clerk, James Wynn, 30768.

Motion carried to accept minutes of other branch meetings. Communication read from Congressman Porter Hardy promising his support in our fight on Marshall Plan policy change. Balloting committee gave report on number of members voting since last meeting night. Total vote cast stands at 275 thus far. Tallying committee elected. Trial committee elected to hear charges brought against member by Dispatcher for conduct unbecoming a Union man. Agent spoke on the dire consequences for the American merchant marine if the Hoffman plan succeeds. He reported, however, that the Union has made considerable progress in fighting the proposal as a result of its intense campaign in calling Congress' attention to the matter. Agent also reported that progress was being made in negotiations with repre-



sentatives of Virginia ferries, with another meeting scheduled for Jan. 4. Motion carried to accept Agent and Patrolman's report. Under Good and Welfare membership discussed necessity for intensifying organizing efforts.

SAVANNAH — Chairman, J. Monteverde, 516; Recording Secretary, William J. Brantley; Reading Clerk, E. M. Bryant, 25806.

Motion carried to accept previous meeting's minutes. Secretary-Treasurer's financial report read and accepted. Motion carried that it be placed on bulletin board. Acting Agent E. M. Bryant introduced Jim Drawdy, who is taking over the job as Agent. Drawdy made the Branch report on the basis of as much as he was able to learn since his arrival in port. Report accepted. Minutes of previous meetings in other Branches read and accepted. Motion carried to accept Headquarters report to membership and report of N. Y. reinstatement committee. Motion carried that members making motions from the floor be required to state their book numbers. Under Good and Welfare, it was explained to permitmen why they were not able to participate in meetings. Although they are not required to attend meetings it was advisable inasmuch as they would one day be bookmen and therefore should an



interest in the affairs of the organization, besides learning how to conduct and participate in meetings by parliamentary methods. One minute of silence in memory of departed union members.

CS Certain Of SIU Victory, Tries To Stall NLRB Vote

(Continued from Page 1)

ployes within the meaning of the Taft-Hartley law, and thus they are being prevented from winning full benefits of SIU representation. Rather than delay other CS crewmen from gaining the advantages of badly needed Union protection, the SIU decided not to contest this part of the decision at this time.

Although this ruling denying the right to vote is a blow to the Bosuns and Stewards, it appears only a question of time before they will win that right, since the present Congress has indicated it will either repeal or drastically modify the Taft-Hartley law.

Meanwhile, Cities Service Bosuns and Stewards are advised to continue their struggle

NEW ORLEANS — Chairman, Lindsey Williams, 21550; Recording Secretary, Johnny Johnston, 53; Reading Clerk, Buck Stephens, 76.

Charges read against three members. Father Davis of Buenos Aires Catholic Maritime Club introduced. Minutes of meetings held in all outports read and accepted. Agent reported on status of shipping. Reported that shipping is expected to hold its own for coming two week period. Voting reported as setting a record for New Orleans with nearly 1100 votes cast. Agent reported on favorable responses being received from telegrams sent by members and officials in protest of Hoffman proposal. Agent also reported meetings with crews, committees and the Mississippi Shipping Company concerning revamping of working rules. A proposed group registration plan for men working aboard passenger ships submitted to membership for approval. Director of Organization Lindsey Williams reported on benefits derived by SIU through organizing program. Motion carried to accept Brother Williams' report with a vote of appreciation. Seven took the Oath of Obligation. One minute of silence for Brothers lost at sea. Good and Welfare: Discussion on keeping new building clean. Meeting adjourned with 365 bookmembers present.

Get A Receipt

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

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

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

for freedom from company domination, and to win economic security through membership in the SIU.

The company had also sought to deny Pumpmen and Machinists the right to vote, but the SIU was successful in having this petition overruled.

Ever since Oct. 28, 1946, when the SIU first took steps to win recognition as collective bargaining agent for the Cities Service tankerman, the company has conducted a vicious campaign of intimidation and legal flim-flaming to keep its employes from democratically choosing a bargaining representative. With the announcement of the NLRB's latest election order, the company's resistance of its tankermen's wishes appears to be in its final stage.



These men are listed by state. Hoffman's program goes away from them - and the national organization think of Hoffman. Merchant Marine. Thousands of jobs.

House Of Representatives

- | | | | | |
|------------------------------|------------------------------|--------------------------------|------------------------------|---|
| Alabama | 3 Robert L. F. Sikes (D) | 7 Ben F. Jensen (R) | 8 Fred L. Crawford (R) | 6 Clifford P. Case (R) |
| 1 Frank W. Boykin (D) | 4 George A. Smathers (D) | 8 Charles B. Hoeven (R) | 9 Albert J. Engel (R) | 7 J. Parnell Thomas (R) |
| 2 George M. Grant (D) | 5 A. S. Herlong (D) | | 10 Roy O. Woodruff (R) | 8 Gordon Canfield (R) |
| 3 George W. Andrews (D) | 6 Dwight L. Rogers (D) | Kansas | 11 Charles E. Potter (R) | 9 Harry L. Towle (R) |
| 4 Sam Hobbs (D) | | 1 Albert M. Cole (R) | 12 John B. Bennett (R) | 10 Peter W. Rodino, Jr. (D) |
| 5 Albert Rains (D) | Georgia | 2 Errett P. Scrivner (R) | 13 George D. O'Brien (D) | 11 Hugh J. Addonizo (D) |
| 6 Edward deGraffenreid (D) | 1 Prince H. Preston, Jr. (D) | 3 Herbert A. Meyer (R) | 14 Louis C. Rabaut (D) | 12 Robert W. Kean (R) |
| 7 Carl Elliott (D) | 2 E. E. Cox (D) | 4 Edward H. Rees (R) | 15 John D. Dingell (D) | 13 Mary T. Norton (D) |
| 8 Robert E. Jones, Jr. (D) | 3 Stephen Pace (D) | 5 Clifford R. Hope (R) | 16 John Lesinski (D) | 14 Edward J. Hart (D) |
| 9 Laurie C. Battle (D) | 4 A. Sidney Camp (D) | 6 Wint Smith (R) | 17 George A. Dondero (R) | |
| | 5 James C. Davis (D) | | | New Mexico |
| Arizona | 6 Carl Vinson (D) | | | AL Antonio M. Fernandez (D) |
| 1 John R. Murdock (D) | 7 Henderson Lanhan (D) | Kentucky | Minnesota | AL John E. Miles (D) |
| 2 Harold A. Patten (D) | 8 W. M. (Don) Wheeler (D) | 1 Noble J. Gregory (D) | 1 August H. Andresen (R) | |
| | 9 John S. Wood (D) | 2 John A. Whitaker (D) | 2 Joseph P. O'Hara (R) | New York |
| Arkansas | 10 Paul Brown (D) | 3 Thruston Ballard Morton (R) | 3 Roy W. Wier (D) | 1 W. Kingsland Macy (R) |
| 1 E. C. Gathings (D) | | 4 Frank L. Chelf (D) | 4 Eugene J. McCarthy (D) | 2 Leonard W. Hall (R) |
| 2 Wilbur D. Mills (D) | Idaho | 5 Brent Spence (D) | 5 Walter H. Judd (R) | 3 Henry J. Latham (R) |
| 3 James W. Trimble (D) | 1 Compton I. White (D) | 6 Thomas R. Underwood (D) | 6 Fred Marshall (D) | 4 L. Gary Clemente (D) |
| 4 Boyd Tackett (D) | 2 John Sanborn (R) | 7 Carl D. Perkins (D) | 7 H. Carl Andersen (R) | 5 T. Vincent Quinn (D) |
| 5 Brooks Hays (D) | | 8 Joe B. Bates (D) | 8 John A. Blatnik (D) | 6 James J. Delaney (D) |
| 6 W. F. Norrell (D) | Illinois | 9 James S. Golden (R) | 9 Harold C. Hagen (R) | 7 Vacant (John J. Delaney died Nov. 17, 1948) |
| 7 Oren Harris (D) | 1 William L. Dawson (D) | | | 8 Joseph L. Pfeifer (D) |
| California | 2 Barratt O'Hara (D) | Louisiana | Mississippi | 9 Eugene J. Keogh (D) |
| 1 Hubert R. Scudder (R) | 3 Neil J. Linehan (D) | 1 F. Edward Hebert (D) | 1 John E. Rankin (D) | 10 Andrew L. Somers (D) |
| 2 Clair Engle (D) | 4 James V. Buckley (D) | 2 Hale Boggs (D) | 2 Jamie L. Whitten (D) | 11 James J. Heffernan (D) |
| 3 Leroy Johnson (R) | 5 Martin Gorski (D) | 3 Edwin E. Willis (D) | 3 William M. Whittington (D) | 12 John J. Rooney (D) |
| 4 Franck R. Havenner (D) | 6 Thomas J. O'Brien (D) | 4 Overton Brooks (D) | 4 Thomas G. Abernethy (D) | 13 Donald L. O'Toole (D) |
| 5 Richard J. Welch (R) | 7 Adolph J. Sabath (D) | 5 Otto E. Passman (D) | 5 Arthur Winstead (D) | 14 Abraham J. Multer (D) |
| 6 George P. Miller (D) | 8 Thomas S. Gordon (D) | 6 James H. Morrison (D) | 6 William M. Colmer (D) | 15 Emanuel Celler (D) |
| 7 John J. Allen, Jr. (R) | 9 Sidney R. Yates (D) | 7 Henry D. Larcade, Jr. (D) | 7 John Bell Williams (D) | 16 James J. Murphy (D) |
| 8 Jack Z. Anderson (R) | 10 Richard W. Hoffman (R) | 8 A. Leonard Allen (D) | | 17 Frederick R. Coudert, Jr. (R) |
| 9 Cecil F. White (D) | 11 Chester A. Chesney (D) | | Missouri | 18 Vito Marcantonio (ALP) |
| 10 Thomas H. Werdell (R) | 12 Edgar A. Jonas (R) | Maine | 1 Clare Magee (D) | 19 Arthur G. Klein (D) |
| 11 Ernest K. Bramblett (R) | 13 Ralph E. Church (R) | 1 Robert Hale (R) | 2 Morgan Moulder (D) | 20 Sol Bloom (D) |
| 12 Richard W. Nixon (R) | 14 Chauncey W. Reed (R) | 2 Charles P. Nelson (R) | 3 Phil J. Welch (D) | 21 Jacob K. Javits (R) |
| 13 Norris Poulson (R) | 15 Noah M. Mason (R) | 3 Frank Fellows (R) | 4 Leonard Irving (D) | 22 Adam C. Powell, Jr. (D) |
| 14 Helen Gahagan Douglas (D) | 16 Leo E. Allen (R) | | 5 Richard Bolling (D) | 23 Walter A. Lynch (D) |
| 15 Gordon L. McDonough (R) | 17 Leslie C. Arends (R) | Maryland | 6 George H. Christopher (D) | 24 Isidore Dollinger (D) |
| 16 Donald L. Jackson (R) | 18 Harold H. Velde (R) | 1 Edward T. Miller (R) | 7 Dewey Short (R) | 25 Charles A. Buckley (D) |
| 17 Cecil R. King (D) | 19 Robert B. Chipfield (R) | 2 William P. Bolton (D) | 8 A. S. J. Carnahan (D) | 26 Christopher McGrath (D) |
| 18 Clyde Doyle (D) | 20 Sid Simpson (R) | 3 Edward A. Garmatz (D) | 9 Clarence Cannon (D) | 27 Ralph W. Gwinn (R) |
| 19 Chet Holifield (D) | 21 Peter F. Mack, Jr. (D) | 4 George H. Fallon (D) | 10 Paul C. Jones (D) | 28 Ralph A. Gamble (R) |
| 20 Carl Hinshaw (R) | 22 Rolla C. McMillen (R) | 5 Lansdale G. Sasser (D) | 11 John B. Sullivan (D) | 29 Katharine St. George (R) |
| 21 Harry R. Sheppard (D) | 23 Edward H. Jenison (R) | 6 J. Glenn Beall (R) | 12 Raymond W. Karst (D) | 30 Jay LeFevre (R) |
| 22 John Phillips (R) | 24 Charles W. Vursell (R) | | 13 Frank M. Karsten (D) | 31 Bernard W. Kearney (R) |
| 23 Clinton D. McKinnon (D) | 25 Melvin Price (D) | Massachusetts | | 32 William T. Byrne (D) |
| | 26 C. W. (Runt) Bishop (R) | 1 John W. Heselton (R) | Montana | 33 Dean P. Taylor (R) |
| Colorado | | 2 Foster Furcolo (D) | 1 Mike Mansfield (D) | 34 Clarence E. Kilburn (R) |
| 1 John A. Carroll (D) | Indiana | 3 Philip J. Philbin (D) | 2 Wesley A. D'Ewart (R) | 35 John C. Davies (D) |
| 2 William S. Hill (R) | 1 Ray J. Madden (D) | 4 Harold D. Donohue (D) | | 36 Walter Riehlman (R) |
| 3 John H. Marsalis (D) | 2 Charles A. Halleck (R) | 5 Edith Nourse Rogers (R) | Nebraska | 37 Edwin Arthur Hall (R) |
| 4 Wayne N. Aspinall (D) | 3 Thurman C. Crook (D) | 6 George J. Bates (R) | 1 Carl T. Curtis (R) | 38 John Taber (R) |
| | 4 Edward H. Kruse, Jr. (D) | 7 Thomas J. Lane (D) | 2 Eugene D. O'Sullivan (D) | 39 W. Sterling Cole (R) |
| Connecticut | 5 John R. Walsh (D) | 8 Angier L. Goodwin (R) | 3 Karl Stefan (R) | 40 Kenneth B. Keating (R) |
| 1 Abraham A. Ribicoff (D) | 6 Mrs. Cecil M. Harden (R) | 9 Donald W. Nicholson (R) | 4 A. L. Miller (R) | 41 James W. Wadsworth (R) |
| 2 Chase Going Woodhouse (D) | 7 James E. Noland (D) | 10 Christian A. Herter (R) | | 42 William L. Pfeiffer (R) |
| 3 John A. McGuire (D) | 8 Winfield K. Denton (D) | 11 John F. Kennedy (D) | Nevada | 43 Anthony F. Tauriello (D) |
| 4 John Davis Lodge (R) | 9 Earl Wilson (R) | 12 John W. McCormack (D) | AL Walter S. Baring (D) | 44 Chester C. Gorski (D) |
| 5 James T. Patterson (R) | 10 Ralph Harvey (R) | 13 Richard B. Wigglesworth (R) | | 45 Daniel A. Reed (R) |
| AL Antoni N. Sadlak (R) | 11 Andrew Jacobs (D) | 14 Joseph W. Martin, Jr. (R) | New Hampshire | |
| | | | 1 Chester E. Merrow (R) | North Carolina |
| Delaware | Iowa | Michigan | 2 Norris Cotton (R) | 1 Herbert C. Bonner (D) |
| AL J. Caleb Boggs (R) | 1 Thomas E. Martin (R) | 1 George G. Sadowski (D) | | 2 John H. Kerr (D) |
| | 2 Henry O. Talle (R) | 2 Earl C. Michener (R) | New Jersey | 3 Graham A. Barden (D) |
| Florida | 3 H. R. Gross (R) | 3 Paul W. Shafer (R) | 1 Charles A. Wolverton (R) | 4 Harold D. Cooley (D) |
| 1 J. Hardin Peterson (D) | 4 Karl M. LeCompte (R) | 4 Clare E. Hoffman (R) | 2 T. Millet Hand (R) | 5 Thurmond Chatham (D) |
| 2 Charles E. Bennett (D) | 5 Paul Cunningham (R) | 5 Gerald R. Ford, Jr. (R) | 3 James C. Auchincloss (R) | 6 Carl T. Durham (D) |
| | 6 James I. Dolliver (R) | 6 William W. Blackney (R) | 4 Charles R. Howell (D) | |
| | | 7 Jesse P. Wolcott (R) | 5 Charles A. Eaton (R) | |

Write the Representatives and Senators, by district, who will soon consider a proposal to take the Marshall Plan money from American flag ships. Write all your family and friends and fraternal organizations to write them - and tell what you think of the man's plan to ruin the American marine and to take thousands upon thousands away from American workers.

- 7 F. Ertel Carlyle (D)
- 8 Charles B. Deane (D)
- 9 Robert L. Doughton (D)
- 10 Hamilton C. Jones (D)
- 11 Alfred L. Bulwinkle (D)
- 12 Monroe M. Redden (D)

North Dakota

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

Ohio

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

Oklahoma

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

Oregon

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

Pennsylvania

- 1 William A. Barrett (D)
- 2 William T. Granahan (D)
- 3 Hardie Scott (R)
- 4 Earl Chudoff (D)
- 5 William J. Green, Jr. (D)
- 6 Hugh D. Scott, Jr. (R)
- 7 Benjamin F. James (R)
- 8 Franklin H. Lichtenwalter (R)
- 9 Paul B. Dague (R)
- 10 Harry P. O'Neill (D)
- 11 Daniel J. Flood (D)
- 12 Ivor D. Fenton (R)
- 13 George M. Rhodes (D)
- 14 Wilson D. Gillette (R)
- 15 Robert F. Rich (R)
- 16 Samuel K. McConnell, Jr. (R)
- 17 Richard M. Simpson (R)
- 18 John C. Kunkel (R)
- 19 Leon H. Gavin (R)
- 20 Francis E. Walter (D)
- 21 James F. Lind (D)
- 22 James E. Van Zandt (R)

- 23 Anthony Cavalcante (D)
- 24 Thomas E. Morgan (D)
- 25 Louis E. Graham (R)
- 26 Robert L. Coffey, Jr. (D)
- 27 Augustine B. Kelley (D)
- 28 Carroll D. Kearns (R)
- 29 Harry J. Davenport (D)
- 30 Robert J. Corbett (R)
- 31 James G. Fulton (R)
- 32 Herman P. Eberharter (D)
- 33 Frank Buchanan (D)

Rhode Island

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

South Carolina

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

South Dakota

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

Tennessee

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

Texas

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

Utah

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

Vermont

- AL Charles A. Plumley (R)

Virginia

- 1 Schuyler Otis Bland (D)
- 2 Porter Hardy, Jr. (D)
- 3 J. Vaughan Gary (D)

- 4 Watkins M. Abbutt (D)
- 5 Thomas B. Stanley (D)
- 6 Clarence G. Burton (D)
- 7 Burr P. Harrison (D)
- 8 Howard W. Smith (D)
- 9 Thomas B. Fugate (D)

Washington

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

West Virginia

- 1 Robert L. Ramsay (D)

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

Wisconsin

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

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

Wyoming

- AL Frank A. Barrett (R)

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

Senate

Maine

- Owen Brewster (R)
- Margaret Chase Smith (R)

Maryland

- Millard E. Tydings (D)
- Herbert R. O'Connor (D)

Massachusetts

- Leverett Saltonstall (R)
- Henry Cabot Lodge, Jr. (R)

Michigan

- Arthur H. Vandenberg (R)
- Homer Ferguson (R)

Minnesota

- Edward J. Thye (R)
- Hubert H. Humphrey (D)

Mississippi

- James O. Eastland (D)
- John C. Stennis (D)

Missouri

- Forrest C. Donnell (R)
- James P. Kem (R)

Montana

- James E. Murray (D)
- Zales N. Ecton (R)

Nebraska

- Hugh Butler (R)
- Kenneth S. Wherry (R)

Nevada

- Pat McCarran (D)
- George W. Malone (R)

New Hampshire

- Styles Bridges (R)
- Charles W. Tobey (R)

New Jersey

- H. Alexander Smith (R)
- Robert C. Hendrickson (R)

New Mexico

- Dennis Chavez (D)
- Clinton P. Anderson (D)

New York

- Robert F. Wagner (D)
- Irving M. Ives (R)

North Carolina

- Clyde R. Hoey (D)
- J. Melville Broughton (D)

North Dakota

- William Langer (R)
- Milton R. Young (R)

Ohio

- Robert A. Taft (R)
- John W. Bricker (R)

Oklahoma

- Elmer Thomas (D)
- Robert S. Kerr (D)

Oregon

- Guy Cordon (R)
- Wayne Morse (R)

Pennsylvania

- Francis J. Myers (D)
- Edward Martin (R)

Rhode Island

- Theodore Francis Green (D)
- J. Howard McGrath (D)

South Carolina

- Burnet R. Maybank (D)
- Olin D. Johnston (D)

South Dakota

- Chan Gurney (R)
- Karl E. Mundt (R)

Tennessee

- Kenneth B. McKellar (D)
- Estes Kefauver (D)

Texas

- Tom Connally (D)
- Lyndon B. Johnson (D)

Utah

- Elbert D. Thomas (D)
- Arthur V. Watkins (R)

Vermont

- George D. Aiken (R)
- Ralph E. Flanders (R)

Virginia

- Harry Flood Byrd (D)
- A. Willis Robertson (D)

Washington

- Warren G. Magnuson (D)
- Harry P. Cain (R)

West Virginia

- Harley M. Kilgore (D)
- Matthew M. Neely (D)

Wisconsin

- Alexander Wiley (R)
- Joseph R. McCarthy (R)

Wyoming

- Joseph C. O'Mahoney (D)
- Lester C. Hunt (D)



SHIPS' MINUTES AND NEWS

Fooling With Fillies Dull Second To Seafaring Life, Oldtimer Says

Oldtimer Raymond Flynn wouldn't trade his shipboard post for a chance to ride the finest nag in the world. Currently sailing as Pantryman aboard the SS Del Norte, Flynn, who started riding ships in 1928 after a successful fling as a jockey, says racing has no thrills like seafaring — not for his money, anyway.

Brother Flynn spent 12 of his 41 years fooling with the fillies before going to sea, so he gives out straight dope.

Of French-Irish stock, Flynn first turned to in the quiet little New Jersey town of Cranford, not far from the noise of New York City. That was in 1907. He had hardly given up riding a carriage when the family switched headquarters to Brooklyn.

BOY ON A HORSE

Flynn attended school there until he was nine. For reasons of health, doctors advised the Flynn family to send young Raymond to a farm to build him up. That's how he got to know horses.

Before many seasons had passed young Flynn was working as an exercise boy for twenty bucks a month. After a while, with the help of Mike Hackett, a horse-breeder, Raymond got a chance to try his skill with the whip in a race. He took second money and he was off on his career as a jockey.

Ray rode a winner the next



RAYMOND FLYNN

time out on a horse named Zouave in some hot competition at Maryland's Bowie Park. Thereafter he traveled all over the country with winning and losing mounts.

By the time 1928 rolled around Flynn was looking for some-

thing with more of a future for a guy who was picking up weight. He didn't want to stay in one place so he chose the sea. Pickings were slim in those days—\$60 a month as a messman—but it served Flynn's purpose.

UNION BOOSTER

When the SIU was formed 10 years later, Flynn saw the advantages of a union and was among the first to sign up and do his share to improve the seamen's lot. The proud holder of Book No. 46, Flynn says that men with SIU books are on the inside track.

"There's a thousand percent difference in conditions between the time I first went to sea and now," Ray declares.

"But while we must protect what we have already won, we must always strive for better things."

Flynn lives in New Orleans with his wife, Margaret, whom he met aboard the steamship Capitol in 1933. They were tied up after what is probably one of the swiftest courtships in the annals of seagoing romances. They met, Flynn proposed and Margaret accepted—all in a few hours. Flynn recalls that his sole assets on that mighty venture were a buck in cash and a new pair of shoes.

BEAT BOMBS

Like most SIU oldtimers, Ray sailed throughout the war and saw plenty of action. Among his ships was the SS Florida. Luck was riding with him, he says, because he was never torpedoed.

Rio and New Orleans are his two favorite cities. Brother Flynn doesn't like New York. Says it's too fast. Maybe that helps to explain why he's happier going to sea than he was whipping them down the home-stretch.

MOMENTS LIKE THESE HELPED



Twin Falls Victory crewmen kept up spirits during Hawaiian Islands stopovers. Pictured in Hilo refreshment spot (left to right) are: the Third Mate, G. Chapman, T. Newton, D. Harmon, an unidentified girl, A. Dagg and J. Leskun.

Hawaii Calms Crew's Tizzy

Sailing orders that frequently became snarled kept the lads aboard the Twin Falls Victory in a continual state of jitters at the outset of a recent voyage, but the soothing effect of some off-shore moments found all hands on the beam when payoff time hollered around.

The trip, which began with the sign-on in Wilmington, Cal., on Aug. 27 and ended in Oakland on Nov. 1, "was fouled up from the start," according to crew-member Edward Grothus.

FIRST TO GO

The Twin Falls Victory crew was the first one shipped by San Francisco's new Atlantic and Gulf District. Journeying by bus, the boys arrived at the ship in Wilmington to learn they were scheduled to sail for the Far East.

Then came the first hitch. The orders were changed; the ship was to proceed to Vancouver, Canada, to load. Hitch number two: in Canada the original orders were rescinded. The booms were overhauled and the Twin

Falls sailed for Tacoma. She spent a week in the Washington port awaiting orders. Then back to Canada again.

STRAIGHTENED UP

After loading general cargo, mostly lumber, in Westminster and Vancouver, the Twin Falls straightened out and headed for the Hawaiian Islands. Her crewmen emerged from their tizzy with pick-me-up evenings in Honolulu's Sad Sam's and other bistros familiar to the seafaring man restful afternoons on Waikiki Beach, says Brother Grothus. Other ports in which the Seafarers found pleasure were Port Allen, Kawelliweli, Kuhlului and Hilo.

Of eleven days on the return trip to Oakland, "four were spent lying offshore with but enough speed for steerage," Grothus says.

From the payoff Grothus headed back to his native Iowa for a crack at growing you-know-what-kind of corn. He says he'll miss everything about the sea—all save the Twin Falls Victory.

THE CORSAIR GETS SET TO SAIL



The trim Alcoa passenger-cargo vessel hums with activity as members of the Deck Gang make her ready for sea. Photo was taken day before sailing time as the "pride of the fleet" prepared to shove off from New Orleans on a regularly-scheduled Caribbean cruise.

'The Voice Of The Sea'

By SALTY DICK

One of the crew has just received mail from Uncle Sam. He's wanted for a fitting to a new brown suit. So long, pal... Our Union is celebrating its tenth anniversary. What progress we have made during this time. Watch us go from here.

I hear the crew on the Steel Chemist were good joes except the Chief Steward... Met Dick Miller in the French Quarter drinking a malted milk. Something is wrong somewhere... The author of "Why Bosuns Get Grey" is here in New Orleans. He's running away from the cold weather.

I have a reputation for crying all the time, but if you listen

to my crying you'll hear I'm for the while Stewards Department. I believe that the working rules in the Stewards Department of passenger ships (Delta Line) should be revised. May I suggest for the others on the Del Mar and Del Sud to cooperate and give a report on this issue to their agent in New Orleans. I give credit to the deck and engine departments for fighting for their rights.

Worth Repeating: Bill Champlin's famous saying, "Why go to the movies when you can go to sea." Have you ever eaten a cheese omelette? Try one, they're good... Woody Warren is again determined to go to the hills of Kentucky and sell "mountain dew." He

says there is a future in the business... E. Reyes once had doctor's orders to sleep on the floor because of a physical disorder. Now he can't get used to a soft bed.

Two little grilled pork chops and potatoes for \$1.25. And some of the boys kick about the chow. I believe it costs more to eat here in New Orleans than in New York... Who's the guy who bought a copy of the book "How To Write Love Letters?"... This is an idea for Stewards on freighters: When the crew cries, go to the galley and tell Cookie to make some doggies. Pass them around at coffee time. You'll be the crew's Man of Distinction.

Digested Minutes Of SIU Ship Meetings

BETHORE, Nov. 14—J. Penner, Chairman; E. Black, Secretary. Department delegates reported. Brother **Lewleyn** was elected ship's delegate for the voyage. Good and Welfare: Suggested that coffee percolator in PO mess be put on repair list. Glasses taken from messroom to various quarters are to be returned to messroom before meal times. One minute of silence for departed Brothers.



RAPHAEL SEMMES, Nov. 14—J. D. Otto, Chairman; M. R. Norris, Secretary. Delegates reported there were no beefs at this time in any of the departments. Repair list is to be taken care of by the three department delegates and a copy to be given to Chief Mate and Engineer as soon as possible. Usual discussion on cleaning up messroom after card games. Baker given a vote of thanks by the crew for doing a good job. One minute of silence was observed in memory of our departed Brothers.



STEEL SEAFARER, Nov. 4—George Meaney, Chairman; Harry Slodzina, Secretary. Election of delegates held. **Tusing**, deck department; **Kelly**, stewards department; **Nunn**, engine department; **Meaney**, ship's delegate elected. New Business: Motion by **Kelly**, carried, that if the crew were fed in one messroom the meals could be put out faster and much easier. Motion by **Tusing** to draw up a repair list in each department. **Meaney** moved that Steward put out more food for night lunches. After Steward agreed to increase food outlay, the motion was dropped. Motion by **Kelly**, carried, that a procedure be outlined for keeping laundry in good shape. Good and Welfare: Deck delegate assigned job of seeing that Mate returned library books. Engine delegate agreed to see about having more heat in the main deck foc'sles. One minute of silence observed for Brothers lost at sea.

SWEETWATER, Nov. 5—J. Lane, Chairman; Tim Holt, Secretary. Deck delegate reported small beefs on penalty hours; other delegates reported everything as being shipshape. New Business: **H. Cook** elected ship's delegate by acclamation. Good and Welfare: Suggestions that steam line in black gang head be checked, toaster be checked, linen be checked, Steward be asked about cold supper. One minute of silence for Brothers lost at sea.



SOUTHLAND, Nov. 4—A. L. Frick, Chairman; J. Harris, Secretary. Delegates reported their departments free of beefs. New Business: Motion by **Cochran**, carried, that no one sign foreign articles until food supplies are checked and okayed by crew. Amendment to motion by **Frick** that Agent be notified upon ship's arrival of the desire of the crew not to sign foreign articles, only coastwise articles, until the

ship is adequately stored. Good and Welfare: Suggestion that ship's delegate get in touch with SIU agent and have him contact company to see if the cooks' room can be changed, as three men are sleeping in the smallest room on the ship.

ALCOA PATRIOT, Nov. 6—Ralph Ashby, Chairman; Harry J. Thompson, Secretary. Engine and stewards department delegates reported on number of bookmembers in their departments; deck delegate reported small amount of disputed overtime, which crew expects to collect in New York. New Business: **Charles Buleza** elected ship's delegate by acclamation. Good and Welfare: Brother **Glick** suggested that crew work toward bringing in a clean ship. Steward was asked to provide more fruit with night lunch. Vote of thanks was voted entire stewards department for fine work during trip. One minute of silence observed for Brothers lost at sea.



JOHN B. WATERMAN, Nov. 7—E. Bishop, Chairman; E. Jones, Secretary. Deck delegate reported beef on shoregang work; other delegates reported no beefs. New Business: Motion carried that all departments get together on repair list. Motion to see Patrolman about Chief Mate pushing crew around. Motion carried that medicine chest be checked and medical attention be improved. Good and Welfare: Suggestion that slopchest be opened to handle men on watch. Suggestion that hereafter the ship should be properly secured for sea before leaving port and a notice be posted in a prominent place informing the deck department as to sailing hour and time of securing ship.

ZEBULON PIKE, Nov. 6—W. C. McCuiston, Chairman; D. W. Conroy, Secretary. Delegates reported all books and permits as being in good standing. Good and Welfare: Discussion on the cleaning of recreation room and laundry. General discussion on the coming meeting of the International. One minute of silence for Brothers lost at sea.

STEEL EXECUTIVE, Nov. 7—Donald Cowell, Chairman; Sidney Switzer, Secretary. Delegates reported overtime in dispute, several men too severely logged and officers painting. New Business: Department delegates to make up repair list. Good and Welfare: Request of ship's delegate to resign overruled. Sug-

gestion that performer aboard ship be brought before Patrolman for charges to be placed against him. One minute of silence observed for Brothers lost at sea.

THE CABINS, Nov. 6—Francis Ploppert, Chairman; Richard Barnes, Secretary. Delegates **Boatler**, ship's; **Barnes**, deck; **Carney**, engine and **Ploppert**, stewards reported on number of books and permits in their departments. Quartermaster instructed not to sign overtime unless for \$1.45 per hour, as stipulated in contract. Good and Welfare: Discussion by **Clarke** on why ship hasn't picked up more fresh fruit and vegetables. **Surrency** requested that ladder from messhall to lower deck be painted. **Surrency** asked who is to tell the permitmen when their 60-day limit has expired. One minute of silence for Brothers lost at sea.



EVISTAR, Nov. 7—Frank Fromm, Chairman; Warren Callahan, Secretary. Delegates reported on state of their departments. Engine Delegate called for the repair of sanitary lines, heads, fresh water lines and drinking fountains when ship arrives in port. New Business: Motion by **D. Hood** that repairs be made in Texas City. Motion by **Fisher** that ship's delegate be elected. Motion by **Francisco Blanco** that **Fisher** be elected as ship's delegate, carried. Motion by **Callahan**, carried that ship's delegate contact the Chief Engineer and have the washing machine checked and repaired. Good and Welfare: Discussion on routine work in the stewards department. Agreement that all beefs arising in that department will be referred to the boarding Patrolman. Captain informed crew that washing machine will be used only on southbound trip as the ship will have a limited water supply. Water will not be rationed for other uses.

STEEL WORKER, Nov. 23—Frank Hazen, Chairman; Walter Hale, Secretary. Meeting opened with reports by the delegates: **Joseph Decinque**, ship's delegate; **Walter Petrowski**, deck; **John Wauchek**, engine, and **Gabriel Gabling**, stewards. By a 22 to 5 vote the crew decided to turn title to its washing machine and ironer over to the next crew with a request that they be maintained in good condition. Also decided to wait for Patrolman's okay before paying off. One minute of silence in memory of Brothers lost at sea.



HURRICANE, Nov. 20—George Sorensen, Chairman; John Cantrell, Secretary. Three delegates reported on conditions in their departments. **Ralph Groseloe** was elected unanimously ship's delegate. It was recommended that Stewards men dump garbage over stern of ship, and that percolator in crew's mess be used only for watch while at sea.

SEAFARER SAM says:



KEEP UP THAT BARRAGE OF PROTESTS AGAINST THE HOFFMAN PROPOSAL TO SCUTTLE THE AMERICAN MERCHANT MARINE. ON PAGES 8 AND 9 OF THIS ISSUE ARE THE NAMES OF THE REPRESENTATIVES AND SENATORS OF EVERY STATE. WRITE OR WIRE THEM AT ONCE (AND YOUR FRIENDS, YOUR FAMILY, AND YOUR ORGANIZATION) AND TELL THEM HOW YOU FEEL!

CUT and RUN

By HANK

It looks like our New York brothers are starting the New Year off with a rush. Jobs are booming in our West Coast halls—and lots of brothers are getting out there somehow. Well, to the brothers in every SIU hall, we're launching our good and welfare suggestion for 1949—Ship in, any job for any run. Thanks to our Organizing Program we have many SIU-contracted tankers—so grab those jobs. And don't forget to help out in knocking over Cities Service so we can dog down these ships with an SIU contract... (Sea) Man of Distinction: "Sir Charles" Oppenheimer, who has constantly stated his sincere views for the good and welfare of the union and the membership. Also a vote of thanks to him for writing letters last week to many Congressman urging them to stop the ECA from destroying our merchant marine.

Brother Pete de Pietro is in town. Okay, Pete, we won't mention peppers... Before Calvin Jones shipped out to European ports he received that good old stuff called—mail... Bill Rogers is another brother who got a package just before he sailed... We wonder where Charles Watson, the Electrician, is right now... Before heading for Halifax, Percy Boyer (with traditional mustache) and Bill Story rolled ashore long enough to say hullo to the boys. Brother Story shaped us the amazing news that Brother "J.P." Creel down in New Orleans has refused to ship out ever since he built himself a home. That's militant mutiny—especially if several lonely shipmates are doggone disappointed in shipping out of New Orleans without Brother Creel.

Steward James Hand, well-known dog-breeder of Tampa, recently of the Alcoa Pioneer, sent in a list of questions a Steward is asked by the crew in any foreign port. These are just a few—Is the night lunch out yet? What time is the draw? How far is up-town? How many days will we be here? What about ordering some fresh milk? Has there been any mail for me? The question that is asked over and over again is "Is the old man back yet?"

The weekly LOG will be sailing free of cost to the homes of the following brothers—John Latella of New York, Everett Patronas of New York, B. Kinter of Alabama, Rendich Meola of New York, Ernest Buchser of Ohio, Paul Koval of California, George Stropich of Michigan, Rudolph Stoskopf of Virginia, Anthony Guida of New York, Robert Scales of Texas.

The ECA chief has tried to destroy our jobs. And on the other hand he is continuing to build up the foreign merchant marines, too. Read this news item, dated December 31, Washington, D.C.—"The Economic Co-operation Administration reported that Norway, with the aid of Marshall Plan funds, hopes to add nearly 3,000,000 tons of merchant shipping to its fleet by 1953. Already under construction in Swedish shipyards, ECA said, is \$21,800,000 worth of new shipping for the Norwegians..." We would like to say that President Truman has another job to do: keep our merchant marine afloat and expanding, not allow ships to be bone-yarded every month while at the same time we send steel and money to foreign nations so they can keep on expanding their fleets.

THE MEMBERSHIP SPEAKS



Ex-Gob Says Navy's Slant On Unions Was Anti-Labor

To the Editor:

Union men are made, not born.

When millions of laboring men were released from our armed forces there were among them—myself included—many who had no previous trade union training.

What knowledge I had of unions was taken from newspapers and from the Navy's program of news analysis for its personnel, neither of which could be called strictly impartial from labor's standpoint.

Each week in the Navy, we were issued bulletins, or we

analysts and the Navy news commentators.

WRONG SOURCE

Too many people get their information about unions from the newspaper only and as a result think that the purpose of unions is to bleed capital.

Working guys like Frank Reed and myself and millions of other people in the country who rely on their unions for their own and their family's security know how essential these organizations are.

We know why we have a Union, we know why we belong to the Seafarers and that is to guarantee a fair wage for an honest day's labor, in addition to what all people desire but few ever have—Job Security.

Calvin M. Owens

IN CHARGE OF FILLING THEM UP



The Stewards Department of Isthmian's Steel Traveler rated a vote of thanks from the crew as being a shipshape gang in preparing and serving the crew's food. Picture was snapped in Manila. The Traveler paid off in New York this week after a trip to the Far East.

Home At Holidays, Seafarer Readies 'Fuzzy' For Show

To the Editor:

After three trips on the Alcoa Pioneer I am back in Tampa, all set and ready to show my dog in the annual dog show this month. I am going to try and do as well or better with her this year as I did in the last contest.

(Ed. Note: In the 1948 show, as reported in the LOG, Brother Hand's chow, "Fuzzy," made a



JAMES M. HAND

Heywood Men Realize Wish: Good Topsiders

To the Editor:

On several occasions it has been our pleasure to read in our weekly LOG the good deeds of certain Captains and Mates. That we would encounter some of Mates, or at least one of these skippers, was many times our hope but never a reality.

At least not until we caught our present ship, the Thomas Hayward, aboard which we have Larry Moore as Bosun and his buddy, Leo Sarkey, as Bosun's Mate.

We go all out for our skipper, because of the following: Anytime you see him he always has a smile and a "good morning." He never interferes with the

Mate or the Bosun as far as work on deck is concerned.

Last but not least, the fact that he is good with cigarettes and issues a draw at sea has nothing to do with our grand feeling toward him. As for our Chief Mate, he's just about tops. No, he doesn't bring us our breakfast in bed, and if he did we wouldn't stand for it, but here is what he does do: He not only speaks with you for a few minutes when he sees you but, he always addresses you by your first name. He doesn't come down on deck and give us a hand with what we are doing, but he does give the Bosun the work and that is all.

When the work is finished he always remarks what a nice job we did (no matter how it may seem to us). When you're sick he doesn't stand a vigil over you twenty-four hours a day. He does, however, give good medications and always checks the results himself.

While writing I might just as well continue on with the truth and tell that the Second and Third Mates are right in the footsteps of the Chief. In short, it is going to be a shame to have to leave this scow. It's all like a dream.

In closing, the fellows listed below wish everyone a belated Merry Christmas and a Happy New Year.

Bill Dorann and
Benny Rabinowitz
Pat Griffen
Donald Hilton
Isaac Blumberg

HEALTH OFFICIAL APPLAUDS STORIES ON HOSPITAL WORK

To the Editor:

The LOG carrying the swell editorial cartoon and spread on our Baltimore and Mobile marine hospitals met a tumultuous reception. In fact, my poor single copy is worn thin from being passed from person to person.

The first group of health story materials are in the last stages of preparation, and I will begin forwarding them shortly after Christmas.

This week I'm off to Carville, Louisiana to visit the leper colony. During some of my free time in New Orleans I should like to visit the SIU Hall there, about which I've read so many good things in the LOG.

In closing, please be assured of my sincere thanks for your grand support of our medical care program.

Edward J. Fitzgerald
Division of Hospitals
U.S. Public Health Service

clean sweep of the show by garnering four blue ribbons.)

This is the first Christmas I have been home to enjoy since 1944, and so far I have really enjoyed the holidays. First Christmas, then my daughter's birthday on December 28 and then New Year's Eve.

The men on the Alcoa Pioneer saw to it that my birthday did not pass without a cake, as you can see by the photograph. There was a real contrast between my birthday and my daughter's. At the tender age of six she insisted on going to the Columbia Restaurant in evening clothes. On my birthday I settled for work clothes and no shoes. These women!

James M. Hand

ASKS PROCEDURE FOR REGAINING SIU MEMBERSHIP

To the Editor:

I am now in the Air Force and would like to receive the LOG. Also I would like to know if I lose my permit by being here. Is it possible for me upon my discharge to resume shipping on my permit by paying my dues to date?

Pct. Donald Maxwell
3764 Training Sqdn
Flight 214
Shepherd Air Force Base
Wichita Falls, Texas

(Ed. Note: All Seafarers who were in good standing when they entered the armed forces will be reinstated. Bring your union book (or permit) with your discharge to SIU, A&G, Headquarters, 51 Beaver St., New York and you'll be squared away.)



CALVIN M. JONES

would listen to a speech by a junior officer dealing with news of labor on the home front, as well as a roundup of war news.

ANTI-UNION SLANT

Frankly, these bulletins and talks wouldn't exactly be classed as anti-union, but they were presented in such a way that men who had no union experience or were unfamiliar with the nature of unions were cursing one and all labor organizations at the finish of each talk. They certainly didn't go out of their way to give the union people a decent break, as they slanted the news.

I was very fortunate in joining the SIU in 1946, and I was particularly lucky to make one of my early trips with Frank Reed, an oldtimer, who took time to give me a good union education on board ship. In this way I learned how necessary the trade union is to the working man and how different the union actually is from the picture painted by the daily news

Marino Gordils In Hospital

To the Editor:

I should like to advise the Brothers in the Union that my husband, Marino Gordils, who holds SIU Book No. 4630 is now in the Metropolitan Hospital, New York City.

Mercedes Gordils
New York City



Closing Time

By BILL GILSTRAP

We've had a lotta fun, spent a lotta money,
Here's a nickel for the jukebox, Honey.
Cuddle up closer, baby, hold me tight.
We're loving on a nickel and it's my last night.

Smile a little, laugh a little, drink your beer.
Look for me tomorrow night, I won't be here.
Hang around tomorrow night, look for me.
My ship will be pushing, baby, far at sea.

Music in the jukebox, drinks on the table;
Ship's in the harbor tugging at her cable.
The world's fulla trouble, I'm fulla rum,
There's some difference 'tween a sailor and a bum.

Go on and laugh, baby, I don't care,
I ever tell you how I like your hair?
They're closing up the joint, baby, treat me right.
See, they're turning out the neon light.

We still got time, baby, take it slow;
Ah, the juke's stopped playing—alright, let's go.

Passengers' Bags Present Problem To Cape Nome Crew

To the Editor:

On our last voyage to Europe the Cape Nome carried passengers both ways. There is one Utility man to take care of these passenger quarters.

But the trouble is that when

SIU Patrons Rap Critic Of PR Bar

To the Editor:

I read in the LOG recently a charge that I think was not fair to the proprietor of the Pennsylvania Bar in San Juan. It was reported by a brother that the Pennsylvania Bar is working against SIU men and is throwing away copies of the SEAFARERS LOG.

The Pennsylvania Bar is a big help to some of the brothers who are on the beach here. This Brother is making it hard for the other union members here on the beach. Personally, I know a lot of the brothers here on the beach go there, and he gives them drinks and sometimes a meal.

The majority of the men are broke and, brother, anywhere you can get a meal for free should be appreciated. Lots of the brothers even get credit from him. That doesn't happen in very many bars.

An SIU man recently made a wisecrack about Matilda's Bar. Of course that brother meant it for a joke, but Matilda didn't take it that way. She's plenty salty about it. Maybe some brothers haven't been here, and when they see an article in the LOG about Puerto Rico they don't think it is important. They think this place is just a hole in the ocean.

Actually, Puerto Rico is not a bad place and we want to keep the best of relations with the people here.

(Name Withheld)

To the Editor:

My opinion of the SIU brother who sent the anonymous letter to the LOG, claiming Sam Chago, proprietor of the Pennsylvania Bar in San Juan, dumps the LOG into the garbage couldn't be printed in full, but I would like to say that he must be pretty small fry to take that kind of low action against a man for personal reasons.

I was on the Puerto Rican run steady for eighteen months and lived in San Juan for three months (not beachcombing). I have always found LOGs at the Pennsylvania Bar. I know, as does every other SIU man who is familiar with the Island, that Sam has befriended and given credit for weeks to a good many seamen on the beach in that port.

This charge, in my opinion, has been made by a freeloader, taking this means of getting even with Sam, who probably was a tip to him.

If there were grounds to the Brother's charge he should have signed his name. If other "beachies" are behind him in his charge, as he claims, let's hear from them, but please sign all letters.

Frank Bose
endorsed by
Dominick Darrigo

the passengers come aboard, and then when they get off at the other end, the Deck Department demand that they handle the passengers' baggage. It means that the Utility man, who takes care of these quarters, is not allowed to handle their things. Why not?

The Utility takes care of the rooms, and makes up their beds during all of the trip, and then the Deck Department carries out the baggage and makes the tip!

What business does the Deck Department have in going into the passengers' rooms? Why should they try to take this little extra money away from the Messboy? Of course handling large trunks out of the baggage storeroom is another matter, and I'm not talking about that. It's the hand-baggage, brief cases, hatboxes, and small suitcases that are involved.

Please print a clarification on this point for the benefit of the members on this and other passenger carriers.

I enjoyed the Seafarers Song by Tennessee Thurman in the November 19th LOG, as well as the funny picture of Uncle Otto on the Southport, which was sent in by the former Night Cook and Baker, George Reoch.

Otto got off the Southport before she had the accident in the English Channel. Lucky Uncle Otto! Never had an accident. He always gets off before they happen!

Uncle Otto Preussler

(Ed. Note: It is Stewards Department work to carry hand-baggage out of the passengers' rooms.)

Hey, Johnny



West Coast Brother Seeks Old Shipmate

To the Editor:

I am sending you this picture of Red and Johnny De Rico, which I took at Portland during the 1946 strike. That was when Johnny was the SIU tanker organizer on this coast. Last I heard of him, he was on a Robin Line ship. I would like to put a notice in the LOG asking him to write to me.

Will you also change my mailing address to 6543 N. Interstate Ave., Portland, Ore.? Both my wife and I enjoy it, and now that the West Coast strike is over I'll be going out again.

W. R. Cogger

(Ed. Note: Your address is being changed on the mailing list, and a notice is being entered in the Personals column of the LOG.)

Heavy North Atlantic Blow Roughed Up Frances' Trip

To the Editor:

Some of the boys might find interesting the data on the last trip of the Frances.

After a wonderful week in Antwerp and Rotterdam the trip home to New York seemed quite uneventful, that is until we ran into typical North Atlantic weather.

On the second day of pounding, port No. 1 boom cradle came loose and the Chief Mate, the other day man, the Bosun and I attempted to lash it, but the forespeak and chain locker were full of water and the Old Man didn't want to lose time by slowing down.

To make a long story short, the big one that got us could well have been our end. We were all very lucky.

Royal Prince Given Sir Charles' Congrats

To the Editor:

I feel that I must make some comment on the recent birth of a son to Princess Elizabeth.

It's a boy—so what! It really didn't concern the average American. We are democratic in spirit, yet some of our people go for the blue blood distinctions. Strictly ballyhoo in this day and age.

However, in the spirit of the goodwill policy of our State Department we must convey congratulations to the top ranking people of England's royalty. Congratulations, Prince Charles. "Sir Charles" Oppenheimer

The Skipper was also lucky. We made contact with a Coast Guard weather ship and took aboard their doctor via breeches buoy to treat the skipper, whose ulcers were giving him a rugged time. He almost pegged out, but the doctor fixed him up in short order. We're all happy that voyage ended.

R. Weaver

WANTS TO KEEP ABREAST OF SIU WHILE IN SERVICE

To the Editor:

Although I'll be away from the sea for the next three years, that is no reason for my not wanting to follow the movements of the Union and my old buddies. I plan to go back to sea after my hitch is up with this outfit, so I'd like to be up to date on everything when I leave here.

If possible, I'd like to receive the LOG. Also I'd enjoy hearing from my old shipmates. There are quite a few ex-Seafarers around here, and from what I hear there'll be more joining us in the near future.

About the only things we seamen here can agree upon is that according to our SIU standards, the food, hours and pay here are terrible.

Pvt. Barney Cuthrell
3734 Training Sqdn.
Flight 3831
Lackland Air Force Base
San Antonio, Texas

(Ed. Note: You're now on the LOG mailing list.)

Healthy, Strong Union Result Of Educational Program Ashore: Brady

To the Editor:

The twice-weekly educational programs now being sponsored by the Seafarers International Union at the New York Branch are something every member, when on the beach, should take advantage of to improve himself as an individual, and at the same time add to the organization as a whole. These educational programs, one in Parliamentary Procedure conducted by Brother Glass every Tuesday night and the other in Forum Technique every Monday afternoon conducted by Blackie Cardullo, are just what the doctor ordered, for a healthy labor organization.

"Conference maketh ready the man," were the words of the English philosopher Francis Bacon. The value of that statement is borne out in an educational program that prepares men to know how to act under all circumstances.

MEMBER KNOW-HOW

Although the SIU has stood for an enlightened membership, it has not always been in a position where it could provide classroom-type education. In the past, the Union had to depend on the kind of education one gets on the picket line, job action and all the hard ways of getting an understanding.

Having survived all the tests of battle the SIU has grown to be a solid, strong and responsible organization. To protect this, the Union depends on a membership that can function on committees, preside as officers at meetings on board ship and in ports, act as crew delegates, speak in a rank and file capacity at meetings shaping policy and act in any capacity to improve the membership and protect the Union. It is out of these considerations that the Union believes in a strong educational program for the membership.

Many members attending Brother Glass' parliamentary instruction for the first time are encouraged by the methods he uses to build confidence in beginners. He operates on the

premises that men who could build and hold together an organization like the SIU, have all the native intelligence necessary to understand how to operate through democratic processes.

As more and more members avail themselves of the SIU educational opportunities it will mean we will have a greater supply of members capable of assuming the responsible duties of a smooth running organization.

After one goes through the sessions of parliamentary procedure, he can then attend the class in forum technique and apply the principles of public speaking. Here he is supplied with an audience so that he can shed himself of stage fright. Here he trains himself by applying theory to practice. He learns to talk on his feet in clear, direct and understandable terms and at the same time he can put over his point. Most important of all, he learns by doing.

As the educational program of the SIU progresses we can look forward to the day when every SIU ship afloat and every port meeting will have an available supply of members who will be able to function in any capacity when called upon to do so.

Today the SIU is linking up and forging together educating by hard experience with the education of planning. These twin aspects of education will serve to keep the SIU as the most formidable organization in the maritime industry.

W. J. Brady

LAKE GEORGE CREWMEMBER DIES AT SEA

To the Editor:

The crew of the SS Lake George wishes to record its deep sorrow over the death of Brother James M. Brooks, Book No. 315. He passed away at sea on December 10, 1948.

Jack Simmons
SS Lake George
Port Said

A SEAFARER AND HIS MATE



Steward Tom Bolton and his wife, Lillian, posed for this photo by Paul Magro when Tom's ship, the Nathaniel B. Palmer, tied up recently in a Gulf port. Brother Bolton rates as one of the best Stewards in the business, says Magro. "He's a great guy and he feeds swell," Paul adds. What more could anyone ask?

Big John, Crew Get Lumps & Bumps In Cross-Country Hop To West Coast

To the Editor:

As I have stated before in my letters to you, you'll never have a dull moment if you ship out with me. This time was no exception.

On Nov. 8, I saw the SS Purdue Victory listed on the shipping board. She was on inter-coastal and as she would be back in New York by New Year's Eve, I decided to make the run. At 3 o'clock in the afternoon I was told to report with my gear in the company's office on 19 Rector Street. We were to fly to the West Coast where the ship had been tied up during the strike.

Ahead of me in the office were most of the gang, and I was pleasantly surprised at seeing some of the fellows I know very well. Several with whom I had become close friends on the picketlines were there. Gene Nowakowski was to be our Chief Cook, Henry Bonk was one of the ABs. Toni and Fargo were also with us. It sure was old home week.

OFF WE GO

They had us waiting around all afternoon until 6 P.M. Finally, two busses arrived and took us to the Newark airfield. Making the trip with us were the crews of the Loyola Victory and the Malden Victory.

At the airstrip we were held up, too. But I didn't mind that as I soon discovered who was to be our stewardess on the first lap of the trip. She was a lovely little creature, as airline stewardesses usually are. They're

picked for charm and personality and, believe me, this one was something close to heaven. Of course, we all made a play for her. Who wouldn't.

The plane was close to being an antique. I wouldn't be shocked to learn it was the one the Wright brothers started out in. She had to stop for fuel at every cow-pasture along the way. She bucked like a mustang and reminded me more of a peanut shell in a mid-Atlantic hurricane than a two-motored airliner.

But the first lap of the trip was very pleasant, anyway, thanks to the attentions of the glamorous little hunk of woman, who served us sandwiches, milk, coffee and fruit. She had plenty of customers, too. We were the hungriest passengers she ever had, she told us.

HALF-WAY

In Kansas City we reluctantly parted company with her and the rest of the plane's crew. A relief crew was to take the plane on the second lap of the trip, which was to begin after breakfast.

We were to head for Portland, but we weren't to get there as soon as we thought. Our stewardess was good-looking this time, too. She was from Southern California where they grow smart-looking women and she was one of the smartest. And she watched over us like a hen does her little chickens when a hawk is near.

A snowstorm nearly prevented the pilot from getting the

scrapheap over the mountains. He managed to do it, though, but we were forced down in Elco, Nevada. The pilot didn't think it safe enough weather to proceed to Portland so he put us down in Oakland airfield with our landing lights broken. Sure was rough up in the air. I'll take the sea anytime.

We had to wait around for a few hours while they fixed up the plane for the next lap. Then the new crew came aboard. I presume I don't have to tell you how good looking the stewardess was this time. All I can say is that the airlines sure know how to pick them.

After bumping around in the fog for four hours we landed in Portland, where a bus was standing by to take us to Bradwood, where our ship was tied up. It was supposed to have been a six-hour ride, but as things happened it took us closer to ten hours to get there.

And here's why:

After spending forty hours tangling with the clouds and an occasional snowstorm, we get in with a driver who lets the bus run over the side of the road after which it somersaulted over into a creek. I had been asleep, but awoke quickly to the noise of cracking steel and flying glass and the shouts and screams of the gang as their feet, heads and arms smashed through the windows.

OVERTURNED BUS

The bus finally settled in a ditch. Some of the guys who weren't hurt managed to get the escape door opened and they crawled out of the bus, which was lying on its side. One of the fellows smashed the front window and several of the men got out that way.

Cars started collecting on the road. A few people with cameras took pictures of the wreck, which they promised to send to the LOG. Most of the gang got rides to the nearest inn, where we had a badly-needed drink.

I took one of the injured fellows with me in a car to nearby Westport, where I located a doctor. He recommended that I get the guy to a hospital at once, as he believed there might be a bad spine injury.

By late afternoon, we had the injured men in the hospital, had gotten our gear out of the bus and were under way again for the ship. On board we had four hours sleep, then moved the ship up the Columbia river to Portland.

John F. Wunderlich
Ship's Delegate
SS Purdue Victory

Seafarers Debate Benefits Of Transportation Ruling

Below are letters from the membership giving their views on the Union transportation rule. In line with the SIU policy of full discussion on all matters of policy, the LOG for the past several weeks has devoted space to the opinions of the membership, both pro and con. All letters on the matter of transportation will be printed in the LOG during the coming weeks to give the membership ample time to form opinions on the rule. All possible steps are being taken to devote equal space to both sides of the controversy.

In brief, the rule calls for men to take transportation money and pile off their ship when it pays off at a port other than the one in which the crew signed on. This applies in cases where the vessel does not start for the sign-on port within ten days.

PRO: Upped Gains

To the Editor:

I think we should stick to the present transportation ruling. The cons in the SEAFARERS LOG do not make out a sufficiently clear case for returning to the old rule of handling transportation. The fact is that some members will benefit under the old ruling but most will benefit under the new set-up.

In this period of readjusting in the maritime industry it is natural that the wise fellows are going to homestead their ships. For family men it is expedient to remain on a vessel so that their families will be provided with a steady income.

Then, of course, we have those men who will stay on a ship until they kick the bucket. This situation is conducive to cliques and company stiffs, which is quite intolerable to the average Joe. This last sentence, in one form or another, has appeared in many letters favoring the new rule, and thus must be a serious matter.

WANTS OPINIONS

I grant that because there has been so much dissension on this issue it should be put in a number of compromise versions so that we will have a varied membership's slant on it when it comes to a vote.

I was very much interested in the Del Aires letter, as drawn up by Jerry Palmer, which listed a sixty-day termination before the men must leave the ship. This proviso is favorable to the family man and the homesteader, both of whom do not know the final port of payoff when they make the run, and enables them two months to save their money. At the same time it does not harm the seamen on the beach waiting for a ship. Too, it ties in nicely with the permitman and trip card ruling on the length of time a man can stay on a ship.

John J. Flynn

CON: Rule Boomerangs

To the Editor:

I'd like to say a word or two on this new transportation ruling. The ruling has been passed, but as it turns out it is working more of a hardship on the general membership than it is proving to aid.

There are several ships on short runs that sign on crews in New York and after making a short run—two months at the most—sign off in the Gulf. Transportation is then paid back to the port of sign-on. What value is two months work to the member, especially the married ones, when they originally may have waited two to four weeks just to get the job? Even traveling back home by other than first class most of the transportation money is used up.

Members with families and homes cannot risk trying to ship coastwise back to their original port just to keep working, and they don't want to begin shipping out of the Gulf because it would mean spending many months away from their homes.

I'm in favor of a fair deal, so in the way of a suggestion, why not let the fellows who want to accept transportation and pay off do so; the rest who wish to remain with the ship can do so by rejecting the transportation money.

Many members I've spoken with are in favor of going back to the original plan. I believe the majority who voted for the new ruling believed it would result in a faster turnover of men, but the brothers now are finding that the rule has been a boomerang.

Let's have some real pro and con on this issue, it is vital. Unless the membership voices itself, nothing can be accomplished.

Franklin Webb

GOOD MEN ON GOODFELLOW



The SS Robin Goodfellow's recent run to South Africa must have been a good one if the smiles on these men are any indication. Back row: E. J. Nooney, OS. Middle row (l. to r.): A. Jenson, FWT; T. Graves, 3rd Ass't; Pat O'Neil, AB. Front row: V. L. Meehan, Oiler; 3rd Mate, name not given.

Khaki-Clad Brother Warns Of Army's Phony Promises

To the Editor:

Warning to all Brothers of draft age: Beware the phony line the recruiting sergeants give you if you plan to enlist.

They promise you the Queen Mary to get you to sign on the dotted line. Once you are in you are flim-flammed.

The sergeants tell you how good the officers and the non-coms are, but we never saw so many finks in one place at the same time. They say you work only eight hours a day. Well, I just found out they have a 36-hour a day clock they go by.

Don't be misled by the propa-

ganda you hear and read in the newspapers.

As you know, the Seafarers were the first ones to face the enemy and were represented in all invasions and had the highest casualty rate of all the services. After the Seafarers served on all fronts they are being drafted while ex-Coast Guardsmen, who sat on their bottoms thinking of new ways to foul up seamen, are considered veterans. Although 90 percent of these Times Square commandos never made the sub-infested run to Staten Island, they are drawing full GI benefits. At the same time, seamen cannot receive medical attention

for injuries acquired during the war.

PUT UP A FIGHT

If you think you are going to be drafted, do all in your power to stay out—even if you have to plead insanity. I could go into great detail, but I'll leave it to your imagination: just picture 1,000 bucko skippers and mates on a rustbucket together.

I met one of our Brothers here and we both agree to the above. This could go on for hours, but some fink has some work for us to do so will close for now. Regards to all. Please send the LOG.

(Name withheld by request)

PERSONALS

JACK DALTON
Contact Paul Hall, SIU Headquarters, 51 Beaver Street, New York.

~ ~ ~
EUGENE P. KELLY
Your wife has moved to 4041 Eason Avenue, Bronx 66, N. Y.

~ ~ ~
HERMAN D. HADDOCK
Communicate with Richard M. Cantor, 51 Chambers Street, New York 7, N. Y.

~ ~ ~
THOMAS E. FREEMAN
Personal papers belonging to you are being held at the 4th floor baggage room, New York SIU Hall.

~ ~ ~
SS STEEL AGE
Tom, the Oiler and ship's delegate on the Steel Age, voyage No. 4, ending December 1, is asked to contact Charles "Nature Boy" Mehl care of the New York SIU Hall.

~ ~ ~
JOHN BRENT
Get in touch with R. M. Hebsacker, Fordham Welfare Center, 1918 Arthur Avenue, Bronx 57, New York.

~ ~ ~
ROY AYRES O. SYKES
Contact W. D. Warmack and Joe Fernandez care of Tampa SIU Hall.

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ROY POURCIAUX
Kathleen Oge has misplaced your address. She asks you to correspond with her at once.

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LEON HERSHMAN
Contact S. Edelstein, National Desertion Bureau, 105 Nassau St., New York 7, N. Y.

~ ~ ~
ANTONIO SANTIAGO
Your book was found and is being held for you at the Baltimore SIU Hall.

Books In Review

THE GREEK WAY TO WESTERN CIVILIZATION, by Edith Hamilton; Pelican Mentor, 191 pages, 35 Cents.

This critical discussion of ancient Greek literature and life is thoroughly delightful, despite the forbidding title. There's nothing dusty about Miss Hamilton's scholarship. The life of Athens in the fourth and fifth centuries B.C. comes alive in her pages. Her narrative is as stimulating as if she were writing about our own times. People who have overlooked the writings of the Greeks, because they feared the alleged heaviness of the classics, may find new inspiration in Miss Hamilton's volume.

~ ~ ~
I LOVE YOU, I LOVE YOU, I LOVE YOU, by Ludwig Bemelmans; Signet Books, 144 pages, 25 cents.

In the book's forward a newspaper book reviewer is quoted as saying "The time is now ripe for someone to stand up and shout as loudly as he can that Ludwig Bemelmans is a genius." Perhaps he is, but the reviewer seems a little too free and easy with his bestowal of that rare quality.

The book, a collection of short stories of Bemelmans' travels abroad, is breezy reading with spots of delightful humor, but definitely not the work of a "genius." Bemelmans fans — a cult—will undoubtedly disagree.

~ ~ ~
INDIANS OF THE AMERICAS, by John Collier. A New Mentor Book. Price 35 cents.

How many times in the ports of the world has each of us said, "Yes, I am an American?" And yet how many of us have a clear idea of the lives and civilizations of the native American Indian? Little known aspects of this native American life are discussed here by a former US Commissioner of Indian Affairs, a foremost authority on the subject. It is no chronological recounting. It is a deep, philosophical and introspective searching-out of values in our heritage, by a socially conscious student who does not hold that 20th century America has all the answers. If you do not know the meaning of such words as inchoate, animism, memonic, ecology, endogamy and empathy, you had best take a dictionary along. It is not light reading; but it is fascinating reading for a long trip when the warm breezes blow over the ancient trade routes. After standing an evening watch beneath a vast, star-filled sky, it is a good book to pick up for an hour before going to sleep.



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NOTICE!

A. J. MARELLO
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Get in touch with Al Kerr, 6th Floor, SIU Headquarters, 51 Beaver Street, New York.

~ ~ ~
SS COLABEE

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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.

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To the Editor:

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

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Cities Service Seamen**COMPARE and CHOOSE****SIU Scale Outstrips Cities Service Wages And Overtime**

RATING	SIU	CITIES SERVICE	SIU WAGES HIGHER BY
Bosun	\$295.00	\$256.50	\$39.50
AB	225.50	214.50	11.00
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SIU**Selection Of Jobs****CTMA**

SIU members are not restricted in their choice of jobs or runs.

Through Rotary shipping and the Union Hiring Hall, they can ship any where, any time and in any qualified rating.

They can choose among tankers, freighters, tugs, towboats, ferries or passenger ships.

They can ship from an SIU Hall in any one of the major ports on the Atlantic, Gulf and Pacific coasts.

They can sail coastwise, intercoastal, nearby-foreign or foreign.

The choice is theirs alone.

CTMA offers Cities Service men nothing more than what they now have.

The men, of course, are restricted to the company's tankers, and then only under the whim and pleasure of the company officials.

SIU**Protection And Security****CTMA**

Patrolmen cover all ships at sign-ons and payoffs to protect the crew's interests.

SIU contracts outlaw company blacklists.

Efficient machinery for handling beefs.

Hospital benefits.

Burial benefits.

Support of 8 million AFL trade unionists and the Maritime Trades Department.

CTMA offers no protection to Cities Service men.

They are at the complete mercy of the ship's officers and company officials.

CTMA does not even pretend to have any grievance machinery.

The job of the CTMA ship's delegate is to collect dues and read communications from the CTMA.

CTMA merely says that if you are fired you automatically become a retired member, but says nothing about getting your job back—or getting you another one.

(For a comparison of the differences between an SIU-contracted ship and a non-union ship see pictures and story on page 5.)

SIU**Membership Control Of Organization****CTMA**

Regular membership meetings held in all ports.

Annual election of union officials by secret ballot.

All important decisions put to secret referendum vote, after thorough discussion at shipboard and shoreside meetings and through the SEAFARERS LOG.

The membership has no voice in the affairs or control of CTMA.

A "proposed constitution" has already been drawn up by company lawyer, which puts all the power into the hands of an "Advisory Counselor" (read "company lawyer").

**VOTE
'YES'**

**A Vote For The SIU Is A Vote For Jobs,
Wages, Security And Democratic Control
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**VOTE
SIU**