

# SEAFARERS LOG



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

VOL. XI

NEW YORK, N. Y., FRIDAY, MARCH 18, 1949

No. 11

## Don't Talk SIU, Is Warning To CS Crewmen

The conclusion of the Cities Service collective bargaining election is now awaiting the balloting of the SS Government Camp.

Meanwhile the SIU Atlantic and Gulf District advised all pro-Union men on the company's vessels to keep mum on the union question until the final results are announced.

The Union's advice to the CS tankermen was made in face of the company's determination to fire men suspected of pro-Union sentiment.

The Government Camp, the last of the nine ships eligible to be balloted, is expected to vote when she returns to Montevideo, Uruguay, sometime within the next few weeks.

Although she was to have been voted last week, the Government Camp left Montevideo without voting because the ballots did not arrive in time.

In cautioning the Cities Service tankermen against openly dis-

## Former CS Men

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

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

Meanwhile, all pro-Union men aboard Cities Service Oil Company ships are urged to remain on their vessels until they win the protection of an SIU contract. The company is making every effort to replace men with known pro-union leanings. Stay on the ships until the fight is won.

Discussing the Union question the SIU recommended that all matters connected with unionization be placed in the hands of the shipboard organizer who acts as contact with the Union.

Careful adherence to this procedure will greatly reduce the possibility of a man being fired, the SIU pointed out. Company policy calls for the immediate dismissal of any man suspected of even the slightest degree of sympathy with the Union.

Men with pro-Union leanings have been fingered by company stooges aboard all CS ships.

Charges of unfair labor practices have already been filed with the National Labor Relations Board by the SIU in behalf of more than 30 men recently fired for having pro-Union sentiments.



# US Stifles Own Fleet, But Builds Alien Shipping

## Foreign Tonnage Soon To Surpass Pre-War Totals

The 16 nations receiving Marshall Plan goods need American economic aid in many fields, but one field in which they need nothing is shipping, the facts demonstrate.

According to a survey made public this week, the combined fleets of the Marshall Plan countries will be 5,000,000 deadweight tons bigger than they were in 1939, when current shipbuilding programs are completed.

Nevertheless, the Marshall Plan beneficiaries keep asking for American support to "re-build" their already rebuilt merchant fleets and for more cargoes to carry, Washington observers point out.

They add that this probably is the root of the "Hoffman Plan" to reduce the participation of American ships and American crews in the foreign aid trade.

### US TREADS WATER

Among the sizable shipbuilding programs in Europe now are the following:

Great Britain, 3,216,000 tons; Norway, 2,799,000 tons; France, 762,000 tons; Sweden, 683,000 tons; the Netherlands, 279,000 tons; Denmark, 254,000 tons.

The survey of the European program reveals that the foreign fleet will not only be bigger than it was before the war, but will be much faster.

Meanwhile, the American shipbuilding industry is treading water for want of a long-range program commensurate with this country's size and world position, all authorities agree—ex-

(Continued on Page 3)

# Representatives Ready To Consider Bland Bill

The House of Representatives is scheduled to consider the Bland Bill on Monday, March 21, according to the latest information from Washington.

The Bland Bill, which has been unanimously approved by the House Committee on Merchant Marine in a slightly revised form, guarantees that 50 percent or more of all government financed cargoes, including Marshall Plan cargoes, must go in American ships no matter where they originate.

Headquarters officials this week continued to urge all Seafarers to write their Senators and Congressmen urging its enactment.

### SENATE JUMP

The Magnuson Bill, the Senate measure identical with the Bland Bill, has not yet been considered by the Senate Committee on Interstate and Foreign Commerce which is expected to wait for the House to act first.

In fact, the Magnuson Bill's opponents got the first jump in the Senate.

Last week, as was reported in

the LOG of March 11, the Senate Foreign Relations Committee on the advice of Paul G. Hoffman, ECA Administrator, approved a bill limiting the 50 percent participation of American ships to cargoes originating in this country.

The Senate Foreign Relations Committee did not limit the American taxpayer's liability for foreign aid purchases to goods

purchased in this country, however.

It was Paul G. Hoffman who touched off a battle which has lasted upwards of three months, when he proposed taking advantage of a loophole about freight rates in the present 50-percent clause in the Marshall Plan legislation, to ship all foreign aid bulk cargoes in foreign bottoms.

Paced by the SIU, A&G District, the maritime industry initiated a campaign of protest, pointing out that hundreds of ships would be laid up and thousands of seamen would be thrown out of work.

Hundreds of labor unions, representing millions of workers in every corner of the country, rallied to the SIU's side and thous-

(Continued on Page 11)

# A&G Transportation Balloting Going Strong

With three weeks of the 60-day voting period exhausted, voting continues strong in SIU Halls around the coasts on the transportation referendum. The two proposals being put to a vote, thoroughly discussed in the pages of the SEAFARERS LOG and at shipboard and shoreside meetings over a three-month period, have stimulated a great deal of interest on the part of the membership. Reports from the various ports indicate heavy voting.

Voting began on March 1 following approval of the ballot in membership meetings at all Branches. Seafarers are given the choice of two proposals, which read:

### Proposal No. 1:

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

### Proposal No. 2:

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

All members are urged to vote on this issue.

# SEAFARERS LOG

Published Weekly by the  
SEAFARERS INTERNATIONAL UNION  
OF NORTH AMERICA  
Atlantic and Gulf District

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

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



## Now Is The Time

Let's not kid ourselves.

The American merchant marine is sick. It is suffering from pernicious economic anemia complicated by cuts, bruises and lacerations.

What is more, it is getting sicker.

Every time somebody comes along with the body-building foods the merchant marine needs, somebody else shoulders him aside and starts belaboring the merchant marine with a club.

The picture described above is not just editorial playfulness. Think of Paul G. Hoffman, the eminent automobile manufacturer who heads the Economic Administration which runs the Marshall Plan, as the man with the club. The joke is pretty grim. Moreover, Paul Hoffman isn't the only clubwielder. There are plenty of others.

As a result, the American merchant marine grows thinner day by day while foreign fleets grow fatter. The facts are plain enough. Anybody unfamiliar with them need only read the report starting on page one of this issue of the LOG.

American shipbuilding is lagging far behind what is being done in European shipyards.

The American merchant fleet shrank by nearly 600 ships in a single 12-month period.

More than a thousand American built ships, manned by underpaid crews, carry American trade under the flags of a score of nations.

It's high time the sick body of the American merchant marine received a little attention.

The Bland Bill on foreign cargoes must be passed, but the Bland Bill is not enough. Proposals to jiggle interest rates or remove restrictions on subsidies may be important and desirable, but they are not enough either—unless they are linked to a long-range overall program, a program commensurate with this country's economic strength, volume of ocean trade and world position.

If such a plan of treatment is not formulated and implemented, the sick patient may wither away entirely.

The Seafarers International Union, Atlantic & Gulf District, demands that immediate action be taken to nourish and build up the merchant marine so that it may meet this country's economic needs.

There is no time to waste.

## You Decide

With spring just around the corner, Seafarers should, among other things, be thinking of voting in the current referendum—those Seafarers who haven't yet expressed their choice of a transportation rule, that is.

But just in case spring and things have been monopolizing the minds of the men who haven't cast their ballots, we'll remind them that the ballot offers two propositions, both of which appear on the front page of this issue. Look them over, decide, then go to the polling place in the nearest A&G Branch Hall and vote. How you vote is your business, but you should have your say before the 60-day balloting period expires on April 30.

After all, you can think about the things you think about in spring all year round, but you can only vote on the kind of transportation rule you want until April 30.



## 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.

### BOSTON MARINE HOSP.

J. E. GALLANT  
VIC MILLAZZE  
F. ALASAVICH  
N. L. OLSON  
L. L. GORDON (City Hospital)

### MOBILE MARINE HOSP.

WILLIAM SULLIVAN  
LOUIS HOWARD  
LIVERPOOL BYRNING  
J. B. BERRIER  
TIM BURKE  
J. P. BUCKALEW  
P. M. VANDEREIK  
J. LANGLEY

### NEW ORLEANS MARINE HOSP.

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

### W. WISLCOFF

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

### BALTIMORE HOSPITAL

THOMAS T. OLIVER  
R. SOUZA  
V. HOLTON  
G. E. CAMPBELL  
H. GIERDE  
W. N. SEARS  
C. H. JOHNSTON  
B. A. GOLD  
A. E. DUNTON  
S. A. SWARTZ  
M. ARONG  
S. GAMIER  
G. A. CARROLL  
C. SIMMONS  
J. B. PURVIS  
C. H. JONES  
F. KORVATIN

## Hospital Patients

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

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

## Staten Island Hospital

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

Tuesday — 1:30 to 3:30 p.m.  
(on 5th and 6th floors.)

Thursday — 1:30 to 3:30 p.m.  
(on 3rd and 4th floors.)

Saturday — 1:30 to 3:30 p.m.  
(on 1st and 2nd floors.)

W. T. ROSS  
L. E. FOSKEY  
J. M. SKINNER  
R. R. WINGERT  
C. B. VIKIN

## STATEN ISLAND HOSPITAL

F. NERING  
W. HALLETT  
N. DORPMANS  
S. HEIDUCKI  
A. TREVINO  
M. J. LUCAS  
J. JENSEN  
R. ORTIZ  
G. STEPANCHUK  
J. J. O'CONNOR  
B. RABINOWITZ

## SAVANNAH HOSPITAL

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

## GALVESTON MARINE HOSP.

G. GONZALES  
L. WILLIAMSON  
J. HAVERTY

# Lack Of Program Condemns US Shipping

(Continued from Page 1)

cept those who are opposed or indifferent to maritime problems.

A recent survey disclosed that of about 1,160 ocean-going ships under construction in the world, American shipyards were working on only 15 percent of the total tonnage.

During 1948, the nation which built 6,000 ships during the war delivered only 24 seagoing vessels of 257,069 deadweight tons. And of these 24 ships, 15 of 141,406 deadweight tons were delivered for foreign account or foreign flag operation. In other words, less than half the tonnage delivered provided jobs for American seamen.

The delivered tonnage for 1949 will be larger, according to published reports, since 34 tankers

are to be completed. However, where those tankers are going is another matter.

American shipyards began 1949 with orders for 72 seagoing ships on hand. They will total 2,000,000 deadweight tons, but many of them will not be finished until 1951.

By that time many shipyards will be virtually idle, unless additional orders geared to American needs are placed, critics of maritime policy maintain.

## ONE DRY-CARGO SHIP

Of the ships now on order, 61 are tankers. Only one is a dry cargo ship. In addition, there are 200-odd commercial craft building for harbor and inland water operations unrelated to ocean commerce.

Lack of activity in American

shipyards is no more than a reflection of the decline of American flag shipping, SIU officials and others point out.

That decline, too, is the direct result of the failure to set up the kind of long-range, large-scale program the SIU has demanded over and over again from 1947 on.

As of January 1 of this year, the number of ships in the Maritime Commissions up-river boneyards totalled 1,966. This was an increase of 548 over the number in the mothball fleet as of January 1, 1948, according to the American Bureau of Shipping.

More have gone to the boneyards this winter and the end is not in sight, if the Paul Hoffman Plan for handling Marshall Plan cargoes goes through.

The only counter trend to the boneyard parade has been the substantial increase in the privately owned American oceangoing fleet, which now stands at 1,181 ships of 14,125,000 deadweight tons. However, the increase in the number of privately owned vessels is not enough to reverse the overall decline in shipping, which explains why so many seamen are on the beach.

One reason for the decline of American flag shipping was the Ship Sales Act of 1946 which authorized the Maritime Commission to sell war-built vessels to foreign nations. This provision of the Act was knocked out in March 1948, but not until a great deal of damage had been done.

## A BIT LATE

By then the Commission had sold 1,112 ships for foreign registry and only 644 to American flag operators. Those 1,112 ships are now competing with American ships all over the world. Plenty of them come in and out of American ports.

Of the 1,112 ships sold for foreign flag operation, 218 went to the British flag. Another 147 went under the Panamanian flag. Most of the rest were distributed under the following flags: Italian, 122; Norwegian, 102; French, 98; Dutch, 84; and Honduran, 28. The remaining few went under a sprinkling of other flags.

Here are some of the results of the Ship Sales Act, and other shortsighted policies.

In January 1947, American ships carried 59.1 percent of this country's dry-cargo exports. And then the steady decline set in with only a temporary upsurge in the winter of 1947 to offset it. By August 1948, American ships were carrying no more than 34.2 percent and the total amount of exports had also slumped precipitously. (Ed. note: These figures apply to all cargoes, not to Marshall Plan cargoes only.)

## TANKERS WAY DOWN

The tanker cargo export picture was even drearier. In January 1947, American tankers carried 43.2 percent of the nation's export tanker cargoes. This percentage dropped to 14.4 percent in January 1948. From there on it rose to 37.2 percent last August.

The import picture was brighter percentagewise, with American ships carrying well over 50 percent of all dry-cargo imports most of the time from January 1947 until last June when a percentage decline set in. However, these percentage figures are misleading because the actual amount of imports has been far below exports.

Tanker imports were a different matter. About 75 percent of all tanker cargoes imported came in American ships.

This winter a new interest in the merchant marine has developed in Congress. Many believe it is the result of the Paul Hoffman Plan to divert all Marshall Plan bulk cargoes to foreign ships.

That plan and the fury with which the industry and organized labor spearheaded by the SIU opposed it drew attention to America's position on the seven seas. As a result, there are at least some proposed remedies for the situation.

There is the Bland Bill guaranteeing that American ships get 50 percent or more of all gov-

ernment financed cargoes, including the Marshall Plan cargoes, regardless of where those cargoes are loaded. This bill, in a slightly revised form, has been approved by the House Committee on Merchant Marine, of which Representative Bland is chairman, and has been introduced into the Senate. But Paul Hoffman is still fighting to get his crippling proposal enacted into law.

Representative Bland has also introduced two other bills into Congress which would provide more ships, more jobs—and fatter profits for the shipowners.

One would remove the 50 percent restriction now imposed on construction subsidies. The other would provide construction subsidies for ships in domestic routes and give non-subsidized operators some of the tax advantages enjoyed by subsidized lines.

Similar bills were passed by the House of Representatives last year, but failed to reach the Senate in time to be considered.

All of these bills are a long way from becoming law. There will be powerful forces, including foreign nations, fighting against all of them at every turn. That is why, Headquarters officials point out, Seafarers should not let up on their campaign to get the Bland Bill passed.

## MILITARY, TOO

At the same time that Paul Hoffman proposed shipping more foreign aid cargoes under foreign flags, the Army and Navy began edging further into the merchant marine.

The Army is already in the process of taking over the C-4 passenger ships. And, in accordance with a plan announced early in the winter the Army has been taking more cargo ships from layup, and may eventually turn its entire fleet over to the Navy to be manned by Navy crews.

To Seafarers beset from many sides, it looks as if American seamen are in danger of ending up with a few crumbs left over from the military services, after Paul Hoffman gets through shipping American financed goods on foreign vessels.

The only answer, Headquarters officials declared this week, was for every SIU member to take steps to make himself felt in Washington.

"Don't just write one letter to one Congressman," they said. "Write a couple every day. Write as many as you can and then write another."

## Let 'Em Know

The Arnold Bernstein SS Co. is applying for an operating subsidy to operate two passenger ships in Service 1—Trade Route 8, which is the New York-Rotterdam-Antwerp run.

It is important to the Seafarers that this subsidy be granted so that more jobs will be available to SIU members.

All members are urged to write or telegraph the U.S. Maritime Commission, Department of Commerce, Washington, D.C., requesting them to approve the Bernstein application.

Alfred A. Owen, Jr. - Third Division  
P. O. Box 861  
Anchorage, Alaska

## NINETEENTH SESSION Alaska Territorial Legislature

HOUSE OF REPRESENTATIVES

March 2, 1949

Paul Hall, Secretary-Treasurer  
Seafarers International Union of North America  
Atlantic & Gulf District  
51 Beaver Street  
New York 4, NY

Dear Sir and Brother:

Ted Erickson, Secretary of the Alaska Territorial Federation of Labor brought your letter of February 8th to him, to my attention. I noticed that most of the support for the Bland Magnuson bill was coming from labor organizations. It occurred to me that a boost from a different angle might be helpful.

I took up the idea with the Governor of Alaska, and with his support I drafted, introduced, and got passed unanimously the enclosed resolution.

fraternally yours,

*Alfred Owen*  
Alfred Owen

The above letter from Alfred Owen, Representative in the Alaskan House of Representatives, demonstrates the extent of the support—both geographic and organizational—that is being swung behind the SIU in its fight to have the Bland-Magnuson Bill passed by Congress. Representative Owen drafted and introduced a resolution that was adopted unanimously by the Alaskan legislature. The adopted resolution states that the passage of the Bland-Magnuson Bill, would have a direct bearing on the social and economic welfare of the United States and Alaska. The full text of the resolution follows:

To the President of the United States, the Senate Foreign Affairs Committee, the House Merchant Marine and Fisheries Committee, Senator Magnuson, Congressman Bland, and Delegate Bartlett:

WHEREAS, Alaska is vitally interested in the Merchant Marine of the United States as the connecting link between itself and the rest of the world, and

WHEREAS, water transportation is as yet the basis upon which the economic growth and defense of the Territory rests, and

WHEREAS, Alaska is looking forward toward the assumption of the duties which fall upon a state, among which is concern and interest in the social and economic welfare of the several states, and

WHEREAS, the strengthening and maintenance of the Merchant Marine is an integral part of our economic and defense structure, and

WHEREAS, its strength or weakness has a direct bearing on the social and economic welfare of the several states, by fostering gainful employment of a trained labor force, maintaining ship construction, repair and outfitting facilities; all of which have proven their worth during the past emergency.

THEREFORE BE IT RESOLVED: that the House of Representatives of the Territory of Alaska respectfully urge the passage of the Bland-Magnuson Bill (H. R. 1340 in the House, and S.R. 591 in the Senate).

## Mobile Notes Shipping Upturn, And Hopes Trend Will Continue

By CAL TANNER

MOBILE—At long last we can report that shipping in this neck of the woods has taken a turn for the better. And now that the patient is on the road to recovery, we hope that there is no relapse.

77 bookmen and nineteen permits got out last week, and for us that amounted to a wartime boom. We had a total of seven payoffs and six sign-ons, with two sign-ons on continuous articles.

All payoffs were smooth, and the few beefs that existed were cleared up right on the ship.

Ships paying off for the week were: SS Corsair, SS Planter, SS Puritan, Alcoa; SS Hurricane, SS Jean Lafitte, SS Morning Light, and SS Governor Comer, all under the Waterman flag. The Governor Comer is being sold to other interests, and we are watching closely to see where she will wind up.

Sign-ons included the Puritan

and the Corsair, headed for the Island run; the Lafitte, on the way to Europe; Waterman's Greeley Victory, on the sixteen-day express run on coastwise trade; and the Morning Light, pointed back to Puerto Rico.

### RUDE AWAKENING

Isthmian's SS Steel Mariner was in from New Orleans in transit, and the ship was in fine shape except for one permit who thought he could sleep all day and let the rest of the men do his work.

This character was pulled off by the boarding Patrolman, and



he will be presented with a set of charges that will set him back on his heels.

It's high time those wise-guys learned for once and for all that the Union will not tolerate men who want to ride on the backs of their shipmates.

In line with the traditional SIU policy of helping legitimate unions in their beefs, the SIU here has offered to help, in any way possible, the AFL Electricians in their strike at the Pascagoula, Mississippi, shipyards. So far the Electricians have not needed any pickets, but we are ready and able if they do need them.

Some of our Brothers are in the Mobile Marine Hospital, and when they were visited last week they mentioned that they were also writing letters to Congressmen to support the Bland-Magnuson bill.

The hospitalized, but fighting, Seafarers include: William Sullivan, Louis Howard, Liverpool Bryning, J. B. Berrier, Tim Burke, J. P. Buckalew, P. M. Vandereik, and J. Langley.

## Says Foreign Flag Ships Expand At Expense Of United States

By WILLIAM McKAY

TACOMA — While the American steamship operators are giving up dock and wharfage space that they have occupied for years on the Pacific Coast, British firms are right now in the Port of Tacoma surveying docking facilities, with an eye to stepping up shipping operations here.

If you study the positions of the various maritime nations, you will notice that the British are not only back to their pre-war standing of being the foremost maritime power, but since the end of the war, they have built more and better ships than all the other countries combined.

As a maritime nation the US has rapidly declined since 1947. The British used American money to rebuild their maritime industry. And the American taxpayer is footing the bills,

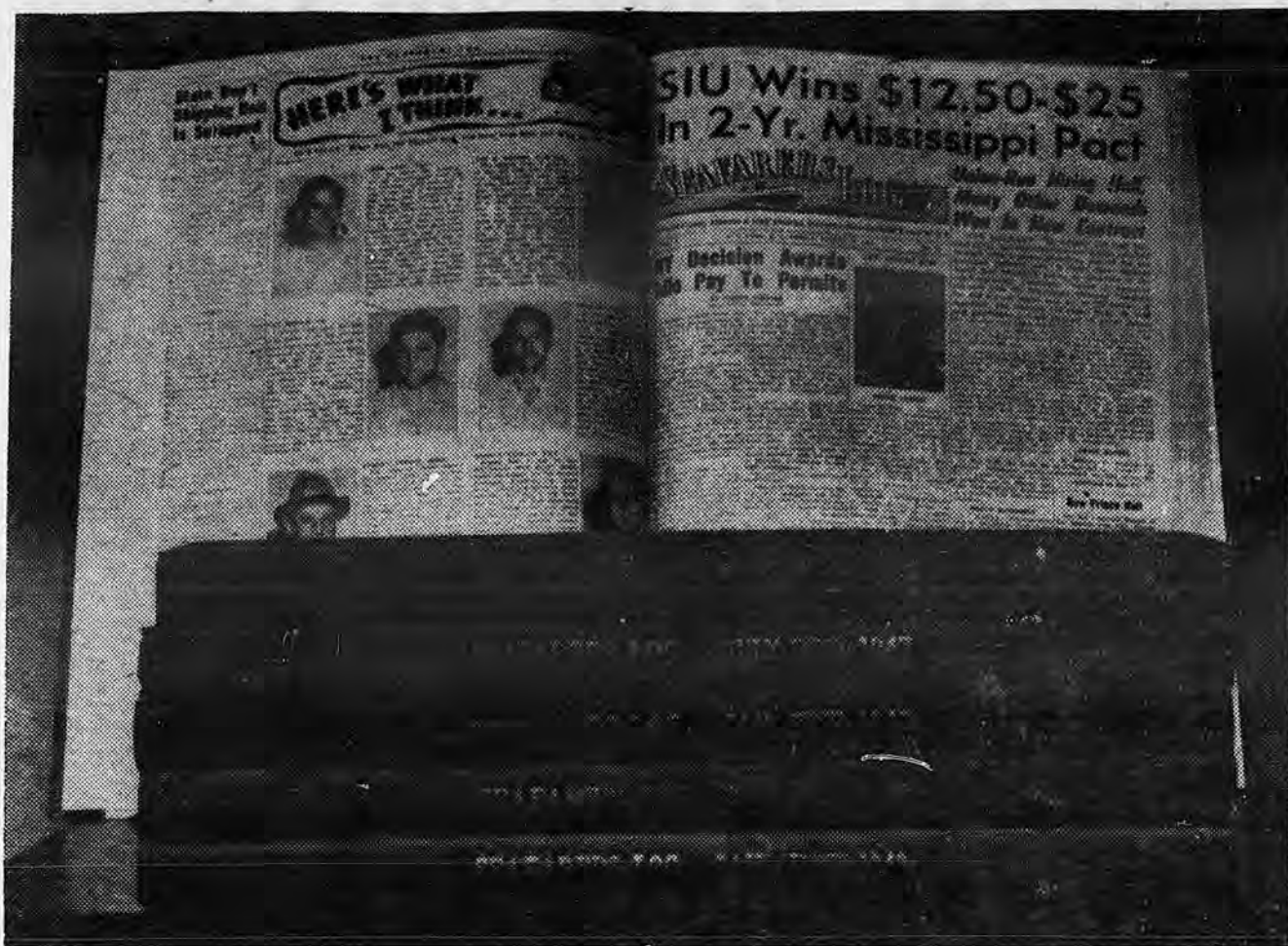
while his own merchant marine fleet dwindles at an alarming rate.

No foreign flag shipping firm will pay the same amount of wharfage fees as the American companies. Nor do the British or any other foreign maritime nation order in this country the few necessities that keep a ship in operation.

Do they invest or spend any money with local merchants in the various ports? What usually happens is that the city fathers or the politicians are invited to join the captains, or other people representing the foreign shipping companies, at tea and a lot of hand-shaking takes place.

A lot of goodwill is created but it doesn't help our merchant fleet, which is being sacrificed right down the line.

## HISTORY IN THE MAKING: BOUND VOLUMES OF LOG



One of the highlights of late 1948 was the SIU victory over Mississippi Shipping Company, a victory which paved the way for an across-the-board increase to all Seafarers. This and many other SIU highlights of late 1948 are now available to members interested in keeping a record of the Union's progress as reported in the pages of the SEAFARERS LOG.

Bound volumes of the LOG for July through December 1948 are now on sale at SIU Headquarters at the cost price of \$2.50. Bound in sturdy cloth and lettered in gold, the volumes make a handsome addition to any library and serve as a constant source of reference.

Also available are earlier volumes in six-month editions for the years 1946, 1947 and January through June 1948. The price is the same for each.

Seafarers wishing a bound volume or volumes are urged to act promptly, as the supply is limited. Mail orders by check or money order should be addressed to the SEAFARERS LOG, 51 Beaver Street, New York.

## Port Savannah Looking Ahead To Busy Weeks

By JIM DRAWDY

SAVANNAH — After going through a very quiet week here we're looking ahead to plenty of activity in the next couple of weeks. Ships scheduled to arrive during that period are the SS Southwind, SS Southland and the SS Cape Nome. Even though things should begin popping pretty soon, we have a sufficient number of men on the beach to take care of the replacements.

The membership and the officials of the Branch extend their deepest sympathy to the family of Brother Marion Ackerman, who died in Mobile last week. Brother Ackerman was buried in his home town of Charleston, S.C., last Saturday afternoon.

### GOOD UNION MAN

Almost all of us down this way have sailed with Brother Ackerman and we feel that the A&G District has lost a good Union man, as well as a good shipmate and sailor.

The Port of Savannah sent a wreath to the funeral. Since we did not know the time the services were scheduled for, we were unable to send a representative as we would have liked to do.

May Brother Ackerman find peace with our other departed Brothers who are sailing the little white ships for the Master way up yonder.

Well, we're hoping to have plenty of shipping news in the near future. See you next week.

### ATTENTION!

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

## Medical Check-Up May Save Trouble Later

By JOE ALGINA

NEW YORK—Before plunging into a report of the week's happenings here, which are not too encouraging anyway, I'd like to pass along a bit of advice that might save a member's neck someday.

When men sign on for a long trip, such as to the Far East, they know they're going to be out of the range of medical attention for a long time. If they get sick in the middle of the ocean, the meager aid available aboard ship won't help much in the event of a serious illness.

Sometimes men, eager to take a job, will ignore the warning symptoms of an illness just to get out. Later they'll find them-

selves in a tough spot when the disease hits them full force about 500 miles out at sea.

There was a case recently where a man had been suffering a serious illness for some time, but it didn't hit him fully until the ship was in a foreign port. By then it was too late, and he died because of the lack of medical facilities. The lesson is there.

Men suspecting that they are ill should get a check-up before signing on. If they think they might have something serious, they should turn in at a marine hospital for a complete check. Something serious can be cured right there.

### TURN IN

While on the subject, men who become ill or injured while on a ship should turn in at a



Taking off to the hills for a hospital as soon as they hit port. couple of weeks before hitting the hospital trail won't help the doctor's work any, and it won't help any case the man may have against the company.

With that out of the way, the shipping situation this week can be summed up in one word: slow.

We paid off the Suzanne, Frances, Beatrice, Bull; the Robin Locksley, Robin; the Bessmer

Victory, Nathaniel Currier and Hastings, Waterman; the Frank Spencer, South Atlantic, and the William Carruth, Fuel Transportation.

The Currier and Spencer signed on again, along with the Monroe, Bull; Steel Director, Isthmian; Maiden Creek, Waterman. There were several ships here in-transit, but we have so many men on the beach that the calls for men made hardly a ripple in the backlog.

That's it for the week. We can only mention, as we did last week, that the Gold Coast is crying for men. If you've got the fare, that's the place to be right now.

## No Payoffs, Sign-Ons But In-Transit Ships Help Port Galveston

By KEITH ALSOP

GALVESTON — During the past two weeks we played host to no payoffs or sign-ons. Our only business came from a half dozen or so in-transit ships. Fortunately, the ships took a good block of replacements, enough to keep the boys coming around the Hall every day.

We expect the coming week to improve somewhat, as a payoff is scheduled and several other ships are due in this area about the same time.

All in all, conditions aren't too bad down here when compared to the general maritime picture. We are holding our own.

Cities Service ships, when they come into the SIU, will increase the activity of this Branch a great deal, so the long range outlook is pretty favorable here.

## Union Wreckers Are Warned

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

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

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

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

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

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

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

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

# Maritime Round-Up

Strong protests have been leveled against the move to finance the construction of 3,500,000 ton of shipping in Norway with ECA funds. Norway, which has asked for aid to bring its merchant marine to the 1939 level, would with the additional tonnage have almost seven-and-one-half million tons of shipping. The country's fleet in 1939 totalled 4,500,000 tons.

Wide attention in Washington is being given the recommendation of the Hoover Reorganization Commission that all transportation services be placed under a single head. The commission suggests that the regulatory functions of the ICC, the Maritime Commission and the CAB remain as they are. The Department of Commerce would take over the operating and administrative functions of the government bodies.

The 1949 season on the Great Lakes is scheduled to open officially on March 25. The port of Buffalo opened for business on March 16.

The Army, which took over operation of nine C-4 passenger ships, will operate six in the transporting of displaced persons. The remaining three will be put on idle status. No commercial passengers will be carried.

A suggestion by a group of Senators to use troop transports in the tourist trade with round-trip costs of \$250 has aroused the interests of maritime unions. The ships would be made available to the State Department to carry students and teachers as well as displaced persons. In light of the recent acquisition of C-4s by the Army, labor men want to know if the ships will operate with civilian or Army crews.

Two complaints expected to be probed during the promised Con-

gressional investigation of the merchant marine, are that the Army is operating too many ships in competition with commercial companies, and that the Maritime Commission has sold more ships abroad than it should have.

# Taft-Hartley Act Limits Union Administration Of Welfare Plans

The following is another in the series of articles on union welfare plans. In response to a membership demand voiced late in January, Headquarters officials are studying the welfare plans of other unions and investigating the needs of seamen as a preliminary to formulating a welfare plan for the SIU. The plan will be presented to the shipowners by the Negotiating Committee after it has been drawn up.

Much has been written about how union welfare funds are administered. However, one point must be made: As of right

now, no union can be sole administrator of a brand-new welfare plan. The reason? You guessed it—the Taft-Hartley Act.

Section 302 of that law specifies that health and welfare arrangements must provide for an irrevocable trust fund established for the sole benefit of employees, their families and dependents.

The purposes for which benefits can be paid are limited. And unless the plan was in operation before January 1, 1946, as some were, the employer must share in the administration. In addition, there must be provision for a neutral person to prevent deadlocks.

Be the administration joint or

not, one thing that many unions experienced in the handling of welfare plans advise is to stay away from commercial insurance companies as far as is possible. However, there are instances where unions must use commercial insurance companies or set up insurance companies of their own.

For instance, in New York State if a welfare plan pays death benefits of more than \$500, it must be organized to fit the State insurance laws.

Under these circumstances, a welfare plan can:

- (1) keep the death benefits low
- (2) buy commercial life insurance or
- (3) form its own insurance company as the plan of the Amalgamated Clothing Workers, CIO, has done.

Forming a life insurance company might be a difficult undertaking for any but a very large union.

The reason that many unions warn against using commercial insurance companies, except where unavoidable, is that such companies are "commercial."

They are in business to make money. Accordingly, they are not anxious to pay benefits and almost inevitably will favor their own interests whenever possible.

However, other unions, small ones especially, might have different views of this question.

When it is necessary to use a commercial insurance company for one or more benefits, welfare plans obtained through collective bargaining generally require that the employer or employers purchase what is called "group insurance."

So far as the SIU is concerned, it might well be that insurance companies should be sidestepped entirely. Inquiries made by Headquarters in the process of working up a statistical survey of seamen have revealed that insurance companies use actuarial figures compiled 15 to 30 years ago in writing life policies for men who make the sea their living.

Union conditions have brought many changes since 1935. However, whether to use an insurance company, for any part of the SIU plan, is still to be decided.

## Norwegian Parliament Approves Pensions For Merchant Seamen

The Norwegian Parliament has approved the pension scheme for Norwegian seamen, effective January 1, 1948.

The scheme is financed by a contribution from the seafarers amounting to 5 per cent of their wage plus an equivalent sum from the employer, the balance being covered by the state.

The basic pension fund consists of the capital which was created by the earnings of the Norwegian merchant fleet during the war.

Pensions vary according to length of service, the qualifying period being 150 months, and all seafarers of 60 years and over are eligible.

The pensions payable to a

single man is six Norwegian crowns a year for each month at sea, with a maximum of 350 months, equivalent to 2,100 crowns a year. A married seaman's full pension is 2,800 crowns with an addition of 210 crowns for each child under 18 years of age.

Wartime service at sea counts for double. Provided for are widows' pensions, amounting to 60 per cent of the full pension. For officers, the rates are from 20 to 40 per cent higher.

A reduced pension may be granted to seafarers between 55 and 60 years in the event of their retiring from the sea when the sum of their years of service and age is 80 years or more.

### AID TO THOSE WHO AIDED

REGISTERED NURSES GUILD  
NO. 312  
BUILDING SERVICE EMPLOYEES INTERNATIONAL UNION  
A. F. OF L.  
76 READE STREET, NEW YORK 7, N. Y. - ROOM 303  
WORTH 2-7841

February 16th, 1949

Mr. Paul Hall, Secretary Treasurer  
Seafarers International Union  
51 Beaver Street  
New-York 4, NY

Dear Mr. Hall,

Will you please accept for yourself, Mr. Bernstein, and all the members of your organization, the very appreciative and hearty thanks of the members of the Registered Nurses Guild # 312, for the magnificent piece of work you did on our behalf.

To be able to contact all those locals is something which we would never have been able to do without your help and assistance. Even the spreading of the news about New York State that there is a Nurses Guild will be of inestimable value to us.

Our members, at the regular meeting last night, were amazed and delighted with what was accomplished, and have requested me to express their deep appreciation to you.

Sincerely yours,

*Max T. Cuming RN*  
Max T. Cuming RN  
Field Representative

One of the first unions to support the SIU in its drive to save the American merchant marine in the face of ECA cuts was the Registered Nurses Guild, No. 312. Recently the SIU, through its Headquarters facilities, returned the favor by coming to the aid of the nurses union in its drive to improve conditions in New York State. The above letter from the Guild's field representative expresses the organization's appreciation for the assistance of the SIU.

## Cities Service Sued For Price Rigging

The Cities Service Oil Company apparently finds the general public as likely a target for abuse as the men who sail its ships, but the Attorney General of the State of Texas aims to do something about it. He's filed anti-trust suits against Cities Service and nine other oil companies.

The suits charged that the refineries and marketers had "combined their capital, skill and acts" to set uniform prices on gasoline delivered to Texas filling stations since July, 1946.

Eight of the defendant oil companies, including Cities Service, joined to keep the price of crude oil down so they could maintain "the abnormally large profits existing as a result of the wide spread between the crude oil prices and the selling prices of refined gasoline," the Attorney General charged.



# SHIPS' MINUTES AND NEWS

## Seafarer Joe Burns, Cross-Country Cupid, Sends Two Down The Aisle

It isn't every day a guy gets a chance to play Dan Cupid, so when Seafarer Joe Burns spotted the trim young lass across the aisle and the personable Marine Corps man sitting alongside of him as the train pulled out of Frisco, the wheels started going around — and fast. By the time the train reached Omaha two days later, Brother Burns was the best man.

All three principals in the whirlwind romance were strangers before the east-bound trip began on a Monday night, a few weeks ago. The bride, Mary Ellen Taunt, 19, was headed for her home in Flint, Mich. The bridegroom, Corporal Floyd Simonis, 28, expected to spend his leave with his mother in Milwaukee. Joe Burns was just going home to Brooklyn, U.S.A.

The Seafarer and the Marine occupied a seat directly across the way from young Mary Ellen. The marine, a bashful sort, was minding his own business. Joe, whose weather eye has been sharpened by many years at sea, shuttled surveying glances back and forth between the marine and the miss. Joe, a happily married man himself, decided this was a situation a marine should have well in hand.

After they had established an acquaintanceship by talking about the things people talk about on trains, Joe dispensed with formality, and settled on the course. He gave the marine a meaningful nudge and rolled his eyes toward the girl across the aisle. The Marine was as balky as an army mule. He wasn't scared, he just couldn't get the lead out of his legs.

"This is worse than trying to squeeze a draw out of a tight-fisted Skipper," said Joe to himself. "This situation calls for plenty of chatter."

### UP AND AT 'EM

So Brother Burns peppered away at Corporal Simonis. On Wednesday night Joe was just about running out of ammuni-



Joe Burns displays a newspaper account of his successful organizing campaign.

tion, when the Marine gritted his teeth like a guy who is about to step out of a landing craft under fire.

"Okay," he said.

Corporal Simonis stepped across the aisle to "no man's land." In two hours the Marine was in control. When he saw the whites of Mary Ellen's eyes, he fired the question. She went down, head over heels.

"I'd already made up my mind to say yes if he asked me to marry him," said Mary.

When the train pulled into Omaha Thursday night, the young couple, Joe and a fourth, Staff Sergeant Robert Godwin, disembarked. Godwin was to be the bridesmaid. For a moment it looked like the wedding plans would be dashed by the Nebraska law which says the age of consent is 21. Since Mary is only 19, she'd have to get her parents' permission, the County Clerk told them.

All hands decided to thumb a ride across the river to Council Bluffs, Iowa, where the age of consent is 18.

By this time the press had been alerted, and when the couple was united by a Council Bluffs Justice of the Peace, flash bulbs were popping like mad.

Next day romance-hungry readers throughout the nation read the story and saw the pictures of Joe Burns and the two newlyweds he had sponsored.

The Corporal and his missus went on down to New Orleans and the Mardi Gras, as guests of a national radio program. Brother Burns went back to where the tree grows.

Nobody was happier than Joe. "It kind of makes a guy feel like he accomplished something," he explained.

## March Of Dimes Fund Thanks SIU Crews For Generosity

A letter from the Greater New York chapter of the National Foundation for Infantile Paralysis thanking SIU crews who contributed to the March of Dimes has been received at Union headquarters.

The Union-endorsed organization, which recently concluded its fund raising drive, voiced its appreciation for the interest and assistance shown by Seafarers in the work of stamping out of the crippling disease.

In its letter the organization listed five SIU ships and contributions of over \$100. The five ships listed were the Marine Star, Robin Sherwood, Jean, Robin Gray and Gadsden. Although other crews contributed, the committee had only the names of ships that donated in the port of New York.

### FULL SUPPORT

Active SIU participation in the campaign came as a result of the adoption of a resolution to support the drive at a membership meeting held on November 3. Secretary-Treasurer Paul Hall served on the Foundation's

AFL committee throughout the course of the drive.

An excerpt from the letter of thanks follows:

"We wish to thank you for contributing so generously to help combat polio. It is only through such interest and assistance of our many friends that we can attain our goal of stamping out the dread disease of infantile paralysis..." The letter was signed by L. Robert Weinberg, Labor Director.

## The Voice Of The Sea

By SALTY DICK

Vicenzo Marconi has been squawking because he can't go catching shrimp for 88 days. There's a new state law. Heard from a friend that George Moran, who calls all captains by their first name, is pumping mal-teds in San Pedro.

Juan Velez got off a ship here, but is anxious to be back in New York. Did you know the Alcoa Corsair is known as SS French Market? I understand the whole crew comes from there. Someone called Frisco from here asking for a job. The man was told if he had a book and a rating to come on out.

It seems Mississippi Steamship Company wants to get in the catering business. Quite a few parties have been given on board ships while in port. We feel we are on the ships to serve passengers, but not the guests of private parties. Henry Gerdes is around here every day and he's about the best-dressed seaman on the beach.

(Ed. Note: Salty Dick sends word that he's tied up for repairs at the New Orleans Marine Hospital and expects to be out of action for several weeks. His pals are urged to write him at the following address: Salty Dick, c/o Marine Hospital, New Orleans, La., Ward 1-G.)

## MINUTES OF SIU SHIP MEETINGS

**FAIRISLE, Jan. 5 — John A. Urban, Chairman; Claude Johnson, Secretary.** Delegates reported everything shipshape. New Business: Department delegates elected: John A. Urban, Ship's Delegate; W. L. Hammock, Deck; Loran Harris, engine; T. Horan, steward. Motion carried for the ship's delegate to see if the slopchest can be opened for cigarettes. Motion carried for Wiper and OS to take turns cleaning the rooms of the Bosun and Deck Engineer. Motion carried for each department to take turns cleaning the laundry. One minute of silence for departed Brothers.

**GADSDEN, Jan. 16 — H. R. Orkofsky, Chairman; J. Kalmick, Secretary.** Delegates reported no beefs. New Business: Motion made to have messhall painted. Deck delegate to see Mate for OK. Good and Welfare: Sug-

gestion made to keep gear locker clean. Steward agreed to put out a better variety of night lunches. One minute of silence observed for departed Brothers.

**STEEL APPRENTICE, Jan. 23 — Wolch, Chairman; B. Payne, Secretary.** Delegates reports accepted. Motion to curb practice of stevedores running through the house and passageways. Education: Discussion on transportation rule. Decision to draft a letter on the ruling to be sent to Headquarters. Good and Welfare: All departments agreed to keep laundry cleaner.

**NOONDAY, Feb. 27 — Pete Moroni, Chairman; W. E. Harper, Secretary.** Delegates reports accepted. Men warned that they will not receive draws unless their names are added to the draw list. New Business: Mo-

(Continued on Page 7)

## Sign It, Brother

Be they praise, criticism or query, the SEAFARERS LOG wishes to receive letters from its readers. A section of the Union newspaper has been set aside for the expression of opinions of interest to the membership, and all are invited to make use of the pages.

The only rule contributors are asked to adhere to is that all letters must be signed. Anonymous letters cannot be printed. A writer's request that his name be withheld will be honored.

## FAMILIAR MESSROOM SCENE



This sketch by artist David Pascal was used in connection with an article on the Seamen's Bill of Rights which appeared in Salute magazine some time ago. Picture was submitted to LOG by Seafarer John A. Bruno.

## Log Subscribers

Readers notifying the SEAFARERS LOG of a change in mailing address are requested to include their old address along with the new. In addition to making easier the switch-over it will also guarantee uninterrupted mailing service.

All notifications of change of address should be addressed to the Editor, SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

# Digested Minutes Of SIU Ship Meetings

(Continued from Page 6)

tion carried to have a latch put on all screen doors. Education: Discussion led by Smira on rules of shipping and the SIU constitution. Good and Welfare: Welch suggested that when men are gassed up they hit the sack and sleep it off instead of disrupting the rest of the crew in the messroom. One minute of silence observed for Brothers lost at sea.

§ § §

**CHICKASAW, Feb. 26** — Paul Arthofer, Chairman; William Zarkas, Secretary. Delegates reported on number of books and permits in their departments. New Business: Motion carried that the delegates see the Captain to arrange a variety of clothing for slopchest. Motion carried that the delegates see about a new ship's library. Education: Brother Zarkas said a few words to tripcard men in regard to behavior aboard SIU ships. Union literature was given the men. Motion carried that the recreation room be kept clean by the three departments.



§ § §

**FAIRLAND, Feb. 27** — Fred Travis, Chairman; Adomaitis, Secretary. Delegates reported disputed overtime. New Business: Motion carried that all water be checked by Public Health officer as tanks are dirty and contain fuel oil. Good and Welfare: Night Cook and Baker volunteered to exchange ship's library in Baltimore. Discussion on getting a lock for the fan room aft so crewmembers won't play with the heating system. One minute of silence in honor of departed Brothers.

§ § §

**MARINA, Feb. 22**—Jack Mays, Chairman; Russell Lee, Secretary. Delegates' reports accepted. New Business: Motion by Musco, carried, that ship be fumigated. Motion by Swanson, carried, to have table tops in galley refinished or replaced. Motion by Musco, carried, to have toastmaster furnished for both messhalls. Motion by Musco, carried, to have glass library cabinet installed in recreation room. Good and Welfare: Cooks asked crew to acquaint them with any beefs on food. Steward complimented crew on the cleanliness of the laundry room. One minute of silence for Brothers lost at sea.



§ § §

**STEEL EXECUTIVE, Jan. 2**—Tommy Tucker, Chairman; T. J. Sullivan, Secretary. Delegates reported number of books and permits in their departments. New Business: Motion carried that members who have been drunk in port and while securing for sea be fined \$50. Motion carried to give Steward a vote of thanks for his work in preparing Christmas and New Year's dinner. The work of the Cooks and Baker described by the crew as "reminiscent to many of the boys of better days spent in the dining room of the Waldorf-Astoria."



Good and Welfare: Discussion on sanitary work. Agreement that laundry will be cleaned weekly by rotation among the departments. Minor repairs listed to be called to attention of Chief Engineer. One minute of silence observed for departed Brothers.

§ § §

**ROBIN KIRK, Feb. 6** — J. E. Jaitt, Chairman; A. Bear, Secretary. Delegates reported minor beefs in their departments. New Business: Motion carried that the engine department keep all oil drums from the crew recreation deck. Motion carried to forward Christmas Menu to LOG for publication. Dinner was very poor. Good and Welfare: Suggestion

## Don't Bite A Dog!

What happens to Seafarers while taking the ships to the far flung ports of the world makes interesting reading to the rest of the membership.

There is an old saying that if a dog bites a man, that's not news but if a man bites a dog, that's news. We're not suggesting that you go out and bite a dog; however, if you've had an interesting ex-



perience on your trip that was a little out of the ordinary, share it with your fellow Seafarers through the pages of the SEAFARERS LOG.

You don't have to be a Jack London to knock out the details of the experience. Just give us the facts and we'll do the rest.

Pictures, too make a story more interesting. If you, or a fellow crewmember, are lucky enough to have a camera along — send your snapshots to the LOG. We'll take care of the developing and printing and the returning of the negatives and prints to you.

Send your bits of news and snaps to: SEAFARERS LOG, 51 Beaver Street, New York, N. Y.

made that all foc'sles be cleaned before getting off. Question raised on coffee purchased in South Africa.

§ § §

**JOHN B. WATERMAN, Jan. 23**—Luke Collins, Chairman; F. Jones, Secretary. Delegates reported number of books and permits in their departments. New Business: Discussion on slopchest. Radio operator asked delegate from each department to draw up list of articles required and he would attempt to get them. Motion carried to elect Collins as ship's delegate. Notice posted to keep messroom clean at all times. Good and Welfare: Discussion on purchasing washing machine. Agreed that ship's delegate take up collection for machine at the payoff.

§ § §

**CAPE MOHICAN, Jan. 27**—Tuczewski, Chairman; Schirmacher, Secretary. Delegates reported no beefs pending. Motion by R. Sirois that Steward be notified by department head when early or late meals are expected so proper arrangements can be made. Motion by Sandas to have delegates check food and slopchest when supplies come aboard. Crew to take action if not in good order.



§ § §

**MARYMAR, Dec. 27** — Guy Walter, Chairman; Stephen Zubuzycki, Secretary. Delegates reported number of books and permits in their departments. Motion carried to elect George Hildereth as ship's delegate. Good and Welfare: Suggested that crew wait until next meeting to see how messrooms are being cleaned before taking steps to insure their cleanliness. Carpenter agreed to install mirror in Steward department head. Deck Engineer agreed to repair spigot in deck department head.

§ § §

**TELFAIR STOCKTON, Jan. 16**—Lawrence E. McCune, Chairman; Peter Piascik, Secretary. Delegates reported number of books and permits in their departments. New Business: Question arose on Brother who piled off the ship the morning of sailing. Motion carried to refer matter to Patrolman. Education: Crew urged to make ship a clean and orderly ship, the difference between a good Union ship and a rushbucket. Oldtimers agreed to devote their spare time to helping the young men in problems that arise aboard ship. Schedule drawn up for cleaning of recreation room.



§ § §

**FAIRHOPE, Jan. 16** — John Wulzen, Chairman; Frank Justura, Secretary. Delegates reported all in order, except for small bit of disputed overtime. J. D. Otto elected ship's delegate. Good and Welfare: Bosun asked that men going off watch at night clean tables in messhall. Ship's delegate asked crew to cooperate in keeping ship orderly while in port.

# Seafarer Sam Says:



THE JULY-DECEMBER, 1948 ISSUES OF THE SEAFARERS LOG HAVE BEEN BOUND, AND ARE NOW AVAILABLE TO THE MEMBERSHIP FOR \$2.50, THE PRICE OF BINDING. ALSO AVAILABLE ARE EDITIONS COVERING JAN.-JUNE, AND JULY-DEC. 1946; JAN.-JUNE, AND JULY-DEC. 1947; AND FOR JAN.-JUNE, 1948, AT \$2.50 EACH. THESE VOLUMES CAN BE BOUGHT AT BAGGAGE ROOM, 51 BEAVER ST., NEW YORK 4, N.Y. MAIL ORDERS MUST BE ACCOMPANIED BY CHECK OR MONEY ORDER.

## CUT and RUN

By HANK

A vote of thanks goes this week to Brother "Whitey" Olson aboard Waterman's Bessemer Victory—one of four Waterman scows on the "paper run" hitting Georgetown, South Carolina, Tampa, Florida, and other ports. "Whitey" recommended sending weekly bundles of LOGS to the Gator Bar in Georgetown and the Ideal Cafe in Tampa. In this way the crews off these ships won't miss too many issues of the LOG while they pass away a few hours in these waterfront spots... Speaking of bars and LOGS there is the Gaarkeuken Bar at 113 Albertdok in Antwerp, Belgium, which shall be getting more LOGS every week due to the fact that one Brother sailed in this week and told us that SIU crews are picking them up steady. Brothers, remember this address when you hit Antwerp. Your Union newspaper benefits you at all times.

§ § §

Brother Clement Hospedales is sailing soon with his mustache for India. He hopes the ship hits the West Coast coming home so he can see some of his shipmates out there where shipping is booming steady... Brother Mike Gottschalk, Steward and oldtimer, announced last week that he was one of the first to be eligible to start collecting unemployment benefits from one of the steamship companies with headquarters down South. That's good news. The full story should be in the LOG soon for the welfare of the other Brothers... Two Cooks are doing some fine landlubbing cooking below the Hall. Brother Jose Pacheco (with his mustache) and Brother Pete Gonzales specialize weekly in cooking up dishes of chicken and rice and other rare-to-New York chow.

§ § §

Seafarers In Town: Robert Arnold with his pipe... Fred Paul with his mustache... Archibald Anderson... George Renstrom, the Deck Engineer... Gene Sinclair... David Wright who shipped recently with his mustache... Eugene Milanese, Brooklyn citizen, and his pencil-styled mustache. Say, if you Brothers are wondering why we have mentioned so many Brothers carrying mustaches it's because we haven't seen anybody with a beard in a beard's age. We sure will mention the first Brother who comes in with heavy growth.

§ § §

The weekly LOG will be sailing free of cost to the homes of the following Brothers—Arvid Gylland of New York, Raymond Linkowski of New York, George Glock of Maryland, Mallory Coffey of North Carolina, George Melizer of Connecticut, John Russell of North Carolina, Edward Crehan of Connecticut, Tom Danzey of Alabama, Joshua Gibbs of North Carolina.

§ § §

Book Department—Sea Routes to the Gold Fields, by Oscar Lewis, \$4.00, Alfred Knopf Co., The Maritime History of Maine, by William Rowe, \$6.00, W. W. Norton Co., They Took to the Sea, by D. Klein and Mary Johnson, \$3.75, Rutgers University Press... The Latest Flash News—Pete Di Pietro sure got a big kick telling us of the oldtimers down in Galveston who are on the beach having "cool ones" and tropical sunshine. There's Eli Winslow, Red Barron, Jesse Barton and Old Mac McDonald... Brother Drew "Hoss" McKinnie, the Steward, sailed in last week and no doubt has sailed out again since then... Brothers, keep those ships clean and happy. Keep your jobs shipshape—according to the agreement.

# THE MEMBERSHIP SPEAKS



## SS Kendrick Crewmen, Victimized By Siam Port Monopoly, Offer Trust-Busting Plan

To the Editor:

We believe that a report of our recent voyage aboard the William H. Kendrick to Siam should be made available to as many American seamen as possible, so they will know what to expect should they go to Siam.

Specifically, our experience took place in Koh Sichang, Siam.

### Ortiz Scheduled To Quit Hospital At End Of Month

To the Editor:

Just a few lines to say hello to the boys and to let them know I'm still at the hospital (Metropolitan) here in New York and I figure that I will be here until the end of this month.

Brother Gordils is going home after being here about two and a half months. Of course, I wish I were going with him. Anyway, I wish him the best of luck when he joins his first ship. The men certainly should like his chow, because he is a very good cook.

#### REMEMBERED

I happened to receive a Valentine card from a Union Brother who signed his nickname, "Sunshine." I appreciate his remembering me very much. I can't exactly place the fellow at the moment, although I am sure that I will run into him soon. But I want to say, thanks a lot, Brother Sunshine. He sure is one of the oldtimers who never forgets to remember his shipmates when they are in the hospital.

Thinking back to an incident that occurred about three months ago, I am moved to offer a suggestion to some of the Brothers. In the time that I have been here in New York, I have kept in close touch with the Hall. I understand that several Brothers have failed to observe regulations and have run into trouble as a result.

#### OBSERVE RULES!

I would suggest, therefore, that these Brothers observe our Union rules and regulations and not try to put the next Brother on the spot. Furthermore, these men should get closer to the Educational program, show as much interest and pay as much attention as they can to it. This will help them to understand things better and will enable them to get along without difficulty.

I'm talking from experience. Some of these men have come to me and they don't seem to know the score.

In closing, I'd like to say to all the Brothers: Keep up the good work and steady as she goes.

Rafael Ortiz  
Metropolitan Hospital  
New York City

Koh Sichang is a small island about 40 miles from Bangkok, and is the nearest that deep craft ships can approach Bangkok.

There are no docking facilities in Koh Sichang, but there is a good anchorage. All ships' agents come down from Bangkok, but due to poor transportation facilities, they make the trip infrequently. Thus all the details are left to the ship chandler. The chandler is the gent we wish to warn you about. He is a Chinese merchant who, with his family, has a virtual monopoly of the island's business. Here's the way his empire reads:

He owns the largest bar; he owns the launch service; he owns the only decent launch landing, which is situated in front of his bar. His son runs the laundry service. His son-in-law controls the food supplies available to the ships. All the other merchants on the island must pay off to the chandler before they are allowed to do business with the ships.

#### CONTROLS CITY

In addition to that which he and his family own directly, he also controls the customs and police. Moreover, he exerts a very strong influence over the ships' agents.

The bar and launch service tie in together. All launches land at the dock in front of his bar. Anyone desiring to go to the others must walk about a mile, or if one desires to go to the mainland he must take another launch, owned by other parties.

The chandler's bar is the largest, but certainly not the cheapest or the most comfortable. In regard to prices at this bar, we were forced to accept the chandler's prices regardless of whether or not they were reasonable, inasmuch as there was no money available for a crew draw. Somehow the chandler has the sole power to furnish money to the crews of ships entering this port.

When asked for a draw his first excuse was that it was a bank holiday. (We later learned that this was not true, the banks were open.) However, generous soul that he was, he agreed to make up for the lack of money by extending to us all the credit we wanted. We had no choice but to agree.

For four days he stalled us off by various means, and repeated appeals to the agent were of no use. We were allowed to sign for anything furnished: food, liquor, hotel and luxury items. We were kept from trading with other establishments, both on the mainland and the island, all of which offered better quality for less money. Some men managed to obtain credit from other places on the strength of the supposed forthcoming draw, thereby escaping the high costs of the chandler's bar.

#### THE LINE UP

When it came time for us to leave, all the creditors were al-

lowed (by the Chinese chandler) to come aboard to collect, providing they gave him a cut. The agent was authorized by the Captain to pay off all debts after each crewmember certified the amount and signed for it.

This method was unsatisfactory to all, but we had no choice in the matter. We were led to believe that we would not be given customs clearance until we paid the chandler.

We feel that the chandler is taking undue advantage of the situation, and steps should be taken to break his control over American seamen. We suggest the following steps be taken by crews of ships heading for Siam:

1. Wire the agent at least one week before arrival for an adequate draw in American money. (Make sure you specify American currency.)

2. If the money is not available at arrival, contact the American Embassy and tell them the story. The American Embassy is handling all relief rice shipments from Siam, and will be available in Bangkok. The chandler is apparently working in collusion with customs officials and shipping agents, so the American Consulate or Embassy is the only recourse.

3. Try to deal with other merchants on the island and mainland so as to break up the monopoly, which offers nothing but poor quality goods at high prices. This monopoly is not in keeping with fair play and hits hard at seamen's pocketbooks. This is our suggestion for breaking it up.

M. Backman  
E. E. Williams  
D. M. Wiggin  
S. W. Hopkins  
SS William H. Kendrick

#### EMILY POST, PLEASE NOTE!



If you get a little shaky every time you're introduced to a dutchess, just look closely while a couple of old masters from the Fort Bridger show how it's done. Assuming the correct stance, Bing Miller, DM, raises milady's greasy mitt to his lips, while Blackie Mason, AB, looks positively dee-lighted.

#### HOT ISN'T THE WORD



Buddy Gordon (right), tries to keep cool on the deck of the Steel Chemist during stopover in Bombay, India, recently. Unidentified lad at left is a friend of Gordon's from another ship in the port.

## Retired Seafarer Hits Tax Squawk Of Coast Guardsman

To the Editor:

In a letter published in one of New York's morning papers recently a Coast Guardsman squawked about the President being opposed to tax exemption for servicemen.

If the Coast Guardsman thinks he has reason to squawk, what about the merchant seaman? What about us. Do we get any tax exemption? No. Did we get a bonus? No. Did we get a GI bill, do we get pensions, do we get absentee voting privileges? The answer is no to all of these.

#### ON BEACH

I am on the beach now with a bum ticker, after spending 32 years at sea, 19 of them in the Isthmian Lines. Do I get a pension? Of course not. But I would have gotten one if I had sailed in the Coast Guard.

I am 50 years old and I have to wait 15 years more to be eligible to receive old age pension money. If I live that long. So who has a right to squawk.

And now a word to the SIU: Keep up the good work. I have been following the work of the Union in the SEAFARERS LOG, and it always braces me up some when I get my copy of the LOG. I am a retired Union member.

Henry Sorensen  
Cambridge, N.Y.

## Keep Trip Record To Relive Voyage, Says Sir Charles

To the Editor:

At last this writer has the three essentials—paper, pen, ink. So let's get something off his chest about what to do when you go on a trip.

Remember your trip is interesting whatever the ship and wherever it takes you. You should have many memories of the trip, and of other trips. And you should do some things to help out that memory.

One thing worth taking along is a camera—with plenty of film. And a diary is well worth keeping. Between the diary and the camera you can have a complete record of this trip and all the others.

The record will recall to your mind strange, foreign foods you have eaten; people you've met and known; weather and atmospheric conditions generally; exotic customs, beliefs and music of other lands; what the dollar will buy—and what it won't; and a hundred other things.

You can keep the record always, even if you never go back again.

"Sir Charles"



## Strathmore Men's Aid Appreciated By Widow

To the Editor:

The money donated us by the crew of the SS Strathmore arrived safely, and it sure came in handy. I am going to buy shoes for the baby and some things little Jimmy needs. The new baby will arrive about March 26.

If any Seafarer friends of my late husband are ashore at any time I'd like very much to have you visit us. The address is: 330 West 95th Street, Apartment 22-B, New York City.

Christine Millican

(Ed. Note: Widow of Seafarer James J. Millican and mother of two small children, Mrs. Millican has been hard put since the death of her husband in January. Her plight was brought to the attention of the membership in the LOG of January 21.)

## MORE TO COME



This shot, taken aboard the Seatrain New Orleans in Havana, shows in the rear row (left to right): B. Lowderback, OS; Rusty McNary, AB; Jack, MM; "Red," OS, and A. L. Hatch, Bosun. Bottom row: J. W. Alstadt, AB, and E. J. Wright, OS. Another photo of the full crew will follow soon, says photographer E. W. Farzekas.

## Ramirez' Tattoo Talk Brings Him Client

To the Editor:

We Seafarers aboard the SS Suzanne had the privilege of bringing the first load of this year's sugar crop from Puerto Rico to the states. The sugar was consigned to an outfit in Yonkers, N. Y.

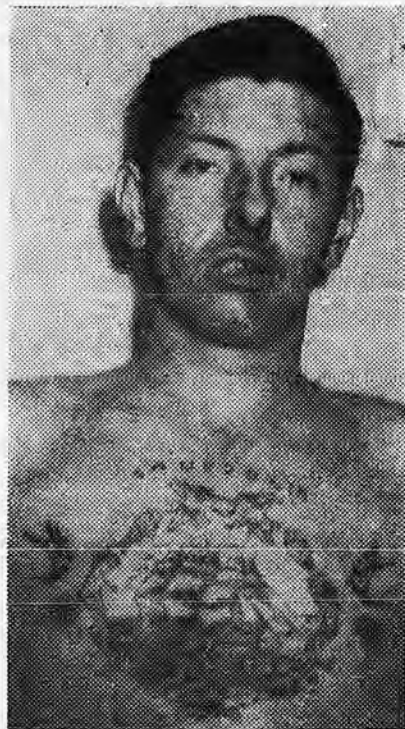
Since these trips on the sugar run are comparatively short ones, there is not much news to report, except for the fact that some of the oldtimers come aboard now and then.

This trip we had Tommy (Beachie) Murray, the Bosun. He's joining the "TTT Club" in San Juan for awhile. Coming in we had Isadore Levy and "Red," the Electrician.

### STEP UP CLOSER

I'm enclosing a photo of Tommy Murray in which he displays his famous tattoo. A "made in P.R." job, that is. A great deal of talk about tattooing has been heard aboard this ship since the articles by Homer Spurlock and myself have appeared in the LOG.

In fact, I think it may be rather interesting to let you know that my writing on the subject of tattooing led to a



Tommy (Beachie) Murray displays his latest tattoo acquisition, the full-rigged ship Caledonia.

somewhat unusual situation—or almost. The other day a fellow came to me with the story that his sister is enthusiastic about

tattoos. She is so much of an admirer of the art, that she is even quite anxious to have a tattoo of her own. Since she doesn't want it where it would attract attention in public, the tattoo would have to be done on some part of her anatomy that is not generally visible.

### SEEKS FEMALE ARTIST

Under these circumstances my friend asked me if I knew of any woman expert on tattooing who could be recommended. Undoubtedly he took me for a tattoo artist, because after I told him my acquaintance with tattoo experts was limited to males, he stated that he had sufficient trust in me to do the job. He added that he didn't think he'd have any trouble in convincing his sister that my interest would be purely professional.

The only hitch, and something of a surprise to me, was that my friend expected me to charge half more than the regular price because he expected something for his trouble. I don't blame him for that, however. Unfortunately, I couldn't take the job because I'm no tattoo artist.

But I do wish you would send me the address of Brother John Bruno, who in a recent letter to the LOG said that he had a book completely covering the ancient art of tattooing. I'd like to ask him if he could recommend a teacher or a book of instruction to me. The next time I get an opportunity such as the one I've just related, I'd like to be able to undertake the job.

Luis Ramirez

(Ed. Note: There'll never be a next time, Luis.)

## SEAFARER'S WIFE THANKS KIRK MEN FOR BIRTH BOUQUET

To the Editor:

As the wife of Seafarer Robert Laliberte I would like to extend my warmest appreciation for the thoughtfulness and kindness of the Stewards Department of the SS Robin Kirk in sending me a huge bouquet of flowers at the time of the birth of our son Norman.

Both the youngster and I are doing fine. My deepest appreciation for this fine gesture.

Mrs. Robert Laliberte

SS Dorothy, and we don't have words to express our appreciation for such a kind tribute from the crew of which our son was a member.

Our hearts are burdened almost beyond what we are able to bear, but it is a great consolation to us to know that our son was liked by all who knew him and that he was able to make such loyal friends. Anytime any of the crew can find time to write us a line we shall be more than glad to hear from you.

Again let us thank you for your kind expression of sympathy.

Mrs. Sarah F. Sellers and family

(Ed. Note: The death of Seafarer A. B. Sellers was reported in the LOG of February 4. Brother Sellers was killed in a fall into an open hatch aboard the Dorothy on January 19.)

Steve Klemaras

## Unions Are Only Buttress Against Slump, Says Member

To the Editor:

Nationally and internationally the signs are ominous. Though the figures are played down by the press and radio, unemployment is rising by leaps and bounds. The maritime industry was the first to feel the full effects, now it is spreading throughout the nation.

This means that wage standards will be attacked. They must be maintained at all costs. Coupled with rising unemployment is the propaganda of newspapers and radio to the effect that the cost of living is falling. That is untrue.

What are the facts? Milk, butter, bread, rents, shoes and meats have shown no appreciable decline. Nothing to warrant the wild claims being made of low prices. Yes, of manufactured products, such as radios, refrigerators, furniture and household appliances there are strong declines due to the glutted market. These, however, are not the basic essentials of life.

As employment declines these expensive items must give way to the struggle for bread, as far as the average wage earner is concerned. He has no choice.

### HIGH LIVING

Housing has been neglected because real estate lobbies do not want to see low-cost housing. Workers are paying double the price for what they paid for a



## Porpoise In Life

By JAMES P. CONROY

Oh, to be a porpoise,  
What a surplus thing to be;  
A porpoise with no purpose,  
But to dance about the sea.

To spend my day just racing  
ships,

And chasing other fishes.

Oh, to be a porpoise,  
Yes, what human misses.

Dashing, diving, flashing,  
flying;

Wingfanned eagle of the sea,  
Stop and look, now leap  
away.

So thankful you're not one  
of me.

## But To This

By I. H. PEPPER

Seems incredible

That love.

Being so wonderful,

So blissful, kissful

Could ever evolve

To this—

Being so blunderful,

So fateful, hateful—

Makes one wonder,

Doesn't it?

comfortable apartment before the war, now wholly unobtainable.

The pressure within the nation is growing intolerable. Wages offered by employment agencies are even lower than pre-war wages, even though the cost of living has doubled. On a comparative basis, the present wages, \$35 a week, are worth \$15 a week in pre-war purchasing power.

The only jobs offered today in New York City are those of salesmen. Door to door canvassing—the attempt of manufacturers to unload his goods, which aren't moving in the stores, upon the consumer in his home. These are commission jobs. A fancy word for starving to death while lugging a suitcase.

Surely a sign of the times is the construction of 26,000-ton tankers. One of these will replace three tankers. You may be sure that one regular crew will operate the new giants, where three earned their livelihood before. More seamen on the beach.

Marriages are falling off. In Brooklyn (3 million population), only 27,000 marriages took place in 1948, the lowest number in the boro's history. How many children will result from these few marriages is left to your imagination. Half a million persons are jammed in with in-laws because of the lack of housing. Who can have children under these circumstances?

A healthy and fundamentally progressive society? A bunch of fools bent on the destruction of all that America stands for. Certainly we cannot blame Joe Stalin for this situation or anyone else but the greedy and ignorant vested interests which profit from the misery of the people.

We see now why there are such frantic efforts to save the Taft-Hartley Act. The striking power of the workers and the unions must be shackled.

### DOWN IT GOES

The recovery of Europe, the glutting of markets at home and abroad, the loss of U.S. credits in China, the end of Marshall Plan shipments of all commodities except war goods, all spell falling stocks in Wall Street and a steadily increasing army of unemployed.

With the need for manpower no longer strong, men of 40 are too old to work. Advertisements call for men under 35. Later on it will be single men under 25, then 20 and finally the end. And, as yet, the old age pension is kept at 65. This means that all men over 40 should die or bum nickels until they are 65. Selling apples on street corners and flopping in the Bowery is not conducive to long life.

Is this the America of unlimited opportunities, of an expanded economy, or is it a nation of small, greedy business men of very limited intellects, unable to solve the problems of unemployment and markets.

Only through the maintenance of strong unions and union wage structures, the extension of unions, government sponsored work projects to put people to work, can America be saved. The unions must now play their greatest role in the shaping of the destiny of America. There is no other way out.

Wandering Seafarer

# Minutes Of A&G Branch Meetings In Brief

SAVANNAH—Chairman, E. M. Bryant, 25806; Recording Secretary, A. Fricks, 60; Reading Clerk, O. F. Martin, 44731.

Motion carried to accept and post on bulletin board the Secretary-Treasurer's financial report and report to the membership. Agent took floor and reported on status of shipping. Motions carried to accept minutes of meetings held in other ports. One minute of silence observed for departed Brothers. New Business: Motion carried that a floral



wreath be sent to funeral of Brother Marion Ackerman. Good and Welfare: Discussion on marine hospital in Savannah. Meeting adjourned with 102 members present.

~ ~ ~

**BOSTON**—Chairman, J. Greenbaum, 281; Recording Secretary, E. Dakin, 180; Reading Clerk, E. B. Tilley, 75.

Motion carried to accept minutes of meetings held in other ports, except that part of San Juan New Business calling for the publishing of all committee reports in the SEAFARERS LOG. Resolution from New York concerning a Hall in Hawaii accepted and referred to Headquarters for consideration. Resolution from Mobile concerning vacation pay accepted, and referred to Headquarters Negotiating Committee. Richard H. Lowe, Arthur B. Kingsley and Roy Leo took the Union Oath of Obligation. Balloting Committee elected from floor. One minute of silence observed for Brothers lost at sea. Good and Welfare: Considerable discussion on current status of Hoffman move and Cities Service drive. Meeting adjourned with 73 members present.

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

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	23	11	9	43	7	5	5	17
New York.....	150	116	147	413	66	55	59	180
Philadelphia.....	45	39	46	130	41	29	36	106
Baltimore.....	105	62	66	223	78	51	44	173
Norfolk.....	18	19	15	52	18	16	13	47
Savannah.....	17	13	9	39	20	8	11	39
Tampa.....	24	22	14	60	17	19	11	47
Mobile.....	29	37	38	104	42	38	26	106
New Orleans.....	91	97	143	331	102	94	133	329
Galveston.....	43	32	22	97	10	19	16	45
San Juan.....	27	11	9	47	21	8	5	34
West Coast.....	44	34	30	108	52	50	36	138
GRAND TOTAL.....	616	493	548	1,657	474	392	395	1,261

**PHILADELPHIA** — Chairman, E. Higdon, 182; Reading Clerk, Don Hall, 43372; Recording Secretary, J. Sheehan, 306.

Motion carried to go into New York minutes and read charges from last meeting. Minutes of meetings held in other ports accepted, except for that part of San Juan minutes requesting the printing in the LOG of all committee reports. Agent reported that lease on Hall had been extended for one month, while negotiations take place to draw up a long term lease. Resolution on Hall in Hawaii turned over to Headquarters for study. Motion carried to have Agent buy a flag and banner for the Hall as there is none on hand. Trial Committee's reports accepted. One min-



ute of silence observed for Brothers lost at sea. Meeting adjourned with 186 members present.

~ ~ ~

**MOBILE**—Chairman, O. Stevens, 115; Recording Secretary, James Carroll, 14; Reading Clerk, H. J. Fischer, 59.

Motion carried to accept minutes of meetings held in other

ports. Agent's report accepted. Accepted resolutions on Honolulu Hall and vacation pay. Headquarters' and Patrolmen's reports accepted and filed. Trial committee's findings in cases of three men read and accepted. Meeting adjourned with 300 members present.

~ ~ ~

**NEW ORLEANS** — Chairman, Leroy Clarke, 23062; Recording Secretary, Bill Frederick, 94; Reading Clerk, C. J. Stephens, 76.

Report on New Orleans financial situation read and accepted. Minutes of other Branch meetings accepted and filed. Agent reported on shipping picture in port. Also reported that film will be shown following meeting. Accepted resolution on Honolulu Hall and forwarded it to Headquarters for study. Resolution on vacation pay forwarded to Headquarters for clarification. Five members took the Union Oath of Obligation. Good and Welfare: Discussion on cooperation between Bosuns and crews. Meeting adjourned with 274 members present.

~ ~ ~

**TAMPA**—Chairman Paul Hall, 190; Reading Clerk, L. Craft, 286; Recording Secretary, Ray White, 57.

Norfolk New Business tabled until clarification has been received. Motion carried to non-concur with San Juan minutes. Reports from other ports accepted and filed. Elliott Williams took the Union Oath of



Obligation. Good and Welfare: For over an hour members took the floor to discuss matters of the Union. Meeting adjourned after one minute of silence for departed Brothers.

~ ~ ~

**GALVESTON** — Chairman, Keith Alsop, 7311; Recording Secretary, R. Wilburn, 37739; Reading Clerk, Jeff Morrison, 34213.

Headquarters financial report and report to membership accepted and filed. Motions carried to accept minutes of other Branch meetings. Agent reported on tempo of shipping and balloting. Five members took the Union Oath of Obligation. One minute of silence for Brothers lost at sea. Resolution regarding the opening of a Hall in Hawaii accepted. Good and Welfare:

General discussion on the welfare of the Branch. Meeting adjourned with 91 members present.

~ ~ ~

**SAN JUAN** — Chairman, H. Spurlock, 11101; Recording Secretary, J. Lincoln, 35046; Reading Clerk, W. Lea, 37523.

Minutes of meetings held in other ports accepted and filed. Outgoing Agent Colls introduced the members to the new Agent, L. Craddock. He asked the membership to extend Craddock the fine support and cooperation he had been given during the past year. Agent Craddock pledged full cooperation to the membership in San Juan. He was given a rousing ovation from the membership. Agent Colls then took over and reported good shipping, with plenty of jobs available. Trial Committee findings read and accepted. One minute of silence observed for Brothers lost at sea. Good and Welfare: Considerable discussion on Bland-Magnuson bill and need for larger quarters in San Juan. Meeting adjourned with 110 members present.

~ ~ ~

**NEW YORK** — Chairman, Joe Algina, 1320; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Robert Matthews, 164.

Motions carried to accept the New Business sections of meetings held in other ports. Trial committee's report read and accepted. Appeal of one member on decision of Trial Committee read. Motion carried to refer to Trial Committee. Discussion on shipping procedures in New

### Get A Receipt

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

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

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

York. Good and Welfare: Several members hit the deck to speak on the present dispatching procedures followed in the Port of New York.

~ ~ ~

**BALTIMORE**—Chairman, William Rentz, 26445; Recording Secretary, Al Stansbury, 4683; Reading Clerk, Bennie Gonzalez, 125.

Charges read against number of Brothers and referred to Trial Committee elected from the floor. Motion carried to non-



concur with that part of the Norfolk New Business calling for Deck Engineers to show discharges for three years. Minutes of other Branches read and accepted. Motion carried to post and file and West Coast and Great Lakes minutes. Resolutions on Hall in Honolulu accepted. Other reports accepted. Good and Welfare: Discussion on topics of general Union welfare. Meeting adjourned with 250 members present.

~ ~ ~

**NORFOLK**—Chairman, White, 56; Recording Secretary, Rees, 95; Reading Clerk, Bullock, 3535.

Routine communications read, accepted and filed. Trial Committee's reports accepted. Resolution on opening Hall in Honolulu read. Motion carried to non-concur. Agent reported on the business of the port and the situation in Virginia Ferries. Good and Welfare: Several members hit the deck to discuss the Union's drive against the Hoffman move and the status of the election in the Cities Service fleet. Meeting adjourned with 134 members present.

## Eastern Miners Take Two-Week 'Memorial' Rest

In protest of the nomination of James Boyd as director of the Federal Bureau of Mines, President John L. Lewis of the United Mine Workers has called a two week strike of bituminous and anthracite miners. The walk-out began on March 11.

In calling the strike, Lewis made use of a contract provision which allows a memorial period for men killed in the pits.

The period of mourning will emphasize the miners' opposition to Boyd, whom Lewis described as "an incompetent, unqualified person who has usurped the office and functions of Director of the Federal Bureau of Mines without Senate confirmation as required by statute."

The miners, Lewis stated, will pray for "relief from the monstrous and grotesque injustice of an ignorant and incompetent Boyd having the power to decide whether they shall live or continue to die in the mines."

Lewis noted that 1948 saw 55,115 men killed and injured in the pits.

## 'Foremen's' League Is Exposed As Front For Corporations

A phony front organization, rigged by management to prevent repeal of the Taft-Hartley Act, was unmasked at a House Labor Committee hearing in Washington last week.

Operating as the Foremen's League for Education and Association, the outfit maintains a high priced lobby in an attempt to convince Congress that foremen don't want union representation.

The revelation came after Harry P. Jeffrey, secretary and general counsel for the stooze "foremen's" league told the House committee that an opinion poll showed that foremen were not interested in organizing for collective bargaining purposes, but preferred to deal as individuals with management.

Pro-labor members of the committee, skeptical of this testimony, then fired a series of devastating questions at the witness. In the course of the questioning, Jeffrey was forced to admit:

1. That his foremen's league is really an organization of business corporations.
2. That the real purpose of the league is to propagandize foremen into believing they are "part of management."
3. That membership is open only to business concerns.
4. That dues are \$100 a year and that any company paying that sum may name its president, vice president, or personnel director as "members" of the league.

An embarrassing question put by Representative Bailey (D., Va.) also forced Jeffrey to reveal that William Ingles, a notorious Washington lobbyist, represented Inland Steel, Allis-Chalmers, Fruehauf Trailer, and other large corporations at the same time he represented the Foremen's League. It was disclosed that Ingles received \$1,000 a month from the companies for his work—as well as being paid by the league.

# Personals



# American Seamen Make Comeback

By AUGUSTUS H. COTTRELL

To become a seaman in 1800 it was merely necessary to wear a sheath knife, have an abundance of tattooing on your arms and stand at the bar of any waterfront saloon.

You would not stand long before a genial tar-haired mate would invite you to a few buttered rums.

A stubborn recruit might need a harangue on the virtues of the sea, the merits of the particular ship, the wonderful Captain, and a confidential report on the ladies of the South Sea and—thrown in for good measure—the possibility of prize money.

After about three buttered rums, the befuddled seaman touched the pen or made his mark, and shortly found himself deposited in a reeking fore-castle for a long sleep—to awake at sea, bound for Java, France, Nagasaki, or Batavia.

His immediate concern was to learn as quickly, and as painlessly as possible, the ancient law of the sailor, "promotion for the nimble and the cat-on-the-triangle for the laggard."

### LIFE WAS SIMPLE

His long-term goal was port, the fast spending of his few dollars per month, if and when he got it, a few more buttered rums and another ship.

Nobody worried about his age, his health, his education, his present or his future. He carried no papers, belonged to no seaman's unions, and took as a matter of course a few impressed years on a British frigate or hulk.

When he was an old man—thirty or thereabouts—if he was lucky, he married a woman with a farm near a lighthouse, planted corn in the spring, and was off to sea before it was ready to harvest.

He was hardy, could stand pain, fight with knives, was a practical—if profane—religionist, and bowed to no man but his Skipper, and not always to him.

His contribution to American spirit and tradition was so vast and tremendous that it is beyond measuring.

It carried him, the merchant seaman, on to the Golden Age of Sail, the very soul of the swift Clippers and the heart of a pugnacious, nation-building fleet of heroic merchant ships.

### ANOTHER ERA

It carried him slowly—and fighting—to steam, to an expanding navy, to a horrible war between brothers; to a dark period of reconstruction when profits by land so exceed profits by sea that he was tempted and fell.

For seventy years that spirit lay dormant and almost invisible. It flared up in half-hearted legislation, in the emergencies of wartimes, in a thrilling rescue here and a bold trade pact there.

For forty years an American seaman in the fore-castle of an American ship was an utter stranger. He did not understand the language nor the customs of his mates; he could not stomach their food. There were not ten American-born seamen to a hundred foreigners. Our merchant seaman—he and his spirit and his tradition—almost died out.

In the vast program of the United States merchant marine, in the hundreds of great ships under the American flag, there is no more important single element than the merchant seaman.

His brawn and his muscle are life sustaining; his spirit—this same American spirit dormant for many years—is life giving.

He is utterly essential to the usefulness of our millions of tons of steel ships. The finest ship, without him and his spirit, becomes mere scrap iron, a dead thing.

### COMEBACK

There is ample evidence that the spirit of the American seaman is very much alive today. Not so very many years ago only about 12 percent of the seamen on American-registered ships were American born. Many ships, especially those under charter, sailed with 100 percent foreign-born crews—not an American could be found from the Stoker's grating to the bridge. Such conditions no longer exist aboard American ships. Responsible for this metamorphosis is the membership-controlled Seafarers International Union of North America.

No foreign finger or policy has ever entered this great organization. Dictatorship is unknown in it. The lowliest member, in good standing, can run for office, and be elected. The membership has a voice in all matters concerning its welfare.

The elected officers of this organization protect the interests of the membership with all the zeal of a great barrister protecting the interests of a wealthy client.

The dark days when every fore-castle was a Tower of Babel are gone, but not forgotten by the many old-timers who tread the decks of the American ships of today.

### SECURITY

But it is a joyous feeling for the seaman of today when he "signs-on" to know that, through his maritime organization, he is assured of a decent living wage, protection from exploitation, healthy food and living quarters.

He still growls at the Cook and curses the coffee, and longs for a farm ashore and swears he's on his last trip—tradition gave him these things—but when he's off watch he packs a nourishing meal under his belt, takes a shower, listens to the radio, and reads and relaxes in well-lighted quarters.

If, at the end of a voyage, he has any legitimate complaint, his Union representative is present at the payoff to handle the complaint for him.

Living conditions on the American ship of today are the very finest in the world. All personnel are quartered above decks, with a few exceptions. Each man has his own commodious locker and clean, large berth.

His fore-castle is heated and, in the tropics, air conditioned or cooled by fans. He has running hot and cold water, and ample space for his personal effects.

The food, recognized as the most necessary requisite of the

sailor, is of the best, prepared by trained Cooks.

Living and pay conditions on American ships are not due to mere generosity on the part of the shipowners. The seaman has learned the lesson that he must have someone ashore to protect his interests at all times, and to see to it that his pay scale remains on a par with the pay scales of the other skilled professions.

It is quite obvious that these things can only come to pass when the seamen of America belong to an honest all-American maritime organization, free from radical and foreign influence.

The membership of the Seafarers International Union know when they are far at sea that the home office is always busily bargaining with the shipowners for them, obtaining always the best possible conditions for the membership, and striving to protect all that has already been gained.

There is never any doubt in the minds of the seamen of the SIU that upon returning to an American port after a long trip at sea that they will find anything but the same quiet, efficient harmony, and cooperation throughout their Union Halls.

Under the present standards of pay, living standards and opportunities, and with the maritime calling firmly established as a career, the United States merchant fleet is now manned by thousands of clean-cut, intelligent American seamen.

The maritime service is attracting a finer type of American youth, educated—often with college background—upstanding and outstanding, of high ideals and morals.

America can scarcely avoid becoming the world's greatest maritime nation in number and tonnage of vessels. When, added to this, she can boast of the newest, fastest, and most efficient ships and the best trained and organized seamen, she has truly returned to the heroic days of days of 1800—when the American Clipper ships were known on every sea.

## Congress Ready For Bland Bill

(Continued from Page 1)  
ands of letters and telegrams poured into Washington.

Hoffman's Plan, originally scheduled to go into effect January 1, was postponed to February 1 and then to April 1. If Congress does not act before April 1, it is now believed Hoffman will postpone the plan again.

According to close observers, the prime movers behind the Hoffman Plan to eliminate the American flag and American seamen from the foreign aid trade are the European maritime nation in alliance with the American State Department, which has long been opposed to a strong American merchant marine.

Paul G. Hoffman has even been reported as saying that he would demand a Presidential veto of the Bland Bill if it were enacted in its present form.

This led a Headquarters official to ask what right Hoffman had as a Government administrator to demand any such thing.

"Let Hoffman resign, then let him make his demand," the Union official said.

**HENRY ROOF BAHAM**  
Please get in touch with your father.

✂ ✂ ✂  
**CONSTANTINOS NICOLAIDIS**  
**C. BROWN**

Get in touch at once with H. S. Thomas, 56 Seventh Ave., New York. It is very urgent.

✂ ✂ ✂  
**DONALD PLESSETTE**  
Get in touch with your father. He is very anxious to hear from you.

✂ ✂ ✂  
**JAMES T. HILL**  
Communicate with your father at White House, Texas.

✂ ✂ ✂  
**TOM GALVIN**  
Your old buddy, George Blanchard, 485 Ashmont Street, Dorchester 22, Mass., would like you to write to him so that he can send you some of your property.

✂ ✂ ✂  
**CLARENCE LEWIS GUNSETT**  
Your wallet and papers are in the baggage room of the New York Hall.

✂ ✂ ✂  
**BEN BONE**  
James Barnette asks that you leave his handbag in the Baltimore Hall with the baggage man, to hold for him.

**BROTHER LEVY**  
Who sailed as Messman on the SS Venore, is asked to leave the punching bag with the baggage man in the Baltimore Hall.

✂ ✂ ✂  
**MICHAEL R. BAAL**  
Your wife, Lorraine, wants you to get in touch with her. It is very urgent.

✂ ✂ ✂  
**PAT JENSON**  
A money order for you, from B. F. Allison, is being held for you in the Philadelphia Hall.

✂ ✂ ✂  
**FREDERICK L. JORDAN**  
Mrs. Jack J. Martin, 112 East-view Drive, New Orleans, La., would like you to write to her on a matter of great importance to you.

✂ ✂ ✂  
**NORMAN WEST**  
Your mother, Mrs. Clarence West, in Punta Gorda, Florida, would like to hear from you.

✂ ✂ ✂  
**SYLVESTER WALKER**  
Owen Anderson, U. S. Marine Hospital, Neponset Branch, is anxious to hear from you.

✂ ✂ ✂  
**JOHN HERINDA**  
Your mother, Mrs. Susie Herinda, 3437 Preble Ave., Pittsburgh 12, Pa., is anxious to hear from you.

✂ ✂ ✂  
**RICHARD FLAIVE**  
Pete Cruze, 1339 University Ave., Bronx 52, N. Y., wants you to get in touch with him.

✂ ✂ ✂  
**JAMES M. MULLIGAN**  
Get in touch with your Draft Board at 1910 Arthur Ave., Bronx 57, N. Y.

✂ ✂ ✂  
**ARTHUR SAMOEA**  
Hadvey Righette, 29 Surfline Place, Apt. 1, Long Beach 2, Calif., wants to hear from you.

✂ ✂ ✂  
**JAMES BURKE**  
**L. F. GAMBARO**  
Contact Ben Sterling, 42 Broadway, New York.

✂ ✂ ✂  
**WARD LEWIS HOWIESON**  
Get in touch with Miss Jane Howieson, 22-27 93rd Street, Jackson Heights, N. Y., on a matter of great importance to you.

✂ ✂ ✂  
**BERNARD LAPORTE**  
Get in touch with Michael Thornton, 3952 Camp St., New Orleans, JA. 6171. Important.

## Massachusetts Bill Grants Unemployment Insurance To Seamen

Among the more than 202,000 Massachusetts workers who may be covered by unemployment compensation, if a pending bill is passed, are 3,000 maritime workers, including towboat and collier personnel, and workers on other ships which go to distant ports but which have their main base of operations within the state of Massachusetts.

Benefits for unemployed seamen can reach a maximum of \$25.00 per week for 23 weeks, plus \$2.00 per week for each child. Although no seaman would trade this for the base pay he could earn while sailing under an SIU contract, nevertheless, it would be some security for the dark days.

## SIU HALLS

### SIU, A&G District

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

### SUP

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

### Canadian District

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

It's your union...



# HERE'S WHAT I THINK...



**QUESTION:** What suggestions do you have for improving recreational and general welfare facilities available aboard ship during off hours?



**EUGENE MILANESI, AB:**

I think some means of providing music for the fellows should be aboard the ships—if it can be handled without annoying anyone. Crews could get together and purchase an inexpensive phonograph or radio for the use of all hands. On ships that make runs to warm weather ports, the guys could get up baseball teams—like some of the Robin Line men have done. Gear could be purchased and kept aboard ship. When the ships meet in a foreign port, the crews could arrange games, or they could meet local teams. Baseball is played in many places, especially by English-speaking people.

**ARVID GYLLAND, Bosun:**

Crews should chip in to get more and better books aboard the ships than the Merchant Marine Library Association is able to provide. There are a lot of educational books that would come in handy on any ship. After all, a man's education is never finished—no matter who he is. Some of the ships have movies. It would be a good idea if more crews chipped in for movie equipment. Personally I've never gone in much for sports, but I'll go along with any crew that wants to buy sporting equipment. My own interests are chess and checkers. I'd like to see every ship have plenty of sets.

**MICHAEL ROSSI, Bosun:**

On my past ships the crews did little for recreation other than read books and play cards. Once a crew decided to purchase a radio, but the Skipper vetoed the plan. He said there would be too many aerials stuck around the decks. Some ships I've been on had washing machines put there by the company or other crews. If I get in with a crew intending to purchase a washing machine, I'd make sure it wasn't put over the engine room as is the usual practice. It's too hot. Back in the gunners' quarters a full laundry could be rigged. I haven't been part of a crew where movies were shown, but I think it's a good idea.

**PASQUALE PRIOLO, OS:**

Crews of ships I've been aboard have taken little group action other than to hold educational meetings. Personally I'm in favor of more up-to-date magazines and books. Some of the magazines on ships today are ancient. I'd also back a crew radio, as the ship's radio operates on the whims of the radio operator. The radio could be had for about fifty bucks, and the crew could put it in the messroom, where they could tune in the stations they want. If the ship I were on had no washing machine I'd favor crew action to build up a laundry. Seamen today shouldn't be made to scrub their clothes by hand.

**SAM LUTTRELL, Bosun:**

I suggest crews buy an inexpensive record player and build up a record library. I brought my record player aboard several ships. Then we held a tarpaulin muster and we collected enough money to buy a considerable number of records of all kinds. I took the record player with me when I left a ship and brought it aboard the next one. The records, of course, remained on the ship on which the collection was made. On one vessel on a shuttle run, we accumulated more than 1,500 records. The gear was left in the messroom for anyone to play.



**GORDON MARBURY, Elec.:**

I think the recreation rooms on most ships could be improved with good facilities for reading and writing. The libraries on most ships I've been on have been pretty sad. The books are old and dry reading. This could be corrected very easily. I would suggest that these comparatively expensive books be replaced by the 25-cent pocket-sized books, which are up to date and cover a wide variety of subjects. They're space savers, too. Some good technical books should be available for those who want to use off time for serious study.

**GENE NOWOKUNSKI, Ch. Ck.:**

A crew that wants more and better organized recreation should decide what it needs, chip in and buy whatever is needed. For instance, a crew should be sure that they have plenty of cards, checkers and chess sets. Right now, cards are the only game equipment you can buy from the slopchest. Perhaps the slopchest should stock other games. Crews could have a lot of fun if every ship had some sporting equipment. Boxing gloves, punching bags, softballs, bats, gloves and so on. What you get depends to some extent on the run. Maybe the Union could work up a purchasing plan.

**BILL WILLIAMS, AB:**

One of the drawbacks on the Liberty ships is the lack of space for recreational facilities. Even the messroom is inadequate, except for card games and the like. Of course, if a guy wants to read, the best place for it is his own bunk. But for the guys who like physical exercise I think some kind of a gym could be rigged up on most ships, and cheaply, too. Bar-bells can be made by sticking both ends of pieces of lead pipe into cans filled with cement. Skip ropes are no problem. Punching bags can be rigged on the fantail. But count me out. I get enough exercise on deck.

**JAMES M. HAND, Deck Eng.:**

One of the essentials in making life better on any ship is a good laundry. Facilities should be rigged so a man can wash—and dry—his clothes. Buying a washing machine is not the easiest answer. Then again, there should be a larger section of the library devoted to Union education. There should be more education meetings on the ships, too. The men would have a pretty good time in well-planned well-run education meetings. For instance, they could learn how to go about writing their Senators and Congress their views on big labor, maritime and other issues.

**JAMES ROGERS, Wiper:**

It's a good idea to have a little organization beforehand for recreation and welfare. For instance, I think crews should provide every ship with a washing machine. Pretty soon all the ships would have them. I've helped buy a couple, they come to a couple of bucks a man. Most ships have radios or phonographs and those that don't should have them. If the boys want movies, I'd go along with them although I'm no movie fan. Each crew should decide what it wants and get it in advance. But don't forget that what you plan may depend a lot on the run.