

# CONTINUE FIGHT AGAINST T-H, GREEN TELLS SIU CONVENTION



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## Raising The Curtain At The SIU Convention

# SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA FOURTH BIENNIAL CONVENTION



"The Seafarers International Union can count on the Maryland Federation of labor for continuing support on the Bland Bill," Harry Cohen, the Federation's President, promised as he welcomed SIU convention delegates to Baltimore. Cohen said that many unions in Baltimore and elsewhere in the state had protested against the Hoffman Plan. He also pointed to the fine cooperation AFL unions in Baltimore were receiving from the SIU, through William (Curly) Rentz, A&G Port Agent.



"The Seafarers International Union will never give up the Hiring Hall," AFL President William Green told delegates to the SIU convention in opening the afternoon session of the meeting's first day. President Green also stressed the importance of the fight against the Taft-Hartley Act, and said that it was not yet certain what Congress would do with the bills to repeal the law although they have been approved by the labor committees of both the House of Representatives and the Senate.

## British Revealed As Active Lobbyists For 'Hoffman Plan'

WASHINGTON—If ever there was any doubt about who was behind the "Hoffman Plan" and the organized opposition to the Bland Bill, the cat was out of the bag this week.

According to a highly reliable private news service in Washington, the British are alternately wailing and hurling charges in the capital in an effort to sweep the American flag from the seas and grab all trans-Atlantic business for themselves and their European colleagues.

Specifically, they are alleging

that American shipowners and operators are using the Marshall Plan to set artificially high freight rates to the detriment of the European maritime nations.

The British are concentrating much of their fire on the all important "country by country" provision of the Bland Bill, which would require that a minimum of 50 percent of all cargoes financed by the U.S. Government be carried in U.S. ships without restriction on where they originate or in which direc-

(Continued on Page 5)

## Report Of A&G Delegation Lists District's Activities, Gains During Past Two Years

BALTIMORE, March 29—In an opening day address to the SIU's Fourth Biennial Convention at the Southern Hotel here, William Green, American Federation of Labor president, denounced the

Taft-Hartley Act and said "The Seafarers International Union will never give up the Hiring Hall provisions you now have in your contracts, for your success and freedom depend upon its maintenance."

The Taft-Hartley Act was the principal subject of the 30-minute speech, but the AFL president also took occasion to compliment the SIU on its many achievements over the years. He especially lauded the SIU's unflinching resistance to communist infiltration on the waterfront.

President Green said that, although the labor committees of both the Senate and the House of Representatives had approved bills to repeal the Taft-Hartley Act, he expected labor's enemies in Congress to wage a strong fight on the floors of both houses to retain the obnoxious law's worst features.

He declared that labor unions themselves must not let up in their campaign to get the Taft-Hartley statute erased from the book and called upon the SIU to do its part. The results of last fall's election were not in themselves enough, he said, to guarantee repeal.

Earlier in the day, George Meany, AFL Secretary-Treasurer, also addressed the delegates. He expressed much the same views and the same fears about the Taft-Hartley Act as President Green was to voice later.

But the burden of his speech was concerned with the AFL's current international program of promoting free trade unionism in Europe, South America and the Far East, while combatting communism on all fronts.

He also praised the SIU for its consistent and continuing stand against the communists.

The Fourth Biennial Convention of the Seafarers International Union was called to order by SIU President Harry Lundberg, at 10 a.m. on Monday, March 28.

In addition to President Green and Secretary-Treasurer Meany of the AFL, guest speakers on

(Continued on Page 3)



"The Seafarers International Union has always been in the forefront of the AFL's fight against the communists," AFL Secretary-Treasurer George Meany declared in opening the morning session of the first day of the SIU convention. In the course of a half-hour address, Meany outlined in detail what the AFL is doing both in this country and abroad to combat the communists, so that free trade unionism can flourish in as many parts of the world as possible.

## New Passenger Ship May Get Defense Gear

Construction experts met in Washington this week to discuss adding defense features to a new 48,000-ton passenger liner.

The group will consider secret war features, which undoubtedly will establish a pattern for all future ship construction, including such things as gun platforms, hull bracing, control equipment and increased speed.

# SEAFARERS LOG

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## Of Vital Concern

The SIU, Atlantic and Gulf District, firmly believes that the privacy of its members must be respected at all times. In pursuing its objectives, the Union concerns itself principally with wages, working conditions and other matters related to the general welfare.

It has been pointed out repeatedly in the columns of this paper that what a member does as an individual is his own business. How often and how much he drinks when he is away from the ships and the Union Halls is nobody's affair but his own, the Union feels.

The Union makes no attempt to set up any moral code for the conduct of its membership, because it holds that sermonizing does not fall within the framework of its functions as a trade union.

However, when an individual member allows his individual actions to develop to the point where his shipmates and Union Brother are affected, then the Union is interested, and rightly so.

The membership has made it crystal clear that it will not tolerate activities of performers endangering the continued progress of responsible seamen.

We think the case for the Union's "get tough" policy toward irresponsible elements was well put by a trial committee in the Port of New York this week. The committee, which was elected to consider the case of a crewmember charged with a narcotic violation (see story on page four), declared:

"No man found guilty of trafficking in drugs need expect leniency or sympathy from this Union; for such offenses threaten the welfare and interests of every crewmember, as well as reflecting discredit upon the Union.

"It is not the intention of this Union to interfere with the personal business of any member, or to tell him how he shall live his life. But when he jeopardizes his shipmates and his Union Brothers by his actions, then those actions are no longer strictly personal business...

"They become the vital concern of the Union..."

The trial committee's statement, as the membership action which resulted in present Union policy on performers, makes sense.

The activities of Union wreckers only make trouble—for all hands.

## Time To Vote

For months last fall the transportation rule was one of the chief topics for debate among Seafarers asea and ashore.

In view of the considerable interest shown by the membership, the Union set aside a discussion period to allow for full expression of all viewpoints, after which a secret ballot was to be held to resolve the issue.

The letters pages of the LOG fairly bristled with pro and con comment on transportation rulings. Then the referendum began on March 1.

A month remains in which to vote—April 30 is the last day.

Seafarers who haven't yet voted should demonstrate that they wish to take advantage of the democratic process employed by their Union. They should cast a ballot before April 30.

The two proposals appearing on the ballot are reprinted on page 12 of this issue. Study them, then vote!



## Men Now In The Marine Hospitals

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

### BALTIMORE HOSPITAL

- S. FLOREAK
- H. GJERDE
- J. SCHUMSKY
- S. GAMIER
- A. E. DUNTON
- A. H. SCHWARTZ
- C. JOHNSTON
- R. S. SEWASKY
- C. SIMMONS
- R. J. LANNON
- WM. T. ROSS
- C. I. COPPER
- F. KORVATIN
- W. MAY
- J. J. O'NEILL



### NEW ORLEANS MARINE HOSP.

- J. LAFFIN
- J. PUGH
- W. WALKER
- W. CURRIER
- D. BAYELLE
- L. KAY
- R. WALLACE
- J. DAROUSE
- E. LYONS
- W. CHAMPLIN
- E. DRIGGERS
- S. JEMISON
- W. ROCHELL
- C. RAFUSE
- C. BROWN

- F. CHEAUETTA
- L. GALBURN
- R. HENDERSON
- W. WISLCOTT
- V. SALLIN
- A. WARD
- E. RHOEDS
- W. LAMBERT
- E. PAINTER
- S. CAPE
- P. SADARUSKI
- H. STILLMAN
- W. GARDNER
- J. DENNIS
- LIPARIA
- E. PRILCHARD
- C. D. CAREY
- F. LANDRY
- G. ROLZ
- D. CANN



### STATEN ISLAND HOSPITAL

- D. P. GELINAS
- F. NERING
- A. TREVINO
- J. McNEELY
- PEEWEE GOODWIN
- M. J. LUCAS
- N. DORPMANS
- S. HEIDUCKI
- R. F. ROBERTS
- SOI HO
- J. HOPKINS

## Hospital Patients

When entering the hospital notify the delegates by postcard, giving your name and the number of your ward. Mimeographed Postcards can be obtained free at the Social Service desk.

### Staten Island Hospital

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

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

- P. LEVINE
- B. RABINOWITZ
- S. RIVERA
- G. STEPANCHUK
- K. JENSEN
- R. L. GRESHAM, JR.
- J. A. WAITHE



### BOSTON HOSPITAL

- E. POLISE
- G. E. GALLANT
- G. MIKE
- H. FAZAKERLEY
- F. ALASAVICK
- V. MILAZZO
- L. L. GORDEN (City Hospital)



### MOBILE HOSPITAL

- J. B. BERRIER
- J. P. BUCKALEW
- CYRIL LOWERY
- J. LANGLEY



### GALVESTON HOSPITAL

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

# A&G Convention Report Lists Many Gains

(Continued from Page 1) the first day were Harry Cohen, President of the Baltimore Labor Council and the Maryland Federation of Labor, and Omar F. Hoskins, a representative of the Federal Conciliation Service for the San Francisco area.

Cohen declared that the SIU could count on the Maryland AFL for continuing support on the Bland-Magnuson Bill. He reported extensively on the action Maryland unions already had taken, and said that he felt that Maryland Representatives and Congressmen were well aware of the problem the Bland-Magnuson Bill was designed to solve.

The SIU itself had given fine support to many AFL unions in and around Baltimore, he said.

## SHRINKING FLEET

Hoskins, a maritime specialist for the Conciliation Service, described the already near-fatal shrinkage of the American merchant fleet as the principal obstacle the SIU and other seagoing American unions must face today.

He made it clear that a diminishing fleet meant not only loss



Omar Hoskins, a member of the Federal Conciliation Service in the San Francisco area, drew a gloomy picture of the future of the American merchant marine unless something is done about the situation. Citing the harsh statistics that spell the decline of the merchant fleet during the past two years, he emphasized the growth of foreign fleets in the same period. He pointed out that the shrinkage of the fleet would create difficult problems for the maritime unions beyond the loss of jobs. Negotiations would become increasingly difficult unless the lay-up trend is reversed, he said.

of thousands of jobs and hundreds of ships while foreign fleets grew, but also meant other difficulties, notably in negotiating contracts.

## EUROPE REPORTS

Guest speakers on the second day included J. H. Oldenbroek, General Secretary of the International Transportworkers Federation, who had come to this country from his London headquarters, and Willy Dorchain, the ITF's American representative.

At the afternoon session of

the first day, the Atlantic & Gulf District distributed its own biennial report to the 40-odd delegates present from all SIU units.

This report on two years of Atlantic & Gulf history was expected to be one of the convention's outstanding features. The delegates accepted the report on Tuesday afternoon.

## ASSETS DOUBLED

The report was broken into seven sections and was printed as an illustrated 16-page pamphlet.

The seven sections were: Contracts and Negotiations; Finances; Members of the A&G As Applies to Contract Jobs Available; Organizing; Publicity and Education; Relations with Other Unions; and Legislation.

One of the principal highlights was the A&G's financial report. In the two-year stretch between the spring of 1947 and the spring of 1949, the District's assets more than doubled, rising from \$618,450.02 to \$1,383,014.65, the report showed.

Even more striking was the gain over earlier years. As of December 31, 1943, the District's assets were only \$241,898.74. At the time of the 1942 convention, the A&G District had only \$76,754.46.

In addition to the cash assets of \$1,383,014.65, as of the spring of 1949, the A&G District also owns \$289,910.04 in real estate. This was the value of Union property in New Orleans, Mobile,

Norfolk, Tampa and Boston, the report stated.

Other features of the A&G District's report included a review of two years of organizing activity which brought 32 new companies under contract.

Of these new companies, 11 were dry cargo outfits while 21 ran tankers, the report showed. The report described the 21 tanker companies as a "wedge" in the tanker field.

Among the 11 dry cargo operators, the largest and most important was Isthmian.

Because the entire history of organizing and striking Isthmian, the last of the big, open-shop dry cargo companies, had been carried in great detail in the LOG, the report did not review the Isthmian story with much more than passing mention.

## LENT A HAND

The section on organizing also brought the Cities Service situation up to date for the benefit of the delegates, and surveyed miscellaneous organizational work in the Virginia Ferries, tugboats, shoregangs and related fields.

A large section of the A&G report concerned the District's relations with other unions. The report showed that at the Special Agents' Conference held in New York last September, the District crystallized a policy of helping other unions which had long been followed without a clearcut program for doing it. However, the A&G District

had given effective aid to many a union long before September 1948, the report demonstrated.

Among those helped were Ladies Garment Workers, Teamsters, Teachers, Financial Employees, Jewelry Workers, Airline Pilots, Printers, Retail Clerks, Bakers, Longshoremen, and others too numerous for the report to list.

## THANKED SIU

As an indication of the effectiveness of this SIU aid, the report contained a two-page center spread picturing some of the letters received expressing thanks.

Those displayed came from the New York Teachers Guild, the Airline Pilots Association, the International Longshoremen's Association, the State, County and Municipal Employees, the Registered Nurses Guild, the Nassau County Typographical Union, the Retail Clerks International Association, the American Federation of Municipal Transit Workers, the Office Employees International Union, the United Financial Employees, and the New York Newsboys' Union.

Brother and sister unions rallied to the defense of the SIU, A&G District, as readily as Seafarers went out to lend a hand to brother and sister unions, the report showed.

Listed were approximately 150 unions, small locals and huge internationals, state federations and city centrals, which had supported the Seafarers in the four-

month fight against the Hoffman Plan.

These close relations with other unions were well demonstrated the first two days of the convention and over the weekend before the convention started, when A&G delegates were swamped by hundreds of telegrams from labor unions up and down the coast.

These telegrams, which were still being received at this writing, were being read into the record as they came in.

Delegates to the SIU Biennial Convention represented the following member unions: the Atlantic & Gulf District; the Sailors Union of the Pacific; the Great Lakes District; the Atlantic Fishermen; the West Coast Fishermen and the Cannery Workers.

## EIGHT DELEGATES

The A&G Delegates were: Paul Hall, Secretary-Treasurer of the Atlantic & Gulf District and First Vice President of the SIU; Lloyd A. Gardner, Headquarters Representative; Lindsey J. Williams, Director of Organization; Earl Sheppard, New Orleans Agent; Cal Tanner, Mobile Agent and Vice President of the SIU; A. Michelet, San Francisco Agent; A. S. Cardullo, Headquarters Representative; and Charles Haymond, Headquarters Representative (serving as alternate for Ray White, Tampa Agent).

The convention was expected to end on Friday, April 1, or Saturday, April 2.

## Alcoholism: Unnecessary 'Heritage Of The Sea'

By JOSEPH I. FLYNN

The life a man leads aboard ship builds up inner tensions that have no outlets such as are available to the person ashore. Family and social connections are missed, and their influence becomes remote.

Consequently, once he reaches port, the average seaman turns to alcohol and uses it as a first-thought safety valve.

The only outlets the seaman has aboard ship are his pride in his job, the bull sessions in the messroom, the gab-fests about the so-called good times he has had, the spinning of yarns which occupy an important recreational niche, and reading.

Ashore, part of the heritage of the sea are the visits to houses of prostitution and saloons or places where drink flows freely. There is excitement aboard ship as it nears port; the draw list is going around; the older hands, who may have seen the port before, usually paint a glamorous picture of it for themselves as well as for the ones who have never been there.

The young fellows, who may be making their first trip, listen avidly and are so spellbound by the oldtimers' tales, that they cannot wait to have similar experiences of their own to tell, if not on their present ship, then on some voyage in the future.

New men are introduced to strange, local drinks. Then follow introductions to girls who would not receive a second glance from the same men when sober.

With such an initiation, they accept this port routine as a normal habit and set about to build

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

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

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

up a notorious reputation of their own.

Their first objective is to outdo the oldtimers in regard to both women and liquor, until they build up a tolerance and accustom themselves to this life.

There are many—influenced by youthful training, religion and good habits—who will find other interests and places which provide better outlets for emotions pent-up by the work at sea.

The majority gain all the satisfaction they need by looking forward to each port as a place to have a good time. Many of them eventually become alcoholics or—as the seamen put it—gashounds, performers, bottle babies.

The latter term describes a seaman who, after years at sea, now makes only an occasional trip, if any, but frequents the haunts where he will find shipmates or sailors who are like his own former self and in search of a good time.

Traditions among seamen include the "piece-off," probably born during the days when shipping was at low ebb, and the ones who were lucky enough to make a trip had to help those who were not so fortunate.

This practice spawned the "Towline." A Towline is formed when a man who is "alive"—that is, just paid off—takes along an assortment of hangers-on, as he goes from bar to bar, to keep him company, give him attention, and eventually drink up his money.

This position is reversed when he goes broke, for then he attaches himself to a shipmate or some friend, until he is sick and disgusted with drinking or runs into a streak of "bad luck" whereby he sobers up and signs aboard a ship.

Some give up shipping entirely and become fulltime followers of towlines. This leads logically to becoming a bottle baby and, with fellows like him-

self, a member of a "bottle gang."

The performer is the most lively of them all, for something, whether it be funny or serious, is always happening to him once he is drinking, such as winding up in jail.

The exact nature of the escapade makes little difference. He is usually the type of person who is funny and amusing at one time, dangerous and argumentative at another, depending on what happened to him just before he started the present bout.

The bottle gangs can be found along the waterfront in seamen's hotels and institutions and in furnished rooming houses of the lower type, referred to as snake ranches, where a group hibernates in a room, if luck is good, with fellow alcoholics.

The alcoholic seamen who form these bottle gangs and cliques tend to lose their true identities much in the same way as hobos and tramps do.

They customarily call one another by first names or nicknames such as Blackie, Whitey, Shorty, Slim, Crying Sam, etc., or names based on nationalities, as Scotty, Limey, Polack and Mickey.

Their life, for years, has become a vicious cycle: a spree—a trip—a spree. Each trip is to be different, but few know that they're the victims of habit, of environment, of a pattern that has to be realized and broken.

Many thousands of alcoholics have recovered by finding new outlets, new interests and new values—by developing in the problem drinker a new habit pattern and attitude toward himself and his environment.

## Mobile Seafarers Crack Down On Three Who Missed Ship In PR

By CAL TANNER

MOBILE — Four smooth pay-offs and five sign-ons, three of them on continuous articles, constituted the week's activity in the port of Mobile.

The four payoff scows were the Alcoa Clipper, back from her 17-day trip on the bauxite passenger run; Waterman's Monarch of the Sea, in from Puerto Rico; Iberville, of the coastwise trade, and the La Salle, returning from Europe.

Sign-ons were the Monarch of the Sea, Iberville and Clipper, all on continuous articles, and the Lafayette and Jeff Davis, Waterman ships headed for the Far East and Europe, respectively.

Only minor beefs arose on the ships paying off and they were all settled satisfactorily. A

beef on the Monarch of the Sea delayed the payoff, but we won the dispute quickly and the payoff wound up in good shape.

Three men aboard the Monarch of the Sea were brought up on charges for missing ship in a Puerto Rican port. They caught up with it in another island port.

A trial committee recommended that these men be fined, since this practice has been going on for some time on ships making PR.

Men missing ship, without valid reasons, work hardships on their shipmates. The membership is definitely of the opinion that this practice must be halted. The Seafarers lost two Brothers last week with the deaths of Walter (Liverpool) Bryning and Mack W. Busby.

Brother Bryning was a retired bookmember who had been with the SIU since its inception. He died in the local Marine Hospital after a long illness.

Brother Bryning was a real oldtimer. He held discharges dating back to 1903, and he began his sailing career out of his native city of Liverpool, England.

### KILLED BY AUTO

Brother Busby was killed in an automobile accident while he was out of the Marine Hospital on a one-week pass. He had been taking treatment for a fractured arm. Busby was a permitman.

To the families of both these Seafarers, we extend our deepest sympathy.

Those of our members who are in the Mobile Marine Hospital this week include J. B. Berrier, J. P. Buckalew, Cyril Lowery and J. Langley.

Among the men currently on the beach in Mobile are Newton Breedin, R. A. Holland, T. W. Keyser, J. H. Edlund, A. J. Milne, L. Donald, A. Demmdo, P. J. Covington, W. Hurlstone, J. W. Fleming, B. Veiner and S. Tuberville.

## Philly Shipping At A Standstill

By JIMMIE SHEEHAN

PHILADELPHIA — Shipping has slowed down to a standstill in this port. Consequently there are quite a few men on the Quaker City beach.

These men have drifted in from New York and Boston in anticipation of fairly good shipping here, apparently. If it's any consolation to them, and we hope it will turn out to be a consolation, we expect to have a couple of payoffs within a week.

Meanwhile, the weather is fine, and the boys hang on the sidewalk to watch the girls go by. That's all they can do because they are broke. But having girls to look at is something to do. Nobody makes any wisecracks at the girls, either.

Everybody here sends congratulations to the Fourth Biennial Convention of the SIU now in session over in Baltimore. We know that our A&G delegates will do themselves proud, and we look for the SIU conference to be a bang up success.

If only a few payoffs and sign-ons would appear out of the blue, this port would be in swell shape.

## IN THE DAYS OF WIND AND SAILS



A sketch of the three-master Glenlui by Capt. R. J. Peterson, who at the age of 16 boarded the ship in England in 1909 for an 11-month voyage to Buenos Aires and Australia. "She could sail like a witch," says Peterson. On arrival in Newcastle, Australia, "to discharge ballast, in a place rightly called Siberia, 16 of us ran away from the Glenlui, leaving our pay behind, glad to be free," Peterson recalls.

## Port Savannah Gets A Boomlet

By JIMMIE DRAWDY

SAVANNAH—Shipping picked up a little in this port this week.

In fact, for us, we had a fair-sized boomlet, which means that we shipped 19 men.

South Atlantic's SS Southland came in and paid off. Then she signed right back on again.

Saint Lawrence Navigation's SS Algonquin Victory did the same thing, namely, she paid off and signed-on in a hurry. She headed back for Europe, as did the Southland.

Bull's SS Dorothy stopped by in transit on her way to the Islands, and even she took a couple of men. All in all, we had quite a bit of activity for a port of our size. Certainly shipping was better than we had seen it for a month or so.

Moreover, we should be having a fair week coming up. Two more South Atlantics are due to payoff here. These are the SS Southwind and Cape Nome.

The Nome is going into drydock for a while. But she ought to be taking a few standbys to hold her until she's ready to steam out again.

Meanwhile, best wishes to the A&G delegation at the Baltimore convention. They'll do a cracker-jack job there, we know.

## Trial Committee Warns Of Drugs

The regularly elected New York Trial Committee considered this week the case of a member charged by the Coast Guard and the Federal Authorities with possessing and attempting to smuggle marijuana.

The member's defense was that he was ignorant of the contents of a package containing marijuana—which he said was given to him by a native in Durban.

The committee voted to suspend him, pending the outcome of the Federal investigation, giving him the right to appeal for a new trial should the Coast Guard and Federal authorities clear him.

The Committee issued the following statement to the membership:

"No man found guilty of trafficking in drugs need expect leniency or sympathy from this

Union; for such offences threaten the welfare and interests of every crewmember, as well as reflecting discredit upon the Union.

"It is not the intention of this Union to interfere with the personal business of any member, or to tell him how he shall live his life. But when he jeopardizes his shipmates, and his Union Brothers by his actions, then those actions are no longer strictly personal business.

"They become the vital concern of the Union!

"Once narcotics are found on a ship, every member of the crew is under suspicion. Their names go on record in connection with this rotten business. Should the question of drug traffic come up at any future time, all those on the ship so implicated come under double suspicion.

"Not only their freedom, but their jobs and their ability to earn a living is involved. Innocent wives and children in ports and cities across the country, who are the families of these injured crewmembers, are thus threatened with insecurity, too.

"Then, in addition to these lasting injuries to his shipmates, the humiliation and inconvenience which the discovery of narcotics causes to all those aboard ship must be considered.

"Those who have seen the Federal men shake down a vessel following discovery of narcotics know what it is to have one's personal things torn apart and minutely inspected on the ship, and perhaps two or three times on the dock, before getting ashore.

"At such times the slightest infraction of rules—an extra pack of cigarettes, or an odd item of clothing purchased abroad and usually overlooked by customs inspectors—results in confiscation and fines.

"This Committee points out again to the membership that the Union has long been on record against all traffic in drugs aboard our ships or on Union property.

"It is the duty of every member, for his own protection, the protection of his shipmates and their families, and the welfare of the entire Union, to bring up on charges any man found possessing, using, or smuggling marijuana or other narcotics on SIU ships.

"Apart from the moral or social implications of drug traffic, when the actions of one man can so threaten and endanger the welfare of a whole crew—and further, when, as a member of this Union, he reflects discredit upon his Union—he is no longer worthy of friendship and acquaintance."



Members of the Port of New York trial committee which denounced irresponsible elements whose actions harm entire membership. Seated here are (front to rear): Joseph Malone, Tony Montemorano and Albert Birt.



At the other side of the table are committee members Sylvester Monardo (wearing hat) and Zollie Swor. The committee photos were taken shortly after the committee issued its statement on performers.

# SIU Survey Provides Welfare Plan Basis

The first step in formulating a welfare plan for the A&G District has been completed, Headquarters announced this week, and the next step will be the drafting of the plan itself.

The initial job consisted of studying and breaking down welfare plans of other unions and, more important, getting the vital statistics concerning A&G membership—without which no plan could be realistically drawn.

With a clear picture of SIU welfare needs at their disposal, and the experiences of unions in other industries before them, the Committee is now engaged in drawing up a specific welfare plan for the SIU, A&G District, which—if approved by the membership—will be presented to the operators as a Union demand this year.

## FACTS, FIGURES

Several articles in the LOG, starting with the issue of February 4, have discussed aspects of welfare plans, and have indicated that the Seafarers have many special requirements not met in other industries.

Although it is not advisable at this time to publish all data and figures that have been compiled, a summary of the scope and general findings of this survey will point up the problems of the Union in breaking into the welfare field.

First, a mass of factual material was collected from government agencies, private statistical bureaus, steamship operators, and other unions—and of course the SIU records were broken down and analyzed.

Actuarial figures of insurance companies and reports of surveys made by universities and foundations were sifted for facts on death rates, injury rates, and economic trends.

## MANY SOURCES

Then all of these were related to facts learned about our own membership.

There are nine sections in the report. The first two deal with seamen's deaths and injuries. Section One is an analysis of the death rate, age at death, and cause of death of American seamen, and of the SIU membership

as shown by Union records. If a welfare plan is to include death benefits, these things had to be known.

From reports of the Marine Index Bureau, the Department of Labor, the National Safety Council, insurance companies, the Public Health Service and other sources, death rates and causes of death were ascertained for the industry.

Thus we know the probable cost of death benefits to a welfare plan.

Section Two analyzes the probable cost of sickness and hospital benefits. The number of seamen who become sick or injured, and the average length of time lost were determined.

Again, figures from many sources were assembled and brought into focus with facts known about our own Union.

As would be expected, we know now that the injury and illness rate on ships operated under SIU standards of wages, food and working conditions are much better than for the industry as a whole, and far above those indicated by surveys made ten or fifteen years ago.

## PRESENT BENEFITS

Thus we have definite facts on the subject and can estimate the needs of our membership in the field of sickness and hospital benefits, and their probable cost.

Section Three is a study of the old age, unemployment, injury, and death benefits and protections which are now available to seamen. This section also summarizes the maritime laws now affecting seamen's security.

For instance the laws governing company responsibility to sick and injured seamen, their access to the Marine Hospitals, and their protection under social security, unemployment insurance laws, etc., vary widely in some cases from conditions in other industries, and must be born in mind in drawing up a welfare plan.

Further, care must be taken that existing benefits and laws favorable to seamen are not undermined when a welfare plan goes into effect. It would be a small gain, indeed, if sickness benefits operated in such a way

as to curtail the present Federal statutes guaranteeing seamen the right to sue for damages under employers' liability.

## AGE A FACTOR

Section Four is based principally on membership inquiries, and ascertains the age, responsibilities, and resources of our members. Welfare plans in other industries have found that the needs of workers vary with the average age of the workers. Obviously the obligations of the membership—the percentage who are married, and the percentage with dependents—will have a large effect on the kind of welfare benefits they need.

A single man in the Marine Hospital is in quite a different category from a man with a wife and several children dependent upon him.

We know that a very large proportion of our membership has one or more dependents. We know the average age of our members, the percentage who are between 20 and 30—the percentage who are over 60, and over 65. With these facts we can ascertain the kind of benefits most needed by the majority of SIU men, and can judge the probable cost.

At the same time, we know the percentage of Seafarer who have bank accounts, or own property or insurance. In other words these who have some measure of personal protection against emergencies.

## TIME IN UNION

Section Five breaks down the Union record of the members. Here charts and figures show what proportion of bookmen, or permitmen, and of the total membership have been in the Union for one year, for two years, and on up to ten years. Under welfare plans, minimum lengths of time are required in the industry, and in the union, as prerequisites to receiving certain benefits.

For instance, in the cloak and suit industry in New York, eleven years' union membership, of which five must have been continuous, are required for retirement benefits after the age of 65.

Whatever time is stipulated in our plan, these figures will show, at a glance, the proportion of our membership which would be covered.

Section Six, not yet completed, will be an analysis of security systems and welfare plans covering seamen of foreign countries. Much of this material from the International Transport Workers Federation in London and from foreign countries has not yet arrived, but will form a part of the report and give a perspective on the position of American seamen in relation to those throughout the world.

Section Seven deals with the size of company payrolls, and the average seamen's income. Since welfare plans are usually paid for by company contributions based upon a percent of the payroll, the scope of any plan must hinge on the estimated money that will be available.

This was easily obtained from Union records of contracted jobs. But, further, the Union makes periodic surveys of the industry in order to anticipate manning requirements and economic trends, and is furnished supplementary estimates by many of our operators.

Section Eight contains a general review of welfare plans in other industries. Much of this section was carried in articles previously published in the LOG. Here the Committee will have access to the experience of many Unions over the years, in setting

up plans to meet various needs under widely divergent laws and bargaining conditions.

Section Nine contains a general summary of the needs of the SIU, A&G District, in the light of material contained in the report, and points out legal and technical considerations governing the actual operation and administration of such a plan.

Officials of the International Ladies' Garment Workers Union, who have had years of experience in administering the many welfare provisions in their industry, opened their books to the SIU and freely gave advice and recommendations which will be greatly helpful to the SIU Committee when it enters into negotiations with the operators.

The moneys paid into such a plan, and the reserves that are built up—which may run to millions of dollars—become irrevocable trusts, remain separate from all Union funds, and are administered by the fund's trustees.

The SIU is not entering the field of welfare without being prepared. As in all matters involving the well-being of its membership, the SIU has been carefully studying, consulting and planning.

In a project as intricate as a union welfare plan, it is essential that the groundwork laid in preparation for the plan be solid.

Whatever plan finally evolves must be sound in every respect and yet flexible enough to allow for expansion.

## British Revealed As Active Lobbyists For 'Hoffman Plan'

(Continued from Page 1)

tion they move. The measure would also require that the 50-50 or better division be calculated on a "country by country" basis.

There is no "country by country" clause in the weakly worded shipping section of present Marshall Plan legislation. Consequently, it should come as no surprise to anybody that the British themselves are carrying all but a minute fraction of the Marshall Plan cargoes going to England. French, Dutch, and Scandinavian shipping men are clamoring to get cargoes going to their own countries, each stoutly maintaining that American vessels can carry goods going somewhere else. This is why Congressman Bland, chairman of the House Merchant Marine Committee, wrote the "country by country" clause into the bill.

The British and the rest, apparently unmindful of the fact that American money is paying for the Marshall Plan, are going around Washington spluttering about "retaliatory measures."

They also are claiming that the US merchant fleet is twice its pre-war size, and wailing that European fleets will not have reached pre-war size by the end of the Marshall Plan in 1952.

This charge is arrant nonsense, observers here point out. American shippers cannot maintain artificially high rates, they say.

Most liner freight rates are set by international conferences. Tramp rates on Maritime Commission vessels chartered out to the bulk trades are set by the Commission.

At the beginning of the winter,

these latter rates were only about \$1.85 to \$2.25 a ton above European rates despite Paul Hoffman's claim that the difference was as much as \$4.50. Since then, European rates have risen and are now only about \$1.35 a ton below American rates.

The British claim that the present American fleet is twice the size of the pre-war fleet is not borne out by the facts.

According to the Maritime Commission, the US merchant fleet consisted of 11,400,000 deadweight tons in 1939. Right now, the Commission estimates the active fleet to amount to 14,200,000 deadweight tons.

On the other hand, the British had 24,054,000 deadweight tons in 1939 and have already rebuilt their fleet to 21,398,000 tons. Norway had 6,931,000 tons in 1939 and has rebuilt to 5,873,000 tons, the Commission says.

Meanwhile, the postwar US shipbuilding program is negligible, but the 16 Marshall Plan nations have a shipbuilding program well under way which will give them a combined fleet of 5,000,000 deadweight tons above the pre-war level, it was reported a couple of weeks ago.

Figures to the contrary notwithstanding, slick British diplomats are making the rounds of the capital. And just the other day they are said to have engineered a meeting of Marshall Plan officials, Congressmen and American shipowners in an attempt to work out a "compromise" on the Bland Bill.

The jobs of American seamen are no concern to the British.

## Tell Sparks To Keep Tuned For SIU News Sent Out By Marine Radio WPG In Norfolk

NORFOLK — Marine Radio WPG in this port has inaugurated a new and unique press broadcast service free to ships at sea.

The present schedule starts at 7 p.m. Eastern Standard Time (OOOGMT) and the broadcasts include news items of general interest as well as maritime news in general and maritime labor news in particular.

When the major leagues start their season later this month, WPG will run complete baseball results every day. The baseball news will supplement the station's already wide sports coverage.

Radio officers are expected to copy these reports and post them for all hands to see.

WPG has been using news releases from the SIU, A&G District, regularly and has asked for and has been granted per-

mission to broadcast material from the SEAFARERS LOG.

Wayne Miller, operator of WPG, is reported to be a long-time supporter of trade unionism, and to believe that all seamen should be organized. However, he is non-partisan so far as individual unions are concerned.

Bona fide members of seagoing unions may "deadhead" items of general interest to WPG. Such messages must be prefaced "deadhead press," a term any ship's radio officer will know.

## KILOCYCLES

At present, WPG broadcasts from 7 p.m. until 11 p.m., EST, using 6380 kilocycles. Later on it will also use 8640 kilocycles, 11310 kilocycles, 16920 kilocycles and 22500 kilocycles. Meanwhile it stands watch on 500 kilocycles, 8280 kilocycles and 12420 kilocycles for incoming calls.

As an inducement to Radio Officers to cooperate in spreading the daily news, WPG is offering two Presentation Model, Vibroplex "bugs" as prizes in two contests.

## WIN THAT BUG

One of the "bugs" will go to the Radio Officer who best describes in a 100-word piece, why he copies and posts WPG broadcasts for the benefit of the crew.

The other will go to the Radio Officer who writes a 100-word letter on the same subject and gives the greatest distance of his vessel from WPG at the time of receiving a press message.

New prizes will be awarded at the end of each calendar month, the station has announced. Entrants should address their essays and letters to Marine Radio, WPG, 109 East Main Street, Norfolk 10, Virginia.

# SHIPS' MINUTES AND NEWS



## Paddy Crone, Loyal Son Of Erin, Has Day Of Festivity On Del Sud

It was a great day for the Irish—and, for that matter—anyone else who was aboard the SS Del Sud on March 17. All hands were celebrating good and proper in honor of St. Patrick and Seafarer Paddy Crone, "grand old man" of the Delta Line's trim cruise ship and as fine a lad as ever set out on the bounding bil-

low. You didn't need a ticket for the shindig and nobody cared what your favorite color was, so long as it was green. Bill Glick, OS, who staged the party, decreed that it would be open house.

Ship's Delegate A. C. Flynn, who thinks this would be a better world if more shamrocks grew in it, made it plain to the LOG that the Sud's affair was the clambake of the season.

### PADDY'S DAY

"Sure, it was a whopping success," Flynn wrote: "It was a happy gathering that came to pay tribute to the two noble sons of Erin."

Spirits were there, too, said Brother Flynn, though banishes were as scarce as orange flags.

Down in the Sailor's Lounge, where the carryings-on took place, Host Bill Glick kept things going at a lively pace. Flynn reported that Glick's take-off on crewmembers was one of the entertainment high-spots.

When the evening was just

about over, all hands joined in a salute to Brother Paddy Crone. They wished the proud lad that there'd be many more St. Patrick's Day for him. They meant it too, even if most were feeling a little bit too much on the green side.



Celebrators at St. Patrick's Day frolic aboard the Del Sud toast "grand old man" Paddy Crone, guest of honor, who is seated in center of group. Standing behind him minus a shirt is host Bill Glick, and at extreme right is Max Lipton, chief cook and contributor of some fancy confections—green frostin, of course.

## 'Manila Watch' Reports Port Under Anti-Commie Guard

Ludvico Agulto, better known to Seafarers as the Manila Watch, has reported to the LOG this week that he is finding it extremely difficult to contact SIU ships touching Manila be-

cause of Government security measures against the communists.

Agulto, who has been contacting ships to distribute LOGs and take pictures of the crews, reports the government has become security conscious since the communists overran a good part of China and the CP leaders of the Philippines announced their allegiance to Russia in event of open warfare.

The government, he reports will allow no photographs to be taken on the docks. His attempts to contact SIU crews aboard ship have in many cases been fruitless.

The arrangement for Agulto to meet SIU ships and distribute LOGs has been in practice for the past two years.

### Late Seafarer



Paul Cook, 37-year-old Seafarer, who died March 10 aboard the Bret Harte. Brother Cook was buried at sea while the ship was enroute from Singapore to Port Aden.

## 'The Voice Of The Sea'

By SALTY DICK

Roy Velasco is getting so fat it's almost impossible for him to get behind the steering wheel. He's driving a cab now... When you're in Tampa ask for a Suban mixed sandwich. It's a treat... The other night I went to the fairgrounds and saw Joie Chitwood and his daredevils, who drive like madmen. They gave us a good show. I then paid a visit to the Royal American show and had a good time.

Suggestion (I'm full of 'em): Change delegates on board ship frequently. This is the democratic way... In 1946 during the General Strike I was in Tampa and the cigar makers union came to our aid. This is one union that always lends us a hand.

The New Orleans Hall has quite a few packages and mail for Union Brothers. All members in the vicinity ought to check and see if anything is being held for them... Alfred Ybrough paid off here in New Orleans and then took a bus for Frisco. Before he left he spent a pleasant evening with Bill Champlin.

The old Hall in Chartres Street is now a beer tavern and you'll still see some of the gang there. Upstairs you can rent a bunk and sleep it off in good surroundings... I've said it before and I'll say it again: All SIU ships are clean ships, so help keep yours spotless. We have a reputation to live up to.

All you guys who sailed Calmar Lines during the war would be wiser and perhaps richer if you would write to the company and inquire whether you have any money due. Give name of ship and other data... Since Frenchy Michelet has been asking for men to go to the Gold Coast, the cross-country bus lines are paying bigger dividends. I know of one bus that was called the "SIU Special."

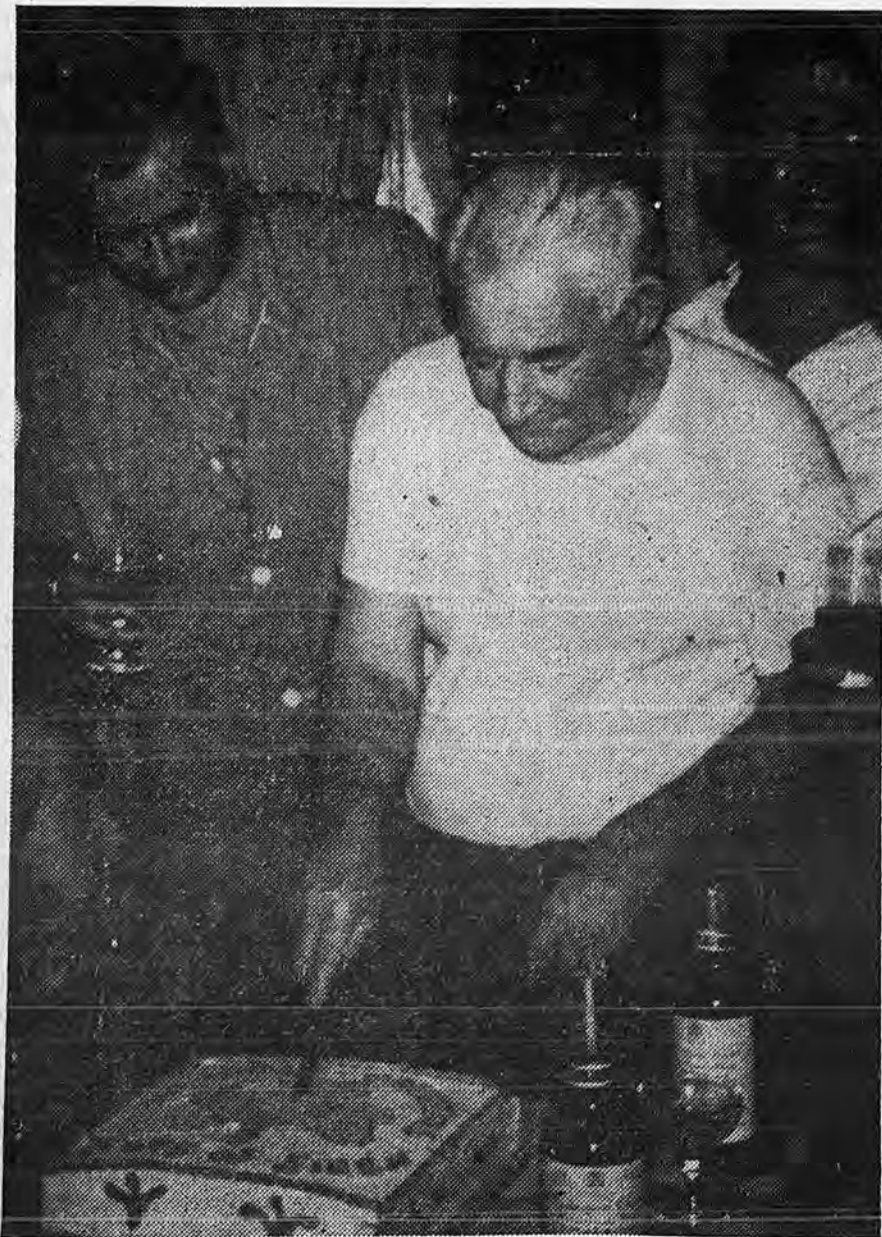
For the benefit of those who don't know, Vieux Carre is the French Quarter to seamen.

## Spike's Giving Away \$2,000 Worth Of Info

Hot Tip Department: Seafarers on the beach who own a telephone and a radio are touted this bit of information by a Seafarer who signs himself "Spike, 27052:"

"If you are listening to Stop The Music on Sunday evenings and your phone rings, the title of the current mystery tune is St. Paul Steeple," says Spike. In his communication to the LOG he states that the jackpot is about 2 grand and odds are about 30 million to 1, but, as Spike puts it, "who ever heard of a seaman that was scared by the odds against him."

The Editors of the LOG pass this information along as a public service to our readers. Frankly, we'll stick to our racing forms.



Paddy Crone cuts into one of the cakes baked especially for the occasion.

## Final Dispatch

Joseph H. Smith, a Deck Engineer, who lived in Lowville, N. Y., died of a heart attack in a Rochester hospital recently, the LOG has been informed. He was 49 years old.

Smith, who is survived by his parents, Mr. and Mrs. John W. Smith of Carthage, N. Y., and a brother, James R., of Lowville, had been sailing aboard merchant ships since he was discharged from the Army in April 1945. Smith also served in the Navy before the outbreak of the war.

### ATTENTION!

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

# Digested Minutes Of SIU Ship Meetings

**RAPHAEL SEMMES, Jan. 9—**  
**Kosta Hofainusios, Chairman;**  
**James Moore, Secretary.** Delegates reported minor beefs. New Business: Moved and carried that all beefs be cleared through the ship's delegates and department heads to Patrolman. Motion made and carried that crew not sign on until slopchest is properly stored in New York. Ship's delegate elected. Motion carried to back up delegate 100 per cent against discrimination by ship's officers. Crew asked to be more cooperative in cleaning of washing machine.



Business: Discussion on transportation rule.

**PONTUS H. ROSS, Dec. 17—**  
**James A. Wilke, Chairman;**  
**Harry Franklin, Secretary.** Motion by Joseph Pilutis to have Steward draft a letter to Paul Hall regarding trip to Seattle from New York. Motion to thank Captain in writing for his fair attitude regarding transportation money. Motion by Franklin to invite officers to use of recreation room and pastry table. Good and Welfare: Agreed to rotate care of recreation room among the three departments.

**BESSEMER VICTORY, Feb. 1—**  
**J. Hand, Chairman; L. Wätler, Secretary.** Delegates reported no beefs. New Business: Motion by Tavares to have fidley doors closed at all times. Motion by Wille to keep passageway doors closed in cold weather. Delegate to get in touch with Union Hall to find out if Patrolman will be at payoff. Steward asked for a greater variety in dry cereal. One minute of silence for Brothers lost at sea.

**SEATRAN TEXAS, Feb. 22—**  
**R. H. Wilson, Chairman; R. L. Niedermeyer, Secretary.** Delegates reported no beefs. New Business: Motion carried to give a vote of thanks to the Steward for typing up the meetings' minutes. Motion carried for the ship's delegate to see the Captain concerning a room allowance for not having hot water. Good and Welfare: Oldtimer warned card deckmen to stay on their deck and do their work. Ordinary and Wiper and Steward's Utility to take turns keeping the laundry clean. One minute of silence for Brothers lost at sea.



**NOONDAY, Feb. 11 — Sharp, Chairman; Stanford, Secretary.** Delegates reported no beefs. Ship's Delegate Welch asked crewmembers to be sober at sailing time. New library to be picked up in New York. Chairman informed crewmembers that a consignment of union literature is available to Brothers interested. One minute of silence for Brothers lost at sea. A short lecture was given by Welch on "Why we should be loyal to our union." Good and Welfare: Suggestion that sailors get more time for coffee when called out.



**SEATRAN NEW YORK, Jan. 30 — John Mehalov, Chairman; Charles Goldstein, Secretary.** Delegates reported number of books and permits in their departments. Ship's delegate reported on letter from Galveston pointing out the union taxi companies in Texas City. Crew recommended Frank's Cab and United Cab. Steward explained why a hot plate was installed in midship pantry. Crew urged not to soak clothing in buckets. New lockers to be put on repair list.



**CARABULLE, Jan. 16 — William Serpe, Chairman; Frank Lantiere, Secretary.** Delegates reported number of books and permits in their departments. New Business: Motion carried to elect William R. Serpe as Ship's delegate. Education: Explained to new members procedure on handing in overtime to delegates. Crewmembers explained the importance of writing congressmen and senators giving their views on the Hoffman plan.

**MADAKET, Jan. 27 — R. A. Michaud, Chairman; W. C. Kelley, Secretary.** Delegates reported everything in order. New

against habitual gashounds and performers. Discussion on inadequate slopchest. Matter to be settled at payoff. Several suggestions offered on ways to maintain a clean SIU ship. Deck Engineer agreed to repair all leaky showers and plumbing fixtures immediately. One minute of silence in memory of Brothers lost at sea.

**MARQUETTE VICTORY, Feb. 13—J. Kuhley, Chairman; C. Kowalski, Secretary.** Previous meetings minutes read and accepted. Agreed that each department would clean laundry on rotating weekly basis. Everything was reported ship-shape in the three departments. Motions carried: that membership respect chair and stand when addressing meeting; that delegates give members 24-hour notice. Members not having legitimate excuses for not attending are to be fined, and proceeds to be turned over to members in hospitals. Under Education second part of Constitution was read and discussed. Pro and con discussion on transportation ruling.



**ANNA DICKENSON, Jan. 26—**  
**C. F. Aycock, Chairman; C. B. Skipper, Secretary.** Agreed that proceeds of fines imposed for disorderly shipboard conduct would be used to purchase materials and games for crew's welfare. Discussed case of member who refused to attend shipboard meeting. Recommended that his case be turned over to Patrolman for disciplinary action. Suggested that Negotiating Committee attempt to have liquid penicillin placed aboard ships instead of the tablet form. One minute of silence observed in memory of departed Brothers.

**ALCOA CORSAIR — Eddie Stough, Chairman; Joe Seaver, Secretary.** Reports of the various delegates read and accepted. Motion carried: To purchase a music box and speaker for crew's use; Chief Steward spoke on the recreational value of such a purchase. Also moved and carried to purchase uniforms for baseball team. This motion amended to read that Barney Craig, team manager, secure estimates and present them to next shipboard meeting. A motion calling for purchase of magazines for ship's library was killed. Joe Seaver was elected ship's treasurer. There was one minute of silence in memory of departed Union Brothers.



**W. E. DOWNING, Feb. 28—**  
**Jacques Greenhaw, Chairman; (secretary not named).** Department delegates reported. Motion carried to announce crew's unanimous support of the fight being waged by Union against Hoffman Plan. Under Good and Welfare agreed that Steward would post on bulletin board the list of stores to be ordered in Montevideo. One minute of silence in memory of departed Brothers.

## Seafarer Sam Says:

**ANY NUMBER CAN PLAY!**

**DON'T HESITATE TO HIT THE DECK AT SHIPBOARD OR SHORESIDE MEETINGS OR DURING GOOD AND WELFARE — IF YOU HAVE SOMETHING TO OFFER. THAT IS THE WAY THE UNION MAKES PROGRESS — BY UTILIZING THE SUM TOTAL OF THE MEMBERSHIP'S EXPERIENCE AND KNOWLEDGE.**

## CUT and RUN

By HANK

In all SIU ports every Brother should read and re-read the excellent SIU booklet "Report of the Delegates of the Atlantic and Gulf District on the State of the Union" as presented to the Baltimore SIU Convention. Every Brother will certainly realize the pork chop job security (with all the trimmings) he has through membership in the SIU. 1949 and 1950 should continue to be even greater years for our membership with all hands keeping the ships and the policies of the SIU in ship-shape style.

**Flash News—Big Bill Rodstein's Dinner and Supper Club** (he's a former Seafarer) down in good old Philadelphia has honored our Union by dedicating one of its dishes—a \$2.50 meal—to the SEAFARERS LOG. It's Half Spring Chicken, Fried or Broiled. And this place isn't cheap at all. They have an amazing dish (Walter Winchell, please note) called Fresh Grilled Alligator Steak a la Floridian for (hold your dough, fellas) \$249.50. No kidding. Also there's a humorous dish called Big Bill's pride. It's Toasted Bagel with Garlic Butter. Wow!

Recently Arrived Brothers—William Porter, Fred Lewan who has been away from our town for a long time, Rudy Haryasz, Archibald Anderson, Frank Meo... Other Brothers in town—John Whalan, Steve Kliderman who after waiting and waiting for mail, finally received some... Frank Gardner, the oldtimer and stamp collector waiting for over-due mail... Edmund Edgington, the mustached Electrician... The weekly SEAFARERS LOG will be sailing free of cost to the homes of the following Brothers—Leonard Bugajewski, of New York, Melvin L'Esperance of Virginia, E. F. Cooke of Florida, Paul Hansen of Illinois, Earl Allen of California, J. Howell of Louisiana.

**Salted Book Department—Mobtown Clipper, by S. S. Rahl;** published by Cornell Maritime Press, Cambridge, Maryland for \$3.00. This is a story of the men who built and sailed the clipper ships. It also has women in it, Brothers... **Facts Department—Sailors are among the few unemployed in Denmark.** We sure would appreciate knowing what every Congressman and Senator in Washington thinks of such a situation overseas and whether it should be the same here in America for our merchant seamen. Furthermore this is why every SIU Brother and members of his family in various states are seriously urging their hometown Congressmen and Senators to protect the jobs of our seamen from any destructive amendments or other bills involving our seamen and ships under the ECA program. Continue to write those letters, Brothers. Your Congressman should realize the true story of what will happen if the American merchant marine is so easily disregarded!

Here's another fact we clipped from the newspapers. Although the signal does not apply to vessels under way—five long blasts of the whistle or siren aboard ship berthed or anchored in San Francisco Bay means a shipboard fire. Good thing to remember, Brothers, when in Frisco... R. O. Brewer writes of trying to splice a few months of shipping on the Great Lakes... Brother H. O. Tennant, ship's delegate aboard the Seatrain Texas, says that all Seatrain scows should know that the Seatrain Bar in Belle Chasse, Louisiana (which also receives weekly LOGs) is under new and more seamanlike ownership. And how about nickel beers, though? ... Eddie Calandra is at present aboard the SS Sanford B. Dole. That's the spirit, Eddie, keep picking up those LOGs! ... Oldtimer M. F. Morrison reveals that the Ward Hotel in New Orleans charges \$5.50 a day and a minimum requirement of three days abiding there—with no doubt, paying for in advance... Brother Lawrence Leonard is now a cadet at the Georgia Military College... Keep those ships clean and happy Brothers. Protect those agreements, indeed.

# THE MEMBERSHIP SPEAKS



## Fast-Moving Pace Of Peacetime Dims War Role Of Seamen: Flynn

To the Editor:

We are prone to ponder at times on things touching our life. Outwardly we remain calm and do our jobs, but sometimes we must ask ourselves what have the years brought us. For over the years no one can be sure when the Four Horsemen of the Apocalypse will not ride again. Let us now look at ourselves and some aspects of our national life as relate to us.

I read once in one of those popular psychology books that a man's personality undergoes a marked change every seven years, that the habits of earlier years are sloughed off and replaced by other habits, to a greater or lesser degree into his present maturity. Few of us realize these changes as we are absorbed so much in the present, and the gradual changes are so infinitesimal in our thinking, physical, being that we are seldom aware of them, until we are faced with a situation which demands things from us what only a younger self could supply. This of course is not a negation, for with our added years and experience we could hardly envisage things that once would have satisfied a younger man.

Be that as it may, but most of us can see and appreciate the fact—as cast by the world's tortuous events of a disillusioned peace, crises upon crises, the preparation for war again, short-

age of houses and heavy taxes—that we are indeed older and poorer, that the sacrifices made in the last war were not sufficient.

### QUESTIONS COURSE

We got rid of two enemies and now are coming to war-like grips with another. What is this cycle of wars, peace, depressions and wars? Where is this loving humanity which rose from the holocaust of the last conflict and cried, "Peace!" A peace so wonderful and shared by all men. It was a lovely vision to contemplate during those war years. It came, but it is unfulfilled, except in the determination of our leaders to make it binding by a show of strength in armaments, the services and the atom bomb, costing us fifteen billion dollars. It is worth it I suppose if it will keep us out of war, but must we go on mulling over what we ought to have in social legislation while Congress dallies in filibusters and interminable committee reports without getting anything concrete done?

True, the President proposed many useful measures like the 75 cent minimum wage, repeal of the Taft Hartley Law, more and better housing and so on, but his program is bogged down by an obstinate Congress who, though I believe would like to advance constructive legislation, are caught in the mire of their own bureaucratic red tape, complicated by maneuvers of lob-

bists trying to advance their cause, and concerned with the ever present peril of Russia.

But gone is that spirit, gone and going yet is that great merchant fleet which astounded and thrilled the world by its size. But not gone, for it never was born, is a Seamen's Bill of Rights which would have given something decent to the seamen in return for services to their country.

### WELFARE NEEDS

Is it asking too much for hospital care for seamen without discharges, to prove he sailed recently, although he sailed for a number of years during the war? Is it asking too much for a man disabled by the hazards of war to be given federal compensation when he is partly or totally unable to support himself? Is it making excessive demands that a man interrupting his normal education to sail the perilous convoy routes be given a tuition to recontinue his education?

These and other welfare clauses would be in the seamen's Bill of Rights. It would undoubtedly cost the government a couple million dollars, but it would be the most deserved expenditure that the government racked up for a worthy cause. Billions is spent in implementing the European Recovery Program, but the men that manned the merchant fleet during the greatest war in history are now spurious peace expendables.

It seems a long time ago since the war ended, for the history of this epoch is crowded with momentous exigencies that are in turn relegated to an historical limbo when new crises appear. The significant events of yesterday are no more but a feeble echo of today; and the considerations due men for their part in the war are but papers collecting dust and age in the archives of Washington.

It comes back to that query I made in the beginning of this essay: sometimes we must ask ourselves what have the years brought us. We're older for one thing and the buck is a shrinking illusion for another. And whether the politicians will ever get around to that Bill of Rights before we get senile is another. So it would be evident at present that the SIU proposed welfare plans are perhaps the only concrete proposition layed out for us.

John J. Flynn

## IT'S WARM ON THE CHILI RUN



Four unidentified Oremar crewmembers pose under the South Atlantic sun during a voyage to Cruz Grande, Chile. Brother A. H. Reasko who took the picture reported the ship will payoff clean. Pic was submitted to the LOG by Bennie Gonzalez.

## US Seen Entering Ranks Of Fallen Maritime Powers

To the Editor:

The United States, practically speaking, is not a continent. It can be compared to the peninsula of Portugal and Spain, both great maritime nations that went down due to their grandees' unsatiable greed for American gold. (We have no grandees in USA but we have a few grand—as we'll see him in the end.)

The United States, a center of world commerce, a country rich in resources, a land of the free and home of the brave, should be a great maritime nation, naturally meant. The Atlantic, Pacific, and Gulf give us a long coastline with many big seaports for ocean vessels to carry the world trade.

And yet, as a maritime nation, with little over a thousand vessels in active service, we are just a mediocrity and a far cry from Roosevelt's promised plan for the best merchant marine in the world and the best manned ships to sail the seven seas.

The big business men in US,

who think in dollars and cents, are not interested in US merchant marine. There are too many foreign flag vessels listed with them as ready to carry cargoes at lower rates than US vessels. A foreign freighter is cheaper than an American Liberty, and that is all that matters to a big business man interested only in profits from imports and exports. Busy as he is, he cannot be expected to be interested in keeping up our merchant marine for national defense.

"There's a government in Washington paid to watch the ramparts," he grunts with his snout down as he roots, busy with his tusks chewing up the roots of the oak tree, US merchant marine. "That's right, the Capitalist will cut his own throat for profit," Lenin would say if he were alive today.

R. J. Peterson

## UNION OLDTIMER LIKES MARITIME SLANT OF LOG

To the Editor:

I am sending you a few lines in praise of your newspaper the SEAFARERS LOG. I have been reading it for a long time and think it is the best Union paper on the waterfront. I am a seaman and have packed a union book since 1916.

Your paper is a real rank and file newspaper and gives good maritime news from all over. I am now a member of the Marine Firemen's Union and must ask that my name not be printed,

(Name Withheld)

### DEL NORTE CARICATURES



E. Reyes sketches some of his fellow crewmembers on and off the job.

## SIU Patients Praise Hospital Staff

To the Editor:

We Seafarers who are patients in the Savannah Marine Hospital wish to extend our thanks to the staff of institution for the very fine care they are giving us. And we should like this fact made public in the LOG.

Throughout our stay—and we are still here—we have been given the finest attention. Unfortunately we cannot provide all

the names of those to whom we are indebted for the excellent service. The entire staff has been swell.

All have cooperated in getting our men in and out of here in good condition in the shortest time possible.

A. C. McAlpin  
J. F. Goude  
Stanley Kasmirsky  
T. C. Musgrove



# LOG-A-RHYTHM

## The Beachcomber

By JOHN F. WUNDERLICH, JR.

Sauntering along in the sand,  
 on the beach in a foreign land.  
 Thankful for the shadow of a cloud—  
 pockets empty, but head held proud.  
 Time is gone, when he ran aloft;  
 years ashore have made him soft.  
 The ocean holds no wooden ships  
 where iron men can make their trips.  
 Twenty years ago or more  
 'bout sailing ships he knew the score.  
 But sail went out, and steam came in;  
 the men of iron couldn't win.  
 Now we have the iron ships,  
 where wooden men can make their trips.  
 The men of iron went ashore  
 to bum the beach forevermore.  
 So when I meet a bum that's old,  
 but who once was sailing, brash and bold.  
 I remember that I might have been  
 one who went out as steam came in.  
 Thank you, oldtimer, who blasted a trail,  
 'cross oceans in fullriggers under sail.  
 You were a pioneer of the seas;  
 take a bow, if you please.

## Member's Wife Follows Hoffman Move

To the Editor:

I have been receiving the SEAFARERS LOG for five or six months, and I cannot tell you how much pleasure I get out of reading it. I even find myself waiting for it eagerly a day before it arrives.

My husband, now out on a ship, will be home at the end of April. I have saved all the LOGS for him so he can catch up on the news of the union.

I am writing to ask if you would send the LOG to my new address. Since it has been three weeks since I moved, I have missed several issues. It has distressed me, for I was following the news of the Hoffman plan and would like to learn of the outcome.

I would also like to know if you have any of the books that are made from the SEAFARERS LOG and the price of each.

Before closing I would like to say that I think the SIU is about the best organized and most efficiently run labor union that I know of. Stick to it, boys. Keep fighting for your rights.

Mrs. Santo Panebiango  
 Houston, Texas

(Ed. Note: The LOG is pleased to hear that a Seafarer's wife is interested in the fight for ECA cargoes. The back issues of the LOG are being sent to you, and volumes are on sale at SIU Headquarters in six-month editions for \$2.50 each.)

# Member Answers Paper's Attack On Seamen, OK Of Hearing Units

(Ed. Note: Brother Vogel sent the following letter to the Chicago Tribune in answer to an editorial published there on March 22. The editorial attacked Hugh Bryson, head of the MCS, for being opposed to the Army's acquiring of 11 C-4 ships. The editorial went on to kick the seamen in the teeth by quoting a Coast Guard report on the value of the hearing units. The CG report said in part: "Until safety at sea, discipline, and national loyalty are enforced by revisions in the present shipping code and strengthened disciplinary powers for the Coast Guard, the merchant marine will be a weak and failing part of the national economy and of dubious value in national defense.")

Dear Sir:

Your editorial entitled "Waning Ocean Trade," March 22, 1949, repeats some of the errors you made last August 31, to which I fruitlessly called your attention at that time.

In the effort to sustain your long standing policy of smearing American merchant seamen by the propaganda technique of association, you are now reduced to quoting commie stooge Hugh Bryson of the Marine Cooks and Stewards, a small west coast union with a reported membership of only 7,000 in an industry employing nearly a quarter million.

Since Joe Curran defeated the commies in the NMU, Bryson is the only important Moscow wheel horse remaining at the helm of a seagoing union. Yet you blow him up to create the impression that merchant seamen are led by "subversive" influences, in complete disregard of the anti-communist Seafarer's International Union, AFL, and a half dozen other seagoing unions, AFL, CIO, and independent, all of which have signed the government's anti-communist affidavits.

I notice also that the Tribune recently had some very kind words to say about the late Illi-

nois AFL President Victor Olander, who was member of the AFL Seafarers' Union.

In connection with your demand for anti-union coast guard kangaroo courts to place the merchant marine under navy discipline, let me again remind you that marine transport is a private enterprise, and not a branch of the navy. The merchant seamen are wage workers in an industry operating for profit, and have the same rights as all workers.

If you insist that the potential military use of U.S. ships cancels their rights, you might as well insist on the logical extension of this formula to all workers, for total war involves them all. But bear in mind that no country which has abolished its free labor movement has remained a free country. Even your precious "free enterprise" goes out the window about the same time.

### HONEYMOON DAYS

It is laughable to recall that your worries about commies on the ships were even expressed in the days when the commies were locked in loving embrace with the government during 1941-45.

U.S. maritime law adequately provides for so-called "mutiny,"

which no longer exists anyhow, except where invented by the fertile imaginations of anti-union editors, as happened last summer in the case of the SS William Carson. There is nothing, furthermore, to stop a skipper from beaching drunk or incompetent seamen. As for being "rude" to passengers, no seaman would want to cut his income from tips by such conduct.

As for the U.S. Army cargo ships, there is no reason why they should not deal with civilian seamen's organizations when it is the policy of other government agencies to deal with unions. You want the government to keep its hands off business, yet you are the first to demand that the government shackle the labor movement.

Seamen, whose jobs are unusually insecure, who in war had a higher casualty rate than the armed services, and who in peacetime have a higher accident rate than any occupation except lumbering and mining, are entitled to all the improvements and protection which self organization can give them, the hateful policy of the Tribune notwithstanding.

Virgil J. Vogel

## Lost: 3 Shots Of Chain — Finder See Purdue Crew

To the Editor:

So ends another trip of the Anchorless Victory, sometimes known as the Columbia River Cruiser, but officially called the Purdue Victory. The trip as a whole could be considered very good for an intercoastal where the turnover runs pretty high. I believe the payoff in New York this Friday will be as clean and quick as most.

About the aliases this scow has acquired. All shifts on the Columbia are at night. And though there never was any

moon or female company that's the derivation. Then, coming into Bradwood to top off, the pilot tried to swing her around with the port anchor in the current. Results: we were minus a port anchor and a half a shot of chain. Five of us replaced it that night with a spare.

### STARBOARD, TOO

After leaving Bradwood we were at Tounge Point when fog shut in. So the pilot tried to swing into the tide with the starboard anchor. Result: we were minus the starboard anchor and three shots of chain. She swung all right — just hard enough to hang up on a bar. But with the flood tide she floated free. Next morning we proceeded to Pedro for bunkers and another anchor. Hence the alias.

That's about it, except for a few instances of personal goings-on. An Oiler had his permit pulled for performing and an E.T.C. jumped ship in Portland, the Second and Third Mates were hospitalized as a result of a car wreck.

### MORE OF SAME

An OS had to get off with an infected throat, the Chief Electrician was taken to the hospital with a stomach ailment, but he managed to make the ship anyway. Oh yes, the Bosun was laid up with a sprained ankle... this could go on all day.

May the Oiler's case cited above stand as an example. There's a time and a place for gassin' and boozin', but during working hours on ship just isn't it.

I'm sure this crew won't leave this ship the way she was left last trip, so you guys looking for a job can stop looking.

R. E. Weaver  
 Ship's Delegate  
 Purdue Victory

## Moment In Jeddah



Charles Oppenheimer doesn't ship on bumboats. He just hopped aboard this one for a fast picture in the Arabian port.

## GW's Birthday Occasion For Bang-Up Meal On Teal

To the Editor:

While the Joseph N. Teal was in Foosan, Korea, we sat down to the best dinner any member of the crew ever enjoyed. It was Washington's Birthday, and the following quotes from crewmembers give you an idea of how much we enjoyed celebrating our first president's birthday:

James Allen, Bosun: "Just for this I'll have to make another trip to reduce."

M. Barnett, Chief Eng.: "I don't want to see any food for a whole month."

S. J. Smith, Deck Eng.: "I'm on a diet, but my eyes were a lot larger than my stomach."

E. Erickson, AB: "My table muscles developed a whole inch in one meal."

Captain James Gris thought so much of the way the food was cooked and served that he said he would personally write to the LOG about it.

Woody Perkins, Chief Cook, told me that it was a lot of work serving the crew, but seeing the men go for the chow was real gratifying.

After the dinner everybody hit

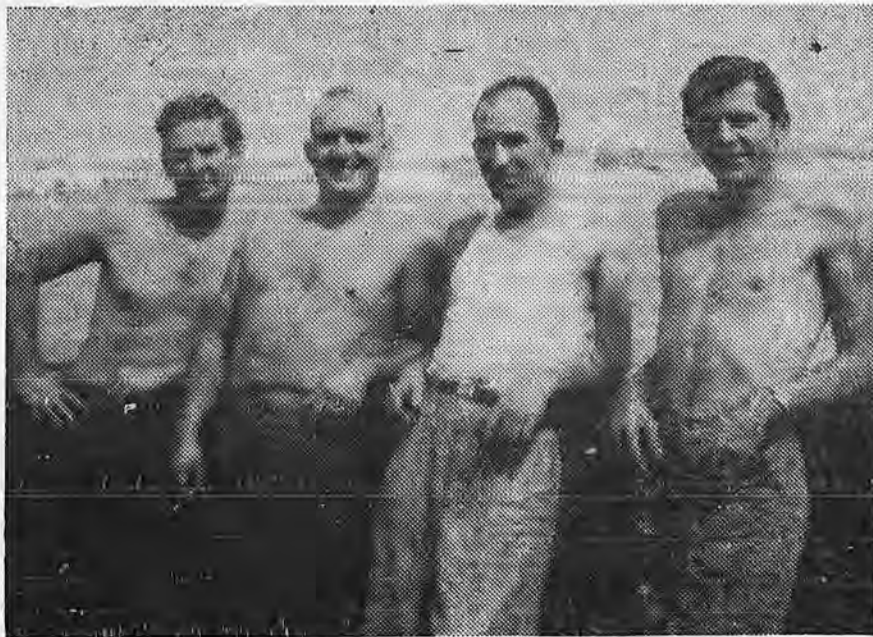
his sack. It almost took a block and tackle to get them away from the table.

The boys responsible for the fine feed are: Chuck Fletcher, Chief Steward; Woody Perkins, Chief Cook; Rudy Rice, 2nd Cook

and Baker; Robert Rackley, 3rd Cook.

Speaking in behalf of the crew, this is by far the finest Stewards Department that I have ever had the pleasure to sail with.

S. J. Smith



Teal crewmembers line the rail in anticipation of the big feed to come. The slack shown around the waist had disappeared about one hour and seven courses later. Left to right the crewmembers are: Kelly, Wiper; Trieste, Saloon Mess; Woody, Chief Cook, and Lucky, Oiler.

# Minutes Of A&G Branch Meetings In Brief

**NEW YORK** — Chairman, A. Michelet, 21184; Recording Secretary, F. Stewart, 4935; Reading Clerk, Robert Matthews, 164.

Minutes of meetings held in outports accepted and filed. Agent reported optimism on various operators securing passenger ships for operation out of New York. Announcement of SIU Convention made. No New Business. Meeting adjourned with 812 members present.

NEW ORLEANS — Chairman, Johnston, 53; Recording Secretary, Bill Frederick, 94; Reading Clerk, Buck Stephens, 76.

New Orleans financial report read and accepted. Minutes of previous meetings in other Branches read and accepted. Agent said that shipping had declined, and that 27 ships here in-transit in past two weeks aided considerably. Immediate prospects are not especially good and he advised men to steer clear of the port for the time being. He reminded the men convention will start in Baltimore on Mar. 28. He advised men with suggestions to forward them to Headquarters, so that delegates may receive them in time for presentation to the convention. Agent's report accepted. Communications read. Six members took the Oath of Obligation. One minute of silence in memory of departed Brothers.

MOBILE — Chairman, Louis Nerica; Recording Secretary, James Carroll, 14; Reading Clerk, Harold J. Fischer, 59.

Minutes of previous meetings in other Branches read and accepted. Agent's report revealed shipping prospects for port in next two weeks, and reminded membership of referendum currently being conducted for selec-



tion of a transportation rule. Agent also told of the communications sent to Washington, asking for favorable ruling on operating subsidy application made by Arnold Bernstein Company, which is seeking to place two passenger ships in the European trade. Communications read and accepted included those from: International Brotherhood of Electrical Workers, Local 773, thanking us for support in their strikes at Pascagoula shipyard. Maritime Commissioners D. J. Coddair and Joseph Carson in reference to Bernstein subsidy application. Motion carried to donate \$10 for purchase of Easter Seals for benefit of crippled children. Secretary-Treasurer's reports read and accepted. Balloting committee reported. Two members took Union Oath of Obligation. Meeting adjourned with 250 members in attendance.

SAVANNAH — Chairman, E. M. Bryant, 25806; Recording Secretary, F. D. Wray, 102313; Reading Clerk, A. L. Fricks, 60.

Headquarters report to the membership and Secretary-Treasurer's report read and accepted. Agent discussed shipping in port. He revealed that shipping was

## A&G Shipping From March 9 To March 23

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	16	18	20	54	15	10	14	39
New York.....	102	85	122	309	78	88	87	253
Philadelphia.....	50	42	38	130	26	23	24	73
Baltimore.....	98	88	76	262	63	49	54	166
Norfolk.....				(NO FIGURES RECEIVED)				
Savannah.....	19	11	12	42	13	9	12	34
Tampa.....	15	18	14	47	7	8	5	20
Mobile.....				(COMPLETE FIGURES NOT RECEIVED)				145
New Orleans.....	115	120	147	382	69	79	102	150
Galveston.....	57	59	40	156	61	59	54	174
San Juan.....	38	21	14	73	29	19	9	47
West Coast.....	65	60	58	183	76	67	73	216
GRAND TOTAL.....	575	522	541	1,638	437	410	434	1,317

not bad during past two week period. Motion carried to accept report. Minutes of previous Branch meetings read and accepted. Several members were excused from meeting after presenting valid reasons. Committee to be elected to handle requests of two Brothers seeking to transfer from present departments. Various subjects of Union interest were discussed under Good and Welfare, with considerable time being devoted to problem of vessels sailing short-handed. Meeting adjourned at 8 PM with 147 men present.

NORFOLK — Chairman, Ben Rees, 95; Recording Secretary, J. S. White, 56; Reading Clerk, Bullock, 4747.

Previous meeting's minutes read and accepted, as were routine communications. Motion carried to elect new members to balloting committee. Following Brothers were designated: Mason, Lancaster, Frange, Harrell, Wase-luk and Jones. Agent discussed shipping conditions and port business. Under Good and Welfare several members took the deck to discuss union matters. Meeting adjourned with 74 members in attendance.

PHILADELPHIA — Chairman, Don C. Hall, 43372; Reading Clerk, J. Sheehan, 306; Recording Secretary, D. Sheehan, 22856.

Agent reported that he had been conferring with owners of present quarters here about a new lease, and that he had also been investigating two other buildings in town that might serve our purposes. He said he was interested in finding out who would give us the best deal. Agent also spoke on waterfront

### 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.

conditions and cited the number of payoffs in port this week. He said that a flag and a Union banner had been ordered for the Hall. The membership was reminded that the SIU's fourth biennial convention would get



under way in Baltimore on Mar. 28. Motion to accept Agent's report carried. Secretary-Treasurer's reports read and accepted. Meeting adjourned with 190 members present.

BALTIMORE — Chairman, B. Gonzalez, 125; Recording Secretary, A. Stansbury, 4683; Reading Clerk, H. Gilham, 10850.

Oath of Obligation was administered to three members. Trial committee elected, with following bookmembers accepting the assignment: R. Stoskoff, C. Bornman, R. Vorke, J. Christy and H. Fowler. Secretary-Treasurer's reports read and accepted. Several members who presented legitimate reasons were allowed excused from the meeting. Reports of the following were accepted: Port Agent, Deck, Engine and Stewards Patrolman and Dispatcher. Considerable discussion on vacation pay, with motion to accept it and get off ship carrying unanimously. One minute of silence in memory of departed Brothers. Motion pictures of the UFE strike were shown. Presentation was roundly applauded by membership.

GALVESTON — Chairman, Jeff Morrison, 34213; Recording Secretary, Keith Alsop, 7311; Reading Clerk, C. Allen, 21795.

Minutes of previous meetings in other Branches read and accepted. Port Agent reported that shipping has picked up considerably in past two weeks. The



prospect for the coming week looked fair, he said; with several payoffs scheduled, and the possibility of some replacement jobs aboard in-transit callers. He disclosed that the Branch is presently conducting negotiations with the G&H towing company for a contract renewal. Agent's report, along with Patrolman's and Dispatcher's, was accepted. Motions carried: to accept balloting committee's report on transportation referendum; that

all written requests seeking excuses from meeting attendance be referred to Dispatcher. At conclusion of meeting the Union movie of the Wall Street strike was shown.

BOSTON — Chairman, T. Fleming, 30821; Recording Secretary, S. Bayne, 13; Reading Clerk, E. B. Tilley, 75.

Trial committee elected to hear charges against a member accused of actions detrimental to welfare of his shipmates. Minutes of other Branch meetings read and accepted. Headquarters and Secretary-Treasurer's financial reports read and accepted. Balloting committee to serve on transportation referendum elected. Motion carried: that we do away with the present two calls and return to shipping on the hour from 9 AM to 4 PM; that Headquarters Negotiating Committee obtain clarification of section 7, article 3 in

the freight-ship agreement on vessels equipped with automatic steering gear. Trial committee report calling for one-year probationary period for member accused of jeopardizing welfare of his Union Brothers was accepted. Balloting committee's report accepted. One minute of silence in memory of departed Brothers. Meeting adjourned at 8:45 PM with 94 book men present.

SAN FRANCISCO — Chairman, Robert Pohle, 46826; Recording Secretary, R. Flaherty, 49784; Reading Clerk, P. Robertson, 30148.

New business of minutes of other Branch meetings read and accepted. With Port Agent Michelet on east coast attending international convention, Acting Agent Pohle discussed the shipping picture for the next two weeks and asked the membership's cooperation in dealing with several problems. Most important of these, he said, was the in-



flux of gashounds aboard inter-coastal ships, who appear to be singling out this port for their performances. The Acting Agent assured men that offenders would be treated in accordance with Union policy on question of performers whose actions jeopardize the general welfare. He asked all hands to do their utmost in cleaning up this situation. Communications read. Secretary-Treasurer's report read and accepted. Meeting adjourned at 7:55 PM, with 85 members present.

## New York Urges Eligible Aliens To File For Citizenship Papers

By JOE ALGINA

NEW YORK — The weather turned nice, the birds came out to chirp and shipping took a slight surge upward this past week.

We know the weather will stay relatively nice from now on, but just how long the shipping will stay fair is anyone's guess.

One thing is sure—if it stays better than average for awhile, it will clean up the backlog of men here on the beach. Until then—and we frankly don't think the time will come—men in the outports are better off where they are. Don't come to New York expecting a boom, as shipping is not that good.

For payoffs we handled the following ships: Robin Grey; Bertram Goodhue, South Atlantic; Sanford Dole, Mar-Trade; Jean, Bull; Seatrains New York, Texas and Havana; Steel Architect, Isthmian; J. B. Waterman and Bessemer Victory, Waterman; Wanda, Epiphany Tankers.

The Goodhue, Dole, Wanda and the Seatrains headed out again along with the Azalea City and Hastings, Waterman, and Helen and Frances, Bull. The Helen had been in lay-up, and came out to take a full crew. The Frances had a skeleton crew aboard.

The usual number of vessels touching port in-transit accounted for the remainder of the men shipped.

For several months the Union has been urging alien members of the Union to take steps toward securing citizenship papers, if they had the necessary amount of seetime.

We understand that a man short in his seetime cannot apply for citizenship, but we feel that oldtimers who have been around for ten or twenty years have had plenty of time to take the necessary steps.

In line with this, a recommendation was made at the last membership meeting in New York that alien members meeting the necessary qualifications for citizenship not be allowed to ship after July 1, unless they can prove they are being processed for naturalization.

Good reasons for not becoming a citizen will be accepted, but lame excuses, won't do. Ship delegates and Patrolmen should check these men at sign-ons and give them the score. It is to their own advantage.

One more note before closing. Some members are confused as to where they should phone to have their beefs settled in the New York Hall. Ask for the 6th Deck.

There the counter Patrolmen stand ready to handle disputes of all kinds. That's the one and only place for members to take their problems when in New York.

# Maritime Round-Up

The increase in Panama Canal tolls which had been ordered by President Truman for April 1 has been postponed until September 1. Meanwhile a Congressional Committee is making a study of tolls and will report not later than June 30.

Wage talks between the operators and the Masters, Mates & Pilots began in New York this week. Following the MM&P, the NMU, Engineers and Radio Officers will enter into negotiations with the operators.

Special equipment that gives "in transit sterilization" to fruit being carried from South America to New York has met with success in its first test aboard the Moore McCormack freighter Mormacisle. The equipment eliminates the possibility of infestation by the Mediterranean fruit fly and allows the fruit to be loaded without having to undergo extensive treatment in Argentina.

Replacement costs of the British liner Queen Elizabeth have been estimated at six million pounds, \$24,000,000 in U.S. currency.

Keel laying on the three round-the-world liners of the American President Lines will take place at the New York Shipbuilding Corporation yards at Camden, N.J. on April 4, June 1 and August 1. The ships are expected to be ready in the summer of 1950.

A plan to encourage shippers to use American flag tonnage has been proposed by Commissioner Carson of the Maritime Commission. Preliminary steps are being taken to get government-industry cooperation in the planned campaign.

Seatrains Lines has applied to the Interstate Commerce Commission for approval to carry petroleum in its ships' side tanks from Texas City and New Orleans to New York. The company has been trying unsuccessfully for years to secure approval to carry the cargo. Seatrain tanks have a total capacity of 8,000 barrels.

An NLRB trial examiner has found the MCS and MFOWW guilty of an illegal secondary boycott by picketing six Gulf port shipyards last fall during the West Coast strike. Under provisions of the Taft-Hartley Act the unions have been ordered to refrain from such activity in the future. The unions held that they picketed the yards to prevent ships under repair there from being sent out during the strike with scab crews. The yards affected are affiliated with the Pacific-American Shipping Association, a unit involved in the strike.

The 1948-1949 whaling season in the Antarctic ended on March 27, with the British factory ship Balaena reporting the largest catch. The Balaena, fishing due south of South America, reported nearly 190,000 barrels of oil worth about \$10,000,000. Other countries engaged in the operation were Norway, the Netherlands, South Africa, the Soviet Union and Japan.

Requests by the Canadian Seamen's Union to Australian and French dock workers to boycott ships sailing with alleged scab crews have met with success in one port, and contradicting reports in another. In Melbourne, the Canadian collier Haligonian Duke has been lying idle as "hot" in that port since Feb. 24. In Saint Nazaire, France, it has been reported that the French dockmen have ignored the Canadian plea to boycott the Canadian coal carrier Vancouver County. A Canadian Seamen's Union official, however, has announced the receipt of a letter reporting that the St. Nazaire dock workers are boycotting the ship as requested and will boycott all other Canadian ships reported as having scab crews aboard. The boycott requests have come as a result of Canadian crews being dumped off ships in foreign ports to be replaced with crews of other nations.

A plan for controlling bottom fouling by electrolytic action is being studied by the Maritime Commission. The system calls for the passage of electric cur-

rents from the ships to plates immersed in the water nearby. The process is a development of the Dow Chemical Company. It is designed for use at the laid-up fleet sites.

The Great Lakes navigation season began on March 25 with the departure of the first ships upbound for a cargo of iron ore. There are 266 ships in the ore fleet this year, one less than in 1948.

A permit to operate to Jacksonville, Florida has been granted the Pan-Atlantic Steamship Corporation, a wholly-owned subsidiary of Waterman. The company expects to handle 230,000 tons of cargo in and out of the port during the year.

A proposal to use idle shipyards for the construction of prefabricated houses is getting serious attention in Washington. The proposal was put forward by the Industrial Union of Marine and Shipbuilding Workers, headed by John Green.

## Applications For Scholarships To Oxford Must Be In By May 1

Application blanks for the 1949-50 labor scholarships at Ruskin College, Oxford University, England, are now available in the office of the SEAFARERS LOG. Any Seafarer who wishes to attempt to win a scholarship must have his application in by May 1.

There are five scholarships open to American trade union members. Last year, Seafarer Irving Sull was one of the five selected from among the thousands of CIO and AFL members applying.

Each of the five scholarships is worth about 800 dollars covering tuition, room and board from October 1949 to June 1950, with about 300 dollars left over for personal expenses.

Successful applicants must pay their own fare to England and back, however. It is also recommended that any American trade unionist picked have another 200 dollars or so to take care of things he will want to do.

To be eligible, an American trade unionist must be active in the trade union movement, be between the ages of 20 and 35 and show talent for leadership and capacity for continued study

of labor problems at the university level.

Both men and women are eligible, but there are no accommodations at Oxford for husbands and wives of scholarship winners, the prospectus points out.

The Selection Committee will attempt to choose the five scholars so that a fair cross section of the American labor movement will be represented.

Ruskin College was founded primarily to give British workers the education they would otherwise miss. The interest of most of the students naturally is directed toward history, economics, and government, but students may rove much farther afield if they choose. This is the third year that scholarships have been offered to Americans.

The five scholarships are backed by the British Trades Union Congress which sponsors two, Foreign Minister Ernest Bevin who also sponsors two, and Sir Robert Mayer who sponsors one.

Applications, when filled out, should be mailed to the Committee on Ruskin College Labor Scholarships, Institute of International Education, 2 West 45th Street, New York 19, N. Y.

# Personals



### ROBERT W. NORDIN

V. Jayne Nordin, 716 N. 11th Street, Apt. 1408, Milwaukee 3, Wisconsin asks you to contact him in reference to a business matter requiring your attention.

### ANTHONY SILES

Tony Genoski requests that you communicate with him at 816 Delaware Avenue, Glassport, Pa.

### FRANK LIVINGSTON

Contact Mrs. Mary H. Houlberg, Danvers State Hospital, PO Hawthorne, Mass.



### SS STEPHEN GAMBRILL

Below-named men, who were aboard this vessel on or about Dec. 20, 1946 and who witnessed accident in which Charles L. Simmons sustained injury, please communicate with Herman Rabson or Ben Sterling at 42 Broadway, New York City.

John W. Graves, William A. Driver, Iris H. Arkerson, Luther H. Hamand, Arlie C. Lucas, Juan Medina, Ramos P. Narela, James L. Connor, Gabriel Bonfort, William H. Johnson, Mario Figueroa, Joaquin Passapera, Cruz Negron, Leroy F. Amerson.

Also W. E. Harper, Richard B. Tucker, Donald K. Tighe, Harold O. Aaronson, Antonio Oriz, John Guimly, E. F. Tappy, Marion G. Batchelor, Wayne S. Hamilton, Oscar G. Coover, Charles J. Evans, Andrew J. Dougherty, Leo Pescopo, H. H. Lewis, Norman Ross, Booker J. Pompey, Harold Rill, Lee Rankin, John Lee, E. Sugendez and Robert A. Ledee.

### FRANK SMITH

Communicate with your wife at Star Route, Richmond, Virginia. She is worried about you.

### WALTER H. HOFFMAN

Please get in touch with your mother at once. Very important. Mother is sick.

### WILLIAM DOYLE

Will this man who was aboard the SS Hampden Sydney Victory from January to June 1946 please get in touch with R. Weaver, SIU Hall, 51 Beaver St., New York 4, N. Y.

### LESTER FINLEY

Get in touch with Ben Sterling, 42 Broadway, New York City.

### ERICH KUNCHICK

Communicate with John J. O'Connor, Chase National Bank, Pine St., corner Nassau, New York 5, N. Y.

### STANLEY G. COOPER

Get in touch with Mack Kreindler, care of Gay and Behrens, 70 Pine St., New York City.

### ALLEN BROWN

Communicate with E. Nelson, 61 Cambridge St., Roslyn Heights, Long Island, N. Y.

### CYRIL J. MAGNAN

Your parents have had no word from you since December and are anxious to hear from you at once.

## SIU HALLS

### SIU, A&G District

- BALTIMORE.....14 North Gay St. William Rentz, Agent Mulberry 4540
- BOSTON.....276 State St. E. B. Tilley, Agent Richmond 2-0140 Dispatcher Richmond 2-0141
- GALVESTON.....308 1/2-23rd St. Keith Alsop, Agent Phone 2-8448
- MOBILE.....1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
- NEW ORLEANS.....523 Bienville St. E. Sheppard, Agent Magnolia 6112-6113
- NEW YORK.....51 Beaver St. Joe Algina, Agent HANover 2-2784
- NORFOLK.....127-129 Bank St. Ben Rees, Agent Phone 4-1083
- PHILADELPHIA.....614-16 No. 13th St. J. Sheehan, Agent Poplar 5-1217
- SAN FRANCISCO.....85 Third St. Frenchy Michelet, Agent Douglas 2-5475
- SAN JUAN, P.R.....252 Ponce de Leon L. Craddock, Agent San Juan 2-5996
- SAVANNAH.....2 Abercorn St. Jim Drawdy, Agent Phone 3-1728
- TACOMA.....1519 Pacific St. Broadway 0484
- TAMPA.....1809-1811 N. Franklin St. Ray White, Agent Phone M-1323
- WILMINGTON, Calif., 227 1/2 Avalon Blvd. Terminal 4-2874
- HEADQUARTERS, 51 Beaver St., N.Y.C. SECRETARY-TREASURER Paul Hall DIRECTOR OF ORGANIZATION Lindsey Williams ASST. SECRETARY-TREASURER Robert Matthews J. P. Shuler Joseph Volpian

## SUP

- HONOLULU.....16 Merchant St. Phone 5-8777
- PORTLAND.....111 W. Burnside St. Beacon 4336
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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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# CS Engineers Bone Up On SIU's Agreements

Cities Service is in a quandary. According to reports from crewmembers of Cities Service tankers, there are two schools of thought among the company's ship officers today.

The old never-say-die anti-union crowd is still doing business, but there is another group coming up which feels that unionization is inevitable and the best thing to do is to get ready for it.

The Cities Service seamen report that on some ships the officers are continuing to fire crewmembers suspected of pro-SIU sentiments, while others have taken up the off watch occupation of boning up on the SIU tanker agreement, figuring that an SIU contract is only a matter of time.

The reports of Cities Service's left hand not knowing what its right is doing were reported to the LOG this week by men who have recently completed voyages aboard CS tankers.

In their reports, the crewmembers brought to light some new twists—good and bad—in the Cities Service fleet.

One Seafarer reported the officers on his ship held regular roundtable discussions in the saloon, where they culled the crew list, name by name. Each crewmember was given a shipboard "loyalty test," the blackballed crewmen to be tossed off at the first U.S. port touched.

### SKELETON CREW

On this particular ship so many crewmembers failed to conform to what Cities Service calls a loyal employee, that the ship was in danger of being stripped completely of unlicensed personnel at the payoff. The unhappy officers had no choice but to allow known pro-union men to stay aboard if the ship were to sail without delay.

One CS tankerman who was fired without valid reason told of the Engineers on his ship reading SIU tanker agreements while on and off watch.

The Engineers didn't bother to hide the agreements as they were seen scanning them clause by clause while working in the engine room. Engine men were told that they figured they should be ready for the day when an SIU contract will be signed.

It's no wonder they were interested in what they read, the Seafarer related, as on that particular ship chaos reigned. The duties of the black gang were not outlined specifically, but were assigned to the men by the Engineer on watch as the jobs came up.

Much to the dissatisfaction of the Engineers, they could not allow the men to work as they were supposed to, as all automatic controls were out of order and one false move on the part of a crewmember might have endangered the entire ship.

In addition to the rugged working conditions, the former CS man reported that the men found it impossible to develop a real shipboard spirit of comradeship.

The pro-union men were hesitant to make their true feelings known, and those few who were anti-union or indifferent were afraid to open their mouths to criticize conditions for fear of being fired.

Another development — one that galled the officers, but there was little they could do about it—was reported by a Seafarer who had spent almost a year in Cities Service fleet aboard three ships. On his last ship the officers knew he was pro-union throughout the three trips he made. They made plans to dump him at the end of every trip, but because he was a skilled man, and the crew turnover was so great, they had to grit their teeth and keep him aboard.

On one occasion, while the Brother's ship was maneuvering out of port, the inexperienced Fireman on watch became so rattled and unnerved that the pro-SIU crewmember was roused from his bunk to do the work.

The ship's officers hated the thought, but they knew they couldn't do without him. During the third trip they thought they finally had him. The Engineer told him to save his money as he would need it at the end of the trip.

But when the ship hit port two Firemen quit, and the Engineer begged him to stay aboard. He'd had enough of that ship, however, and told them so. He quit. A year with CS under present conditions was enough for him.

From the reports that are coming in it seems that a lot of the company officers are beginning to feel that he and the other pro-SIU men have the right idea.



## Voting On Transportation

As the 60-day voting period approaches the midway mark, Seafarers who have not yet cast ballots for their choice of a transportation rule are urged to do so as soon as possible. The referendum ends on April 30.

Two propositions appear on the ballot, as follows:

### PROPOSAL No. 1:

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

### PROPOSAL No. 2:

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

## CS Cuts 65 Million Melon, But Tankermen Get Brushoff

The Cities Service Company, whose Marine Division has been swinging a broad axe on tankermen suspected of pro-Union sentiment, cut itself a record hunk of melon last week — some 65 million dollars worth.

According to the company's annual financial report last year's volume of business was the greatest in the 39-year history of Cities Service. Petroleum accounted for 78 percent of the \$593,509,484 of gross income.

Company president W. Alton Jones pointed out in the report that a considerable sum was spent in expansion during the past year, with \$75,000,000 being expended by petroleum sub-

sidaries for additions and improvements.

Obviously, this report will intensify the convictions of Cities Service tankermen that only through the medium of a genuine trade union contract can they benefit by the company's prosperity.

None of the expenditures made for "improvements" were channeled to bring advantage to the men who sail Cities Service tankers. In fact, during the past year the company has become more abusive in its treatment of tanker personnel.

Jones also stated in the report that "only from the profits of a corporation or of individuals can come the means to give America that expanding economy which has made it the leader of the finance, production, distribution and standard of living."

If Jones includes the working citizenry of this nation who aid in the production of profits in his "America," he had better communicate the fact to his Marine Division.

Meanwhile, Cities Service tankermen are looking forward to their greatest gain—the certification of the SIU as collective bargaining agent.

In the election, conducted by the National Labor Relations Board, eight ships have already been voted. The Government Camp, last of the nine eligible ships covered by the election, is expected to vote in Montevideo, Uruguay, this week.

## Taft-Hartley Act Repealer Gets Runaround

WASHINGTON—The Lesinski Bill repealing the Taft-Hartley Act and reinstating the old Wagner Act with minor amendments encountered a parliamentary run-around in the House of Representatives as organized labor's enemies in Congress commenced throwing their weight around.

The cute tactics are showing up at hearings before the House Rules Committee which has an anti-union majority. The House Labor Committee, which recently voted overwhelming approval of the bill, demanded that the measure be handled on the floor under "closed rule" whereby a

showdown could be forced and amendments could be barred.

Congressman Lesinski (D., Mich.), chairman of the Labor Committee insisted that the bill would pass if offered under such conditions. But at hearings of the Rules Committee, Congressman Cox (D., Ga.), with a little help from Congressman Howard Smith (D., Va.) and others started what amounted to a filibuster to stall the bill along.

### REPUBLICANS

Then the Republicans entered the picture. Notably, Congressman Allen (R., Ill.) came up with a barrage of questions, all of which had been answered be-

fore but which served to kill time.

Charges were hurled that the Lesinski bill had been "railroaded" through the Labor Committee. However, the bill's backers patiently pointed out that the Taft-Hartleyites on the Labor Committee had plenty of time to study the bill in all its ramifications.

Supporters of the Lesinski Bill also recalled that two years ago, the anti-union House Labor Committee of the 80th Congress had called for a vote on the Taft-Hartley bill without giving the pro-union minority on the committee so much as a chance to read the text.