

SEAFARERS INTENSIFIES FIGHT ON CG CONTROL OVER SEAMEN



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

VOL. XI

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

No. 28

50% Of Arms Aid To Go On US Ships

For the second time this year the SIU Atlantic and Gulf District has successfully campaigned to protect the employment of American seamen and ships in transporting foreign aid cargoes.

Last week Congress passed the arms aid bill, including the amendment pushed by the SIU which guarantees that 50 percent of the military supplies shipped to non-communist nations will go on American vessels, manned by American seamen.

Earlier this year, the battle waged by the SIU and other maritime organizations resulted in the passage of a law requiring ECA Administrator Paul Hoffman to send at least 50 percent of Marshall Plan goods on American flag ships.

CONGRESS TOLD

The A&G District touched off its fight in favor of the use of American ships when Secretary-Treasurer Paul Hall informed members of Congress that the "critical condition of the United States merchant marine" made the guarantee imperative.

Unless such a provision were incorporated into the bill, the US merchant fleet would continue to dwindle, Hall warned.

The A&G District Headquarters then dispatched International Representative Albert Bernstein to Washington to apprise the lawmakers of the dire employment situation faced by American seamen, and of the dangers created by neglect of the domestic shipping industry.

Bernstein succeeded in invoking the aid of a number of Congressmen, all of whom expressed grave concern over the decline of the US fleet and the consequent loss of employment opportunities for American seamen.

SEAMEN'S RIGHTS

The Union's International Representative also elaborated on the A&G District's demand that seamen's rights be protected in the proposed revision of the Federal Employees Compensation Act (HR-3191).

As a result of the Union's stand, amendments have been made in the proposed law which will preserve all the rights now enjoyed by seamen under admiralty law and other statutes.

As originally offered, the revised federal compensation law would permit seamen working on government-owned ships to be

(Continued on Page 3)



In photo above, taken recently in the House Office Building in Washington, SIU International Representative Albert Bernstein (left) discusses Union's stand on legislative matters affecting seamen with Congressmen from New York. With Bernstein, from left to right are, Congressmen Abraham Multer, Walter A. Lynch, John J. Rooney, and Joseph M. Pomarlen, executive secretary, Trade Union Council of the Liberal Party.



Congressman Louis Heller of Brooklyn looks over bound copies of the SEAFARERS LOG to get the seamen's point of view. Photo was taken last week, when Congressman Heller visited A&G District Headquarters as part of his effort to obtain a complete understanding of problems confronting maritime labor.

The SIU Atlantic and Gulf District has fired the opening gun in an intensified campaign to oust the Coast Guard from control over merchant seamen. Charging that the present military set-up deprives seafaring civilians of access to due process of law, the Union is demanding that jurisdiction over seamen be returned to the Department of Commerce.

The Union's position, and plans for the all-out fight on the Coast Guard, were set forth in a

resolution adopted unanimously at the Headquarters meeting on Sept. 28.

In stepping up its drive to have the Bureau of Marine Inspection and Navigation transferred from the Coast Guard to the Department of Commerce, the Union is seeking to enlist the support of the American Federation of Labor and its affiliated unions. The bid for AFL aid will be made at its convention in St. Paul, Minn., this week.

The A&G District resolution underscores the fact that the US merchant marine is a "civilian institution" and has been manned by civilians throughout its history.

The A&G District's opposition to the arbitrary police powers held by the Coast Guard under the present set-up is based on a long string of abuses and injustices piled on civilian seamen by the military body.

Motivated by a traditional bias against civilians, the Coast Guard has deprived many seamen of their right to continue to make their living at sea in procedures which the Union has termed "railroading."

Long ago, the SIU branded the Coast Guard's hearing units as "kangaroo courts." With the

(Continued on Page 5)

Court Throws Out \$250,000 Damage Suit Of 29 Former Permitmen Against Union

A suit brought against the Atlantic and Gulf District of the Seafarers International Union by 29 former permitmen was dismissed last week by Supreme Court referee Isidor Wasservogel.

The 29 men claimed that they had been illegally expelled from the Union, and sought damages and an injunction.

The SIU countered with the assertion that these men were "never bookmembers but merely permit holders" and thus were not entitled to full rights.

EVIDENCE CLEAR

Mr. Wasservogel's decision said in part:

"The evidence clearly indicates that plaintiffs were merely permit holders in the union and as such were granted the privilege of working on union-affiliated ships only in the event that no book members were available for employment. In accepting the permits, plaintiffs voluntarily accepted their qualified employment of temporary union sanction.

"In the absence of any allegations and proof of malice or conspiracy, the court may not con-

cern itself with the motives of the union or the propriety of the action taken, and will not interfere in the internal affairs of the union on behalf of persons who admittedly never held membership books in the organization.

"Nothing in the record warrants the conclusion that the union's officers or members acted with fraudulent intent or in bad faith in withdrawing permit cards from plaintiffs. Under these circumstances, their claim for damages may not be sustained."

The Union was represented by attorneys Benjamin Sterling and Cy Miller.

The full text of the decision follows:

SUPREME COURT—SPECIAL TERM, PART X.

By
HON. ISIDOR WASSERVOGEL,
Official Referee

Neri et al, v. Hall, as treasurer of the Seafarers International Union of North America, Atlantic and Gulf District—This is an action brought by twenty-nine plaintiffs, who allege they

were members of the defendant Seafarers International Union of North America, Atlantic and Gulf District, A.F.of.L., and that they were illegally expelled therefrom. They seek an injunction to restrain defendant from interfering with their rights and privileges as members, from communicating the fact of their expulsion and ineligibility to employment as members of the union, and to compel a restoration of their evidences of membership, as well as \$250,000 damages. Defendant contends that plaintiffs were never book members of the union, but merely "permit-holders," and, as such, are not entitled to the rights and privileges granted to book members.

PRIMARY ISSUE

The primary issue raised by the pleadings concerns the status of the plaintiffs in the defendant union.

The evidence clearly indicates that plaintiffs were merely permit-holders in the defendant union, and, as such, were grant-

(Continued on Page 3)

SEAFARERS LOG

Published Every Other Week by the
**SEAFARERS INTERNATIONAL UNION
 OF NORTH AMERICA**
 Atlantic and Gulf District

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

Reentered as second class matter August 2, 1949, at the Post Office in New York, N.Y., under the Act of August 24, 1912.



'Wall Street Unionism'

The communist propaganda producing organs are showing signs of sterility. With their influence in the trade union movement dwindling day by day, these union-wreckers have had to dig into the mothballs for smear labels. And the best they have been able to come up with is that broken down, monotonous cry of "Wall Street."

Only this time it is not the capitalists they are calling "Wall Street." Nope, this time it's the "Wall Street unions."

"Wall Street unions," by the way, are the organizations that don't like commies and who do something about it. Genuine trade-unionists call these organizations non-commie, or anti-commie, unions.

Oddly enough, the only trade unions that are obtaining greater security and economic protection for their members are the non-commie unions, or the so-called "Wall Street unions," to use the commie lingo.

Take the United Mine Workers, where commies are regarded as more obnoxious than coal gas. The miners were the first large union to win a broad pension and welfare set-up — paid for by the employers. And they won it the hard way.

The Steel Workers union which has declared war on the commies and is expected to try to boot Harry Bridges out of the CIO very soon, has just called a strike against Big Steel to win employer-financed pensions. The Steel Workers, according to the commies, are a "Wall Street union."

The giant United Auto Workers Union, which recently cleaned its house of commies, has just forced the powerful Ford Motor Company into granting company-paid pensions to its workers. Not bad, for a "Wall Street union" that, until the house-cleaning, was almost bankrupted and destroyed by communists.

And the International Ladies Garment Workers Union has pioneered in establishing welfare benefits for its half-million members. And the commies call the ILGWU a "Wall Street union" from 'way back.

The story is the same in maritime, where the commies have kept up an unsuccessful campaign to pin the "Wall Street" label on the AFL waterfront unions whose wage standards and working conditions are tops.

One of the principal targets of the commie smear artists has been the SIU, which has continually led the way in winning top wages and conditions, and whose attainments were especially pronounced during the period when the commies were in complete control of the NMU, and could only get wage increases by yelling "me-too," after the SIU had led the way.

This is the same SIU which fought for the war bonus — and hit the bricks to do so — while the commies were busy making "no strike" pledges to the shipowners. This is the same SIU which was the first union to rush all-out to support the Wall Street white collar workers when they pulled the pin in the world's financial capital, and whose anti-commie members tangled with police and brokers alike.

The commies are hollering "Wall Street unions," because the workers have called their bluff and put them on the run. The present line smacks of self-consciousness. The commies never won anything for the workers because they never fought for economic gains. Commie-led beefs have always been political, designed to create chaos and insecurity among workers for the benefit of the international communist movement.

The "Wall Street" tag is especially funny coming from the Kremlin stooges. We'll bet even Stalin doesn't believe it.



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.

- | | |
|---|---|
| <p>STATEN ISLAND HOSPITAL</p> <p>STEFAN TRZCINSKI
 J. F. GAMBLICH
 MICHAEL J. LUCAS
 H. E. BONEWALD
 LARRY MOORE
 WM. PIETERS
 JOE HERNANDEZ
 W. J. REIDY
 WILLIAM ROACH
 R. GRALICKI
 W. E. COUTANT
 ANDREW AHLSTROM
 FRED VYKRUTA
 M. N. PETERSON
 M. KENNEDY
 ROYAL HARGRAVES
 J. C. MCCARTHY
 M. ARMANDO
 H. MORTON</p> <p>***</p> <p>NEW ORLEANS HOSPITAL</p> <p>J. DENNIS
 L. LANG
 F. LANDRY
 C. ELLARD
 L. WILIS
 C. FOWLER
 C. LOWE
 J. B. ALLRED
 H. R. PITT
 P. ROBERTS
 R. L. TOLER</p> | <p>W. C. HALL
 W. CURRIER
 R. C. REED
 J. LOCKLER
 H. G. PEEK, Jr.
 M. BRYANT
 J. O'MALLEY
 A. McARTHUR
 P. VANDEREIK
 T. M. SAUVE
 T. BEAMS
 L. COLBURN
 R. L. McCOMBS
 A. SYLVERA
 J. E. TASSIN
 J. A. ROTHERMEL
 M. LOPEZ
 G. MIHALOPOULOUS
 V. LAWRENCE
 F. JACOBSON
 O. HOWELL
 A. BANKSTON</p> <p>***</p> <p>BALTIMORE HOSPITAL</p> <p>LONNIE TICKEL
 A. TANSKI
 W. L. MELLON
 R. W. BELL
 J. CISECKI
 W. L. AKINS
 W. V. CONNORS
 E. LYNCY
 P. G. DAUGHERTY</p> |
|---|---|

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

- L. G. LARONDE
 D. H. BRUNIE
 E. G. SENFF
 M. P. LAMELA
 J. KOVISH
 G. A. CARROLL
 A. L. MASTERS
 F. J. DUKSMEYER
 R. SMITH
 M. LUKSO
 D. IATE
 H. ALI
- ***
- SAVANNAH HOSPITAL**
- J. C. POWELL
 O. F. MARTIN
 W. L. SMITH
 W. W. ALLRED
- ***
- BOSTON HOSPITAL**
- FRANK ALASAVICH
 VIC MILAZZO
 BOB FISHER
 W. SULLIVAN
 R. BOLDUC
- ***
- SAN FRANCISCO HOSP.**
- DUSTY MEEKS
 T. ISAKSEN
 J. KEENAN
 H. FASAKERLEY
 R. GUTHRIE
 R. AHEARN
 SAM DRURY
- ***
- MOBILE HOSPITAL**
- J. CURTIS
 MIKE LEOUSIS
 L. HOWARD
 T. GALVIN
 R. LONG

A&G Resolution On Coast Guard

WHEREAS: The United States merchant marine is a civilian institution which has, ever since the inception of the American merchant marine, been operated and manned by civilian merchant seamen, and

WHEREAS: The United States Congress on June 26, 1884, established a law which created the United States Shipping Commissioner, whose duties were to protect the American seamen when signing ship's Articles with the employers, and whose other duties were to interpret the shipping articles in the event of a dispute between the Master and the seamen, and to protect the American seamen against any abuse from the ship-owners; and further to protect the seamen against the crimping and shanghaiing which were prevalent in the industry at that time; and further to penalize the seamen in the event they broke any maritime laws, and

WHEREAS: When Congress established the United States Shipping Commissioner, it placed that bureau under the control of the Department of Commerce, and

WHEREAS: The American merchant seamen ever since then have been under the jurisdiction of the Department of Commerce up to and including February 28, 1942, when President Roosevelt issued an executive order transferring the functions of the Bureau of Marine Inspection and Navigation and all other functions of the Secretary of Commerce pertaining to shipping, including the United States Shipping Commissioner, his office and functions, from the Department of Commerce to the Commandant of the United States Coast Guard, to be exercised by him under the direction and supervision of the Secretary of the Navy, and

WHEREAS: This was done by the President only as a wartime measure, and on December 29, 1945 he issued another executive order directing the return of the Coast Guard to the Treasury Department in accordance with the policy of returning the nation to peacetime status, and

WHEREAS: This should also have immediately transferred the Bureau of Marine Inspection and Navigation, together with the functions of the Secretary of Commerce pertaining to shipping, and the United States Shipping Commissioner and his office and functions, from the Coast Guard back to the Department of Commerce where it belonged and has belonged throughout the history of the American merchant marine, and

WHEREAS: On May 16, 1946, President Truman under the power of the Reorganization Act of 1945 recommended, under Plan No. 3, Section No. 1, that all functions and duties of the United States Shipping Commissioner be transferred permanently under the control of the United States Coast Guard, over the vigorous objections of all American merchant seamen who at that time were not given an opportunity to appear before Congress to state their views against this move of placing civilian sailors under the control of a semi-military organization such as the United States Coast Guard, and

WHEREAS: Since the control of the United States Shipping Commissioner's Office, its functions and duties under the law dealing with the American Seamen were transferred to the United States Coast Guard, the American seamen have found themselves up against an impossible situation, wherein they are forced to deal with a bureau which is biased against civilians to begin with, and which has through its action shown total disregard for the welfare and rights of the American seamen, and

WHEREAS: Many bona fide seamen have lost their right to go to sea through the discriminatory practices of the United States Coast Guard of railroading American seamen with practically no regard for the law whatsoever, and

WHEREAS: It is obvious that a civilian sailor can have no protection under this setup where a semi-military bureau functions as investigators, prosecutors and judges of merchant seamen, and even functions as an appeal court in cases of appeal, and

WHEREAS: Nowhere under the American jurisdictional system are any other citizens subject to this type of legal procedure, or illegal procedure, and

WHEREAS: The American merchant seamen are the only civilian workers in the United States who are judged and prosecuted by a semi-military setup,

THEREFORE, BE IT RESOLVED: That we, the members of the Seafarers International Union of North America, Atlantic and Gulf District, and in all component Districts of the Seafarers International Union of North America, hereby officially go on record to institute a campaign in Congress to introduce laws that will take the functions of the Shipping Commissioner and the dealings with the American merchant seamen out of the hands of the United States Coast Guard and replace them where they rightfully belong and where they have been since 1884, namely, in the hands of the United States Department of Commerce, and

BE IT FURTHER RESOLVED: That this resolution and the wishes of the American seamen be introduced in the forthcoming American Federation of Labor Convention at St. Paul, Minnesota, and a request be made by the American Federation of Labor that the wishes of the American seamen on this subject be included in their platform and be put before President Truman and legislators favorable to the American Federation of Labor, and

BE IT FURTHER RESOLVED: That this resolution be forwarded to all Congressmen and Senators at the proper time and also that all Labor Councils and friendly organizations throughout the country be requested to aid the American seamen in this just fight.

29 Former Permitmen Lose Suit Against SIU

(Continued from Page 1)

ed the privilege of working on union-affiliated ships only in the event that no book members were available for employment. The official shipping rules of the defendant union, (section 35, subdivisions B and C) make this distinction between permit-holders and book members evident. The payments which plaintiffs were required to make to obtain and keep the permits issued to them by the defendant do not entitle them to the benefits enjoyed by book members. It is unreasonable to assume that plaintiffs, many of whom have worked in affiliation with the defendant union as permit-holders for several years, were not aware of the rights and privileges granted to book members, as opposed to their own rights and privileges as permit-holders. The court does not doubt that plaintiffs have been hurt by the defendant's withdrawal of their permit cards. In the absence of any allegations and proof of malice or conspiracy, the court may not concern itself with the motives of the defendant or the propriety of the action taken and will not interfere in the internal affairs of the union on behalf of persons who admittedly never held membership books in the organization (Murphy et al., v. Higgins et al., 12 N. Y. S., 2d, 913, affirmed 23 N.Y.S., 2d, 552).

CAN'T SUSTAIN ARGUMENT

Plaintiffs contend that, as the union's constitution and by-laws provide only for probationary and book membership, their affiliation with the union must necessarily fall within one of these categories. This argument cannot be sustained. The present system was necessitated by the recent world conflict and the growing need of manpower in

the Merchant Marine. It is well established, particularly in the maritime industry, that a labor union may grant an applicant temporary membership rather than unlimited membership. Public policy does not prohibit the issuance of a temporary card or permit. The reasons for not granting probationary or permanent membership to all applicants are immaterial and are not within the jurisdiction of the court (Murphy et al. v. Higgins et al., supra). When the applicant receives a permit which is given expressly with certain conditions and reservations as to his rights and privileges, he may not complain that he has been deprived of rights enjoyed by members. In accepting the permits, plaintiffs voluntarily accepted their qualified enjoyment of temporary union sanction. The court may not extend or enlarge that temporary status by judicial decree (Schein, v. Rose, 12 N. Y.S., 2d, 87). I hold, therefore, that plaintiffs were merely non-member permit-holders from whom defendants could disaffiliate themselves at will.

NO PROOF OFFERED

The law is well settled that damages cannot be recovered in an action against a labor union unless it is both alleged and proven that the members of the union fraudulently and in bad faith approved of the wrongful acts committed (Schouten v. Alpine, 215 N.Y., 225; Glauber v. Patof, 294 N.Y., 583; Browne v. Hibbets, 290 N.Y., 459; Havens v. King, 250 N.Y., 617).

Nothing in the record warrants the conclusion that defendant's officers or members acted with fraudulent intent or in bad faith in withdrawing permit cards from plaintiffs. Under these circumstances plaintiffs' claim for damages may not be sustained. Judgment is rendered for the defendant dismissing the complaint on its merits.

Submit decree within ten days on three days' notice.

The foregoing are the facts found by me and constitute the decision of the court as required by section 440 of the Civil Practice Act.

US Ships To Get 50 Percent Of Arms Aid Cargo

(Continued from Page 1)

defined as government employees and, therefore, entitled only to workmen's compensation.

Seamen, the Union pointed out, would thereby be denied their present access to the courts to obtain maintenance and cure, along with indemnities for personal injuries sustained in the course of their employment.

The amendments, based on the Union recommendation that seamen specifically be excluded from the provisions of HR-3191, were drawn up by Senators Paul Douglas (D., Ill.) and Wayne Morse (R., Ore.) Prospects that they will be adopted with the final bill on the floor of the Senate are bright.

A&G Nominations

Members wishing to run for Union office in the forthcoming A & G election have until October 15 to file their nominations and credentials with the Secretary-Treasurer. Any nomination received after that date will be automatically disqualified.

See page 11 of this issue for the list of offices to be filled and the constitutional requirements that must be met.

-And remember to include a recent passport photo and a summary of your Union record and activities, not to exceed 100 words—which will be published in the LOG prior to start of voting—so that the membership will have some knowledge of all candidates.

Savannah Wins Overtime Beef For Deck Men On The SS Jean

By JIM DRAWDY

SAVANNAH — How is ship-ping? It's slow at the moment, despite the fact that we had several payoffs and sign-ons during the past two weeks.

On the payoff side, we had the SS Cape Race, South Atlantic; SS Jean, Bull, and the SS Southland, South Atlantic. The Jean came in with a 45-hour overtime beef as a result of work performed by the Skipper and Mate that should have been given to the Deck Gang.

The beef was settled and the overtime collected, after we got in touch with the Bull Lines' Port Captain in New York.

We explained to him the nature of the beef in detail and assured him that it was a legitimate beef. That he was convinced of the legitimacy of this beef is proven by the fact that the overtime was paid.

JEAN SIGNS ON

The Jean signed on again here, as did the Southland and the Cape Race. Along with these, we had a few ships in-transit: the Iberville and Fairland, Waterman, and the Steel Trader, Isthmian.

The South Atlantic Steamship Company has taken to entertaining and dining various officials aboard their ships in European ports.

The Stewards Department men have been fully paid for their extra services in this connection and have also been highly praised for their courteous and efficient service.

There are a number of old-timers in Savannah right now waiting to catch ships. To name a few, there's D. Medlock, L. Kristensen, M. R. Wickham and R. Reddick.

We are strongly in favor of regular Union education meetings, and submit the recommendation that such meetings be held at least twice weekly in all of our Union Halls.

And during these meetings all members of voting age should be urged to register and vote in the elections in their home towns, so that pro-labor candidates can get proper support.

LOCAL LABOR

That's one way we can fight to get rid of the Taft-Hartley Law and other measures that are harmful to the working man.

On the local labor front, the retail clerks at Adler's Depart-

Aussie Union Groups Withdraw From WFTU

SYDNEY, Australia — Another free trade union group withdrew from the Soviet-dominated World Federation of Trade Unions to further weaken its influence in world labor affairs.

The Australian Council of Trade Unions voted 231 to 134 to cancel its affiliation with the WFTU, charging that it had conformed to Communist policy.

The council controls major unions in Australia, with the exception of the Australian Workers Union, a strongly anti-Communist group with authority over most rural unions.

ment store will get another chance to indicate their preference for a union.

Since the first election was held at the store, the National Labor Relations Board has informed management that it must not directly or indirectly coerce or intimidate the employees. Certainly if these clerks are anxious to improve their conditions, they will vote for the union.

At a special meeting called on Sept. 21 to act on the resolution sounding the opening of the annual A&G District elections, the membership here unanimously concurred in and adopted the resolution.

Four of our Brothers are presently in the Marine Hospital but, we're happy to add, none of them is seriously ill. These men are J. C. Powell, O. F. Martin, W. L. Smith and W. W. Allred.

The weather is a little on the cool side, and that is okay with all hands down here.

Oh yes, a reminder—it is important that the crews on ships touching Jacksonville send their laundry and cleaning to a Union laundry. Try to be as near 100 percent Union as you possibly can. This is one way that you can be.

Port Baltimore Has Enough Men To Handle All Shipping Needs

By WILLIAM (Curly) RENTZ

BALTIMORE — There were more than enough men on the beach here to take care of our shipping needs during the past two weeks, as a result of the drop in the number of payoffs and sign-ons.

Payoffs here were the Arlyn, Mae, Evelyn, and Rosario, Bull; Steel Scientist, Steel Admiral, Steel Architect, Isthmian; Baltore, Cubore, Marore and Venore, Ore.

Among those in-transit were the Iberville, Loyola Victory, St. Augustine Victory, Seamar, Christine and the W. E. Downing.

FEW BEEFS

There were a few beefs on these ships, but all were settled satisfactorily. Crew members aboard the Loyola Victory were especially happy over getting the fans they had waited for.

Signing on were the Baltore, Marore, Cubore, Arlyn, Rosario, Evelyn, Mae, Loyola Victory, Fairland, Carrabulle, and Steel Scientist.

If the steel strike continues for any length of time, this port will feel the effects because the Calmar and Ore ships will be affected.

The AFL longshoremen who are now in negotiations for a new contract are determined to win their demands, especially the one for pensions. They have a good beef because all workers who put in a lifetime for a company should get the protection of a decent income when they can no longer work.

The companies keep piling up profits and they make provisions for the care and replacement of their machinery. But they don't seem to be as interested in the human beings without whom they couldn't do a thing. When a man gets old on the job and the company no longer has use

for him, they toss him on the heap.

The ILA men in this port voted to extend the contract discussions, to allow the government conciliators time to work out a plan on which agreement can be reached.

More power to the crew of the SS Puerto Rico and the editors of their shipboard paper, the Advocate. They're doing a swell job and I hope they keep it up. How about sending the Advocate to all ports, so all can see the fine job they're doing? (The crew is mailing copies of the Advocate to all ports—Ed.)

Well, we'll see you all next week. Meanwhile we're hoping for a pick-up in shipping for the men on the beach here and everywhere.

Seattle Gets Two Weeks Of Good Shipping

By WILLIAM McKAY

SEATTLE — Shipping in the Port of Seattle was good during the past two weeks. We shipped a total of 46 men to vessels of the Calmar Line and Waterman Steamship Company, and to the Dolphin Steamship Company's SS Demostar. At the moment, however, things have slowed up a bit.

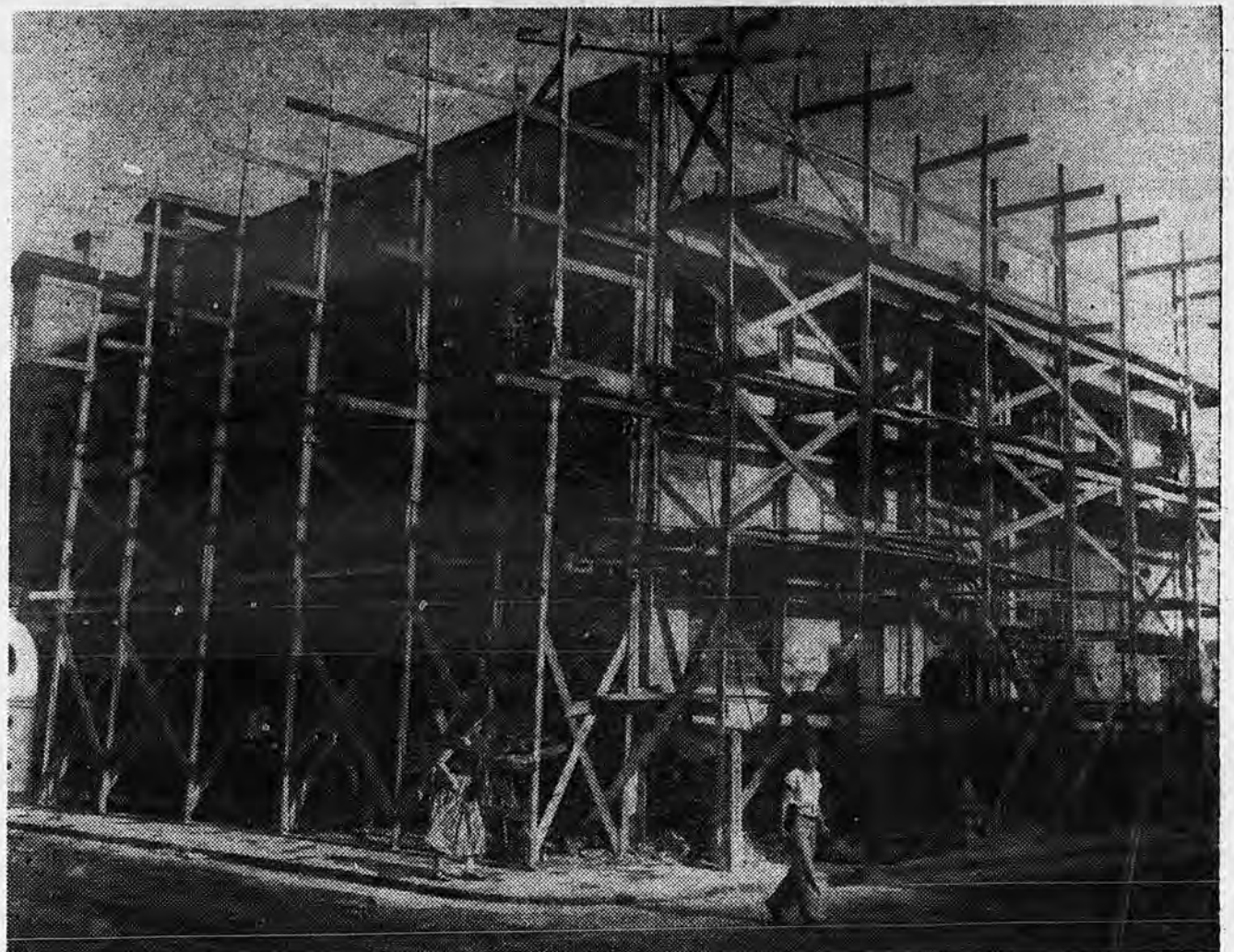
We paid off the SS Afoundria, manned by a very good crew, most of whom came up from Frisco.

TURMOIL CONTINUES

The Demostar paid off with no beefs. It should be mentioned that this crew has shown very strong support of the SEAFARERS LOG and a word of thanks is due the boys.

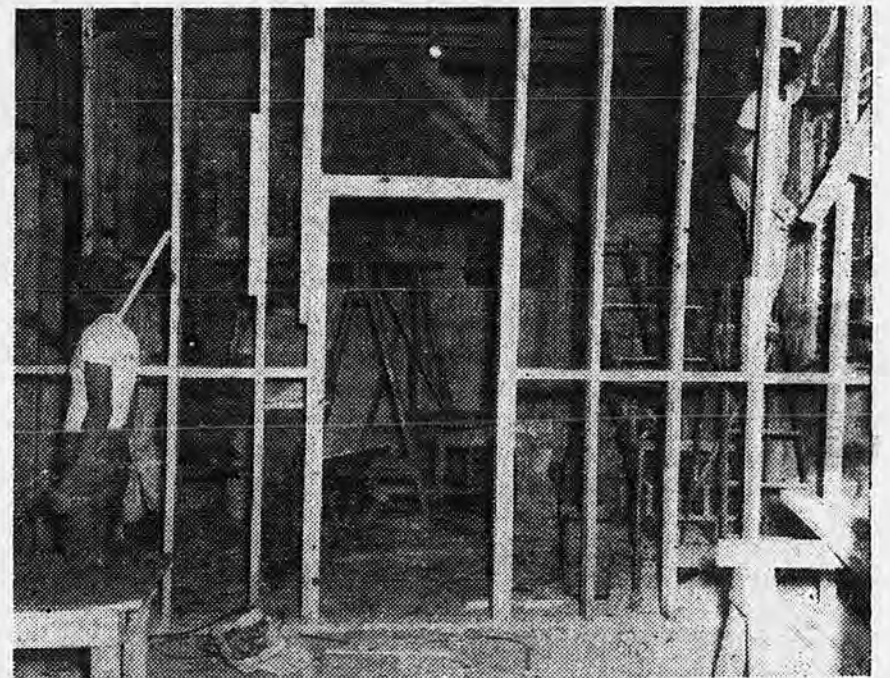
The waterfront situation on the West Coast remains in the

MOBILE HALL GETS THE WORKS



The Mobile Hall, if you can see through the network of supports, is getting a thorough going over, inside and out. When the job is finished, says Agent Cal Tanner, it will be the finest looking Union Hall in the South, and ready for heavy shipping which, he hopes, is just around the corner. At any rate, when alterations are completed, all Brothers are invited to pay a visit to Mobile and see for themselves.

When these splints are removed, says Brother Tanner, the outside of the Building will show a pebbled granite exterior. And here's a cheering note for those who find beer is not enough in the summer — the Hall will be air-cooled throughout.



This is an inside view of what is being done to the Mobile Hall. The repairs and alterations have been on the agenda for quite a while, but the high prices of materials made the job prohibitive. Now that the work has been started, it won't be long before the Mobile Hall will be as up to date as any other SIU Hall. Pictures of the refurbished building will be printed in the LOG, as soon as received, for all to see.

usual state of turmoil, created, of course, by Harry Bridges and the regular bunch of commie stooges, aided by various other trouble makers.

To those who are continually getting fouled up aboard ship, I'd like to point out that the SIU and the SUP have been putting up a hard and costly fight to get rid of the Coast Guard. And we are going to continue fighting until the job is done.

The Unica is doing a better job of policing on its contracted ships than any bunch of bureaucrats can do. I think that it has proven that the Coast Guard is not needed to act as a police outfit in the maritime industry.

Insofar as the foul-ups are concerned, the point is that the Union is not going to go all-out against the Coast Guard's con-

tinued jurisdiction and then let a bunch of irresponsibles carry on as they please, without any regard for the vast majority of serious-minded, sound-working members. Foul-ups should not expect to receive any special consideration from the Union.

Assessment Due

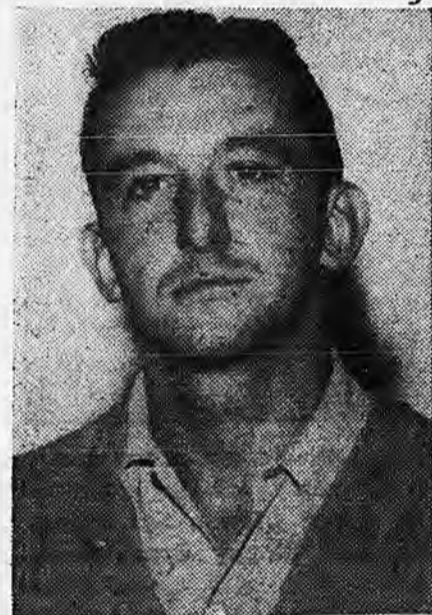
With the membership concurring in the Tallying Committee's report on the assessment referendum at all Branch meetings Wednesday, Sept. 14, the ten-dollar General Fund assessment is now payable.

Seafarers are urged to make their payments immediately so that their books and permits can be marked paid up to date.

Pro-SIU Crews Have Cities Service Rocky

As the handwriting on the wall looms larger and larger, Cities Service hatchmen are running wild on all company ships, lopping off scores of crewmembers with complete disregard of their previous service and competence. Having used up all available legal tricks to block certification of the SIU as collective bargaining representative for its unlicensed men, embittered company officials are firing CS employes in wholesale fashion. It doesn't matter that a crewmember has served the company long and well. If he looks, acts or talks like a man interested in the Union—or shows the slightest sign of interest—he's finished, junked as soon as his vessel ties up.

In the past few weeks, more than a score of pro-Union Cities Servicemen have been made victims of the company's hysterical purge, which has even touched men who were only



AL LITWINS

slightly suspected of having sympathy with the SIU.

Practically all of these victims of the Cities Service firings who are pro-SIU have since shipped out on vessels contracted to the Union.

Several have already reported that the transfer from the spy-rigged, open-your-mouth-once-and-you're-finished atmosphere aboard CS ships to the security, better wages and working conditions and protection of a SIU-contracted ship is like stepping into another world—and they said they wanted their former CS shipmates to know it.

From the stories told by the CS victims, it is clear that the company's present tactic is to send its hand-picked stooges on roving assignments in the fleet.

These company robots finger the guys whose hair isn't parted right and then the axe falls, with the stooges moving on to the next ship to repeat the performance.

The pattern is the same on every CS ship—the SS Abiqua, SS Royal Oak, SS Bents Fort, SS French Creek, SS Chiwawa, SS Salem Maritime and the rest.

Take the Abiqua, for instance. When she paid off on Sept. 22, four of her Black Gang got the boot. They were fired shortly after David Furman, front man for the company-controlled Cities Service Tanker Men's Association (CTMA), came aboard.

Paul Aubain, Wiper, has been aboard for 32 days; Mike Carlin, Wiper, for three months and 12 days; Bill Condra, two and a half months, and Red Leonard, three months and 12 days. Besides, Condra has been in the CS fleet for about a year and a half, and Leonard had been serving on the company's ships for about a year.

Suddenly, though, their serv-

ices became "unsatisfactory." The First Assistant gave them 24 hours notice on the night of Sept. 21.

The Abiqua men said that fear dominates every man seeking a Cities Service job and that it is almost impossible for a man to keep his self-respect while working for the company.

They were unanimous in declaring that, when the Union is certified by the NLRB, a Cities Service crewmember could then be "a man among men." The big issue—even bigger than the better wages and working conditions that would come with Union representation—is the job security, the four Abiqua victims said. As Red Leonard put it:

"Give Cities Service men the security that comes with SIU membership and they'll be free, self-respecting men."

Two crewmembers from the SS Chiwawa, Al Simpson, Machinist, and Al Litwins, DM, got the short end of the stick when they were paid off in Linden, N. J. on Sept. 25.

Litwins, who had been aboard for two months, was asked by the Chief Mate if he were going to make another trip. When he said "yes," the Chief Mate put it this way:

"From what I've seen of your actions and conversation with the men about the Union, I don't think you should."

That ended Litwins' service with Cities Service.

Simpson's two and a half years of working on Cities Service ships came to the same abrupt end. The Mate discovered he was pro-SIU, and told him not to sign on again.

Both Simpson and Litwins said that CS men haven't the



CHESTER REISS

slightest protection against the company's abuses, and that the only hope for liberation from insecurity, poor wages, bell-to-bell work and the rest, was through representation by the SIU.

The two Chiwawa men are certain that the vast majority of CS men are pro-SIU. Simpson said everyone tries to keep his



These four victims of Cities Services' continuing purge of pro-Union men were fired from the SS Abiqua on 24-hour notice, despite their established competence and satisfactory ship-board service. Left to right, Paul Aubain, Red Leonard, Bill Condra and Mike Carlin.

Union sympathies under cover, "because one slip and you're ex-Cities Service."

Chester Reiss, who was fired from the Royal Oak in May, because he refused to sign a



DOMINIC PASQUA

company-union CTMA pledge card handed to him by the Steward, has one trip aboard the SIU-contracted Mankato Victory under his belt.

"After a trip on a ship under Union contract, all I can say is that I'm sorry for the guys on the Cities Service ships," Reiss said. "All hands aboard

this ship cooperated for the common good. We could speak our minds without fear of spies. The wages and overtime were better, and working conditions were tops.

"Cities Service men," Reiss continued, "would be fools if they didn't hold onto their conviction that the SIU was the only way out of their present mess."

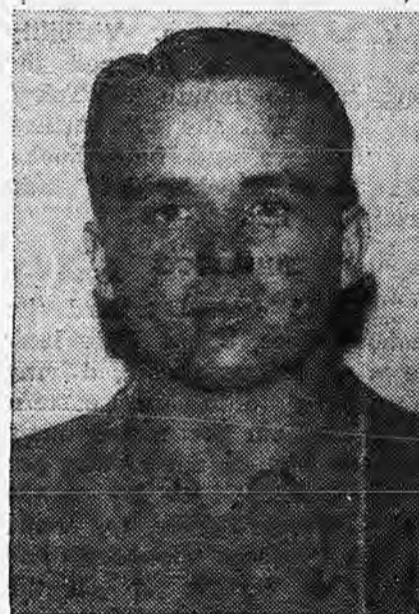
After working on the SS Bents Fort under three different Cooks and three Stewards, all of whom found him competent, Dominic Pasqua, Utility, suddenly got the axe for "unsatisfactory service" on June 6. The Second Cook and a Messman went with him. Someone had spotted them reading a SEAFARERS LOG.

But Pasqua didn't feel badly for long. He shipped out on the SIU-contracted SS Couer de Alene, of Victory Carriers Corp. And with a contract to protect him and to specify what his job was, he enjoyed good overtime, the top wages in the industry, better food and quarters than he had on CS ships and most of all—freedom and job security.

"I could talk without being afraid to lose my job. If I had a beef I went to my Department Delegate, who saw that it was straightened out. At shipboard

meetings the crewmembers discussed our problems. We got to know the score and were able to take action, if it was necessary.

"In other words, we have a



AL SIMPSON

strong organization of seamen like ourselves behind us. And that makes all the difference in the world, as any Cities Service crewmember can tell you," Pasqua said.

"I sure hope the SIU is certified soon," he concluded. "It'll mean a new day for those guys on CS ships."

Seafarers Intensifies Campaign Against CG Control Over Seamen

(Continued from Page 1)

Coast Guard functioning as investigator, prosecutor, judge and jury, a civilian seaman finds himself the victim of a virtual military courts-martial procedure.

This flagrant discrimination against the American seamen denies him the right to a fair trial, which is the constitutional guarantee of all under the constitution of the United States.

No other US civilian worker has been subjected to this type of juridical procedure and the SIU's intensified campaign against the Coast Guard is intended to wipe out this inequality, and give seamen the same rights under the law as civilian shoreside workers.

In 1884, the resolution points out, Congress enacted a law creating the office of the United States Shipping Commissioner, whose function it was to protect seamen in the signing of ship's articles and to rule on disputes between the Master and crewmen. The Commissioner was also empowered by the law to discipline seamen found guilty of violating maritime laws.

WAR MEASURE, ONLY

Although President Roosevelt transferred in 1942 the shipping functions of the Department of Commerce, including the office of the Shipping Commissioner to the Coast Guard, this was only a wartime measure, the resolution recalls. On Sept. 29,

1945 President Truman issued a directive returning the Coast Guard to the Treasury Department "in accordance with the policy of putting the nation back on peacetime basis as soon as possible."

The merchant marine's return to civilian status ended at that point, however. For on May 16, 1946, President Truman, under the powers granted him by the Reorganization Act, recommended that all functions and duties of the US Shipping Commissioner be placed under control of the Coast Guard.

At that time the SIU Atlantic and Gulf District vigorously opposed the transfer, which went through a Senate committee by the narrow margin of one vote.



SHIPS' MINUTES AND NEWS

Typhoon Drives Packer Aground In Tokyo Bay; 3-Week Ordeal Related

Still stuck fast in five feet of sand after being driven aground on Aug. 31 by a typhoon in Tokyo Bay, the SS *Citrus Packer*, Waterman, is a scene of rugged existence, according to a dramatic account of the ship's difficulties reaching the LOG this week from crewmember Albert E. Hellmuth.

Brother Hellmuth kept a daily log of life aboard the *Packer* from typhoon time on. The log runs like this:

"Aug. 31—We let go at 6 AM and sailed for Seattle. Hit heavy seas and high winds as soon as we made the open sea. It rained all day. We secured hatches and booms until noon. About 11 AM the Captain found the typhoon too rough and he headed back to Yokohama. Visibility was poor, so we dropped the hook in the mouth of Tokyo Bay. By 2 PM she was turning over 80 revs and both hooks, with eight shackles of chain each, were out.

DRIFTING

"She still drifted toward the western shore, but a little later the wind hit us abeam, driving us rapidly onto the eastern shore. First our bow ran aground, then the high winds swung our stern around and we lay on the sand, starboard side to, while the heavy seas pounded and pushed us further up on the beach...

"Sept. 1—The wind subsided at daybreak; we were high on the beach. The shore was only 20 feet away and we were a half mile from deep water... a tug had been dispatched from Yok-

ohama to assist us, but she sailed back and forth for several hours, then went away. The plant went out and we were eating cold sandwiches and bathing out of buckets.

"Sept. 2—Still laying here on the beach and wondering when we're going to get some attention. The plant is still out so we're cooking stews on deck with wood fires.

"Sept. 6—Broke sea watches today and started working the Deck Gang—bell-to-bell... We're still washing out of buckets and eating the best the cooks can make on the wood fires... mostly stews.

NO WATER

"Sept. 7—Conditions are going from bad to worse. Everything seems to be dirty. There isn't water enough to keep things clean. Even if there were, it wouldn't drain off. We're laying at a ten-degree list and our scuppers don't drain. Sent three delegates to the consul in Yokohama to see what can be done.

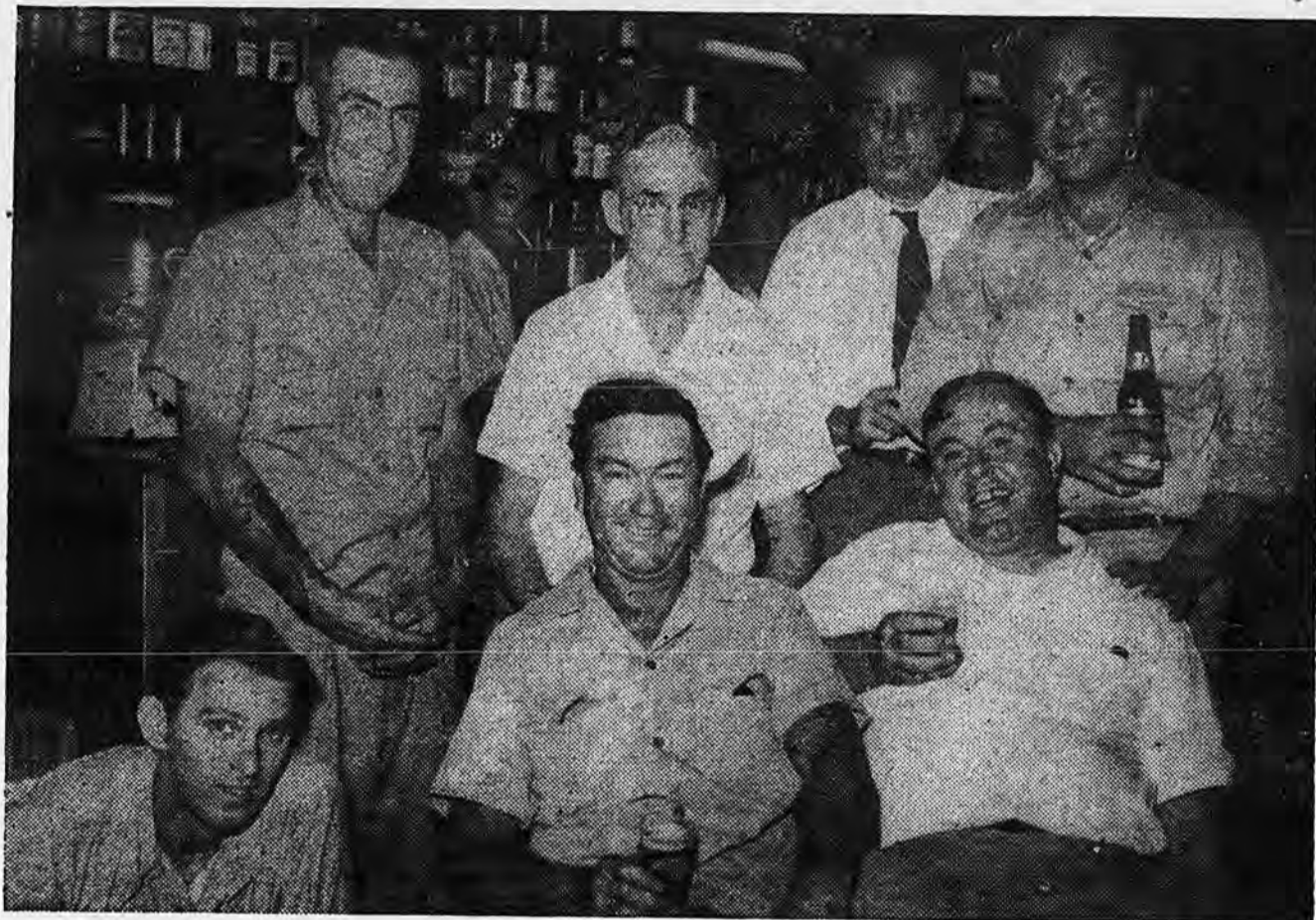
"Sept. 8—As soon as the Captain heard about the Delegates going to Yokohama, the plant was started... might be a coincidence...

"Sept. 18—Four tugs tried to refloat the ship today, but she wouldn't even groan. She's stuck fast in four or five feet of sand. Looks like a dredging job...

"Sept. 20—The Captain is getting more antagonistic all the

(Continued on Page 7)

OLDTIMERS' REUNION IN NEW ORLEANS



The simultaneous dockings of the *Alcoa Corsair* and the *Del Norte* gave some of the crewmembers a chance to celebrate their meeting. Among those taking advantage of the event in Sgt. Hand's place in the *Crescent City* are (standing, left to right): Leroy Clarke, Sgt. Hand, Brailmont and Bob Creel; seated: Shakle Short, Blackie Bankston, and Sloppy Creel, Bob's brother. Photo by Mel Hiltz.

Crews Acclaim SIU Overseas News Bulletin

Messages from SIU-contracted ships throughout the world continue to pour into Union Headquarters praising the *Seafarers Bulletin* as an up-to-date source of information for Seafarers on the high seas. The *Bulletin*, a bi-weekly digest of the major

news items appearing in the *SEAFARERS LOG*, is winged via airmail to every vessel under the SIU banner.

In virtually every communication the SIU crews emphasized the need for the new, direct method of supplying news of Union and general maritime activity and hailed the *Seafarers Bulletin* as a splendid innovation.

Here are some samples from

the scores of comments received so far from SIU crews at sea:

SS Southport—The *Seafarers Bulletin* is without a doubt a most useful and novel way of keeping the membership fully informed regarding Union activities. We hope it will meet with the unanimous approval of the membership and continue to serve as the useful and successful organ it has proven itself to be.

SS Calmar—“The crew thinks the *Bulletins* are a good thing, so keep them coming as good reading matter for crewmembers.”

SS Steel King—“We have received two copies so far and it sure is good to get some news from the best damn Union in maritime history, after spending a few months away from the States. All of us aboard the *Steel King* think it is a good idea. Keep up the good work.”

SS Robin Wentley—“We are receiving the condensed versions of the *LOG* and the crew is enjoying them very much. The whole crew wants to express its thanks for the *Bulletins* and urge that the good work be kept up.”

SS William H. Allen—“We have received the second copy of the *Bulletin* and think it will prove to be one of the best things that ever came out to keep all Union Brothers informed about their Union.”

SS John B. Waterman—“We wish to express our gratitude for the information on the latest Union events, sent direct from the Union Headquarters. By receiving the *Bulletin*, we do not

have to listen to rumors that are spread from ship to ship in foreign ports. We think the *Bulletin* is a good thing and hope that it will continue.”

St. Augustine Victory—“The crew was very much pleased with the *Bulletin* and thinks it is a good idea to have Union news sent to them at sea. In this way we won't have too much trouble trying to catch up on back issues of the *LOG*, when we return to the States.”

SS Robin Locksley—“Everyone on board is looking forward to the next issue. We think it is a great little paper and a neat way to keep the members informed.”

SS Russell Alger—“The crew appreciates the *Bulletins* very much. We have been at sea about 40 days and we were very glad to have something like it to read.”

SS Allegheny Victory—“Hope that we shall continue to receive more *Bulletins* as they come off the press, for they are well appreciated and will be kept posted for everyone to read.”

The *Bulletin*, the first issue of which was published July 22, is made up and ready to take off via air within a couple of hours after the *LOG* is “put to bed.” A complete itinerary of all SIU ships is maintained at Headquarters so that the *Bulletin* can be delivered directly.

In order to give all hands an opportunity to see each issue of the *Bulletin*, delegates are urged to post them on the ship's bulletin board, in the crew's mess, or in similarly convenient spots.

'Voice Of The Sea'

By "SALTY DICK"

A farmer in Iowa will settle many beefs for us in the near future. He's breeding chickens without wings. This should come as welcome news to the guys who beef at chow time about always getting wings... One of the best galley boys who ever sailed the seas was a guy called “Big Slim.” He was from Virginia and he always talked about Beulah and how much he missed her and the plow. Beulah was the old mule.

In the New York Hall they now have coffee time—at 10 AM and 3 PM. Donuts come with the coffee and you can watch television while you dunk... Things are pretty slow. And it's times like these when the benefits of a compulsory vacation rule would be felt.

The Editors of the *SS Puerto Rico's* paper, the *Advocate*, are sending copies to all SIU pass-

enger ships and Union Halls. The crew is out to show how well they can function... Suggestion: When you're in Trujillo City don't pay over one dollar to go to the Jaraga Hotel by taxi from the dock. That's the regular rate... Eddie Mulford is always the first one to head for this hotel and you can always find him in the pool or on a deck chair, taking a sun bath.

Tom Hale and Frank Bose were seen passing cigars around. Both were recently presented with juniors... A softball team has been organized aboard the *Bull Lines* passenger ship... I believe the ship's fund is one of the largest on any SIU ship... The crew is cooperating fully in donations to the ship's fund and the *LOG*.

Seafarer Jerry DeMeo goes ashore with a golf bag but not to caddy. He claims he has played on golf courses all over the

world... Of all the lovers I've met, I think George Perez takes the cake. He claims he can go out with any girl in any port, without money. Yet he was seen recently in San Juan with a senorita after asking a few of his shipmates for a five-dollar loan. He needed the money for carfare, said George.

One of the PR's waiters formerly worked in New York's Waldorf-Astoria. For several weeks there he served an old lady who always left him a one-cent tip. One day he blew his top and told her off. The following day he received \$100 (that's one-hundred bucks) as a tip.

The crew of the *Puerto Rico* is lucky enough to see one movie going south and another on the return north. The other day the spectacle was “Mighty Joe Young.” We didn't like it, but we couldn't get our money back. Why? 'cause it was free.

Digested Minutes Of SIU Ship Meetings

BESSEMER VICTORY, July 28 — A. E. Sullivan, Chairman; L. R. Wailer, Secretary. Everything reported okay in all departments. Kivitchoff elected Ship's Delegate. Captain has ordered that all linen will be issued piece by piece. Suggested that Steward try to get better grade of coffee when ship arrives in New York. Department Delegates are to prepare repair lists; Steward to order new pillows and mattresses. Members reminded that cots are to be put away when not in use.



to hold shipboard meetings once a month was overruled as contrary to Union procedure. Motion carried to allow only food handlers to enter galley and pantry during meal hours to serve themselves and that crewmembers leave messhall after meals and not return until messmen have cleaned the room. Under Good and Welfare, there was a variety of discussion on night lunch belonging to men on watch, loud talking and noises in the passageway while men are sleeping.

ALCOA PLANTER, July 9 — L. E. Kilgore, Chairman; J. P. Shaughnessy, Recording Secretary. Ship's Delegate reported that all repairs had been taken care of so that ship is starting out clean. No beefs in any of the departments. Motion carried to have Ship's Delegate check slopchest. It was suggested that at least two coffee times each week be devoted to discussions on Union matters. All hands approved. Delegate is to get in touch with the Merchant Marine Library Association to see about getting new books.

SUZANNE, July 10 — M. Richelson, Chairman; William Gannon, Secretary. Motion carried to elect delegates at end of each voyage. Ship's Delegate reported that one crewmember has missed ship in San Juan. A few minor beefs in Deck Department; none in the others. Election of delegate held. William Gannon elected Ship's Delegate; Teddy Ostaszkeski, Deck; John Decker, Engine, and Jesus Ayala, Stewards. Suggested that messmen make coffee in the morning, because Wipers claim they have too much to do to make it. Matter is to be brought to attention of Patrolman in New York for decision.

RAPHAEL SEMMES, July 17 — Leonard Eisele, Chairman; D. Stone, Secretary. One hour disputed overtime in Deck Department, 20 hours in Engine, six hours in Stewards Department. Motions carried: That all delegates and Patrolmen check repairs before signing on and to hold special meeting if necessary; that slopchest be checked and new slopchest be put on ship, with sufficient variety and sizes. Washing machine fund reported at \$20.70. Men using washing machine are to clean it when finished.



EVISTAR, July 4 — Doyle, Chairman; W. Thornton, Secretary. No beefs reported by any of the delegates. Motions carried: to wire in for new library; that a letter be written to Congressmen expressing crew's objections to the proposed Merchant Marine Reserve Bill. Brother Doyle was elected Ship's Delegate. After one minute of silence in memory of departed Brothers, meeting was adjourned.

WILLIAM R. DAVIE, July 19 — H. Gregorski, Chairman; Oscar Payne, Secretary. No beefs in any of the departments. Motions carried: to draw up a repair list; to post repair list on bulletin board. Billy Curry, Steward, asked that all linen be turned in so that it may be put on inventory. All hands reminded to be sober for payoff. Men leaving ship are to leave foc'sles ship-shape for replacements. Vote of thanks given to Stewards Department for their efficiency. Crew thanked the watch for having messhall in good condition in the morning.



DEL NORTE, Sept. 4 — Tom Banning, Chairman; Thurston Lewis, Secretary. No beefs reported. Frank Dominicus, chairman of recreation committee, announced that immediately after meeting, there would be a get together of men wishing to play softball or baseball. Brother Bradley reported that after purchase of educational film there is a balance of \$49.59 in ship's fund. J. King was elected Ship's Delegate by acclamation. Motion by Landry carried calling for a posting of ship's rules and list of offenders and fines imposed in all lounges. A suggestion to change the meeting schedule was ruled impracticable because suggested time would be inconvenient for majority of men. Since ship could not supply everyone with writing paper in quantities desired, Brother Findley suggested that stationery for crew be purchased out of ship's fund. Union films to be shown tonight following regular movie. Meeting adjourned at 3:45 PM.

JEFF DAVIS, July 10 — T. Boland, Chairman; C. W. Ladwig, Secretary. Disputed overtime was reported by the Deck Delegate, none by the other department representatives. Brother McGuire suggested that the card players keep the recreation room clean by cleaning up at end of sessions. Motion carried unanimously concurring in Mobile resolution that men taking vacation pay get off their ship. Night Cook and Baker and the BR are entitled to eat supper in the messhall. Table is to be kept open for the watch. One minute of silence in memory of departed Brothers. Meeting adjourned at 1:30 PM.



TWIN FALLS VICTORY, July 25 — Robert G. Varnon, Chairman; Lee de Parlier, Secretary. Motion carried that Ship's Delegate notify Headquarters about Wiper who missed ship in Frisco. Under Good and Welfare there was much discussion on members staying aboard ship for over a period of one year. A hand vote on this question showed 18 men in favor of having crews get off after one year; 8 against.

TRINITY, July 24 — J. Lane, Chairman; A. W. Gowder, Secretary. Port screens will be procured when we get in from this trip. Ship's Delegate reported that other than transportation and screens everything is okay. No beefs in any of the departments. A lot of discussion about Brother painting his foc'sle deck without authorization or the payment of overtime. This Brother was reprimanded by Ship's Delegate Marple. It was agreed to turn the beef over to the Patrolman upon getting in port.



EDITH, July 16 — Thomas G. Hickey, Chairman; Louis Rizzo, Secretary. Delegates reports: Deck—some disputed overtime; Engine—all disputed overtime straightened out; Stewards—no beefs. Gerald Smith elected Ship's Delegate. Discussion on collection for shipmate who was fatally injured. Delegates to accept contributions, with proceeds to be sent to deceased's family with letter of condolence. Brothers urged to keep laundry clean. Each delegate to draw up repair list. Deck Delegate A. P. Mazur asked deck crew to cooperate with man on sanitary duty. His proper duties are to be explained to him fully.

KATHRYN, July 16 — John Clamp, Chairman; W. Blanton, Secretary. No beefs. Engine Delegate reported that it had been settled that engineer has right to break and set sea watches at same hour. Some disputed overtime in Black Gang. Motion

Packer Aground In Japan

(Continued from Page 6)
time. A member of the Navy salvage crew made some trouble up in town last night, so the Captain sent in a charge of desertion of a ship in distress, although they were sober and had performed their regular duties yesterday.
"When the guilt of the Navy

man had been established the CID let our men go and told them they could come ashore again as far as the Army was concerned. They also said what they thought of the Captain. Although we've been here three weeks, he refuses to give us either shore passes or a draw. We're sending another delegate to the consul tomorrow."

Seafarer Sam Says:



NOMINATIONS FOR A&G OFFICES CLOSE ON OCTOBER 15TH. SO IF YOU WANT TO NOMINATE SOMEONE - OR YOURSELF FOR THAT MATTER - MAKE SURE THAT THE CREDENTIALS REACH PAUL HALL, SEC'Y-TREAS, 51 BEAVER ST, NEW YORK 4, N.Y., BY THAT DATE. QUALIFICATIONS FOR OFFICE ARE GIVEN ON ANOTHER PAGE OF THIS ISSUE.

CUT and RUN

By HANK

One of the happies guys we've seen sail into the hall last week was William Zarkas. He's working on the SS Puerto Rico—and the jobs on her rate tops in the SIU . . . "Tex" Suit gave us two newsy items. He said that the baseball-minded department of deck apes aboard the SS Colabee are going to donate their softball playing gear to the kids of the community center in the small Canadian port of Baie Comeau, in Quebec. The other item is full of praise for all the baking products Brother Harold Peeler put out—Danish pastry, etc.—and especially something called a chiffon pie which has to be stowed in the ice box so it won't spoil. Well, Brothers, send in the names of those you seriously consider the best bakers in the SIU. We'll mention them all and the names of the ships they're on, if you know . . . Speaking of the best bakers we'll ask who are best Bosuns in the SIU? To start it off we'll name Brother Eddie Parr who is now serang of the SS Puerto Rico. What are your nominations? Looking good after mucho Gulf shipping, Brother Charlie Tannehill sailed into this town. He's sure happy to have finally seen those two excellent SIU sound films called "Battle of Wall Street" and "This is the SIU." Through all the months Charlie was shipping down South he never had the luck to see these films. Now he's carrying a bigger smile than he ever did, no kidding.

Charlie Watson, the Electrician who was strike-bound aboard the Steel Flyer which finally was the first to sail loaded out of paralyzed Hawaii, is now waiting for a "Bull run." His shipmate, Electrician Frank Mandler (Who, by the way, was recently married—so congratulations and smooth sailing) is also waiting for a "Bull run." Bull—eeze, fellas, that's a lot of Bull—competition, you know! After a long absence from New York Peter Gvozdoch is back again—and was asking for his shipmate, Bosun Christianson! Those Seatrain New Jersey homesteaders sailed into town again. John Jelletie still has his mustache and confessed last week that he's been aboard for six months to the day of his birthday, September 29. Happy birthday, John. Bosun Bill Champlin is also aboard with his mustache and shipshape, true-SIU style of sailing ships . . . Brother M. F. Morrison of Illinois, writes he's just returned home from a six month trip and requests to have the LOG sailing to his home. Okay, Brother Morrison, you're Logged!

Returning to college soon is Brother Edward Grady of Louisiana. Good luck, Ed . . . Donald Smith of Pennsylvania is anchored in New York now after a recent voyage, we presume . . . The SEAFARER LOG will be sailing free of cost to the homes of the following brothers—Ruben Humphrey of Arkansas, Alexander Martin of Louisiana, James Murphy of Pennsylvania, Early Punch of Louisiana, James McConathy of Tennessee, George Key of Alabama, Ben Talbert of Texas, Charles Johnston of Maryland, Harold Gillen of Massachusetts, Richard Adell of Massachusetts, Clayton Field of New Jersey . . . "Aussie" Smith is anchored in town right now . . . So is big George Whale, the Steward . . . Brother John Goldsborough is now drydocked in the Wadsworth General hospital in Los Angeles, California. His shipmates no doubt will cheer him up a little by dropping him a letter.

We're still wondering what's wrong with the way farmers walk? Recently one Brother told another Brother, who was dressed in a half-way decent suit and flashy tie-shirt combination—"You look like an executive." The over-praised Brother blushed slightly and mumbled "Aw, stop the kidding" and heard the guy answer, "Yeah, but you walk like a farmer." The humor of the matter is—what's wrong with the way farmers walk? . . .

THE MEMBERSHIP SPEAKS



SUP Man Calls Loyola Vic Seafarers 'Real Brothers'

To the Editor:

Kindly publish this letter in the SEAFARERS LOG.

I am an SUP bookmember. I signed on the Waterman inter-coastal scow Loyola Victory in Frisco, as a member of the Deck Gang. This ship is SIU-contracted and has a good SIU crew in all three departments.

The Ship's and Deck Delegates are real Union Brothers, as are the rest of the crewmembers. It is a real pleasure to ride with these men who have treated me and other SUP men as their Brothers.

I am in favor of taking steps against men who agitate against our two unions by knocking the organizations and their officials without any foundations for their remarks. These agitators also knock the rules and regulations laid down by the majority of the memberships.

WARNING

Ships crews should be warned to keep on the lookout for these agitators. There are trouble-makers (as a rule, gashounds who perform aboard ship and continue when they hit the beach) who do nothing but blast everything about the unions. Their purpose is to disrupt and keep the organizations from going ahead with their programs of fighting for the welfare of the US seamen.

And the only people who are served and helped by these phonies are the commies and the shipowners. I hope that our two unions will get together and warn all characters who disrupt, or who continue to make false accusations in order to keep the bona fide memberships divided that these tactics are commie-inspired and beneficial only to the shipowners and the commies themselves.

Meanwhile, I want to thank

you very much for sending the LOG regularly to my Frisco address. My wife like the paper very much and I read all copies when I come back from a trip.

Carl A. Dahl
SUP, Book No. 2245

Member's Photo Belongs In Book, Blanco Agrees

To the Editor:

Just a few lines to let the fellows know how this scow has been doing.

We recently loaded for another run on the rum and coke trail, and only God and Alcoa know how many more runs. But we are all set for anything, with a first-class crew and officers and a clean ship. (Yes sir, not even old Mr. Bauxite can get this ship dirty.)

I read in the LOG about the Brotherhood of Marine Engineers affiliating with the SIU, and I think they made a very smart move. After all, we are the top Union on the waterfront and I guess they realize it.

MAKE IT A RULE

I like very much the suggestion made by Joe Algina about putting our pictures in our Union books with the Union seal over them. I think this should be made into a Union rule.

Also, I am in favor of the Mobile resolution for compulsory vacations. I recognize Brother Joe Buckley's point of view and I admit that he made some very good points in his letter to the LOG and they are true.

But I wish to remind my Brothers that job security is for all and not for a few.

William J. Blanco
SS Alcoa Puritan

Tony Swears By Hospital Of Ras Tanura

To the Editor:

Here is a tip for the Brothers who make a trip down the Persian Gulf way: If you need hospitalization in that area, try to get to Ras Tanura — where they have the best hospital in the East. In fact, it compares favorably with many in the States.

The doctors and nurses are of the best. Dr. Bentzen is known by the Aramco men in Ras Tanura as the best surgeon in the Far East. I think he is, too, on the basis of personal experience.

Dr. Bentzen removed a stone from one of my kidneys after 26 days, but he saved me from an operation by so taking his time.

During my hospitalization, I've been enjoying a lot of special privileges — going to the beach, theater, recreation hall. It's all free, except for the drinks and they are cheap.

I am enclosing a picture of some of the swell nurses on the hospital staff. The others were off at the time the photo was taken or they'd have been in it. They're a swell gang.

And here is one for the books. The hospital's Chief Cook is a seaman. He's been here for six years, but had been sailing for



This bevy of pert "women in white" makes it easy to understand why Tony Zalewski raves about Ras Tanura's hospital. From left to right the girls are Emilie Purat, Ann Fuhrken, Lou Wentzel, Carol Carson and Jean Fedesna.

a long time before getting this shore job. He, too, makes it a pleasure to be here, for the way he puts out a meal — and all you can eat.

The Cook's name is John Conerly and here's a sample of some of the choice morsels he served: steak with mushrooms, lobster salad, ice cream, strawberry

shortcake and most any kind of soft drinks.

I think anyone who has read this letter will agree with me that the Ras Tanura hospital staff can do a lot to make a guy's stay there pleasant and one to be long remembered. I'll never forget my time there.

Tony Zalewski

Del Norte Men 'Impressed' By SIU Movie; Say It Aids Ship's Education Program

To the Editor:

I am enclosing a copy of the Del Norte's shipboard minutes because some of the Brothers have been checking back in the LOGs and do not find any record of the proceedings.

We have had some good write-ups in the paper, but the men think that the delegates have not been sending in the minutes promptly. Of course, I realize that there is not enough room in the LOG, nor is it essential, to publish all ship's minutes.

By the way, the crew of the Del Norte wants me to say that we are all heartily in favor of the Ship's Bulletins which have been sent to us. All that we have received have been posted and read by all hands.

Last night, we saw the film, "This Is The SIU," for the first time and we were all impressed. These educational films tend to increase our Union patriotism and are a great help in our educational program aboard ship.

In connection with this program we would like to receive some of the Union's latest pamphlets, particularly some copies of "Food for Thought."

I would like to add that the film, "This Is The SIU," has pointed out to us the great strides we have made in the last few years and the Brothers aboard this ship ask me to extend a vote of confidence and thanks for the excellent leadership we are enjoying.

Thurston J. Lewis
SS Del Norte

(Ed. Note: The LOG attempts to publish as many of the ships' minutes as space will permit. Occasionally, proceedings will not be published because they do not contain the name of the ship, or the date of the meeting, or be-

cause they are illegible. When a particular set of minutes is especially interesting it is published in the news columns, as were the Del Norte minutes which were the subject of a story in the LOG of Aug. 5.)

Log-A-Rhythms:

A SAILOR'S NIGHTMARE

By LIGE

At the ripe old age of twenty-three,
I decided to take a wife,
But "woe is me" as you will see,
It's not a Sailor's life.

Ah joy and bliss, that first sweet year,
Was one for all the books,
But the second year, it brought a tear,
For she began to lose her looks.

You can't do this and you can't do that,
Her song was getting rusty,
"You stayed out late, you're on the mat,
"But your alibi — It's dusty."

Then you sailed away across the sea,
On some foreign shore, you'll land,
Her letters state — "Come home to me,
"With your paycheck in your hand."

You head back home with a joyous heart,
You've been granted a pay increase,
But it doesn't do you any good,
For her gimmies never cease.

The beach, it calls — you stay a week,
You live on cokes and drinks,
You wonder why you were so meek,
To get caught by the marriage jinx.

So smile my boy, just laugh and grin,
And see the world and mingle,
Take it right on the chin,
For there's more of us married than single.

Carter Takes Trips Across Ballroom Floor — As Teacher

To the Editor:

I'd like to use the SEAFARERS LOG to send a few lines to all my friends, wherever they may be. I've been in retirement since last May and as I was hospitalized for a few months since my last trip, I'd like you all to know that I'm in shipshape condition again.

Everything was squared up with the Isthmian Steamship Company from my trip on the SS Steel Maker.

The good news I would like to tell you all is that I am now an Arthur Murray Dance Instructor. Any of my old friends who are in Baltimore and who wish to see our studio are welcome.

I'd sure like to see some of the fellows whether they're interested in dancing or not. Come on up and see what goes with ballroom dancing—it's fun.

Wiley Carter



WILEY CARTER

BUSY HANDS ON THE FRANCES



A shipboard cameraman was on hand when the Deck Gang of the Bull Lines ship were topping booms over the No. 5 hatch. From left to right: Soto, DM; an identified AB; Ramos, AB; Napoleonis, OS; M. Gonzalez, OS, and Dominick, Carpenter.

Seafaring Is Still Rugged But Public Knows Nothing Of Modern Seaman: Flynn

To the Editor:

I have noted in sundry books about the sea the inference that though the seaman travels tens of thousands of miles yearly to the far corners of the earth he does, in actual fact, see very little of the world. That his status in society, because of his long absence at sea and the continual migration up and down the coast, to and from the Great Lakes, for a favorable port have resulted in the seaman playing but a negative role in society.

Novels like Conrad's, "Nigger of the Narcissus," London's, "Sea Wolf," etc., and, closer to our time, Eugene O'Neill's one act plays, "The Long Voyage Home, Bound East for Cardiff," etc., have depicted the seaman in glowing prose. Uncouth, tender, savage, drunken, courageous, he is a composite of the best and worse in human nature. Importantly though in real life, as well as in fiction, these qualities stand out sharply.

The seaman knows no privacy aboard ship. Ashore he is swallowed up in the teeming waterfront which from time immemorial has presented a picturesque if somewhat sordid aspect to the public. The seaman lives extrovertly, yet for all the sharp depiction of him as a romantic figure and adventurer, he remains something of an enigma to the public. The fact is that all the heroic and sordid aspects of his

life has been emblazoned to the public, while his normal life and needs have been but negatively stressed.

As regards these inferences that the seaman sees little of the world in all his wanderings and he remains a negative factor in society, let me, if possible, scale this phenomenon to its unexaggerated dimensions.

The seaman is for one thing a working man and since the nature of his work is a fixed routine of four hours on and eight off for the duration of the passage till he reaches port, all his other activities rotate around those hours. The seafarer regulates his off hours into time for sleep, eating and recreation. He must conform to a measure of discipline that takes in the above forms, adjust himself to the individualities and idiosyncrasies of his shipmates, and be adaptable to the exigencies of his work, which sometime demand the maximum of skill, stamina and courage.

Finally he must be content with these conditions while the ship plows through the sea, breasting fair or rough weather to deposit the seaman in the contingent future on land.

The seaman, then, when he reaches port, takes his pleasure for the most part as robustly as the elements he has to contend with at sea.

It is like a statement once expressed to me by an old timer

Bosun:

"When a man completes a three month trip and has only a few days ashore before the ship sails out again he wants to cram as much as he can into those few days."

The body and mind call for a respite in which to assuage the pent-up feelings accumulated by the trip. The seaman, therefore, does not as a rule, like the tourist take to visiting castles and museums or other serious sight-seeing, but hies himself while in a foreign port to places where there is entertainment, such as pubs, dancehalls, red-light districts, movies, etc.

It must be remembered that the professional seaman has become so inured to travel that the novelty of a foreign port doesn't present to him the same freshness that it does to a tourist. The seaman will be thrilled at reaching a foreign port, but for different reasons than the tourist has.

MAY RAISE EYEBROWS

The seaman's mode of enjoyment ashore in a foreign port may seem reproachable from a sophisticate's point of view, but I truly believe that the man who enjoys himself with moderate drinking, a girl, a dance or a movie, is healthier mentally and better able to endure long trips and get along with his shipmates than the fellow who reads books in port, or goes chasing the arts.

This is not to imply censure of the crewmember, for after all, every one has his own tastes. Although it is a fine thing for a man to have cultural tastes, such a man in my rough measure usually fits happier in more sedate fields than seafaring.

It is a popular belief that seamen haunt the waterfront dives and only by accident make for the center of a city during a stay in port. I believe this assumption is a carry-over from sea stories that still like to keep the seaman in the muck. The fact is that the present generation of American seamen are clean-cut, idealistic and with a good education behind them. It is not uncommon to hear in a messroom bull session the aspirations of men professing the higher things of life, such as a business, home and marriage.

Conditions have changed favorably for the seamen and no longer need the writer seek in the stereotype of the seaman of the past for his sea story characters. There is drama enough from the events of these recent years upon which to draw. The war years and the struggle of the Unions to better conditions for the seaman—surely these are worthy backdrops against which to set the drama of men.

Certainly the SIU has raised the conditions and status of its members to a livable plane, where the future is relatively secure; and in so doing has influenced the raising of wages and living standards of other union and non-union ships. In the end, however, it is up to the individual seaman when he goes to sea, to find all those things that can enrich his life, be it experience, companions, work or study. They will exact from him his best and mold him at least a better man.

John J. Flynn

Sees Vacations As Job Spur

To the Editor:

In regard to a recent letter in the LOG from a Brother who says that the Brothers should accept vacation pay and get off the ship after one year of steady employment, I want to say it is a very good idea.

We had this discussed and voted on back in '39 and it worked swell for the membership.

Just recently I put in 12 months on a key job. And I think like everyone else — I thought I owned the damn scow! Boy, was I glad to take my vacation pay and get off. I'm married and I have two kids but I certainly didn't mind taking my chances on the shipping list again.

Sure enough, within 60 days I

Seafarer Offers Quality Photo Work At Low Cost

To the Editor:

I'd like to let my Union Brothers know that if any of them have a need for any kind of photographic work, my partner and I can give them the finest quality jobs at low rates.

We're doing business as Bill Reilly and James Duff here in New York. If you want pictures of a social gathering, wedding party, or if you want portraits taken at home—anything, let us know.

Just phone MO 9-3229, ask for Bill or Jim.

James McDuff

Meo Favors Rotary Shipping — For The Homesteaders, Too

To the Editor:

I read some of the letters in the LOG favoring compulsory vacations, and I wish to go on record in support of the proposal.

I believe in rotary shipping and believe that anyone who has been on a vessel one year should take his vacation and give someone else a chance to make some money.

I believe, also, that many of the homesteaders are selfish and do not show sufficient interest in their Union's activities and

was out again—on the same key job.

Every man gets the same breaks in the SIU. So how about the men on the ships for a year or more giving the fellows on the beach a break.

Why not vote on making vacations after one year compulsory!

Book No. 307

Tell Politicos Where We Stand, He Says

To the Editor:

In the past four months about 15 percent of the ships arriving in the Northwest have headed for the lay-up fleet. The Ghost Fleet of the USA far exceeds that of all other maritime nations combined.

As a consequence the beach lists of the various unions continue to grow larger. Some of these men who have followed the sea for a livelihood most of their lives are beginning to remind me of what happened in the depression, or Hoover era. Lack of work saps their minds, weakens their strength. They are continually trying to find ways and means to exist.

When a man's physical and mental faculties get into this weakened condition, he becomes easy prey for the commies and other finks. It seems sad, but it's true enough.

FALLING INTO TRAP

The powers that be in Washington are playing into the hands of the commies by depriving the American seamen of their right

to earn a livelihood. A well-fed politician, ignorant of the needs of the working man, can be just as much of a detriment to these United States as any commie. Both practice the identical policy of rule or ruin.

Right now, there is a move on to transfer some of the vital industries from Pacific coast ports to the Middle West. Stupid politics are behind this move. This would throw thousands of workers out of employment — more grist for the commie mill. We are ignored because we don't raise our voices or vote in opposition to the various groups who seek to take away our hard won gains and conditions.

We have in our Union the brains and ability to lead us to

better things. We should make full use of them by fighting along the political front, as well as on the economic front. We cannot afford to let our economic gains be jeopardized by the political activities of others. We must be prepared to meet them on their own ground.

William McKay

Attention Members!

All applications for unemployment insurance in New York City must be made through the offices at 165 Joralemon St., Brooklyn (Third Floor), instead of the District offices, as formerly.

BUT WHAT DOES POP SAY?



Seafarer John Chaker (left) poses with Emil Ager, a long-shoreman whom he met in Le Havre, while John's ship, the SS Lilica, was unloading coal. Chaker says the French docker bears a striking resemblance to his father-in-law.

Minutes Of A&G Branch Meetings In Brief

NORFOLK — Chairman, Ben Rees, 95; Recording Secretary, J. A. Bullock, 4747; Reading Clerk (chairman acted as reading clerk).

Motion carried to accept recommendations made by Building Repair Committee. Motion carried to concur in Headquarters' resolution on the forthcoming elections for officials to serve in 1950. Motion carried to post minutes of various Branch meetings on the bulletin board. Head-



quarters report to the membership and Agent's verbal report accepted. Motion carried to instruct Port Agent to petition Secretary-Treasurer to appropriate \$1,950 from the Building Fund for repairs to wall and building caused by removal of building next door (125 Bank Street). One minute of silence in memory of departed Brothers. Meeting adjourned at 7:45 PM, with 55 members present.

§ § §
BOSTON—Chairman, T. Fleming, 30821; Recording Secretary, B. Lawson, 894; Reading Clerk, R. Murphy, 39427.

Minutes of previous meetings

Tampa Kept Busy Visiting Ships

By RAY WHITE

TAMPA—Everything is moving along smoothly here, with more ships coming into port than ever before. The only drawback is that they are mostly in-transit callers and require few replacements.

At this writing, on the second day of the week, we have already had four ships in port, and several more are due. Yesterday we had the Iberville, Waterman. Today, we have the DeSoto and Canton Victory, both Waterman, and the Alcoa Patriot.

The Iberville called for one man — a Wiper. However, we managed to ship a few ABs and FOWs on most ships touching this port. The Florida still calls for several Engine and Deck Department men.

EATERIES OUT

The Spanish Restaurant Employees are out on strike here. All waiters, cooks, bartenders, dishwashers have walked out. In fact, the only ones remaining are the bosses, and the restaurants look like ghost shops.

The largest of the struck shops, the Columbia, one of the most publicized eateries in the country, has been especially hard hit. Needless to say, the SIU as usual has offered any assistance needed in this beef.

The State of Florida just gave birth to a three percent sales tax. This is one thing that the Governor assured Florida citizens would never happen. It seems he has forgotten all campaign promises. Since the average wage here is less than 30 bucks a week, this tax is going to work a hardship on a lot of people.

A&G Shipping From Sept. 14 To Sept. 28

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	36	27	53	116	12	9	6	27
New York.....	114	100	124	338	76	70	73	219
Philadelphia.....	29	24	30	83	16	12	5	33
Baltimore.....	115	85	81	281	79	68	62	209
Norfolk.....	25	20	10	55	31	19	29	79
Savannah.....	12	5	9	26	9	7	15	31
Tampa.....	18	24	18	60	11	11	8	30
Mobile.....	53	52	38	143	58	45	37	130
New Orleans.....	77	75	107	259	59	72	97	228
Galveston.....	11	16	11	38	3	13	8	24
West Coast.....	21	23	25	69	(No Breakdown Available)			79
GRAND TOTAL.....	511	451	506	1,468	354	326	330	1,089

in all ports read and approved. Agent spoke on the shipping situation for the Port of Boston. Dispatcher announced the shipping figures for the past two-week period. Headquarters' report to the membership read and approved, as well as the Secretary-Treasurer's regular financial report. Motion carried to excuse two Brothers from the meeting. After one minute of silence in memory of departed Brothers, motion carried to adjourn. 146 members were present.

§ § §
SAVANNAH — Chairman, Jim Drawdy, 28523; Recording Secretary, Martin McCranie, 45052; Reading Clerk, S. J. Colcock, 38407.

Reading of Savannah and other Branch minutes of previous meetings. They were accepted along with Headquarters' report to the membership. Port Agent reported on shipping in the port and said that a beef on the SS Jean concerning overtime because of unlicensed men's work performed by the officers had



been settled. He said 45 hours overtime was involved. The prospects for the next two-week period are not too good, the Agent said. He reported that Brother Jeff Gillette was down in Jacksonville to cover a few ships, and also to attend a meeting of the AFL Central Trades and Labor body, upon which he will report when he returns. Brothers Boland Hoffman, Book No. 47621, and J. B. Davis, Book No. 50453, took the Union Oath of Obligation. Brother P. W. Reynolds was permitted to re-register as Wiper. Meeting adjourned at 8:10 PM, with 110 members present.

§ § §
BALTIMORE — Chairman, William Renz, 26445; Recording Secretary, Maurice Burnstine, 2257; Reading Clerk, G. A. Masterson, 2257.

Charges and trial committee's rulings read and accepted. Minutes of previous meetings read and approved. Several members were excused from the meeting after presenting acceptable reasons. Headquarters report to the membership approved as read. Letter read from the Baltimore Federation of Labor asking for donation for the AFL Grain and Mill Workers Local 74. Motion carried to contribute \$25. Port Agent stated that shipping during the past two weeks had taken a sharp drop. Hospital

Committee's report read and accepted. One minute of silence in memory of departed Brothers. Under Good and Welfare, there was lengthy discussion on various subjects pertaining to good of the Union. Meeting adjourned at 7:40 PM, with 365 members present.

§ § §
NEW ORLEANS — Chairman, James Tucker, 2209; Recording Secretary, Johnny Johnston, 53; Reading Clerk, Buck Stephens, 76.

The following were read and accepted: Previous meetings' minutes of all Branches, Secretary-Treasurer's financial report, Headquarters' report to the membership. Charges read against member, and committee's decision. Port Agent said that everything was going okay. There were nine payoffs and five sign-ons during the past two weeks, he said, with about 25 ships in all coming into port. The in-transits did not take many replacements, so shipping was not given much of a boost. Prospects are that shipping will return to normal in the coming weeks. The Union represented a Brother involved in a Coast Guard beef here and succeeded in winning his acquittal, the Agent reported. Excuses referred to Dispatcher. Letter read from the Alcoa Steamship Company requesting men getting relief jobs to check with the heads of their departments. A committee recommended that Brother Walter G. Smith, Book No. 48069, be allowed to become active again. Motion carried to concur in committee's recommendation. Following Brothers took the Union Oath of Obligation: P. W.



Dalton, M. Pierprinski, B. C. Collins, S. L. Grice, H. W. Girard and C. Cervantes. Meeting adjourned at 8:20 PM, with 270 members present.

§ § §
TAMPA — Chairman, Ray White, 57; Recording Secretary, R. H. Hall, 26060; Reading Clerk, N. Ellis, 16.

Previous meeting's minutes of Tampa and other Branches read and accepted. Branch Agent made his report on shipping. Communication from Headquarters' bookkeeper was read, informing Branch to remit General Fund assessment. Secretary-Treasurer's financial report read and approved. Under Good and Welfare, the subject of time off came in for a good bit of bat-

ting around. It was pointed out that every beef coming into this port could be traced to this matter. Most of the speakers felt that if a man wanted a day off, he should call the Hall for a relief for the day. The SS Antinous, which is in port, has a beef aboard revolving around the question of time off. Meeting adjourned with 57 members in attendance.

§ § §
GALVESTON — Chairman, Keith Alsop, 7311; Recording Secretary, R. Wilburn, 37739; Reading Clerk, J. Bird, 34683.

Galveston minutes and those of other ports read and approved. Agent discussed local shipping situation and was followed by Patrolman-Dispatcher who reported on two-week activities. Motion carried to extend shipping cards 30 days for bookmen. One minute of silence in memory of departed Brothers. Meeting adjourned at 7:20 PM.

§ § §
NEW YORK—Chairman, L. J. Williams, 21550; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Robert A. Matthews, 154.

Minutes of previous meeting read and approved. Port Agent discussed shipping, which has been fair during the past two weeks. Secretary-Treasurer reported that the alterations on the Mobile Hall are nearing completion. He added that when the Hall is ready it will be one of the most comfortable and

In-Transit Ships Help Frisco But Beach Still Has Its Quota

By JEFF MORRISON

SAN FRANCISCO — In-transit ships are taking a few men, but not enough to enable us to report that shipping is good out here. It takes payoffs and sign-ons to do that.

The past two weeks saw these ships calling here: SS Gateway City, SS Malden Victory, SS Jeff Davis, Waterman; SS Marquette Victory, SS Steel Seafarer, Kenyon Victory, Isthmian, and the SS Marymar, Calmar.

All of these vessels came in clean, with nothing to handle other than routine affairs. The questions put to us by the men aboard them were mostly on matters of overtime.

Bob Schreffius, the ladies' man of the Gulf, shipped on the Malden Victory, an intercoastal job, and Bill Lamb, another oldtimer, shipped on the SS Twin Falls

modern on the coast. The Mobile Hall, he said, was in need of repairs for some time, but that they had been put off because of the high cost of materials. Now that prices have eased off, the job is being done at considerable savings to the Union. Headquarters' resolution, calling for return of the Bureau of Navigation from the Coast Guard to the Commerce Department, was read. The resolution recommended that a campaign be instituted by all Districts of the SIU to remove the Coast



Guard from authority over seamen and that the support of the American Federation of Labor be enlisted at its current convention. The resolution was passed unanimously. Secretary-Treasurer Hall introduced Morris Weisberger, East Coast representative of the Sailors Union of the Pacific, and a vice-president of the SIU. Weisberger spoke briefly, praising the close working relationship of the A&G District and the SUP. He received a roaring ovation from the membership.

§ § §
PHILADELPHIA — Chairman, D. Hall, 43372; Recording Secretary, G. H. Seeburger, 6392; Reading Clerk, A. Fusco, 42860.

All minutes of previous Branch meetings accepted as read. Agent reported on the status of shipping in this port. Motion carried to put lock on television set. Secretary-Treasurer's financial report and Headquarters' report to the membership read



and accepted. Warren Neilson took the Union Oath of Obligation. Motion carried to refer excuses to the Dispatcher. One minute of silence in memory of departed Brothers. Meeting adjourned at 8:10 PM, with 300 members present.

Seafarers on the shoreside this week include J. Faraquohoe, V. T. J. Malone, F. Keely, Sam Drury, B. Boxley, W. Silverthorn, J. D. Otto and G. Cabbler. At a special meeting held in this port to act on the resolution setting forth the Union positions to appear on the ballot in the approaching A&G elections, the membership voted unanimously to concur in the recommendations. Our men in the Marine Hospital this week are Dusty Meeks, T. Isaksen, J. (Blackie) Keenan, H. Fasakerley, R. Guthrie, R. Ahearn, and Sam Drury.

Posts And Qualifications In A&G Elections

Below are listed the A&G District posts that are to be filled in the forthcoming election, and the constitutional requirements that all candidates must meet. Read these carefully before sending in nominations and credentials, which must reach the Secretary-Treasurer by October 15.

- HEADQUARTERS:**
 1 Secretary-Treasurer
 3 Assistant Secretary-Treasurers
- BOSTON:**
 1 Agent
- NEW YORK:**
 1 Agent
 2 Deck Department Patrolmen
 2 Engine Department Patrolmen
 2 Stewards Department Patrolmen
- PHILADELPHIA:**
 1 Agent
- BALTIMORE:**
 1 Agent
 1 Deck Department Patrolman
 1 Engine Department Patrolman
 1 Stewards Department Patrolman

- NORFOLK:**
 1 Agent
- SAVANNAH:**
 1 Agent
- TAMPA:**
 1 Agent
- MOBILE:**
 1 Agent
 2 Joint Patrolmen
- NEW ORLEANS:**
 1 Agent
 1 Deck Department Patrolman
 1 Engine Department Patrolman
 1 Stewards Department Patrolman
- GALVESTON:**
 1 Agent
 1 Joint Patrolman

Qualifications for office in the Seafarers International Union, Atlantic and Gulf District, as provided for by the Constitution and By-laws are as follows:

- (a) That he be a citizen of the United States.
- (b) That he be a full member of the Seafarers International Union of North America, Atlantic and Gulf District, in continuous good standing for a period of two (2) years immediately prior to date of nomination.
- (c) Any candidate for Agent or Joint Patrolman must have three years of sea service in any one of three departments. Any candidates for departmental Patrolman must have three years sea service in their respective department. Sea service as specified in this article, shall mean on merchant vessels in unlicensed capacity.
- (d) That he has not misconducted himself previously while employed as an officer of the Union.
- (e) That he be an active and full book

member and show four months discharges for the current year in an unlicensed rating, prior to date of nomination. This provision shall not apply to officials and other office holders working for the Union during current year for period of four months or longer.

Any member who can qualify may nominate himself for office by submitting, in writing, his intention to run for office, naming the particular office and submitting the necessary proof of qualification as listed above.

The notice of intention addressed to the Secretary-Treasurer must be in his office not later than October 15, 1949, when nominations will be closed.

In addition, each candidate shall submit a regulation passport photo, taken recently, a statement of not more than 100 words, giving a brief summary of his Union record and activities—both of which will be run in the SEAFARERS LOG prior to the voting period.

'Subway Series' Takes The Play Away From New York Shipping

By JOE ALGINA

NEW YORK—This port settled down to a two-week period of fair shipping. Practically all activity was on the routine side. What excitement there was came from the news that this town will be the scene of all the World Series baseball games, with the Brooklyn Dodgers and the New York Yankees coming to grips for the championship.

With ducats for the games sold out and scalpers asking as high as a hundred bucks for their pasteboards, we guess most Seafarers will watch and listen to the games via television and radio.

But to get back to shipping, here's the line-up of vessels that paid off here during the past two weeks: Robin Wentley, Robin Goodfellow, Steel Rover, Steel King, Steel Vendor, Suzanne, Marina, Bessemer Victory, Chickasaw, Raphael Semmes, Seatrain Havana, Seatrain New Jersey, Bull Run, J. W. Cullen, Puerto Rico and J. B. Waterman.

Sign-ons were the Cecil Bean, a Dry Transportation Corporation vessel; the Suzanne, Marina, Puerto Rico, Steel King, Steel Vendor, Jefferson City and all the others on the intercoastal runs.

We're glad to see that the steel workers have come out fighting for their demands, and are not leaving the issue to be handled by any government bureaucrats. The principal cause of the current strike in steel is the companies' insistence that any pension plan should also be supported by the workers.

The men have a good beef in demanding that the employers pay for the pensions, because some of the smaller outfits have signed up with the union, showing that they can afford it. And if the little guy (if you can call any steel manufacturer a little guy) can manage to put something away for his employes' old age, certainly the big operators can do the same.

Alas, Shipping In Port Boston, Like Red Sox, Is An Also-Ran

By BEN LAWSON

BOSTON—Practically everything that happened in this town during the past two weeks has been overshadowed by the conking out of the Boston Red Sox in the last hours of the American League pennant race. But the Boston team might be consoled by the fact that we haven't been pounding out any great shipping figures.

Three ships came in for payoffs, two of which signed on again, the SS Cabins and the SS Trinity. Eastern's SS Yarmouth paid off, then tied-up.

In-transit visitors for the period were the SS Steel Vendor, Isthmian; SS Yorkmar, Calmar; SS Canton Victory and SS Greeley Victory, Waterman. Things were fairly smooth aboard these ships, except for some disputed overtime carried on the Yorkmar. This will be taken to the

port of payoff for settlement. The payoff aboard the SS Trinity was a beaut, thanks to a pre-payoff education meeting. Everything was in perfect order as a result of this session and the payoff came off smoothly. Pretty nice going, I'd say.

Big Alec Olsen just registered. He's as brown as brown could be. Not from a trip, but from a full, hot summer spent on his sloop. During his slooping, Alec's entire wardrobe consisted of a pair of bathing trunks and he certainly looks it.

Also in this week is old Jim Hanso, who is looking for a Plumber-Machinist's job.

By the way, I wouldn't advise the Brothers to head this way, if they are looking for a ship. The tying-up of the SS Yarmouth has given us a big shipping list.

Personals



JAMES P. SMALL

Contact Mrs. Shirley Wessel at Seamen's Church Institute, 25 South Street, New York.

JOHN W. WARD

Get in touch with your mother at 100 N. Arboles Ct., San Pedro, Calif.

ALLEN D. EWING

Local Board No. 1, Rose Gilbert, Clerk, 80 Lafayette Street, New York 13, N.Y., asks you to call.

ROY R. WHITE

Get in touch with your parents, at Box 9, Reelsville, Indiana.

LEROY FRAZIER

Your sister, Inez Frazier, 119 Shamrock St., East Alton, Ill., wants you to get in touch with her.

WARD LEWIS HOWIESON

Contact the Missing Seamen Bureau, 25 South Street, New York 4, N.Y.

ROBERT A. CARTER

Anyone finding the papers, discharges, etc., of this Brother, Z number 93162, is asked to mail them to him care of the New Orleans Hall, 823 Bien-

ville Street, New Orleans, La., or to 813 Baronne Street, New Orleans.

WM. G. PURDY

Your mother asks that you write her at 27 W. Genesee Street, Hornell, New York.

JOHN WALTON

Get in touch with your daughter, Aileen Walton at 36 Sidney Place, Brooklyn N.Y.

CREW, SS NOONDAY

Shipmates of Bob Lambert are asked to get in touch with him at the marine hospital, Staten Island, New York City.

EMERY DEWEY CROWELL

Get in touch with your wife at 161 West 94 Street, Apt. 7, New York City.

RED HUNNEYCUTT

This Brother is in the New Orleans Marine Hospital, Ward D-5, and wants all former shipmates to write or visit him.

BOYD DAVIS

Helen, in Canada, asks that you write to her.

RICHARD GRALECKI

This Brother, off the Seatrain New Jersey, has been in the Staten Island Marine Hospital

for the past 2½ months, and would appreciate visits from his friends.

FRANK RAKAS

James C. Latham, Rights of Way Examiner, Rights of Way Dept., Maryland State Roads Commission, 302 S. Aurora St., Easton, Md., asks you to get in touch with him.

MITCHELL T. REED

Contact Benjamin B. Sterling, 42 Broadway, New York, immediately. Phone DIgby 4-7830.

CARMELO GIUGA (GUIGA)

Your mother is very ill. Get in touch with Accurso Bonti, c/o Giuga, 123 Elizabeth Street, New York 13, N.Y.

C. MARTIN

The number in your book, 51513, is incorrect. Bring or mail your book to Headquarters, 51 Beaver St., so that the correct number, 51313, can be put in.

WILLIAM O'CONNOR

Write to Richard J. Brown, care of the SIU Baltimore Hall. It is very important.

HARVEY HILL

Your sister-in-law, Mrs. J. W. Hill, Slusser Avenue, New Hartford, N.Y., asks you to get in touch with her.

Directory Of SIU Halls

SIU, A&G District

BALTIMORE.....14 North Gay St.
 William Rentz, Agent Mulberry 4540

BOSTON.....276 State St.
 Ben Lawson, Agent Richmond 2-0140
 Dispatcher Richmond 2-0141

GALVESTON.....308½-23rd St.
 Keith Alsop, Agent Phone 2-8448

MOBILE.....1 South Lawrence St.
 Cal Tanner, Agent Phone 2-1754

NEW ORLEANS.....523 Bienville St.
 E. Sheppard, Agent Magnolia 6112-6113

NEW YORK.....51 Beaver St.
 Joe Algina, Agent HANover 2-2784

NORFOLK.....127-129 Bank St.
 Ben Rees, Agent Phone 4-1083

PHILADELPHIA.....337 Market St.
 J. Sheehan, Agent Market 7-1635

SAN FRANCISCO.....85 Third St.
 Jeff Morrison, Agent Douglas 2-5475

SAVANNAH.....2 Abercorn St.
 Jim Drawdy, Agent Phone 3-1728

SEATTLE.....86 Seneca St.
 Wm. McKay, Agent Seneca 4570

TAMPA.....1879-1811 N. Franklin St.
 Ray White, Agent Phone M-1323

WILMINGTON, Calif., 227½ Avalon Blvd.
 E. B. Tilley, Agent Terminal 4-2874

HEADQUARTERS.....51 Beaver St., N.Y.C.

SECRETARY-TREASURER
 Paul Hall

DIRECTOR OF ORGANIZATION
 Lindsey Williams

ASST. SECRETARY-TREASURERS
 Robert Matthews J. P. Shuler
 Joseph Volpian

S U P

HONOLULU.....16 Merchant St.
 Phone 5-8777

PORTLAND.....111 W. Burnside St.
 Beacon 4336

RICHMOND, Calif.....257 5th St.
 Phone 2599

SAN FRANCISCO.....59 Clay St.
 Douglas 2-8363

SEATTLE.....86 Seneca St.
 Main 0290

WILMINGTON.....440 Avalon Blvd.
 Terminal 4-3131

Canadian District

MONTREAL.....404 Le Moyne St.
 Marquette 5909

FORT WILLIAM.....118½ Syndicate Ave.
 Ontario Phone 3-3221

HALIFAX.....128½ Hollis St.
 Phone 3-8911

PORT COLBORNE.....103 Durham St.
 Phone 5591

TORONTO.....111A Jarvis St.
 Elgin 5719

VICTORIA, B.C.....602 Boughton St.
 Empire 4531

VANCOUVER.....565 Hamilton St.
 Pacific 7824

HEADQUARTERS.....512 McGill St.
 Montreal Plateau 678

Statements On Policy By A&G District

In the less than six months since it received its charter from the Seafarers International Union, the Brotherhood of Marine Engineers has firmly established itself as a going trade union organization on the American waterfront. The fledgling organization has signed contracts with six steamship companies and is currently in negotiations with several other major operators, which, when signed up, will make the BME the collective bargaining agent for Engineers aboard hundreds of American flag ships.

WELCOMED BY SIU AFFILIATES

When the BME was granted its charter by the SIU last May, the membership of the Atlantic & Gulf District, as well as the other components of the International, went on record to give complete support to the new affiliate. The SIU policy of giving unstinted aid and support to the BME has aided this organization materially in getting on its feet. The facilities of all SIU Branches were thrown open to the BME, and every possible effort was made to speed the BME along in its drive to bring the Engineers of America's merchant marine real trade union representation.

With the backing of the SIU, the BME immediately plunged into an organizational campaign. The response of Engineers to the drive has now reached almost landslide proportions, with pledge cards and letters seeking membership numbering in the dozens arriving at BME headquarters daily. Aboard many ships BME representatives are finding the Engineers eager to abandon the sinking MEBA, in favor of trade union protection which will guarantee them a democratic set-up and a hand in shaping their contracts, free from communist influence.

Though the Engineers on the ships are rooting for the success of the BME, there are other

The BME Campaign

forces at work anxious to see the BME die in infancy. A case in point is that of the SS Sir John Franklin, a ship owned by the Isbrandtsen Company. When the Franklin arrived in New York last month, the Marine Engineers Beneficial Association, CIO, arbitrarily ordered the ship's Engineers to shut the plant down and go ashore—an order which completely ignored possible jeopardy of the Engineers' licenses. Four days later, Isbrandtsen was presented with demands for a new contract, demands which far exceeded those okayed by the MEBA in agreements signed recently by 40 other Atlantic and Gulf operators.

MEBA DISCREDITED

With Isbrandtsen no longer contracted to the MEBA, and NMU and CIO radio operators aboard ready to sail the vessel, the BME declared the vessel unorganized and sent members to the company for employment aboard the ship. The move by the BME was in line with its general policy that the entire MEBA is a discredited organization, riddled by dissension, dominated by the communists and no longer representative of the wishes of ship Engineers.

When the ship sailed five days later, BME Engineers were aboard in the engineroom. An NMU crew and CIO radio operators were aboard, too, their unions having demonstrated their disfavor with the MEBA tactics by dispatching crewmembers with orders to pass the picketline—a phony left wing MEBA demonstration—and go aboard the ship. Thus ended the Franklin incident. The BME subsequently signed a contract with Isbrandtsen.

The Hawaiian Beef

SIU, both in the Union's regular activities and its organizing drive in Isthmian. During the years the SIU fought to win the Isthmian fleet, Bridges did everything possible to hamstring the SIU on the West Coast. The NMU, striving for the same prize, was treated royally at ILWU piers, though the efforts came to naught when the votes were tallied.

Bridges took a crack at the SIU when he tried to have the SUP crew of the SS Mello Franco replaced by an NMU crew in Coos Bay, Oregon. New Orleans saw a Bridges drive to take over the longshoremen there nipped in the bud through SIU aid. Again and again Bridges' drives to weaken the SIU have been repelled. There is no need to reiterate the many times Bridges has sought to smash the SIU; the membership is well aware of his past drives.

BRIDGES' AIMING HIGH

In his current drive he is being a bit more subtle. By forcing the SIU to break its contract with the Isthmian Steamship Company, Bridges hopes to deal a body blow to the SIU's strength. The loss of Isthmian—a 50-ship company—would seriously dent the SIU's contracted fleet, and throw the company into the unorganized ring again. The prospects of having to tackle Isthmian all over again, Bridges undoubtedly presumes, would be too much for the SIU. Even if no other union would be capable of organizing the company, his objective would have been gained. The rule or ruin tactic of the commies is history in dozens of America's unions, the NMU being a good example.

The fact that the BME proved itself capable of coping with the MEBA in a waterfront action immediately brought forth screams of anguish from the MEBA. They immediately launched an attack on the BME, claiming the ship was scabbed out. Strangely enough, they had nothing to say about the NMU or CIO radio officers unions, both of which crossed their picketline. They cooed sweet nothings at their fellow CIO unions while levelling both barrels at the AFL Engineers and its parent, the SIU.

ROAD WILL BE ROUGH

With the BME now a recognized factor on the waterfront, the road is going to get rougher for our affiliate. Despite the fact that the BME already represents several hundred marine Engineers, and has majority representation in several companies, the MEBA will attempt to smear the new outfit and eliminate it entirely from the waterfront scene.

When and if the showdown comes, the SIU stands fully behind the BME. The SIU is joined in this support by the Maritime Trades Department, whose power has been sufficient to repel left-wingers' attacks against AFL unions before.

BME HAS STRONG BACKING

The backing of the AFL waterfront organizations will guarantee the BME complete victory in its fight to bring genuine trade unionism to the marine Engineers. The SIU is pledged to support the BME men to the finish, and wherever the SIU has pledged its strength in the past the battle has always been won.

SIU members should stand alert for MEBA and communist propaganda aimed at causing dissension within the SIU's ranks. The bell has sounded, and the SIU is in the BME's corner until the end.

The signing of a contract with Isthmian in 1947, after a bitterly fought organizational drive, was considered by the SIU to signal the end of the Isthmian campaign, but events in recent months have demonstrated that the SIU is fighting a second Isthmian campaign—this time to preserve its hard won gains from the crippling tactics of Harry Bridges and his communist supporters.

BRIDGES SPINS WEB OF DESTRUCTION

Fortunately, the SIU in this campaign has outmaneuvered Bridges, and will emerge from the battle unharmed. The same, however, cannot be said for other unions that became enmeshed in the Bridges web, spun on the shores of beautiful Hawaii.

The SIU policy in the current Hawaiian strike was set two months ago, when the membership at a special meeting voted to honor its contractual obligation with Isthmian. The crew of the SS Steel Flyer was told to sail their vessel, tied up then in Honolulu. The SIU took its stand in light of the fact that to jeopardize its contract with Isthmian might mean the loss of almost three years of effort spent in organizing the fleet, during which time over a quarter of a million dollars was spent.

CIO ENGINEERS IGNORED BEEF

Also figuring in the SIU's decision was the fact that the CIO Engineers had not recognized the strike. On the Steel Flyer the Engineers remained aboard and kept up steam. To add to the foul-up, CIO dock clerks and checkers, affiliated with Bridges' union, continued to work during the beef.

Bridges' actions prior to the Hawaii beef show an unending campaign directed against the

On the West Coast, unions which have followed blindly behind Bridges' pied-piping now find themselves on the verge of extinction. The beginning of this year saw the end of a 100-day longshore strike; a strike that sapped great strength from the West Coast labor organizations. (A strike, incidentally, that was supported by the SIU.) Now Bridges is involved in a strike entering its sixth month in Hawaii that is proving to be disastrous for the small West Coast unions, particularly the MFOWW.

SIU AVOIDS RED TRAP

All of the small unions on the West Coast find themselves at the mercy of Bridges, and can do nothing except wait for him to release the noose—if that day will ever come for them. The SIU, however, refuses to let itself be dictated to by an outfit whose aim is to take over and dominate American maritime workers.

The SIU refuses to throw away the work and money that went into the organizing of Isthmian. The SIU refuses to live or die by the dictates of Bridges and his communist followers.

THUMBS DOWN ON POWER GRABS

A beef which is legitimate will always get the support of the SIU, but where the sole object is to gain power, whether it be over the SIU or over the economic life of an isolated island in the middle of the Pacific, the SIU refuses to lie down and die. The membership of the SIU demonstrated that fully, when it voted unanimously to honor the Isthmian contract in Hawaiian ports. The policy of the SIU in the Hawaiian beef has been set by the membership of the Union. The second battle for the Isthmian fleet will be won by the SIU.

The SIU's policy is to honor its contracts in Hawaii.