

ALL BUT ONE CS CREW POLLED; TRANSPORTATION VOTE BEGINS

Seafarers To Choose From 2 Proposals

Voting on the transportation rule got under way in all ports on Tuesday, March 1, as Seafarers lined up to express their choice of two proposals.

Transportation for several months has been one of the hottest issues ever to engage the membership's interest. At coast-wise membership meetings on February 9, it was decided that the entire matter could be reduced to two propositions which could be placed on a referendum ballot, and such a ballot was authorized. Seafarers would then choose between them in democratic style.

Voting will continue through April 30. Headquarters has urged that everybody cast a ballot, so that the final result will clearly express the membership's will.

NO. 1 AND NO. 2

Proposed Transportation Rule No. 1 corresponds to the rule now in effect. It reads as follows:

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

Proposed Transportation Rule No. 2 reads:

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

The present transportation rule was adopted after negotiations last summer on the recommendation of the Negotiating Committee, who presented a strong case in its favor. After the rule was adopted, many Seafarers questioned its wisdom and raised objections to it at ship and shore-side meetings and in letters to the LOG. Many others wrote or spoke to express warm support for the rule.

PRO AND CON

Members asked that a referendum ballot on the transportation question be held. Headquarters, acting in accord with normal, democratic SIU policy, recommended that the subject be given a thorough airing.

Additional discussions were held in all Branches and on the ships. For several weeks, a full page of the LOG was devoted to letters, pro and con.

So that Seafarers can have a last chance to study the question before voting, a sample ballot is reproduced on page 12 of this issue of the LOG.



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

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No. 9

"The Rising Tide"



Gov't Camp Will Vote By Mail Ballot

NEW YORK, March 4—One more ship to go, and the Cities Service bargaining election will be over!

Eight ships having already voted, final preparations were under way today to vote the ninth and final ship, the SS Government Camp, by mail in Montevideo, Uruguay.

Counting of the ballots and announcement of the results will await the arrival of the ballots from the Government Camp and the outcome of a court hearing being held in New York today.

The hearing has been called to consider the temporary injunction granted Cities Service to impound the ballots, pending disposition of the company's claim

Former CS Men

Men discharged from Cities Service ships since January 1 for any reason whatsoever are urged to get in touch with Lindsey Williams, SIU Director of Organization, immediately.

Those who are unable to come to SIU Headquarters are urged to write giving all details of their employment and discharge. SIU Headquarters is at 51 Beaver St., New York 4, N. Y.

that it had not received sufficient notice of the election to delegate observers.

Originally, the injunction had halted voting of the ships, but was modified upon protest of counsel for the National Labor Relations Board.

MAIL VOTE

Expectations are that, should the injunction be set aside, counting of the ballots will still not take place for several weeks because of the time involved in returning the ballots of the Gov-

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Revised Bland Bill To Go Before House

The House Committee on Merchant Marine was expected to report the Bland Bill to the floor of the House this week in a revised form, it was learned from an authoritative Washington source.

In addition to guaranteeing absolutely that 50 percent of all foreign aid cargoes be carried in American ships regardless of point of origin, the bill is now expected to include a provision barring the inclusion of any foreign aid cargoes carried by US military services in computing the 50-50 division.

Significance of this clause depends upon the number of cargoes carried by the Army.

However, Seafarers should not relax their campaign for enact-

ment of this bill, Headquarters officials warned. Even if it is reported to the House in this fairly desirable form, the bill must still pass the House and the Senate, they said, adding that the enemies of the bill would still do their utmost to block it.

The House Committee on Merchant Marine received the bill late in January after it had been drafted by Representative Schuyler Otis Bland of Virginia. Senator Warren G. Magnuson of Washington introduced an identical bill into the Senate which has been referred to the Senate Interstate and Foreign Commerce Committee.

The Bland-Magnuson Bill is the answer to ECA Administrator Paul G. Hoffman's attempt to re-

duce the participation of American ships and American seamen in Marshall Plan shipping.

Early in December, Hoffman said that after the first of the year he would send no more Marshall Plan bulk cargoes under the American flag.

He said that American shipping cost too much, and that there was a loophole in the present 50 percent provision which allowed him to shift the bulk cargoes to foreign ships.

Bulk cargoes loom large in the Marshall Plan, and the Hoffman proposal would have meant that 10,000 American seamen would be thrown out of work.

Spearheaded by the A&G District, protests poured into Washington. Hundreds of labor unions,

CIO as well as AFL, small locals as well as huge internationals, joined the Seafarers in the battle to save 10,000 jobs.

As one voice they said that the high purpose of the Marshall Plan could not be achieved if American seamen were to be sacrificed along the way.

The SIU and the unions who rallied to the battle made known their stand to Senators and Representatives in Washington, many of whom were already aware of the threat to the merchant marine.

Paul Hoffman postponed the effective date of his order from January to February 1. Then as the protests mounted, he postponed it until April 1.

(Continued on Page 11)

SEAFARERS LOG

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T-H Act In Action

A situation which developed in New York early this week clinches the argument that the Taft-Hartley act must be consigned to the bottom of the deep blue—and quick. On Monday morning, after contract negotiations between the giant Continental Baking Company and the AFL Teamsters, who deliver the company's products, failed to produce an agreement, the 200 drivers involved walked out.

Immediately, the five other of the city's largest bakeries, who were not at all involved, locked out their employees. Close to 8,000 employees, most of them bakers, were thrown out of work. And the city of seven million people were shut off from 70 percent of their daily supply of bread. Schools as well as homes were affected. "The people was shut off from 70 percent of its daily supply

Purely and simply, the action of the big bread companies is a secondary boycott. The five companies, who along with Continental, maintain a "union" representing management, took economic action against their employees by locking them out, although neither the companies nor their workers are involved in Continental's dispute. The Taft-Hartley law expressly forbids labor unions from using this weapon.

By carefully allowing employers immunity from the secondary boycott prohibition, the Taft-Hartley law says to management, in effect, "Go ahead boys, use anything in the books to put the boots to your workers. If the public happens to get kicked in the breadbasket in the process, that's their tough luck."

Organized labor long ago learned not to expect anything from the nation's press. None of the so-called public guardians has yet uttered a single word in condemnation of the big dough boys' rank abuse of the 8,000 employees who had been locked out. Nor have they pleaded a syllable in behalf of the city's seven million men, women and children. The big baking combines are heavy advertisers, you see.

In fact, on the very morning that its news columns announced that the company combine "threw 7,700 persons out of work," the New York Times cautioned Congress not to be too hasty about getting rid of the Taft-Hartley law. "The public," said the Times, "has a vital stake in the outcome..."

And for once, the New York Times said a mouthful, even if it didn't mean to. For the public always has a vital stake in issues between management and organized labor, especially when labor is on the short end of the stick. Because, no matter how hard the Times and the rest of the "go-easy-on-management-crowd" tries to conceal the fact, the public and labor in this country are one and the same.

Let Senator Taft and his backers understand that in a democracy, management rates no special privileges and immunities aimed at hurting the nation's working men and women—the public, that is.

(NEWS ITEM—Bread prices have gone up despite decreases in the prices of wheat and flour, results of a US Department of Agriculture survey reveal.

(The government agency found that between January and October 1948, farmers were getting 30 percent less for their wheat and the retail price of flour was down 15 percent. During the period the retail price of bread rose 0.7 percent to an all time high of 14.5 cents a pound. Out of the 14.5 cents the consumer pays, 9.4 cents goes to the baker and retailer.

(The Securities and Exchange Commission announced that during the third quarter of 1948 the six big baking companies showed profits of \$103,606,000 compared with \$95,430,000 for the same period in the previous year.)

"What about it, Senator Taft?"



Men Now In The Marine Hospitals

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

- MOBILE HOSPITAL**
J. L. BUCKELEW
POP HOBIN
LOUIS HOWARD
P. M. VANDEREIK
EUGENE LEQRY
WILLIAM J. SULLIVAN
NICK BOSANYI
M. C. CARTER
TIM BURKE
J. B. BERRIER
LESTER LORD

- M. MENDELL
R. MOACK
C. SIMMONS
G. FOLEY
F. KUMIUGA
C. BRESNAN
R. WILT
R. COOTE
F. CHRISTY
E. LAWSON
J. KIDD

BALTIMORE MARINE HOSP.

- O. HARDEN
H. GJERDE
A. DENTON
G. JOHNSTON
C. MOATS
R. SHEDD
C. CARROLL
W. ROSS
T. LANEY
J. CHASSEREAU
W. HUGHES
P. WALSH
K. FERDINAND
E. TORRES
R. EVANS
L. TICKLE
R. SOUZA
J. MAESTRA
W. VAUGHAN
J. O'NEILL

NEW ORLEANS HOSPITAL

- J. LAFFIN
J. PUGH
E. MATTSSEN
W. WALKER
W. MAUTERSTOCK
W. CURRIER
C. REFUSE
J. PALMER
C. BROWN
F. CHIAUETTA
L. CALBURN
R. HENDERSON
S. CAPE
W. WISLCOTT
V. SALLIN
A. WARD
R. GRESWALD
A. RAMAS
E. RHAEDS
I. SUCHEUITS
W. LAMBERT

Hospital Patients

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

- R. SCHERFFINS
P. SADARUSKI
W. GARDNER
H. STILLMAN
J. DENNIS
LIPARIA
E. PRITCHARD

STATEN ISLAND HOSPITAL

- N. DORPMANS
M. J. LUCAS
J. MASONSGONG
J. HOPKINS
A. J. CAMERA
J. RODRIGUEZ
O. O. MILLAN
J. C. SHELDON
F. STOKES
J. P. WETZLER
G. STEPANCHUK
J. REYES
J. GRANGAARD
K. JENSEN
P. HUSEBY
A. REIBUS
C. AMELINK

SAVANNAH HOSPITAL

- L. E. HODGES
A. C. McALPIN
S. KASMIRSKI
A. C. PARKER

BOSTON MARINE HOSIPTAL

- J. E. GALLANT
VIC MILLAZZE
F. ALASAVICH
GUS CALLAHAN
W. GIRADEAU
L. GORDAN (City Hospital)

GALVESTON HOSPITAL

- G. BROWN
L. WILLIAMSON
P. DORSEY

Mobile Outfit Expects To Have Six-Ship Fleet

By CAL TANNER

MOBILE — All payoffs in this port during the past week went smoothly. Only a couple of minor beefs required attention on each of the ships paying off, and all were settled to the satisfaction of all hands.

The payoffs took place aboard the De Soto, Wild Ranger and Claiborne, all Waterman ships, and the Cavalier, Alcoa's crack passenger wagon.

On the sign-on side for the week were the Yaka, which headed out for Hamburg with a cargo of nitrate; the Irenestar, destined for ports in Greece; the Claiborne, on continuous articles for runs to Puerto Rican ports; the Cavalier, which resumed her 17-day passenger trip to the islands, and the De Soto, which is on a coastwise run.

In addition, the Alcoa Roamer was in from New Orleans on in transit status.

The job situation was aided by calls for relief jobs on tugboats in the area.

The Waterman Steamship Corporation turned the SS Governor Miller over to the Maine Steamship Company this week, but it wasn't a loss for the Union as we managed to get a 100 percent SIU crew on her for this trip.

This crew is working under a standard SIU contract, which is to be signed in New York. (Editor's Note: The contract has already been signed, Brothers.) The Maine company hopes to have at least a half-dozen ships operating in the near future.

A few of the Liberties coming into this port are scheduled to be sold later on and the Maine outfit is bidding on them. We will keep the membership informed of developments through the medium of the SEAFARERS LOG.

To those who are wondering where some of their Union Brothers are at the moment, we can say the following oldtimers are on the Mobile beach: H. G. Harris, O. Dedeaux, G. L. Quinn, G. Forwood, C. Morse, S. B. Sikes, C. L. Harvey, C. Browers, M. Ackerman, R. Tucker, P. B. Gladden and C. Spencer.


SIU On The Air

On the night of March 1, the SIU's stand on the Bland-Magnuson Bill was aired over radio station WEVD in New York by Bill Henderson and Al Bernstein. The two Seafarers appeared on the program "Labor Front," a forum conducted by Joseph Tuvim, an official of the International Ladies Garment Workers Union.

Tracing the background of the Bland-Magnuson Bill, Bernstein and Henderson told of the winter-long fight to defeat the "Hoffman Plan" to scuttle the American merchant marine. They also showed why the Bland-Magnuson Bill minus the Maritime Commission's crippling amendments, should be enacted now.

Henderson and Bernstein took advantage of the occasion to thank publicly the hundreds of unions which have rallied to the SIU's side in the struggle.

CS Gives Vacations — Permanent Ones



CITIES SERVICE OIL COMPANY
PRODUCERS - REFINERS - MARKETERS - EXPORTERS
NEW YORK 5, N. Y.
SEVENTY FINE STREET

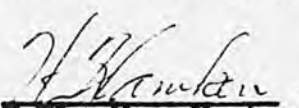
MARINE DIVISION

CABLE ADDRESS
CITRANCO
NEW YORK

21 Dec 1948
S/S Fort Hoskins
at sea

Collin & Gissel
Houston or Lake Charles

Gentlemen:
The bearer, Gil A. Vila, Z 816 879, has served aboard this vessel as Messman and Ordinary Seaman from 11 July 1948 to the present date with the exception of one trip off 10/26 to 11/10.
During above time he has been sober, reliable and attentive to duty.
He expects to take a vacation in the near future and visit relatives in Oklahoma.
After his vacation, he expects to report to the Gulf area for re-employment.
I herewith recommend him for your consideration for re-employment.


H. Planiken, Master

On Dec. 21, 1948, Gil Vila received the above glowing recommendation from the Skipper of the Cities Service tanker, SS Fort Hoskins. On Feb. 19, he was fired from the same ship, commanded by the same Skipper, after the company learned he had received a telegram from the SIU notifying him of the collective bargaining election in the fleet. Vila is one of many crewmembers fired by Cities Service in whose behalf the Union has filed charges of unfair and discriminatory labor practices against the company.

CS Steward Fired For Giving Men Clean Linen And Decent Chow

By RICHARD GRANT

For putting out clean sheets once a week and feeding the crew to the best of my ability, I was fired from the Archers Hope when the ship stopped off in Braintree, Mass., on February 15.

When the ship tied up in the Massachusetts port, the company Port Steward was there waiting for me. He told me I was \$900 over in my laundry bills for ten months, and had been feeding the crew twice as much as any other CS ship. He told me I would be given the chance to quit, but I noticed he had the new Steward with him.

When I asked him what the crews were eating on the other ships, he didn't answer, but said the food would have to be cut down.

I replied that I couldn't face the men after feeding them the lousy food. The Port Steward told me that anyone who squawked about the quality or quantity of the food would be fired. He wasn't talking to me anymore. I was finished. He waved the new Steward aboard to take over.

Although I was finished, I wanted to find out what I had done that was so terrible. I had been aboard three Cities Service ships, where I spent over a year doing my job: The Cantigny for three months and the Bents Fort for one trip. I had been Steward of the Archers Hope for ten months, before the Port Steward decided that I was coddling the crew.

The Port Steward told me that my laundry bills were running over a \$100 a trip, although



RICHARD GRANT

they actually ran in the neighborhood of \$65.

He said that having the laundry done in Lake Charles had cost too much money and I should have had the work done in New York. Actually there is practically no difference in the rates.

He also said the food bills were too high; meat bills were twice as high as on other ships and he implied that I should have cut costs fifty percent all along the line.

He also told me that the company didn't like me eating with the crew. I didn't bother to tell him that I didn't enjoy hearing the officers rake the crew across the coals for three solid hours daily.

I also didn't bother to tell him how miserable his slashing of requisitions had made life aboard the ship.

He had stopped me on a previous trip from requisitioning fresh fruit, juices and vegetables.

He had also warned me, after I had been turned down three times, not to order milk again.

Every item of food was kept to a minimum and seconds were not allowed. All this on a ship that was supposedly feeding twice as well as the rest of the fleet. I can't imagine how the other crews stay alive. They must bring their own food with them.

Messman Fired For Union Activity After Four Years With CS Fleet

By JOHN SULLIVAN

I was fired from the Royal Oak the morning after she was voted in the Port of Philadelphia. I was a Messman on the ship.

It was like this: Stores came on at midnight while I was ashore. I was fired for not standing by to receive stores. Yet nobody had told me to stand by, and it was common practice for us to go ashore under the circumstances.

Funny thing was that I was ashore with three other men from the Stewards Department. They were three other Messmen and the Second Cook. If I missed the stores they missed them, too. But I was the only one to be canned.

The Captain said he wanted "to make an example of me." I don't see how it could have been anything else but Union activity that got me fired.

I had been sailing on Cities Service for just over four years, ever since the end of 1944. There never had been a complaint about my work. There wasn't a single log against me, or any

Gov't Camp Mail Vote To End Election

(Continued from Page 1)

ernment Camp crew to New York.

The last of the ships to be voted in the United States was the Salem Maritime, which voted in Corpus Christi on March 1.

Previously the ship had been scheduled to vote in Bayonne, New Jersey, on February 22, but was halted by the injunction. The ship sailed before the injunction was modified.

The other post-injunction ship to be voted was the Lone Jack, which voted in Philadelphia on February 24.

SHIPBOARD VOTING

Unlike the procedure forced upon the NLRB in voting the first six ships, where the crews were forced to leave the confines of the company property, the voting of the Salem Maritime and Lone Jack was conducted aboard ship in the manner prescribed by the NLRB and followed in all past elections in the maritime industry.

In the early voting company non-cooperation forced the crew of one ship to cast their ballots outside the company gates in a drizzling rain.

The crew of another ship told of being pressured by the ship's officers who, to discourage the crew from voting, offered them overtime to stay aboard ship loading supplies.

In addition to the Salem Maritime and Lone Jack, the other ships whose crews have balloted are: the Fort Hoskins, which voted on February 20 at Staten Island, New York; the Winter Hill and Bents Fort, both voted on February 21 in the Boston area; the Royal Oak, which voted February 21 at Pettys Island, New Jersey; the Bradford Island, which voted on February 22 at Lake Charles, Louisiana.



JOHN SULLIVAN

other kind of black mark on my record.

However, the Assistant Port Steward for Cities Service in New York had been Steward on the Abiqua when I was on her. He and the Cook on the Abiqua knew I was interested in the SIU.

So it seems fairly obvious.

Frisco Calling All Seafarers: West Coast Busting With Jobs

By FRENCHY MICHELET

SAN FRANCISCO—A shipping boom is in full swing here on the West Coast. There is a desperate need for manpower on vessels sailing from ports in this area.

Trip-carders having a little difficulty getting out in other ports have found the Pacific Coast the answer to their problem.

The more than 200 permitmen who came out here recently in search of jobs have all been shipped out.

So, all hands—especially trip-carders—who are anxious to ship out pronto should hot foot it out here in a hurry—and don't stop to tie your shoelaces. Shipping here is nothing short of terrific.

We haven't time to go into the reasons for this happy state of affairs. At the moment we're only concerned with the fact that the ships are here and manpower is needed to sail them.

SECOND CALL

This is the second time we have issued an urgent appeal. As was pointed out in last week's report, the last call for aid which we sent to other ports was answered by more than 200 permitmen, among others. Everyone of these men has found a berth and again we're faced with the problem of where to get crews in a hurry.

In view of this decidedly healthy shipping situation, permitmen, at least, should shove off for the area where the economic climate seems to be the most agreeable.

Although we wish we could do more than just urge job-seekers to start making tracks for the West Coast, it is phys-

ically impossible for us to come in and take each man by the hand and lead him out here, otherwise we'd probably be doing just that.

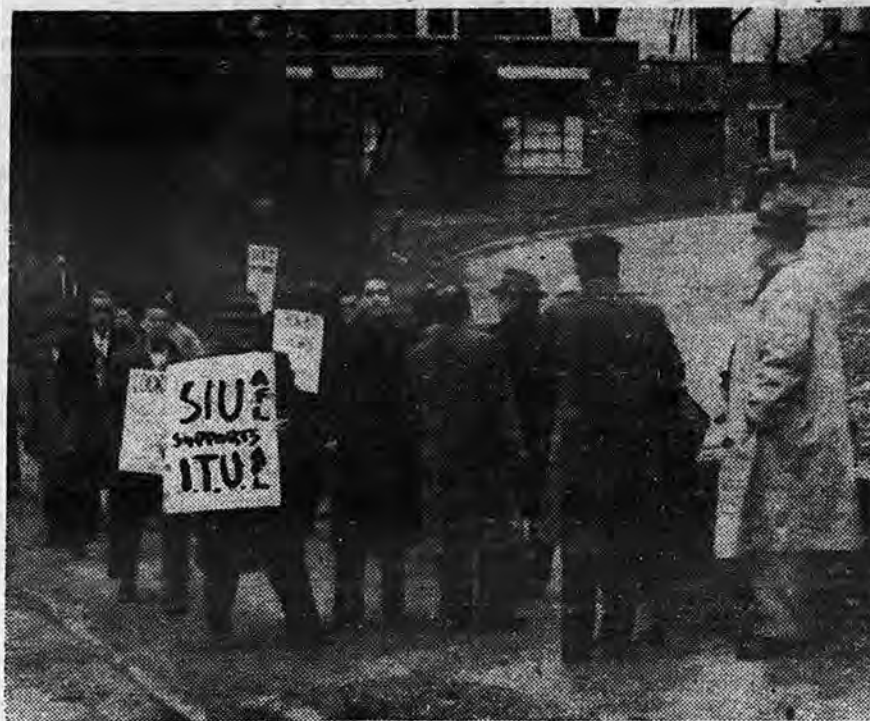
NEW ROUTINE

Up to this time, everything has been going out and nothing has been coming here. But that's all over for awhile because ships are now beginning to roll in here for payoffs. That means more sign-ons, and additional crewing up problems.

We've tried to be as blunt as possible in this report in tipping off the permitmen on the job possibilities that exist out here. But seeing is believing. So we'll tell you what we're gonna do!

Just step up a little closer Brothers and see if you don't wind up on a ship—but fast!

SEAFARERS ON ITU PICKETLINES



This photo, taken on Washington's Birthday, shows some of the 49 SIU A&G District men who marched alongside fellow-unionists of the AFL International Typographical Union in front of Griscom Publications plant, Glen Cove, Long Island. It was the second time in two weeks the AFL seamen aided the printers, who have been locked out by the company. Griscom publishes a chain of weekly community newspapers.

Two CS Tankers Vote In Philly

By JAMES SHEEHAN

PHILADELPHIA — Shipping slowed down again in this port after a period of brisk activity. There just weren't any ships paying off.

However, we did vote a couple of Cities Service tankers. One was the SS Royal Oak.

Let's say right here that the boys on her were mighty glad to have the chance to cast their ballots.

How did they vote? Well, down here we have our guess. What's yours?

One thing is certain: The boys sure know what they were voting for.

The other Cities Service ship we voted was the SS Lone Jack. That was the ship that was supposed to be voted in the first election a year ago, but didn't get back in time.

Needless to say, things aboard the Jack were pretty much the same as things aboard the Oak. We think we know how things went on her.

That was that for Philadelphia. However, when you come to think of it, voting two Cities Service ships here in a week is an indication of how things will be when the company comes under contract. A couple of ships a week are a couple of ships a week in any port.

Meanwhile, let's keep going on the Bland-Magnuson Bill. The Union, the industry and the country need that bill if we are going to have any merchant marine at all. Too many people just don't know what a merchant marine is or why we need it.

That's all for this week. Let's hope we get some ships to report the next week we check in.

Sugar Season Brings PR Sweet Shipping

By SAL COLLS

SAN JUAN — Puerto Rico's 1949 sugar season is officially under way and as a result the shipping picture is favorable. Ships are now leaving the island ports carrying sweet cargoes to the north. First to leave port with a load of sugar was our own SS Suzanne, Bull Lines.

Lads on the beach here will have ample opportunity to catch up on their reading now that we have built a library in the Hall. Already there are some 250 books, which have been donated by the membership from time to time.

There has been a crying need for such a library for a long time. We are happy to announce, therefore, that any member hitting this beach can now invest his time profitably by browsing around our new library. We hope to see the number of volumes increase as time goes on.

The fact that Headquarters is interested in a welfare plan has caused some comment among the members. From what has been said on the subject, it appears that the boys are highly in favor of the project undertaken at Headquarters. All hands are mighty curious about the possibilities the Union's survey may reveal.

And I guess it goes without saying that another item of interest to men on the San Juan beach is the shoregang available here. These jobs always help out.

Smooth Payoffs, Shipping Please Baltimore

By WILLIAM (Curly) RENTZ

BALTIMORE — Fair shipping marked the final week in February in the Port of Baltimore, with 16 ships paying off in first-class style.

The payoff ships were the Robin Kirk, Robin Wentley, Robin Doncaster and Robin Mowbray; Penmar, Massmar and Oremar, Calmar Line; Marore, Chilore, and Feltoe, Ore Line; Marina, Edith and Mae, Bull Line; John B. Waterman, Robert Ingersoll, Waterman; and St. Augustine Victory, Isthmian.

With the exception of one payoff, everything went smoothly from start to finish. All hands on each ship were present when payoff time rolled around. The ships were left in clean condi-

tion: the men's quarters were in very good shape.

Some of the vessels may look as though they need painting from the outside, but that's something the Skippers have to decide.

UNION-MINDED SKIPPER

One of the ships paying off had a bit of trouble concerning loggings, but everything was straightened out. The difficulties were caused principally by foul-ups.

The Skipper dropped some of the logs although he felt that the equivalent of the sums involved should have gone into the Union's strike fund.

He said he believed in what Unions stand for and he didn't want to stand around and see

any of the gains we have fought so hard for lost as a result of an irresponsible man's actions.

That Skipper sure knows what he is talking about. And it was a pleasure to hear him talk the way he did.

He was mainly concerned with one character who had charges placed against him for carrying a gun in his belt and for trying to intimidate the Mates. For this and other reasons, drunkenness among them, he had to be placed in irons for four days.

To show you what kind of a guy he was, at the payoff he told the Patrolman to take his book and keep it, that he wasn't going to sail any more.

The Patrolman got a big kick out of that. He said it was one book he was very happy to re-

New York Echoes Frisco Pleas — Go West

By JOE ALGINA

NEW YORK — Shipping here has come to a near standstill. We can't blame it on the weather, it's just that the ships aren't coming in.

We handled a few ships and also sent a few men to Philadelphia and Baltimore in response to manpower calls. Outside of this and the handful of ships that arrived, the port was cold and barren for Seafarers.

The few ships we did handle were the Steel Voyager, Kathryn, Carruth, Seatrains Texas and New York, the Daniel H. Lowndale.

Sign-ons we took care of were the Steel Traveler and Robin Wentley. In-transit ships, usually a steady source of replacement calls, were also few this week.

Maybe this will break the gloom in these parts. We've heard that the West Coast is a permitman's paradise. More jobs than men, says Frenchy Michelet, the San Francisco Agent.

Well, it's a long and expensive trip, but maybe it wouldn't be a bad bet for a permitman to grab a bus to the West Coast. After all, the cost of a bus trip is no more than the expense of living here for a couple of weeks.

Out there assurances are good

that a ship will be waiting. Permitmen here might find their wait for a ship indefinite during this period of slow shipping. It's an idea anyway.

NOTHING YET

Every once in awhile we give Arnold Bernstein Steamship Company a buzz to learn if anything has developed on their request to operate two passenger ships in the European trade.

This week we called again, but we didn't get any good news. According to the company, the Maritime Commission has postponed their appeal again, and the company has no idea when a final ruling will be made.

The issue is still a live one, however, and the company is optimistic.

Other maneuvers in Washington that are of great concern to the SIU, and are being given just as much a run-around as the Bernstein appeal, are the tactics being employed in the Senate Labor Committee to rewrite the new labor bill into a close resemblance to the old Taft-Hartley Act.

Every Senator has his own pet amendment, warmed over from the T-H Act, which he feels should be carried over to the new law. While they haggle and hamstring, the Taft-Hartley Act goes on its merry way.

We've got a beef. This Union has felt the full effects of the T-H Law in action and we don't like it. Congress was supposed to have a mandate to throw the law in the ashcan when it returned to Washington two months ago, but the more they piddle around the more it looks like the same old law.

ACTS AGAINST SIU

Under the T-H Act this Union was sued by a steamship company was hamstrung at every turn in the Cities Service campaign, and suffered harm indirectly as a result of the West Coast strike. All this because of the Taft-Hartley Act.

Fortunately, we got around the ban on the Hiring Hall, but that was not through any help of the law writers. They wanted to end that too.

We've managed to keep out of the line of fire of some of the more deadlier blows of the law, but not through any help from a supposedly pro-labor Congress.

Just because a guy has managed to avoid being killed by a run-away horse is no reason why the animal shouldn't be roped and tied.

It looks like the politicians who were sent in to do a corraling job have forgotten their duty. Like all politicians they're looking out for themselves.



ceive. This character is one foul ball the Union doesn't need. His kind doesn't deserve a book.

SIGN-ONS SMOOTH

The sign-ons were all run through in good style. Among the ships shoving off were a few Robin Line ships, the first time in a long while any of this company's vessels have signed on in Baltimore.

The ships are going on the European run, carrying grain. Eventually they are expected to resume their original schedules, but for the time being they will be going out of this port—and we can't say we don't like having them.

It was with deep regret that we learned of the death of the Chief Engineer of the Bull Line's SS Mae. He was one swell guy. He lived up to the union rules and he understood the aims and problems of unions.

He was buried at sea, which is the way he wanted it. All hands on the Mae have always had a good word for the Chief. There are very few guys of his caliber around these days. The boys here in Baltimore and those on the Mae know that a good guy has crossed the bar.

YOUR MOVE, BROTHER



Checker enthusiasts in the New York Hall got a chance to perform some slick maneuvers recently in a tournament held in the recreation room. Photo above was taken shortly after contests got under way.

Welfare Funds Must Satisfy Many Laws, Be Carefully Planned

One of the basic factors of all welfare plans is financing. Financing must come before a single benefit is paid, regardless of the kind of benefit or benefits desired.

Naturally the amount of money required is determined by actuarial expectancy of the number of claims to be made and the actual amount per claim. But, once these problems are solved, come the problems of how to collect the money and how to administer it.

In previous articles we have seen how some other unions have solved these problems.

In the bituminous coal fields, the employers pay 20 cents a ton into the fund which is ad-

ministered by a three-man board on which sit representatives of the United Mine Workers, the employers and the general public.

The board has authority to determine the best way to invest surplus funds within the limits of the law governing "irrevocable trusts."

The new plan covering the members of the International Longshoremen's Association is administered by three representatives of the union and three of the employers, with provision for a seventh man to serve as a neutral member if it becomes desirable.

To create and maintain the welfare fund, the employers pay 2½ cents per man-hour worked. The board has the right to reduce the benefit payments if the fund becomes insufficient to warrant paying the full amounts.

COMMON PRACTICE

A more common way to build up a welfare fund is to have the employer contribute—but not deduct from employees' pay—a percentage of his payroll, perhaps two percent or three percent.

The practice of having both employer and union represented on the administrative board is quite common, and in large industries public representatives are often called in. Welfare plans have reached a stage where they follow one or another of several fairly well-defined forms.

Once an administrative board and the mechanics of collecting contributions from the employer have been set up, there comes the question of what to do with the money.

In the plan won by the ILA on the East Coast last autumn, it is believed that the money paid in this year will just about balance the claims against it.

The only chance for a surplus to develop would be through refunds on life insurance policies. Accordingly, there is no necessity at present for the ILA to worry about the problem of investing the money safely to obtain additional income. That problem may come later when the surplus accumulates.

TAX FREE

However, many union welfare funds do accumulate surpluses, and it is necessary to decide what to do with the extra money which eventually can be used to finance additional benefits. Frequently this money is invested in Government bonds.

There are state and federal laws governing trusts to be complied with, and tax requirements to be met or properly avoided.

On taxes, the employer actually get quite a break. Anything he contributes to health, accident or similar benefits is deductible as an ordinary business expense, the National Industrial Conference Board points out.

A welfare fund that is self-insured must be set up, so that it is not taxed as an insurance company. In general, any one starting a pension or profit-sharing plan is up against federal tax laws at every step, but in the end the employer can dodge being taxed on his contributions. However, a retired worker receiving a pension has to pay a tax on his retirement pay.

The Conference Board points out that a pension plan should be checked with the Treasury Department's Commissioner of Internal Revenue, but this is a warning to employers rather than unions.

MORE TO COME

How much the Seafarers International Union has to concern itself with these questions and others like it in planning a welfare program depends on what benefits the Union demands and upon the laws of the state in which the SIU's plan is drafted.

In a subsequent article the laws governing union welfare plans will be explored at greater length. Also to be explored are the kinds of securities in which welfare trusts can invest.

In general, welfare plans have been found to have a stabilizing effect on both unions and companies. Most of the arguments which employers have voiced against them have proved baseless. There is no reason to believe that things would be any different in the maritime industry.

Employers have maintained that such plans were too expensive for success, but this has not proved correct.

They have insisted that welfare plans would make the employees lazy and inefficient, because life would become too easy. Things have not turned out that way.

A member in good standing of a union with a welfare plan knows that his union has increased his economic security and, if anything, he becomes a more effective worker in his own and his union's interest.

A Question To The Coast Guard: Did The Punishment Fit The Crime?

When permitman Frank X. McLaughlin went before the Coast Guard last December 17th, he was a guilty man. He admitted it. Guilty of misconduct—guilty of having altered a medical report eight months before in New Orleans. In finding him guilty, Examiner Charles E. Wythe was only carrying out the technical duty of a minor government official.

But one wonders if Mr. Wythe did exceed his full duty when he filed veteran McLaughlin's appeal, took his seamen's papers indefinitely, and left him—disabled—without a means of livelihood, or a way to support his dependent mother?

Did the punishment fit the crime? In China "breaking a man's rice bowl" is considered the most serious of punishments.

When Mr. Wythe broke Brother McLaughlin's rice bowl, he not only meted out a terrible and lasting punishment for him and his mother, but he undid a long process of successful rehabilitation for a disabled veteran—and one in which the Union had played no small part.

SIU HELPS

In line with its policy of giving preference to ex-service men, the Union issued permit number 5797 to McLaughlin, February 25, 1947, and he shipped out as Wiper.

It was a long step back on the road to independence and usefulness for this man who had been discharged from the Army in October, 1945, with 30 percent disability—a man who had been wounded twice, and had gone through five campaigns in Europe, including the Normandy Invasion.

Taking this job also meant that McLaughlin had forfeited his right to his disability pension of forty-one dollars a month. If he could support himself, he wanted no payment for having done his duty during wartime. Conscientious and ambitious, McLaughlin worked for advancement. He studied for higher ratings. Soon he was shipping as Fireman or as Oiler.

The Commissioners were glad to sign him on in these ratings with only a Wiper's certificate, when men were short. Commissioners thus accepted him in New York, New Orleans and Baltimore. And there was no



FRANK X. McLAUGHLIN

complaint—McLaughlin knew his job.

Twice he applied for indorsements covering the jobs he was successfully holding, and was refused only because his eyes were not perfect.

Then on the 23rd of April, last year, he took the written examinations for Electrician, Deck Engineer, Oiler, and Fireman-Watertender in New Orleans, and passed them all satisfactorily.

Certificates for these ratings were written out on the spot and handed to him. Then he was told to take his physical examination—the bugaboo that had stalked him so long.

After the usual examination, the doctor circled the word "incompetent" with a lead-pencil, and told him to take the report back to the issuing official.

McLaughlin was desperate. His goal was so near. Advancement, steady employment, and more take-home money for himself and his mother, whom he had been supporting since joining the Army—a well and "competent" man—in 1942 were almost in his grasp. He walked out.

On a quick impulse, he erased the circle around the word "incompetent" and circled the word "competent."

He presented the altered medical report at the desk. The official frowned. He had already gotten another report from the doctor's office. He accused McLaughlin of having falsified the report.

Crestfallen and penitent, Mc-

Laughlin readily admitted the deed. His new papers were taken away from him forthwith, and he was ordered to report four days later for a preliminary hearing.

At that time his original Wiper's certificate was returned, but he was told that sometime in the future he would be brought to trial.

Subsequently he shipped on the SS Howard A. Kelley and then on the SS St. Augustine Victory—and it was on this ship in San Pedro, on December 16, 1948, that the Coast Guard came aboard and ordered him to appear the next day for trial.

The Chief Engineer of the ship promptly wrote out the following recommendation on company stationery:

"To Whom It May Concern:

"This is to certify that Frank X. McLaughlin has worked for me in the capacity of Wiper on the above named ship during the period from September 4, 1948 to October 5, 1948, and from November 30, 1948 to present date.

"During this time I have found him punctual, willing and of sober deportment, also his work has been satisfactory in every respect.

"Respectfully,

"(signed) Roland W. Kohse

"Chief Engineer

"SS St. Augustine Victory"

This is the story. Now what? How is this man to make a living? Because of his disability, it will be very difficult for him to enter another line of work.

The Union had done what it could to help a determined veteran who refused to remain a burden to the Government, and wanted to make his own way.

TERRIBLE JUDGMENT

Now the Coast Guard has rendered a judgment. His original Wiper's license (which is not dependent upon physical examination) is being taken from him.

If the man were a performer, weed-hound or pilferer, whose depredations had threatened the welfare of others, the Union would support strong corrective measures.

But it is hard to understand how a single mistake, committed on the spur of the moment, as was McLaughlin's, can be deemed sufficient cause for such drastic punishment.

US Ships A Rare Sight In Tacoma

By WILLIAM McKAY

TACOMA — Except for handling the crew of the Winthrop Marvin and the payoff of the Governor Dixon, which has been sold to another company, this port has been very quiet.

The payoff of the Dixon was a simple task to handle as only eight men of the crew were SIU. The ship was one of those crewed up in a hurry after the West Coast strike, and all sorts of characters were signed on when we didn't have enough men to go around.

During the Dixon's trip the crew tried to put some union spirit into the rest of the crew, but they tell me that it was a complete waste of time. Some of the crewmembers were from other unions and some did not know what a union was.

Every morning I scan the harbor for the sight of an SIU ship that might have become lost in the fog and wandered into Tacoma harbor, but what do I see: ships flying the flags of every country except this one. When a U.S. flag ship does come into this port the longshoremen work like demons loading or unloading her in hope that they may see her again soon.

According to the regulars around this port, the presence of three American ships in port at one time is almost occasion enough to declare a holiday.



SHIPS' MINUTES AND NEWS

Edward Buckley, Pastry Architect, Builds Sweets And Goodwill On Ship

Seafarer Edward R. (Buck) Buckley is convinced that the way to a seaman's heart is through his stomach. In his 21 years in the Stewards Department, Buck asserts he's never been called a bellyrobber. Buck doesn't consider this phenomenon any accident, either.

When it comes to feeding his shipmates, Brother Buckley feels it's that little bit of extra effort that makes the difference between a well-fed, happy crew and a disgruntled one.

SWEET STUFF

Since joining the SIU in 1939, Ed Buckley has put in most of his time as a Baker-Pastry Chef on the passenger ships. That's the job at which he gets the chance to do the most good. It is said his confections would soothe the sweet-tooth of any seaman. Just ask any lad with a passion for pastry who has sailed with Buck.

Like most first-class bakers, Ed has a bit of the artist in him and it's on big passenger ships like the Del Norte on which he gets the opportunity to prove his talent for design. From lusciously frosted Valentines to massive skyscrapers of cake, it's all in the day's work for Brother Buckley.

LEATHER PUSHER

Buck's start in life was anything but delicate. In 1925 he took a crack at amateur fisticuffs in his native New Orleans. Ed stayed right in there and flailed away with the best of the Ninth ward's simon pures. His peepers weren't too strong, however, and he hung up the gloves rather than run the risk of a permanent eye injury.

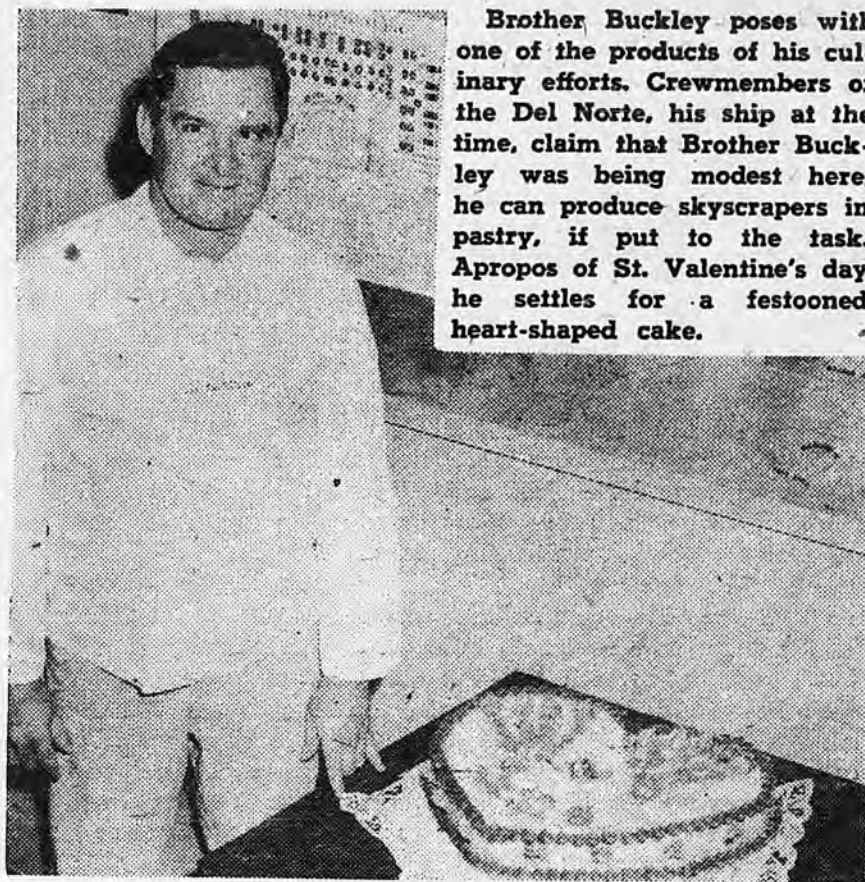
Following his dip in the pugilistic pool, Buckley took to the road in conventional "king of the road" style—he rode the rails as a hobo. An ankle injury put the skids to his travels.

SAW CHANGES

In 1928, Buck went to sea. Eleven years later he made what he regards as the one of the "smartest moves of my life,"—he joined the SIU. He can't forget the old days when he sailed for \$35 per month. Buck thinks it's the duty of Union oldtimers to impress the newer men with the changes Unionism has wrought in seafaring.

There's a possibility that Buck's young son may follow his dad to the sea. Not as a Baker, however. Right now, the lad is tinkering with Diesel engines.

Brother Buckley was married on Sept. 1, 1931, after a courtship that began while he was doing a shoreside stint in a New Orleans bakery. He was all at sea over a gal who was working in the same shop. It's rumored that until they were married Buck was putting apples in all the peach pies.



Brother Buckley poses with one of the products of his culinary efforts. Crewmembers of the Del Norte, his ship at the time, claim that Brother Buckley was being modest here, he can produce skyscrapers in pastry, if put to the task. Apropos of St. Valentine's day he settles for a festooned heart-shaped cake.

The Rules Don't Mean Nuthin' To Old Blackie

(Submitted by a crewmember of the SS Nathaniel Palmer.)

We were attending a Union meeting at the Savannah Hall. It was warm that night, so the front door was ajar. Blackie came to the door, pushed it open and walked in. The man at the door asked him for his book. Blackie looked at him, but did not stop. He went over to a chair, jumped up in it and sat down. He stayed for the meeting.

After the meeting Blackie followed some of the Brothers to a ginmill for a bottle of beer. When the boys left for the ship they called a cab. Blackie piled in and went to the ship, where he made himself at home.

We sailed the next day. The Captain found Blackie on board. He said Blackie would have to leave the ship at the next port. The deck delegate stood up for Blackie. Blackie has done nothing to be fired for, and the Captain refused to pay him off, so it looks like Blackie will have to stay.

We now have to get him a permit. He'll make a good SIU man. Blackie has plenty of members who will sign for him. P. S. We caught the Captain talking to Blackie from the bridge yesterday. Blackie is a very popular dog.

South African Milk Impure, Men Warned

Seafarers aboard Robin Line vessels touching South African ports are being urged to forego fresh milk because lack of pasteurization plus the prevalence of tuberculosis among the dairy herds supplying milk to the port cities.

A clipping from the Capetown Argus, forwarded to the LOG by the Steward of a Robin Line ship, reported the unhealthy state of the South African dairy herds.

The newspaper account reported that dairy men do not want to go to the trouble or the expense of installing the pasteurizing equipment necessary to render milk fit to drink. The clipping also reported that "there is not one herd of cattle supplying milk for Capetown dairies that is entirely free of tuberculosis."

The Steward who supplied the clipping noted that conditions were worse on the East Coast of Africa.

Final Dispatches

Seafarer Austin H. Jackson, 20, disappeared overboard from the SS Trinity on January 29 while the ship was in the Arabian Sea enroute to Ras Tanura. His body was not recovered.

When Jackson's disappearance was discovered, a search was made of the area traveled by the ship, but without reward.

On the return from Ras Tanura the ship was halted at the spot where Jackson was believed lost and a memorial service held. In tribute a cross and wreath were cast upon the sea.

As a contribution to Jackson's next of kin, his sister, Mrs. Margaret Dorsey of Tampa, Florida, \$850 was collected from the officers and unlicensed crew.

Jackson was Oiler on the Trinity at the time of his death, and had been a member of the SIU since August, 1948, when he transferred from the SUP. He held Book No. 34771.

The body of 58-year-old Seafarer Charles D. Meyers was found washed up on the beach near Port Elizabeth, Union of South Africa on January 25. Meyers had disappeared over the side of the Robin Sherwood on January 16, while the ship was anchored at the roadstead in that port.

Burial was in Port Elizabeth and was handled by the Seamen's Mission in that port.

Crewmembers of the Sherwood donated \$100 to the Mission to purchase a wreath and a grave stone. The report on the re-

covery of Brother Meyers body was reported to the LOG by Ship's Delegate Olin Bourne.

Meyers held Book No. 28206 and had been a member of the SIU since 1943. He sailed in the engine department. According to Union records his next of kin is his father Jacob Meyers.

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Word has been received of the death of William Soule, 45, in the San Francisco Marine Hospital on February 16. Brother Soule held Permit No. 7401 and sailed in the Stewards department. He had been a member of the SIU since 1947. Union records list his next of kin as his father, George Soule of Plympton, Mass. Brother Soule was buried by the Union.

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Seafarer George Davis, 55, died in San Francisco on February 16, according to a report received from the San Francisco Agent. Davis had been a member of the SIU since 1947 and sailed as AB. Surviving him is his mother, Mary Davis of New York City. He held Book No. 102295. He was buried by the Union.

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Jose Aquatania, 2nd Cook on the Steel Maker succumbed to a heart attack in Penang, Malaya, on February 12. Brother Aquatania was ashore when stricken and died while enroute to the General Hospital. He was 49 years old at the time of his death.

Funeral services and burial

were in Penang. Brother Aquatania joined the SIU in August, 1947, and held permit No. 9388. He is survived by a sister, G. Aquatania of Manila, Philippine Islands.

CIRCLING THE CIRCLE CLUB BAR



Gathered at the Club with their host William Brightwell (extreme right) are, left to right—Edna, barkeep; Johnny Hayes and his wife; Bobbie, barmaid; Malcolm Cross, SIU member, and Mrs. Brightwell.

Enterprising Seafarers Walter Brightwell and Jack Kelly are satisfying customers with food and drink at the Circle Club and Circle Grill in Galveston, Texas. Brother Brightwell operates the Club, where fine liquors flow, and next door Brother Kelly sets up the beer and dinners

at the Grill. The Club and Grill, both popular places for Seafarers in the area, are located at 2327 Church Street. Brother Brightwell has served as an official of the SIU and sails as Bosun; Kelly, in putting up the dinners, draws heavily on his experience as a Steward aboard SIU ships.

Digested Minutes Of SIU Ship Meetings

SEATRAN NEW JERSEY, Feb. 16—R. Arams, Chairman; McIntyre, Secretary. Minutes of previous meeting read and accepted. Delegates gave their reports. Motion carried that black gang iron out their time off among themselves. Deck and stewards departments are satisfied with this method. Messman requested all hands to return cups and glasses to messroom. All men urged to exercise care in handling of washing machine after it has been repaired. Crewmen were asked to donate money in any amount to help defray cost of movies shown aboard for crew. It was pointed out that films cost about \$40 a trip; bills and receipts for money spent for this purpose are posted on the bulletin board for all hands to inspect at any time. Suggested that all men turn books over to department delegates upon arrival in New York for pay-off.

MEREDITH VICTORY, Feb. 2—L. O. Sipe, Chairman; James Miller, Secretary. Delegates reported the number of books and permits in their departments. Motion by Electrician that ship's delegate see Captain to have fresh water tank repaired. Suggestion made that Steward stock more lemons. Motion carried to have a new chairman at each meeting so as to give everyone experience in conducting a meeting. One minute of silence observed for Brothers lost at sea.

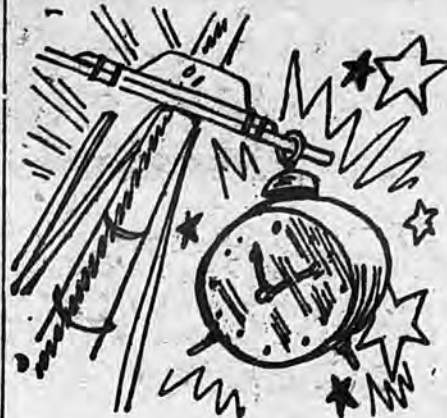


ROBIN SHERWOOD, Feb. 3—Fred Miller, Chairman; Gerald Sinks, Secretary. Letters to Headquarters read concerning death of one of the shipmates. Delegates reported an average of 35 hours in disputed overtime in each department. Motion carried to draw up report for Headquarters on three men who missed ship in Durban. Good and Welfare: Discussion on performing and bad conduct of crewmembers.

GOVERNOR HOUSTON, Jan. 31—R. C. Morrisette, Chairman; D. R. Leary, Secretary. Delegates to see Captain about necessity of bond for Butch, the dog mascot brought aboard in Norfolk. Suggestion made that crewmembers wear at least a T shirt in the messroom. Vote of thanks for fine job done by Stewards Department. One minute of silence for Brothers lost at sea.



NEW LONDON, Jan. 23—R. J. Murphy, Chairman; A. G. Espenada, Secretary. Motion carried to straighten out repair list. Reports of department delegates accepted. Motions carried: That crew's quarters and galleys be painted; that more fresh milk be ordered for the trip. With regard to deck department's sougeeing of engine and stewards passageways, it was moved and carried that each department put down overtime until the matter is settled. Motion carried to excuse man on look out watch from



meeting. One minute of silence for Brothers lost at sea. Accounting of money in ship's fund was made at meeting.

SANFORD B. DOLE, Dec. 12—K. Foster, Chairman; J. Megill, Secretary. Previous meeting's minutes accepted. Check to be made to see what repairs have been made. Lyons elected Ship's Delegate by acclamation. Captain asked for copy of minutes of meetings held on last trip. Motion carried that no copies of meetings are to be given to anyone without orders from the crew. Steward is to see what can be done about getting milk here (Aruba). It appears that there is a man in the crew who is carrying stories to the Captain. Discussion was held on what measures would be adopted if this man is caught. One minute of silence for Brothers lost at sea.

EMILIA, Jan. 16 — H. Y. Swartjus, Chairman; Jesus Hernandez, Secretary. Department delegates made reports. All full books in deck gang. Motion by Brother Young to have new refrigerator installed in crew's mess. Under Education, Brother Castro explained certain provisions of the Union agreement and he urged all hands to live up to the terms of the contract. He also explained what men are entitled to when there is a delay in the sailing. Brother Pescurio asked the Brothers to cooperate in keeping sanitary facilities as clean as possible. One minute of silence in memory of departed Brothers.



STEEL DIRECTOR, Feb. 6—Harvey Hill, Chairman; Jack Martin, Secretary. Delegates reported no beefs. New Business: Delegates instructed to make up repair lists. Motion carried to catch a few big rats as evidence that ship is in need of fumigation. Good and Welfare: Suggestion made that coffee for the watch should not be touched by anyone but the men on watch. If anyone takes coffee, that person is to make a new batch. Suggestion made that at payoff delegates should meet with Patrolman in one room apart from crew to settle beefs and avoid confusion of messhall, where everyone tries to talk at once. One minute of silence for Brothers lost at sea.

NOONDAY, Dec. 26—Colliday, Chairman; R. Lowry, Secretary. Reading of previous minutes; ac-

cepted unanimously. Deck delegate Scott, engine delegate Welch and stewards delegate Lowry reported on status of their respective departments. Ship's delegate stressed that no gas-hounds were allowed aboard ship. Those who want to get gassed up and not turn to were warned to stay off the Noonday. Motion by Dickenson that last standby clean up pantry and messhall was carried. Discussion on purchase of washing machine for crew's use. One minute of silence in memory of all Brothers lost at sea.

WILLIAM CARRUTH, Feb. 13—Tex Berry, Chairman; Al DeForest, Secretary. Two crewmembers, delegated the task, explained why they had not been able to exchange the ship's library. Delegates reported no beefs in their departments. Delegate Gene Hallaway thanked crewmembers for the gift of flowers and candy sent to his wife who is hospitalized. He also reported that effort is being made to straighten out the Mate, who has made unusual interpretations of the overtime section of the agreement. Suggestion made that educational literature be distributed to men and read. One minute of silence for Brothers lost at sea.



SEATRAN NEW ORLEANS, Feb. 12—William Lamb, Chairman; Edward Kuhar, Secretary. Delegates reports accepted. Motion carried to see that all screens and fans are attended to at the earliest opportunity. Motion carried to have clean water aboard for bathing. Motion carried to have Agent come aboard to inspect the living quarters, the crew to make a list of requested repairs in the meantime. Cobbs resigned as ship's delegate and Procell elected in his place. One minute of silence for Brothers lost at sea.

JAMES JACKSON, Feb. 6—F. Buhl, Chairman; J. Gillis, Secretary. Delegates reported number of bookmembers and permits in their departments. Motion by Burnstine, carried, that future meetings be held on Sundays at 6 PM so that engine delegate will be able to attend. Request made that water be conserved to prevent rationing. Several members expressed appreciation for the excellent food provided by the Chief Cook. One minute of silence observed for Brothers lost at sea.



STEEL DIRECTOR, Nov. 19—F. Goarin, Chairman; J. Martin, Secretary. Engine delegate reported on painting beef in engine room. Engineer reported as not allowing Wipers to use spraygun despite fact men have experience with the tool. Motion carried that a man from each department contact representative in Honolulu and straighten beef. If no satisfaction received there a wire is to be sent to Headquarters asking for clarification on painting in all three departments.

Seafarer Sam says:



AFTER MONTHS OF DISCUSSION AT SHIP AND SHORESIDE MEETINGS, AND THRU THE SEAFARERS LOG, VOTING ON THE TRANSPORTATION REFERENDUM BEGAN THIS WEEK — AND WILL CONTINUE THRU APRIL 30. NOW IS THE TIME TO STATE YOUR POSITION POSITIVELY. WHAT YOU SAY IN THE VOTING BOOTHS WILL BE THE RULE OF THE UNION — SO BE SURE YOU VOTE!

CUT and RUN

By HANK

One of the rarest hats we've ever seen on any Brother splicing his time on the New York beach is the western fedora on Rocky Milton's head. Say, Rocky, is that an eight-gallon or ten-gallon hat?... Brother Spurgeon Woodruff, with his mustache, dropped into the Hall off the Twin Falls Victory out of the West Coast—to pick up some LOGS and literature. Brother Woodruff, who homesteads on the Pacific side of SIU shipping, says the Brothers should turn to for some of that good shipping from our SIU West Coast halls... Charles Watson, the Electrician, has an airplane pilot's license. Ask him his story about flying a plane down in South Africa... John Jelletto, who has practically an old-fashioned mustache (in our opinion) says that oldtimer Steward Joe Miller sailed down to Baltimore to ship.

Woodrow Woodill just came in from a trip on the Robin Mowbray. It was a small world in Port Elizabeth, South Africa, when he suddenly bumped into his brother, Warren, on the Robin Locksley... Is Bosun Tommy Tucker still aboard the Alcoa Mooring Hitch?... Frank Ryan just grabbed a ship... While Joseph Roger Lafrance is collecting his mail, his shipmate, Francis Murray grabbed a tanker last week. These tankers sure come in handy... Brother John Crowley admits that it sure looks like he'll be around for another month... Seafarer W. B. Chandler writes he was on the SS Caleb Strong and then had to be hospitalized. With a few other SIU Brothers he's now drydocked for a few weeks at the Veterans Hospital down in Coral Gables, Florida. Smooth recovery to you, Brother Chandler.

Other Seafarers in town right now are: Stephen Paris, Timothy McCarthy, Albert Buck, Charles Oglesby, Anthony Maselek, Arthur Logan, Kenneth Hogan, Jesse Sweet, Clyde Mackey, John Adams, Louis Alaimo, J. P. Thrasher, Milton Cox, Benjamin Woznicki and his shipmate, Samuel Hudgins (with his mustache)... Harry "Happy" Harper writes from Maracaibo, South America that he's aboard the Alcoa Polaris on the bauxite run... The weekly LOG will be sailing free of cost to the homes of the following Brothers: John Gribble of Alabama, James Rowan of New York, E. L. Pritchard of California, Charley Oyler of West Virginia, James Fuller of California, Julius Parks of Tennessee, W. B. Kavitt of Louisiana, R. Peel of Louisiana.

Thanks to Dennis Saunders, the Brooklyn Kid, anchored down in the Mardi Gras port of New Orleans, who told us that the Alcoa Knot ships are laid up. However we still want to know if these Alcoa ships—the Ranger, Snakehead, Hawser Eye and the Pegasus—are still hitting Port of Spain, Trinidad and are picking up those bundles of LOGS mailed weekly for these ships in care of the Alcoa office down there?... If any of you sailors have a few loose coins, then see that salty movie "Down to the Sea in Ships." This movie about those blubber sailors, the whalers, is supposed to be so good that it may make you guys feel at sea again... Brothers, keep your ships clean and happy. Hold those meetings often. Every man protects himself and the SIU by doing his job according to the agreement. There's only one way in having a good trip—it's the SIU way. Okay, fellas, coffee-time.

THE MEMBERSHIP SPEAKS



Member Presents Points For Study In Formulating Union Welfare Plan

To the Editor:

It being open season on health and welfare funds, I got me a hunting license and am set to shoot.

To begin with, the woods are full of smart salesmen trying to sell insurance to unions, especially types that cost the most and provide the least. Accordingly, our first move should be to ask a union with a tested welfare plan to recommend an actuarial expert familiar with union welfare funds and, if possible, with the problems peculiar to seamen.

Detailed tax and actuarial requirements must be met and integration with provisions of state and federal social security laws must be considered. Other factors include age distribution, mortality rates, average income of seamen, and the cost of administering a plan should be considered.

NEED ACTUARY

Research, for example, on the incidence rate of certain diseases among seamen would be necessary. I am told that, for instance, tuberculosis is highly prevalent. The insurance companies may have these figures already. If not, they will have to be compiled. Only a crack man should be hired to do this job, because large sums of money inevitably will be involved.

A health and welfare clause certainly should be written into all future SIU agreements re-

Praises Tattoo Article In Log, Recommends Book

To the Editor:

While waiting for the shipping season to open out here on the Lakes, I am managing a bookstore. I can still go to sea in the bookstore, if you know what I mean. I can dream, can't I? I picked up an old copy of Salute magazine and found the enclosed cartoons. Perhaps some of them can be used in the coming issues of the LOG. Also a reprint of the article, too.

In regard to Brother Ramirez and his article on tattoos, and to any more of the Brothers who may also be interested in the subject, I can supply them with the latest bibliography on tattooing. I have often tried to find books on the history of tattooing and have now run across the latest one that I know of. It is Tattoo by Perry, published in 1933. It is poorly written, but has the facts and that is what counts when facts are wanted. I agree with Brother Ramirez that the pirates only were interested on the financial outcome involved in being tattooed and not the art end of it.

John A. Bruno

(Ed. Note: Thanks for the pictures. We'll try to re-print one in a forthcoming issue.)

quiring all contracted shipowners to earmark money for the purpose. The money could be held in escrow by each employer until called for, or it could be turned over to persons designated to administer the plan when the machinery is set in motion. However, one general fund rather than several smaller ones would best answer the needs of Seafarers, in the opinion of the writer.

Inasmuch as a seaman can be signed on by several different companies in the course of a single year, his benefits should be allowed to continue uninterruptedly and at an unvarying rate despite his frequent changes of employer.

INDUSTRY-WIDE

Once the kind of plan to be used has been decided upon, a date should be scheduled for claims against the fund to become collectable. This would be to allow the fund to grow to a point where it could meet all foreseeable circumstances.

I cannot stress too strongly the importance of having the plan uniform on an industry-wide basis. When all share equally, all work in harmony toward a common end. The SIU structurally and economically is prepared for an industry-wide arrangement. Moreover, the SIU is a well-knit organization geared to move smoothly into any program whether one of bed-rock thinking or streamlined action.

I doubt that any plan can start to function before the middle of 1950, since I do not believe the minimum monetary requirements could be amassed before then, or perhaps later.

I have been experimenting with some figures calculating the possible yield from three percent of the payroll, and the possible yield from five cents a man hour worked. An alternative might be so much a ton of cargo carried. No matter how we do it, however, we would have to agree on a minimum amount to be collected before claims of any kind can be allowed.

There is even the possibility that in the beginning Seafarers might make a small monthly contribution of their own to get the program under way. But getting off the hook of this kind of "joint" plan would be difficult once a precedent had been set. The only kind of "joint" participation to which I think we should consent is in administration.

CAN EXPAND

It might be wise to limit the fund at first simply to death and disability benefits. Then as the fund grows we can expand its coverage. Later on we might add pensions, hospital allowances for seamen's families and so on.

At any rate, the fund should be self-insured by the Union, as far as possible, I feel, so that it can be subject to a proper grievance procedure and arbi-

tration. Insurance companies might make too many rulings in favor of the shipowners, since there is an identity of interest between them.

I hope these remarks have some merit and will help in forwarding the Union's cause.

John Cole

(Ed. note: Brother Cole's remarks constitute a real contribution to the SIU's research into welfare funds. The actuarial surveys he suggests were in progress before his letter was received.)

German Newswriter Learns Of SIU From Arizpa Crew

To the Editor:

As a reader of the SEAFARERS LOG, which I receive from your Union every week, I would like to wish all members of your Union a successful 1949.

As a German and one who was completely uninformed about union matters up until September 1948, it has long been my wish to write to you and tell you that I got my first glimpse of American union work from your organization.

As a German journalist, and one of the youngest, I had my first experience with the SIU last

September here in Hamburg when the Arizpa docked with three British survivors.

At that time I was working for the United Press. I was able to get in contact with Luis Ramirez, a member of your Union who was aboard the Arizpa. Luis and I became great pals and it was he who made it possible for me to receive your paper.

GOOD EXAMPLE

Considering the state of German unions and the fact that no real German sailors' union exists, I can say that the democratic way your union is handled makes it a good example of the framework on which a German union could be established.

The pity is that German trade union bosses want a hand in everything, forgetting that their first responsibility is to work in behalf of their memberships' welfare in regard to working conditions.

I know that the present situation in Germany makes it very hard for the union people, and I really wish some of our big shots would look into your organization and get the idea of what it means to handle a union based on democratic principles.

I am not going to bother you with the troubles of German unions, but as an eager reader of your paper, I have long had it in mind to write to you.

If any of your Union members dock in Hamburg and do not know what to do, or want a good look through Hamburg, tell them to look me up and when my time permits I will only be too glad to help them out.

CLUB IDEA

On the other hand, I have several friends with whom I have talked about your Union. They are willing to help me out in establishing a small club for your members so they could always find a swell place to go while in Hamburg.

As I am able to furnish a club room and the facilities of a real home for the days of their stay in Hamburg, it would mean much for several of your Union members and would not just be a stop in the harbor area, which is generally the case for so many Seafarers.

When I mentioned this idea to several of your members they all said they liked it, so I thought I would tell you this and ask your advice on the matter.

Please tell Luis Ramirez and Walter Pestrige, and all the other members, that I wish them a very good year.

Hans Hill
Hamburg, Germany

ATTENTION!

If you don't find lines 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.

—AND WITHOUT OVERTIME, TOO



SIU member Tom Connors demonstrates the work technique that brings a rosy glow to the stony hearts of Cities Service officials. The "loyal employee" act was photographed by Gene Ceccato aboard the Logans Fort, a Cities Service ship.

War Record Just Passport To Army

To the Editor:

I am writing this letter from an Army camp. I was a full book member of the SIU when I retired my book after the war to go back home. I thought I would not have to serve in the Army after sailing through the war.

But after I was home for about a year, the Army decided that I — the same as hundreds of other seamen — hadn't done enough during the war and should spend 21 months in training as a soldier.

LAUGHED AT DISCHARGE

I can see now that we weren't given any privilege or special consideration by the draft boards for our wartime service. My draft board just laughed when they were shown the continuous service discharge we received from the Maritime Commission. Now all of us have to train in Uncle Sam's army for 21 months.

The SEAFARERS LOG is still being sent to my home but I would like to have it sent to me addressed as follows:

Rct. Robert Rusnak, U. S. 52033105, Co. B., 36 Arm'd Inf. B'n., CCB 3rd Arm. Div., Fort Knox, Ky.

I would like very much to continue receiving the Union paper so that I can keep up with the

doings of the Union and my Brothers.

Thank you very much for attending to this for me.

Robert Rusnak
Fort Knox, Ky.

Beira Baseballers



Steward Pat Murphy, behind the bat, and Ed Albinski handle a few warm up pitches before the honor of the Robin Trent crew goes to test. The SIU crew engaged local teams at the Beira Sports Club.

Finds SS Cresap Offers Lesson In Ship Harmony

To the Editor:

To those fellows who don't mind a warm trip this summer, the best ship I can recommend for this purpose is the SS Thomas Cresap.

She is fortunate to have one of the finest and most cooperative Captains that Isthmian has. He proved to be a true sailor and a very good man on and off the ship. Any man who sails under him will be treated well if they treat him the same.

The Chief Mate is also tops with the deck force, a square shooter in every sense of the word. So you deck men who come on board remember the names of these two men, Captain Ian R. Scott and Chief Mate Sherman Hailes.

SAME HERE

In the engine department, the same thing holds true. The Chief Engineer William Hundertmark and First Assistant Johnny Skamarkas, run the black gang with the ease and friendliness you'd find in your own home.

All in all, as the present trip of the Cresap draws to a close, we find that as far as the officers and crew are concerned, this has been one of the finest voyages any of us has made in a long time. It has run off in true SIU fashion.

I am sure that if all our trips could go as smoothly as this one, we could all sit back with a feeling of satisfaction that a job has been well done.

Blackie Wagner

COASTWISE ON THE CARRUTH



Formal portrait of the seafaring gentlemen of the SIU who manned the William Carruth, Fuel Transportation Company vessel, taken by "Pickles, Fireman. Seated in front: Blackie Connors, Ship's Delegate; Gil Hollaway. Second row, seated—Ed Brinson, Jack Groener, Ben Benjamin. Third row, standing—Schmidt, Daponte and 2nd Pumpman. Top row—J. Napolie, Marty and Berraro.

Clean-up time. Under the supervision of Bosun Jack Groener, left, crewmembers prepare to throw a bit of white paint on the bulkheads. Left to right—Gill Hollaway, deck delegate; Blackie Connors, ship's delegate, and Ed Brinson, OS.



Ex-Mate, SIU Admirer, Asks Log

To the Editor:

I am a member of the MM&P and am still active although my seagoing days are apparently over. I never belonged to an unlicensed seamen's union, having gotten that experience on the Lakes. For this reason I appreciate a union such as the SIU. I always sailed SIU ships and gained the feeling of belonging to it as much as the men with whom I worked.

McCann Family Thanks Baltimore Seafarers For Sympathy Messages

To the Editor:

On behalf of my family and myself, I would like to take this opportunity to thank the membership and officials of the Baltimore Branch for the generous donations and cards of condolence that were received by me following the recent death of my wife, Helen McCann.

P. J. McCann
Baltimore, Md.

End Tax Deduction From Pay Of Seamen, Davie Crew Asks

To the Editor:

During a regular meeting held recently aboard this ship, the full crew discussed at length the practice put in effect in 1943 of deducting a substantial portion of each seaman's pay, under what is known as the "Withholding Tax Law."

In 1943 we were informed that the said withholding tax was an emergency war measure designed to permit seamen-citizens to aid financially, as well as physically, in what was a tremendous war effort, and most seamen welcomed the opportunity.

HAD STEADY JOBS

During the war years, those merchant seamen that were fortunate enough to survive, found themselves with relatively substantial take-home pay, due to the various bonuses and unlimited opportunities for overtime work, and because they were employed steadily.

Now, however, and for some time past, the merchant seaman's take-home pay has dwindled, despite many raises in base pay, due to many factors.

The withholding tax served the purpose for which it was intended during the war years but, while the reasons for its enactment are no longer in existence, the tax is still in effect and has become very cumbersome.

DIFFERENT TODAY

Due to the very poor shipping conditions today, very few merchant seamen are able to get more than nine months of actual paid work annually. This is proven by the fact that thousands of merchant seamen receive rebates from the Revenue Bureau every year. If the withholding tax is annulled, the tax loss to the government will be very slight, and the red tape through which a seaman has to go to get his rebate will be eliminated.

We, the crew of the SS William Davie, go on record as requesting all members of the Seafarers International Union to join in an active and persistent campaign to have this withholding tax, as it applies to merchant seamen, cancelled forthwith.

Crew of the
SS William Davie

Ex-Member Active In Seamen Group At State College

To the Editor:

Since retiring my book two years ago I have been attending Michigan State College. Recently, 50 former merchant seamen met to discuss the possibilities of organizing a Michigan State Mariners Club on the campus. We plan to affiliate with a national group called the Merchant Marine Veterans of America, Inc.

The organization, so far established on the Yale, Cornell, and Columbia university campuses, is pressing for the creation of an organized reserve of inactive seamen, benefits for sick and injured seamen veterans of the war, and exemption from the draft of youthful members who served more than 18 months during the war emergency period.

Our organization is composed of a variety of former merchant seamen, from captain to messmen, all having different union affiliations.

I always enjoy reading the interesting stories and the valuable articles contained in the SEAFARERS LOG. Up to date the LOG has contained articles and information concerning the present draft situation of former merchant seamen. If you are able to supply any additional information on this subject, I would greatly appreciate it.

William Throop
Royal Oak, Mich.

(Ed. Note: As new developments come to light on the draft situation, they are immediately published in the LOG. At present legislation to exempt seamen from the draft is in congressional committee.)



Shipping Out

By W. L. HOWARD

So you're going to take a ship, me lads?

Yes, going to take a ship.

Where salt air gets in your nostrils,

Where you'll sleep in a bunk that tips.

Then away, me lads, tis time for going,

Hold onto your gear, your duffle bag.

Say goodbye to "Rosie, the blonde,"

We're quite a crew, and that ain't brag.

Then away you go, me hearty lads,

Let's make this a bully trip.

We'll rush the galley on our way

For this is a bonny ship.

Maybe the stew will have onions,

Maybe there'll be good strong soup.

We'll sample a little of this and that

From the deck to the bloomin' poop.

Perhaps we'll make the same port, boys,

And visit the same islands, too.

And know again the South Sea way,

Where the natives have nothing to do.

We'll buy a bottle of stinkin' rum,

And maybe dance with a prize.

Make love to the waterfront ladies,

And watch the whites of their eyes.

Aye, lads, we'll wait for the payoff,

And spend it with a will.

Go broke along with Shorty and Slim,

And talk it over with Bill.

We'll listen to all the scuttlebutt,

And hang around the hall.

But the sights we'll see, the fun we'll have

Will be worth it after all.

Minutes Of A&G Branch Meetings In Brief

BOSTON—Chairman, H. Cashman, 40363; Recording Secretary, J. Sweeney, 1530; Reading Clerk, E. B. Tilley, 75.

Minutes of meetings held in other ports read, accepted and filed. Report of credentials committee accepted as read. Agent reported on voting of Cities Service ships in the Boston area. He pointed out the difficulties the Union and the NLRB encountered in handling the balloting. Agent urged men to try to get jobs on Cities Service ships to



help finish the organizing job. Patrolman's report accepted. One minute of silence observed for Brothers lost at sea. Good and Welfare: General membership discussion on job to be done in the Cities Service fleet. Meeting adjourned with 65 bookmen present.

§ § §

PHILADELPHIA—Chairman and Reading Clerk, Don Hall, 43372; Recording Secretary, M. Sursa, 38217.

New Business of meetings held by other branches read and accepted. Agent reported that voting will begin on March 1 on the transportation rule and will continue for two months. All men urged to register their votes. Agent reported that shipping conditions have been good and the outlook for the coming week is fair. Agent also reported that vote on Royal Oak, Cities Service ship, is expected to be overwhelmingly in favor of SIU. Charges against one Brother read and referred to a trial committee. No New Business or Good and Welfare. Meeting adjourned with 135 members present.

§ § §

BALTIMORE—Chairman, Benjie Gonzalez, 125; Recording Secretary, G. A. Masterson, 20297; Reading Clerk, Leon Johnson, 108.

J. O'Neill, T. Ashe and J. M. Fernandes took the Union Oath of Obligation. Trial committee elected from floor to hear charges against members. Minutes of other branch meetings held accepted. Motion to forward ships' minutes to SEAFARERS LOG for publication. Officials' reports accepted. Motion by H. T. Nungzer, 55, that agent be instructed to buy new chairs and have the Hall and lavatories



painted. Motion carried unanimously. Motion by J. Hatig to go on record to accept group shipping rules. Motion carried 175 to 40. Motion carried that no one be allowed in Dispatcher's office. One minute of silence observed for Brothers lost at sea. Good and Welfare: General discussion on shipping rules. Meeting adjourned with 225 members present.

§ § §

NORFOLK—Chairman, Rees, 95; Recording Secretary, Mehan, 50462; Reading Clerk, Lupton, 7736.

New Business section of minutes of Branch meetings read and

A&G Shipping From Feb. 9 To Feb. 23

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
NO FIGURES AVAILABLE								
Boston.....								
New York.....	93	85	93	271	83	59	53	195
Philadelphia.....	49	38	43	130	37	29	24	90
Baltimore.....	127	82	78	287	80	55	78	208
Norfolk.....	27	20	13	60	35	19	26	80
Savannah.....	16	7	18	41	16	6	12	34
Tampa.....	34	23	11	68	14	14	10	38
Mobile.....	57	40	30	127	23	35	28	86
New Orleans.....	97	87	129	313	91	81	137	309
Galveston.....	21	29	21	71	22	27	6	55
San Francisco.....	46	35	24	105	57	44	43	144
San Juan.....	17	15	18	50	23	14	8	45
GRAND TOTAL.....	584	461	478	1,523	481	383	420	1,284

accepted. Reports of committees read and accepted. Motions carried to concur in various routine communications. Agent reported on conditions and happenings in port. New Business: Motion carried that men shipping as Deck Engineer show three years of discharges. Good and Welfare: Members spoke on the Union's organizational structure and the job of organizing the unorganized. Meeting adjourned with 150 members present.

§ § §
SAVANNAH—Chairman, E. M. Bryant, 25806; Recording Secretary, A. Fricks, 60; Reading Clerk, J. Babson, 31845.

Various committees' reports accepted and filed. Agent Drawdy reported on payoffs in Savannah and Jacksonville. He also reported that with the arrival of the new flag and SIU banner the appearance of the Hall has greatly improved. Agent also re-



ported that steady arrival of ships has kept turnover of men at a fair pace and he expected tempo to remain good. Minutes of meetings held in outports accepted and filed. One minute of silence observed for lost Brothers. James Brazaell took the Oath of Obligation. Good and Welfare: Considerable discussion on re-registering after 90 days. Meeting adjourned with 90 members present.

§ § §
SAN JUAN—Chairman, T. Banning, 3038; Recording Secretary, H. Spurlock, 11101; Reading Clerk, W. Lea, 37523.

New Business of minutes of Branch meetings read and accepted. Agent reported that port was enjoying exceptionally good shipping for a port of call. The sugar season has brought a good number of ships into Puerto Rican ports. Agent Colls also reported that new Agent has not arrived yet to assume his duties, but believed that he would arrive within two weeks. Agent also reported strong rumors that C-2 type ships running out of New York would undergo conversion to carry 50 passengers instead of the usual 12. Motion carried that committee activities in all ports be reported in the LOG, so as to acquaint the membership with what is going on in the Union. Motion by Dunphy, 46214, that Headquarters be urged to continue working on the welfare fund. Motion by Cotty, 22559, that the next negotiating committee do its utmost

to get an increase on the present \$7.50 per month allowed for carpenter's tools. Meetings adjourned with 82 members present.

§ § §
TAMPA—Chairman, Abie Ellis, 3677; Reading Clerk, J. T. Kern, 50323; Recording Secretary, V. C. Smith, 10370.

Minutes of meetings held in other ports read and accepted. Agent's report accepted and filed. Communication from Secretary-Treasurer concerning delegates to the SIU convention accepted. Meeting adjourned with 67 members present.

§ § §
SAN FRANCISCO—Chairman, A. Michelet, 21184; Recording Secretary, W. Zarkas, 40263; Reading Clerk, R. W. Pohle, 46826.

New Business of other Branch meetings read and accepted. Agent reported that port was enjoying excellent shipping and all available manpower had been exhausted. Motion carried to accept report of credentials committee. F. Davis took the Oath of Obligation. One minute of silence in memory of lost Brothers. Meeting adjourned with 38 members present.

§ § §
GALVESTON—Chairman, L. McDonald, 343; Recording Secretary, Jeff Morrison, 34213; Reading Clerk, Keith Alsop, 7311

Minutes of meeting held in other branches read and accepted. Agent reported the support of local unions in SIU's fight against Hoffman move to cut American shipping under ERP. He also reported fair shipping. Agent announced that balloting would commence on March 1 on the transportation rule. Trial committee elected from floor to hear charges against Brothers. E. O. Parsley and F. Kopf took the Oath of Obligation. One minute of silence observed in memory of lost Brothers. Good and Wel-



fare: Lively discussion on the Cities Service election. Meeting adjourned with 63 members present.

§ § §
NEW ORLEANS—Chairman, Jack Parker, 27673; Recording Secretary, Henry Gerdes, 23362; Reading Clerk, Buck Stephens, 76.

Previous New Orleans minutes, Secretary-Treasurer's report and financial reports read and filed.

New Business of other ports read and accepted, except Puerto Rico New Business, which was referred to Headquarters. Agent reported on progress of Cities Service election. Agent also reported 10 sign-ons and 7 payoffs, with 16 ships in-transit since last meeting. Heavier activity was expected, but 11 ships were held up in the river because of fog. Charges against various Brothers read and referred to a trial committee. Meeting stood one minute in silence for Brothers lost at sea. Good and Welfare: Discussion held on cleaning of Hall after meeting. Meeting adjourned with 240 members present.

§ § §
MOBILE—Chairman, J. Parker, 160; Recording Secretary, E. D. Moyd, 10829; Reading Clerk, H. J. Fischer, 59.

Motion carried to read only New Business from minutes of other meetings. Minutes of all ports accepted. Agent reported on shipping of last two weeks and gave the names of ships expected to arrive in port within the next two weeks. He also reported on a new company re-

cently signed by the SIU: the Maine Steamship Company. Agent urged members to write up their overtime correctly as there have been beefs from Patrolmen and companies. Resolution on Stewards Department accepted. New Business: Motion carried that the Hall be open on Tuesday, Carnival Day, for two shipping calls. One minute of silence observed in memory of lost Brothers. Meeting adjourned with 389 members present.

§ § §
NEW YORK—Chairman, Lindsey Williams, 21550; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Robert Matthews, 164.

Minutes of previous meetings in other Branches read and accepted. Following reading of charges, a trial committee was elected from the floor. A resolution calling for the opening of a



Branch Hall in Hawaii was introduced. It was moved and carried that resolution be referred to Headquarters for study and consideration. Resolution offered in Mobile was tabled pending further contract negotiations and investigations by Headquarters. Port Agent discussed status of shipping. Secretary-Treasurer's report dealt with problem posed by ECA Administrator Hoffman's proposal and what the Union is doing to defeat it. He also touched on several aspects of the Cities Service organizing drive, and stressed the implications of a Union victory. Director of Organization brought the membership up to date on developments in the Cities Service drive.

Unexpected Arrivals Brighten Week's Shipping For Savannah

By JIM DRAWDY

SAVANNAH—Things are taking definite shape in the A&G District Hall in this port. This week we proudly unfurled our new SIU banner. We also have a new flag to replace the tattered old one. Both of these additions sort of top off the improvements made in the Hall during the past month or so.

Some very unexpected openings on vessels in this area made fair shipping this week. Usually we have only the South Atlantic vessels to fall back on for activity, but being on steady runs the number of replacements is not enough to provide us with a stronger turnover.

We had a payoff and a sign-on during the past week. The vessel was the SS Cape Race, South Atlantic Steamship Company. She payed off in good shape, then signed on again. A new crew was shipped from the Hall, of course.

Off the beaten track we took care of a handful of other vessels, so the final score wasn't too bad for this port. Over in Jacksonville we paid off the Nathaniel Palmer and put 11 men aboard. She was clean and had few beefs.

We also handled the Thomas Cresap, an Isthmian ship here in transit. She took a few replacements and headed for the Gulf to pay off. Incidentally these ships have been sailing short handed in cases like these because the Skippers have refused to order the men. I don't know whether they did this under company orders or not, but the negotiating committee met with the company and the practice has stopped. It's our job to keep it this way. A call to the Agent in the port of call will mean replacements aboard and jobs for men on the beach.

DOROTHY, TOO

Another ship to drop in unexpectedly was the SS Dorothy. She called for a good bunch of men. The Palmer and Dorothy are expected to hit this port regularly for the next half dozen trips, so it looks like we'll have fair shipping.

Also due in this port are the Southport and Southland. We hope they materialize and don't disappear in the fog like so many other expected arrivals have done in the past.

Maritime Round-Up

Legislation that would tighten restrictions on stowaways and increase penalties has been introduced in Congress. One section of the legislation would apply a fine of \$1,000 against the shipping line if a Master should fail to report an alien stowaway. The fine would also be applied for failure to deport a stowaway on orders of the immigration service.

The National Council of the Marine Cooks and Stewards, CIO, has urged recognition of the Chinese communists as an established government. The union, winding up a seven-day meeting, holds that recognition of the communists would serve as a means of restoring Pacific shipping.

The Seamen's Union of Australia has signed a contract with its operators which calls for a wage boost of \$14 a month and a seagoing allowance of \$25 a month to replace the war bonus. Under the new agreement an Australian AB will draw \$77.64 per month.

The Union of Marine Fire-

men, Oilers, Watertenders and Wipers has opened a new \$300,000 hiring hall in San Francisco. The hall and office building stands at Broadway and Battery Streets, and was dedicated to the memory of MFOWW members killed in World War II. The building fund was created by a \$10 assessment, plus 50 cents a week.

The House of Representatives has approved a bill designed to end the "overtime on overtime" disputes in the longshore and construction industries. Instead of figuring premium pay received within a 40 hour stretch with the regular rate of pay to determine an overtime scale, the bill provides that the overtime rate will be determined by the regular rate of pay.

On or about March 8 Waterman's Arrow Line will begin direct intercoastal service from Jacksonville, Florida, to west coast ports. The first ship will be the Monroe Victory.

An inquiry into why the US merchant marine is threatened with the decay that characterized it between the world wars will be asked by Representative Schuyler Bland, head of the House Committee on Merchant Marine and Fisheries. A similar request has already been made by Senator Warren G. Magnuson. One aspect of the proposed inquiry would be aimed at Panama flag shipping.

Restrictions on German shipping have been relaxed. The German Economic Administration has announced that the Allied Control Commission, which had set a certain mile limit at the end of the war for German shipping, has given permission for two freighters to sail to Italy to load oranges and lemons for Germany.

Representatives Get Bland Bill

(Continued from Page 1)

To Hoffman's claim that he would save money by increased use of foreign flag ships, the SIU entered a sharp denial.

On January 7, the LOG carried an editorial claiming that the saving would be less than half what Hoffman said it would, and might not exist at all when the government's losses in federal taxes and charter hire on Maritime Commission ships was figured in. This editorial was reprinted twice in the Congressional Record.

At no time has it been any secret in Washington or on the waterfront that foreign ship operators were plugging to get the Hoffman Plan in operation by hook or crook.

They have been trying to have Representative Bland's Bill crippled and presumably will keep trying.

This is why Headquarters officials urge all Seafarers to keep writing their Senators and Congressmen.

Japan's merchant fleet now totals nearly 1,700,000 tons and is being boosted by the addition of about 20,000 additional tons monthly. Success in a move to permit Japan to charter 91 Liberty ships and engage in moderate foreign shipping would give Japan a strong position among maritime nations.

Pan-Atlantic Steamship Corporation, a subsidiary of Waterman, will begin a six-day express cargo service between New York and New Orleans on March 11. The company is putting its speedy Victory ships in the run to cut four days off the previous time. The ships will call at Miami and Tampa south-bound.



NEW YORK

SS JOHNSON
R. Trippe, \$1.00; C. H. Trippe, \$1.00; R. Eichorn, \$3.00; C. Hall, \$2.00; E. B. Hayes, \$1.00; P. R. Arteaga, \$2.00; A. A. Henderson, \$2.00; V. S. Coursey, \$2.00; F. E. Neally, \$2.00; J. E. Baker, \$2.00; D. O. Tibbetts, \$2.00; N. Borgerson, \$2.00.

SS STEEL DESIGNER
V. Szymanski, \$2.00.
SS W. JACKSON
F. J. Bradley, \$2.00; J. F. Allen, \$2.00.

SS J. JACKSON
L. Rossi, \$3.00; C. Thurmond, \$3.00; A. Gutierrez, \$1.00; A. Montemaranò, \$2.00; D. C. Foster, \$2.00; J. R. Gonzalez, \$2.00; C. H. Foster, \$2.00; R. Wilson, \$3.00; R. McCannon, \$2.00; L. Rondario, \$2.00; J. Escalante, \$1.00; W. Hantusch, \$1.00; F. Serrano, \$1.00; H. Thomsen, \$1.00.

SS TOPA TOPA
J. A. A. Acquarone, \$1.00; R. S. Cantor, \$1.00; P. A. Vanderendo, \$1.00.

SS JEAN
H. Gibson, \$2.00; S. Hernandez, \$1.00; J. V. Murphy, \$1.00; M. Santiago, \$2.00.

SS STEEL DIRECTOR
J. Antoniaevs, \$1.00; C. Horvath, \$2.00; L. F. Quinones, \$2.00; E. Kastango, \$2.00; H. W. McClure, \$1.00; J. Blomgren, \$5.00; M. Fernandez, \$2.00; R. J. Ackerman, \$2.00; A. M. Atkiewicz, \$1.00; N. Martinez, \$2.00; J. Callisto, \$1.00; R. Fernandez, \$5.00; Antonio Lorez, \$25.00; F. Cardoza, \$25.00; A. Gaspar, \$2.00.

SS STEEL FLYER
A. F. Cairns, \$3.00; N. DeSantis, \$5.00; F. Bell, \$2.00; T. Concepcion, \$5.00; F. Maldonado, \$3.00; P-3 14976, \$3.00; A. Maciel, \$4.00; I. Cordova, \$3.00; T. Lacson, \$3.00; C. Sy, \$3.00; H. Hillion, \$2.00; H. Guymon, \$2.00; W. Jennings, \$2.00; E. Jackson, \$2.00; L. Keneker, \$2.00; M. Theall, \$2.00; V. J. Boyd, \$2.00; J. Mellings, \$2.00; W. Elms, \$5.00; B. Edmondson, \$2.00; R. Heilig, \$2.00; F. Lane, \$5.00; T. L. Brenman, \$4.00; J. M. Lyles, \$2.00; H. Palmquist, \$2.00; E. Stejn, \$5.00.

SS ALCOA PATRIOT
E. Torres, \$1.00; F. Oliver, \$1.00; W. J. Blanco, \$1.00; L. Perciballi, \$1.00; W. C. Chancey, \$1.00; W. Glick, \$5.00; E. R. Crowell, \$1.00; B. E. Karas, \$1.00; F. W. Tompkins, \$1.00; M. V. Ekman, \$1.00; E. A. Lukowski, \$1.00; M. Trehern, \$2.00; J. Hall, \$1.00; J. H. Bethea, \$1.00.

SS EVANGELINE
J. A. Morris, \$1.00; A. Bushell, \$1.00; J. E. Klausen, \$3.00.

SS AMELIA
W. W. Yant, \$1.00; A. Moulter, \$1.00; Wm. Barth, \$2.00.

SS J. B. WATERMAN
H. Kohu, \$2.00; E. Jones, \$1.00; P. Richter, \$1.00; W. C. Patterson, \$1.00; J. Sanlonzans, \$2.00; W. R. Mills, \$3.00.

Galveston Shipping Falls A Bit

By KEITH ALSOP

GALVESTON—Although this week has not been particularly good, the two weeks previously were above average and allowed us to put a good sized dent in the bunch on the beach.

We aren't in a difficult position yet, as the number of men waiting for jobs is not too great.

The payoffs were the LaSalle and Topa Topa, with the latter signing on again. In-transit we handled the Bull Run, Mostank, Seatrain Havana, Seatrain New York and Mobilian. All the ships came in clean and were easy to handle.

One loss to the men in this area was the laying up of the Moran tug, Watch Hill. The crewmembers, who had been homesteading her for a long time, were very unhappy to give up their berths.

LOCAL STRIKE

On the local labor front, the building trades are on strike in

Texas City against the Carbide and Chemical works. The SIU, to date, has not taken any part in the beef.

Last week one of the nine Cities Service ships involved in the present NLRB election, the Bradford Island, balloted in Corpus Christi. Indications are that the SIU scored heavily.

The Logans Fort, a ship voted in a previous Cities Service election, stopped in Aransas port the next night. She was contacted by the organizers.

This week we have only three Brothers in the marine hospital: G. Brown, L. Williamson and P. Dorsey.

NOTICE!

Personal effects and papers belonging to the men named below are being held in the Galveston Branch Hall. These items may be claimed at the Hall, or by a letter giving the address to which they can be sent. The Galveston Branch asks that the items be claimed as soon as possible.

Elmer Van Deusen, Hugh Gallagher, Roy Davis Brown, Hillard Trahan, Edgar Marquardt, Weldon Bailey Guthrie, B. Wetherpoon, Clyburn Marvin Wood, W. L. Whitney, Roy Wegenhoft, R. Youtzy, Donald Augustine Ruddy, Wayne G. Rogers, Alexander Duncan, P. Harland.

F. J. Knight, John J. Doyle, Girard E. Doty, Lonnel L. English Jr., L. Hubbell, Wm. C. Kennedy, Harold E. Long, Joe O'Connor, Lonnie Oxendine, John Stewart, John G. Brady, Robert A. Newton, Jesse J. Sturm, C. E. Stout.

A. Pickur, E. O'Connell, Herman Gus Schoenfeldt, Gene Douglas Chilton, Robert John Sullivan, Clinton W. Benoit Jr., Ira D. Kuykendall, Archie N. Wright, C. L. Bromsmell, Steve Felicks, William E. Crabb, Glenn W. Gallatin, Avery W. McKenzie, Douglas Hags Wall, J. C. Foster.

J. B. Full, Richard Benedict Kaluza, E. A. Hathaway, Anthony Debelic, Harold Andrew Barnes, Iring Sherwood Jacobs, Hugh Gallagher, R. M. Norley, George C. Perkins, Ervin Everett Wagner, Clarence Allen Gardner, Walter John Olivera, True Gustave Beutner, Andrew Pickur, George Lafayette Brownell.

Notice To All SIU Members

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

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

PLEASE PRINT INFORMATION

To the Editor:

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

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Seafarers!

It's in your hands!

REFERENDUM BALLOT
No. 99833

SAMPLE BALLOT

REFERENDUM BALLOT

Seafarers International Union of North America
ATLANTIC and GULF DISTRICT

VOTING PERIOD MARCH 1, 1949 THROUGH APRIL 30, 1949

INSTRUCTIONS TO VOTERS

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

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FOREWORD

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

PROPOSED TRANSPORTATION RULE No. 1	PROPOSED TRANSPORTATION RULE No. 2
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.	Whenever Transportation is due a crew under the terms of the Contract those men who desire to stay on board the ship can do so, providing they do not collect Transportation. Those men desiring Transportation can collect same and upon receipt of the money shall get off the ship and replacements for those vacancies shall be shipped from the Union Hiring Hall.
<input type="checkbox"/>	<input type="checkbox"/>

Mark Your Choice By Putting An "X" In The Box Under The Rule You Are In Favor Of.

Voting until April 30 Vote as you please...

but VOTE!