

50% BILL BEFORE HOUSE GROUP



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Bland-Magnuson Bill Due For Early Consideration By Merchant Marine Body

The Merchant Marine Committee of the House of Representatives is expected to take action within a few days on the Bland-Magnuson Bill guaranteeing absolutely that at least 50 percent of all

Marshall Plan and any other foreign aid cargoes must move in American ships.

The bill was written and introduced into the House by Representative Schuyler Otis Bland (D., Va.) chairman of the Merchant Marine Committee. Senator Warren G. Magnuson (D., Wash.), sponsor of the bill in the upper chamber, sat with the House body during hearings at which witness after witness from all sections of the maritime industry denounced ECA Administrator Paul G. Hoffman's proposal to take advantage of a loophole in the present 50 percent rule and assign all Marshall Plan bulk cargoes to foreign ships.

Senator Magnuson, speaking as a member of the Senate Interstate and Foreign Commerce Committee, said that he hoped a Senate hearing on the bill would not be necessary. Veteran Washington observers were of the opinion that the bill would be passed by both houses of Congress with little opposition. Confidence in this prophecy was buttressed by the more than 300 letters received at SIU, A&G District, Headquarters from Senators and Representatives endorsing the Union's opposition to the Hoffman proposal.

Senator Magnuson introduced the bill into the upper Chamber by citing the editorial, "The Facts, Mr. Hoffman," from the LOG of January along with articles from two other papers.

The bill as it now stands would leave neither Paul G. Hoffman nor any other foreign aid administrator a loophole on the shipping question. Its most essential sentence reads as follows:

"Be it enacted by the Senate and the House of Representa-

(Continued on Page 11)

Nominations For Delegates To Convention

Nominations for delegates to represent the Atlantic & Gulf District at the biennial convention of the SIU of NA, to be held in Baltimore in late March, were opened at membership meetings held on January 26.

In telegrams dispatched to all A&G port agents, the Secretary-Treasurer opened a two-week nominating period for men to fill the six convention posts as representatives of the A&G.

Any member may place his own name in nomination, if he has the necessary qualifications.

At the closing of nominations on February 8, balloting will begin and will continue for 30 days. Qualifications necessary to serve as a delegate are the same as those needed to stand for election to Union office.

The qualifications stipulate that a delegate be a citizen of the United States; a full book-member of the A&G District and in good standing for two years; have three years of seafaring in any of three departments, and not have misconducted himself previously while employed as an officer of the Union.

Further, he must show four months discharges for the current 12-month period, unless he has held office for four months during the period.

Nominations are to be addressed to the Secretary-Treasurer, SIU A&G Headquarters, 51 Beaver Street, New York.

Chain of Command



Crew Turns CTMA Meeting Into SIU Rally

With the voting date for the collective bargaining election aboard Cities Service tankers expected to be set at any moment, the situation is becoming more and more desperate for the company lawyer-sponsored Cities Service Tanker Men's Association.

Cities Service seamen are demonstrating that they are keenly aware that CTMA is a phony puppet organization. A sample of the sentiment prevailing aboard the company's ships is revealed in the following letter received by the SIU from crewmembers of a Cities Service tanker, which for obvious reasons must be nameless:

"On Jan. 15, 1949, at 7:30 p.m., Mr. -----, one of the leading figures (and one of the very few) in the Cities Service company union (CTMA) drive called a shipboard meeting to order. The alleged purpose of the meet-

ing was to elect CTMA officers from among the crew.

"In spite of Mr. -----'s boast that he believed at least 50 percent of the crew was really pro-CTMA, he could not get anyone to run for chairman or recording secretary. No one volunteered even after Mr. -----'s cajolings. Finally, upon Mr. -----'s direct requests addressed to the four or five company men aboard he got some amazing replies.

"One of these men complained he couldn't hear well enough. Another insisted his eyesight was too bad. A third sputtered he was too young and inexperienced. The fourth man said he couldn't write very well.

"So, to keep the meeting going, Mr. ----- himself took over the chairmanship and secretary job, too. Since it is so close to the time for the actual voting in the NLRB election—and the end of the SIU's struggle for a contract for Cities Service tank-

ermen—all who were not on watch were present at the meeting.

"The crewmembers were interested in what new stall or dodge the company had up its sleeve. Mr. ----- lost no time. He first let go with a slanderous series of remarks against the SIU and the SEAFARERS LOG, making a lot of high-sounding accusations.

"After he finished spewing forth a lot of false hokum against the union, he proceeded to sing the praises of the CTMA as the saviour of Cities Service seamen. Then he read a petition he had typed up to be sent to all ships, urging all crewmen to sign it. The purpose was to get CTMA on the ballot and to halt the scheduled election.

"When Mr. ----- had finished, one of the crewmen decided to answer Mr. ----- and set the record straight since the elections will be held very soon.

"The crewman pointed out why the CTMA was not a real union, that it was just a tool of the company used in the interest of the company and against the crewmembers. He showed that Cities Service was only now desperately forming its company union because the SIU had proved itself and won the first elections, held last winter, aboard Cities Service ships.

"He also told the meeting that Cities Service was only doing what Esso had done years ago to keep the union out, by raising the base pay and give more vacation time, but wiping out overtime and the seamen's freedom at the same time. This crewmember, incidentally, knew what he was talking about as he had sailed aboard Esso tankers.

"The crewmember concluded his remarks by showing the advantages of the SIU over CTMA because it would bring better wages and conditions, democracy, the rotary hiring hall, among

other things to Cities Service seamen, who are now picked for their jobs in a second-rate shape up in 70 Pine Street.

"This meeting, in effect, was turned into an SIU rally and the CTMA 'leader' was put on the defensive. When crewmembers then started questioning him, he made excuses of only being employed for seven months and, therefore, he didn't know everything about the situation.

"With the election ordered and the date for the voting to begin soon to be set, the company lawyer who invented CTMA must see the handwriting on the wall. Even though the courageous crewmember who addressed the meeting was squeezed off the ship for the remarks he made, the outcome for which Cities Service seamen have been waiting is certain. They will insist upon, and get, the Union security, wages and conditions that go with a full book in the SIU."

SEAFARERS LOG

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Our Shrinking Fleet

The American merchant marine is still the world's largest, but it won't be for long if the present trend continues. Even reinforcement of the 50 percent rule on foreign aid cargoes will be a negative victory for the maritime industry unless a more positive, more progressive program than has yet been proposed by anyone is laid down.

For one reason or another, the United States forgets all about its merchant marine between world emergencies. Ships are laid up to rot in the back-water boneyards and skilled seamen drift inland to the farms and factories.

Then comes an emergency. Furious indeed is the subsequent activity in maritime. Millions and then more millions are appropriated to build ships and train men for the sea.

We ourselves remember how it was in World War II because we were there. Ships were launched a few days after their keels were laid. The publicity men and feature writers hailed American seamen as "heroes in dungarees" who delivered the goods. The flash-bulbs went off, the movie cameras ground away—and American seamen in American ships did deliver the goods all over the globe. In a way it was magnificent.

The merchant marine was not going to be forgotten, people said. The nation that could build 6,000 ships in a hurry and rise to clear domination of ocean commerce would not yield its position. The future was a beautiful thing to contemplate, although nobody expected the frantic wartime boom to continue.

What has happened hasn't looked much like the shining picture that was painted, however. The rainbow tints have been blotted out.

Here are a few of the facts:

As of January 1, the active American merchant marine consisted of about 1,670 ships of 1,000 gross tons or more. Of these, 1,216 were owned by private companies. The balance were Maritime Commission ships under charter to private operators.

To be sure, 1,670 ships are a lot of ships. But they are not so many when the trend is considered. Go back a year. On January 1, 1948, there were only 1,003 privately owned ships. But the increase in this category is encouraging only until the figures reveal that on January 1, 1948, there were 1,128 government ships under charter. In other words, a year ago the active American merchant fleet consisted of 2,131 vessels. Since then 461 ships have gone to the boneyard.

Meanwhile, the foreign fleets have been on the increase. The United States stopped foreign sales in March 1948, but not until title to 1,112 ships had been passed to foreign operators. Of those 1,112, 218 went to Britain, 152 to Panama, 122 to Italy, 107 to Greece, 102 to Norway and 98 to France. In addition, European shipyards have been and still are going great guns.

The merchant marine is a vital arm of the national defense. It should be powerful enough to assume its responsibilities at any time.

To insure the strength of the merchant marine, we should be certain that 50 percent, perhaps 60 or 70 percent, of our foreign trade moves in American ships. We should be certain that sufficient American passenger ships, our most woeful weakness today, are available to carry the greater part of our ocean passenger traffic. We should have a ship-building program sufficiently large to meet our future needs. And we should have a Union-conducted training program to teach the young men entering the industry to work the ships.

It is up to the maritime Unions to take the lead. There is no time to lose.

"That's what you need, Uncle!"



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 HOSPITAL

GEO. COLEMAN
FRANK ALASAVICH
VIC MILAZZO
JOSEPH E. GALLANT
ERNEST HUDSON

BALTIMORE MARINE HOSP.

R. FREY
J. B. PURVIS
J. A. CARROLL
T. THOMAS
R. POSTON
L. SWOBODA
G. PAGANO
O. HARDEN
H. GJEDRE
T. MASTANUNO
S. WILSON
D. MCCARTHY
R. WEIKEL
W. ROBERTS
R. COOTE
P. BUSH
C. SIMMONS
J. PUZALEWSKI
R. MOACK
G. CARROLL
J. McFARLIN
F. CHRISTY
V. LYNCH
E. KING
E. LAWSON
J. BOURGEOIS
J. MARTINEZ
A. FASE

A. KASTINA
C. LAWSON
C. VIKIN
C. LAWSON
J. MALINOWSKI

SAVANNAH MARINE HOSP.

M. BLUM
W. FRANQUIZ
L. C. COLE
A. C. McALPIN
R. C. SHEDD
W. F. PANEWICZ
J. CARENDER
T. C. MUSGROVE
R. E. PIERCE
S. J. KASMIRSKI
E. G. BREWER
HUGH THOMAS

NEW ORLEANS HOSPITAL

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

Hospital Patients

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

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.)

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

MOBILE HOSPITAL

E. A. McGUFFEY
W. O. WILLIAMS
M. CARDONA
W. ROSS
P. HENDERSON
E. LEARY
J. GREY
J. C. WECK
I. SMITH
W. C. BOYD

GALVESTON HOSPITAL

J. GIVENS
W. WESTCOTT
D. HUTCHINGS
J. J. O'CONNOR
S. R. PARIS
M. FOSTER
M. MAYNARD

Snug Harbor Takes Oldtimers' Incomes

Old Captain Robert Randall, whose will established Sailors Snug Harbor in 1801, would belittle with rage if he were around today to see what the Snug Harbor trustees are doing to the old seamen he wanted to aid.

When Captain Randall died he left his farm, which covered a good sized hunk of lower Manhattan, to carry the costs of the institution. Today the land, still owned by Snug Harbor, brings in millions of dollars in revenue.

There is adequate money for the care of the oldtimers, too old to go to sea, but Captain Randall would find that the trustees of the Harbor have an eye to boosting the bankroll at the expense of the property and rights of the seamen residents.

Oldtimers who wish to remain at the Harbor are being pressured into signing a property agreement, wherein they turn over to the trustees all money due them from pensions, annuities, Social Security payments, old age benefits and any other source of income they may have.

Moreover, the agreement, which went into effect on January 10, requires the seamen to sign over to the home all checks

and other payments they may receive in the future.

Just to cinch the deal the oldtimers who acquire any money or property—through inheritance, for example—are required to turn it over to the trustees immediately.

TOO OLD

As a result of the pressure being put on the men at the Staten Island home, grumbling is plentiful, but little can be done about it. Most of the oldtimers—all of them are over 60-years-old—are too old to go back to sea and have no other place to go.

A few oldtimers have checked out after deciding that anything is better than submission to the terms put forth by the trustees.

Those who stay will have to sign over their every item of property to the trustees and abide by the sternly worded property agreement, which, in addition to the previously mentioned matters, also calls upon the men to meet other stipulated terms.

Men are expected at the home to "cheerfully perform such labor and services in or about the home as may be required of

them by the Governor... without expecting or claiming any reward or remuneration."

While in the home the oldtimer will be paid from his own funds \$15 a month as long as his money lasts.

If he does any jobs for which he is paid he will receive this money in addition to his monthly \$15.

Typical of the paid jobs is that of gatekeeper. Pay: \$7.50 a month.

Relieving the oldtimer of his money isn't the end of the trustees' skulduggery. The property

agreement also stipulates that should the oldtimer die, voluntarily leave or be expelled, funds will be deducted from his account, in an amount equal to the cost of maintaining him at the home during the entire period of his residence, plus burial expenses.

ESTATE CLAIM

However, if the oldtimer dies and doesn't leave enough money to pay for his past keep and burial, the trustees have the right under the agreement to place a claim against his estate for the money due.

The four hundred oldtimers now at Snug Harbor are faced with the problem of either meeting the stiff requirements or leaving the home. Most of them, in spite of their desire to the contrary, will have no alternative but to agree to the trustees' terms.

Captain Randall is long in his grave and the trustees—the head of the New York Chamber of Commerce and two officials of the Marine Society of New York—are in the saddle.

Snug Harbor, it seems, is not so snug anymore.

ECA Probes Panamanian Shipping

The Paris office of the European Recovery Program has announced that an investigation is being made of the harm ships under Panamanian registry may be causing European recovery.

The concern shown by ECA over the threat of ships operating under the Panamanian flag is the first demonstration of any awareness of the problem by a Government agency.

The International Transport-

workers Federation, of which the SIU is a member, has already made known that a world-wide boycott of Panamanian ships will go into effect on May 1. This move was first proposed by the Seafarers International Union.

Source of concern for the ECA and the maritime unions of the world is the growing tendency of shipowners of many countries, primarily the United States, to transfer their ships to the Pan-

amanian registry, thereby being able to accept lower freight rates where competition for cargoes is keen. Hundreds of American and European ships have been switched under this scheme since the end of the war.

Other purposes of the transfers are to evade taxation and currency regulations, and to operate under low safety, social and labor standards.

NON-PANAMANIAN

Crews of Panamanian ships are drawn from all parts of the world and few, if any, of the seamen or the shipowners have seen Panama.

The ECA officials and the ITF see in the growing Panamanian fleet thousands of American and European seamen's jobs lost, and at the same time an increasing menace to the higher standards established by seamen in established maritime nations.

Any attempt by ECA to raise the standards of European seamen or by American unions to maintain their standards is endangered by the possibility that should the period of good shipping end, nothing would prevent the Panamanian ship operators from further lowering their rates and driving all other ships from the seas.

Seafarer W. J. Hunt Dies In South Africa

Crewmembers of the SS Robin Hood on her most recent trip were saddened by the death of Seafarer William J. Hunt, AB, who passed away December 24 in Provincial Hospital, Port Elizabeth, Union of South Africa, after a brief illness.

Hunt, who was popular with his shipmates, was both a crack-jack seaman and an enthusiastic Union man, according to William Zarkas, the Robin Hood's DM, who visited the LOG office in New York after the ship paid off in Baltimore on January 24.

Hunt was buried in Port Elizabeth. After the Baltimore payoff the crew collected a donation for his mother, Mrs. Ellen Hunt of 33 Park Place, Brooklyn.

Zarkas brought the donation, which totaled \$152.75, to Headquarters. He planned to visit Mrs. Hunt with a Union official and deliver the gift in person.

The Robin Hood was beginning the long voyage back to the States when Hunt was taken sick at sea. He was rushed ashore at Port Elizabeth for hospital treatment but he died a few days later.

Hunt joined the SIU in July, 1941, and sailed through the war.

The True Story Is Now Part Of The 'Record'

Shipments Under the Marshall Plan

EXTENSION OF REMARKS

OF

HON. ABRAHAM J. MULTER

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, January 17, 1949

Mr. MULTER. Mr. Speaker, I am in receipt of a letter from the Seafarers International Union of North America, Atlantic and Gulf district, signed by its secretary, Paul Hall, which contains much important factual data with reference to shipments under the Marshall plan.

I commend this information to the attention of every Member of this House.

The letter is as follows:

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA, ATLANTIC AND GULF DISTRICT, New York, N. Y., January 14, 1949. Congressman ABRAHAM J. MULTER, House of Representatives, Washington, D. C.

MY DEAR MR. MULTER: I know that you, having demonstrated your interest in merchant seamen on several occasions, are aware that the proposal made by ECA Administrator Paul G. Hoffman to ship all Marshall plan bulk cargoes in foreign-flag ships would throw 10,000 or more American seamen out of work and virtually scuttle the American merchant marine.

This letter is written to call to your attention that Hoffman has tried to justify his proposal by statements which, according to my information, simply do not fit the facts.

The facts as published in this union's weekly newspaper, the Seafarers Log, of January 7, 1949, are these: The American rate for carrying coal from the east coast to France is \$10.85 a ton. This rate is set by the Maritime Commission. On foreign ships, the rate ranges from \$8.50 a ton to about \$9. Recently three operators of foreign-flag ships were asked to quote coal rates. Two of the operators quoted \$8.50. The third wouldn't talk about any rate below \$9 and seemed to prefer a higher one.

Thus, the actual differential turns out to be no more than \$2.35 a ton at the most and only \$1.85 or less in some cases. And the story doesn't end there, because the differen-

tial is just about wiped out later so far as American taxpayers are concerned. Coal is not the only bulk cargo, but the coal rate continues to be the root of the controversy.

Another facet of the Marshall plan shipping situation has been overlooked completely by Hoffman and his executive assistants. At least they have not mentioned it in their public statements.

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

Shipping men of other nations participating in the Marshall plan are reported to have said substantially the same thing, although they said it less bluntly than the Frenchmen. Foreign rates already are rising as the foreign operators smack their lips in anticipation.

Foreign operators haven't been worrying about making or losing money for the present period. If they lose money they expect to be reimbursed directly or indirectly through the Marshall plan. This would mean American subsidization of European merchant fleets with low labor standards. And if they get the extra cargoes and raise the rates, too, their chances of losing money are very slight. Yet Hoffman said that to pay the American rates was to subsidize the American merchant marine and copies of that letter were sent to many trade unionists, Senators, and Congressmen who have taken up the cudgels in the SIU's fight to have the Hoffman order rescinded.

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

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

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

Maritime Commission spokesmen point out that the money from chartering a ship is almost entirely profit to the Government. The loss to the Government is even greater,

however, for a ship in the boneyard costs the Commission about \$10,000 a year to maintain.

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

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

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

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

However, he might better insist that 60 or 70, or even 100 percent, of the bulk cargoes go in American ships. And he might ask that the extra taxes collected by the Government from the shipping industry be appropriated to purchase the goods that the people of the war-ravaged nations of Europe must have, despite chiseling in shipping and other matters by some of their businessmen.

Speaking for the membership of this union, I strongly hope that you take whatever action is necessary to block the Hoffman scheme by insuring that an absolute minimum of 50 percent of all Marshall-plan cargoes go in American vessels. Such action will save the jobs of thousands of loyal American workers.

Sincerely yours,

PAUL HALL, Secretary-Treasurer.

Mr. Speaker, it is my opinion that the foregoing represents a full and fair statement of the situation. The position of the Seafarers International Union is sound and should be supported by us.

Although the battle to preserve the jobs of thousands of American seamen and the American merchant fleet is not yet completely won, the announcement this week that the Bland bill will be acted on shortly by the House Committee on Merchant Marine and Fisheries was encouraging. Senator Magnuson has offered an identical measure in the upper House.

Responsible in no small measure for the success for the fight so far is the intensive campaign being waged by the SIU in which hundreds of unions have rallied to its support.

The above remark inserted into the Congressional Record by Representative Abraham J. Multer (D., N.Y.), is one of the many acknowledgements made by members of both Houses of the SIU's fight against the virtually doomed Hoffman proposal to abandon the 50 percent provision governing shipment of Marshall Plan bulk cargoes in American bottoms.

Similar references to the Union's position have been also placed in the Record by Senator Warren G. Magnuson (D., Wash.), and Representative John J. Rooney (D., N.Y.)

South African Currency Rules Forces Robin Line To Cut Runs

By JOE ALGINA

NEW YORK—It's been another week of slow shipping in this, the biggest of ports. Where exactly to place the blame is hard to say, but one factor, undoubtedly, is the recent move by the government of the Union of South Africa to cut off cargo payments in dollars to American shippers.

This move is a serious blow to companies engaged in the South African trade, one of them being the SIU-contracted Robin Line. Instead of paying for the cargoes in dollars, as has been the custom, the country wants to pay in pounds sterling.

The steamship companies object to this, as they want their payments in US bucks, and don't want to go through the long and involved process of collecting the English currency.

As a result of this move, Robin Line will cut sailings to South Africa from 80 to 36 a year.

With that bit of gloomy news

out of the way, a look at the payoff and sign on record gives little reason for rejoicing. We paid off the following ships: Kathryn, Emilia, Suzanne, Bull; Malden Victory, Waterman; Mereth Victory, Isthmian; Seatrain Havana.

Sign-ons were the Raphael Semmes, Fairland and Bessemer Victory, all Waterman-owned ships.

IN TRANSITS, TOO

In addition to these we sent replacements aboard ships in transit here.

Now that Congress is showing a little action in behalf of seamen, notably bills to keep the 50-50 provision in the ECA Act and exempt seamen from the draft, we think they should finish the job by putting through Congress legislation for a seamen's bill of rights.

We don't think that the educational provisions made for the ex-GIs are absolutely necessary for seamen, but we do feel that the government should make some provisions for seamen who sailed during the war to receive medical care in veterans hospitals. Disabled seamen should also receive pensions, depending on their disabilities.

It would also be a nice gesture if the same loan privileges enjoyed by ex-GIs were extended to seamen, but if only medical care and pensions were set up it would be big step toward repaying seamen for their wartime sacrifices.

SNUG HARBOR

Speaking of sacrifices, there's another group of seamen that needs a bill of rights: the old-timers over on Staten Island at Snug Harbor.

One of the oldsters who recently left that "happy home" brought to the Hall a copy of a property agreement seamen there are being made to sign.

There is a story on the whole sordid mess in this week's LOG. It makes for rugged reading.

When a seaman is too old to be fleeced by the shipowners, the "charitable" boys step in and make him sign away to them every bit of property and money he had or will have in the future. It sure stinks.

PHILLY WAITERS BACK SEAFARERS



Harry Davis (left), Business Agent of Philadelphia Local 301, Waiters and Waitresses Union, AFL, shows Steve Cardullo, SIU Headquarters Representative, one of the numerous replies received from Congressmen in response to the protests his union made in support of the SIU's stand on the Hoffman plan.

Philly Realizes Worth Of SIU's Organizing Drive

By BLACKIE GARDNER

PHILADELPHIA — Shipping continued to hold its own this week. Last week I mentioned that we were cheered by the arrival of the SS Sanford B. Dole, a newcomer to this Port. This week another stranger came into our midst—the SS Evistar. She blew in here for the first time, and like the Dole, this one is also a Liberty tanker.

These two ships are further proof of the importance of our organizational department, and



its efforts to bring more companies and ships under the SIU Contract.

I can assure you that our members in Philly realize this very well, for in the past year such newcomers to the SIU have taken up the slack in many a shipping slump.

The Evistar was a good clean ship and paid off without beefs of any kind. Crewed with a fine bunch of SIU men, she took a couple of replacements and shoved off for the Gulf.

Our other payoff was the SS John LaFarge, a Waterman grain ship, in from Germany. This ship paid off under the transportation rule and therefore took an entire new crew. This was also a fast, clean payoff, with no disputes to speak of. With a new crew and everything squared away, she'll be heading back to Europe in a day or two.

In addition, there were the usual ships in transit. These are coming and going all the time and help to keep the boys from staying on the beach too long.

I had intended to sign off for keeps this time, but as I'll be here until next week, I'll wait until then. Meanwhile, Happy Sailing to all SIU men everywhere!

Savannah Sees Bright Week Ahead

By JIM DRAWDY

SAVANNAH — There hasn't been anything doing around here for the last week so far as shipping goes, so a few men have piled up on the beach.

Apparently some of the other ports have been telling the boys to head for Savannah on the theory that jobs were plentiful. The theory is wrong—this week at least.

However, things for the immediate future look pretty bright. Three ships are due in for payoff during the next seven days, and we will be mighty glad to see the jobs up there on the board.

The ships coming in all belong to South Atlantic. They are the SS Russell Alger, Cape Nome and Southwind.

Week before last we had fair shipping which may have been what started the rumor about jobs aplenty. In that period we paid off the SS Southland, also South Atlantic, over in Charleston, sending a few men to her.

DONATES WHEEL

We also covered the SS Nathaniel B. Palmer, a Mar Trade Liberty tanker, down in Jacksonville. She got stuck on a mudbank, but when she finally got in we found that there were no beefs at all aboard her despite the delay.

The Palmer took a couple of men, but two vessels we had in transit, the SS Marina and Hurricane, didn't call for any replacements.

Bigwigs here are getting hot about a State Port in Savannah. If something comes of this deal, Savannah may yet turn out to be quite a place.

Slowly and surely we are getting the Hall here straightened out. It will be a very decent place before we're through with it.

We now have a sign on the front window which is a two-foot replica of our SIU button done in gold leaf.

This sign was donated by Brother Curt Starke. We wouldn't be surprised if Curt were the smallest man in the whole Union. At any rate, he is only 4 feet 1 inch high. He used to be a clown with Barnum & Bailey.



Brother Curt Starke, who recently presented a two-foot replica of the SIU insignia appearing on Union buttons to the Savannah Branch. Starke's contribution now adorns the front window of the Hall. A veteran Seafarer, Starke came into the Union after many years as a tumbler with the Barnum and Bailey Circus.

AIRING THE SEAMEN'S POINT OF VIEW



William Rentz (left), SIU Baltimore Port Agent, and Captain Jack Hayes, Secretary of Local 14, MMP, as they discussed the Hoffman proposal and other problems affecting maritime labor during AFL broadcast over station WITH, Sunday, Jan. 16.

Canadian Seamen Called Victims Of Commie CSU

By JOHN (Lucky) GILLIS

What is happening to the Canadian seamen?

Men who are represented by the phony Canadian Seamen's Union are now being dumped off contracted ships in foreign ports while foreign seamen come aboard and fill their jobs at cheaper wages.

In England last week, the crew of the Canadian ship SS Point Aconi was threatened with removal, although the men have worked only six weeks under a contract calling for 12 months' employment.

This practice of ditching the Canadian seamen in foreign ports has been going on for some time. The Canadian claim that 18 ships registered under the Canadian flag have been cleared of their crews in ports abroad and have been replaced by low-wage foreign seamen.

Apparently something is wrong
(Continued on Page 11)

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.

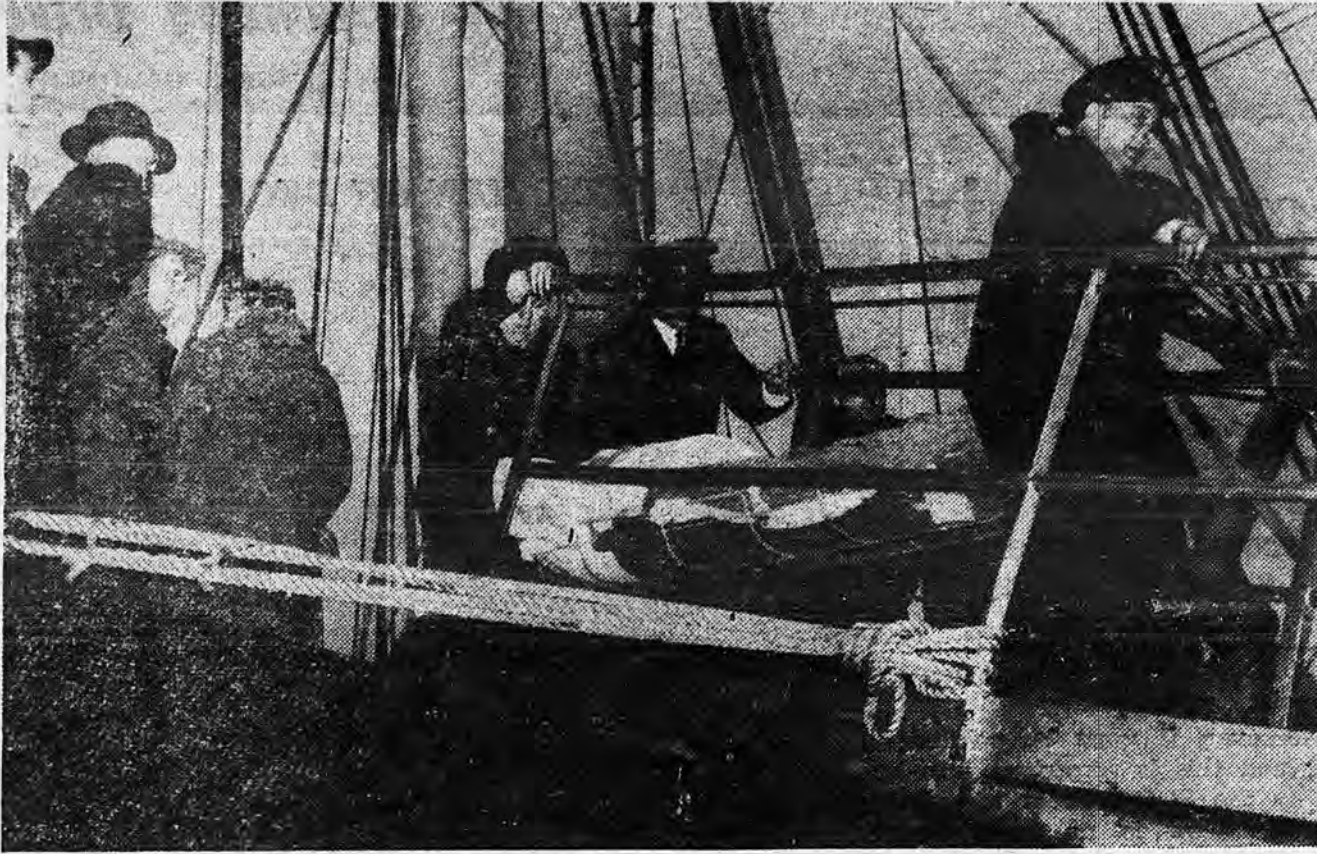
This Union was built of, by and for seamen. Seafarers fought many long and bloody fights to obtain the wages and conditions we now enjoy. For the first time in the history of the maritime industry a seaman can support himself and his family in a decent and independent manner. The SIU does not tolerate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

Suzanne Crew Aids Injured Coast Guardsmen



First of the Eastwind's survivors to be removed from the Suzanne when she docked in Brooklyn was a seriously burned Coast Guardsman. In photo above he is being carried down the Bull Line ship's gangway to one of the seven waiting ambulances. Injured were given temporary treatment by a Suzanne passenger, Dr. Louis Ortega of San Juan. Sympathetic SIU men on the Suzanne took up a collection for the stricken men before they were disembarked.

↓ ↓ ↓

Seconds after the badly burned Eastwind man was placed in ambulance (photo right), he was on the way to a Marine Hospital. Figures in the foreground are those of news photographers. Interviews with the survivors were prohibited by the Coast Guard, who maintained a strict guard around the dock area.

In the heavy pre-dawn fog of January 18, the Coast Guard icebreaker Eastwind was rammed amidships by the tanker Gulfstream 60 miles southeast of Barnegat, off the Jersey coast. Twelve Coast Guardsmen died and 21 were scalded by live steam when the impact ripped the forward engine room.

First of the rescue ships on the scene was the SIU-manned Suzanne, Bull Lines, which was bound for New York from Puerto Rico. A boat crew from the Suzanne went alongside the Eastwind and removed 17 of the injured. By late afternoon they were in Brooklyn. When the Suzanne arrived at Pier 23 to transfer the survivors to seven waiting ambulances, a LOG photographer was on the scene.



One of the less seriously injured Eastwind Coast Guardsmen, his face swathed in bandages applied aboard the Suzanne, was able to walk down the gangway.



Seafarers who manned the rescue lifeboat were, left to right—standing: Ramon Vila, Utility; Herbert Friedman, OS; Louis Rivera, AB; Thomas Mojica, OS; Francisco Marciglice, AB, and Juan Cruz, AB. Kneeling: Pedro Reyes, DM; Ramon Ramirez, OS; S. Hernandez, DM; Manuel Sandrez, AB, and Peter Serano, AB.



Tommie (Beachie) Murray, the Suzanne's Bosun, who was among the lifeboat crew that transferred the injured to the Bull Line ship without mishap in the choppy seas.



Eastwind survivors and Suzanne crewmembers line foredeck of the rescue vessel as she comes alongside the Bull Line dock.



SHIPS' MINUTES AND NEWS

Unloading Of Special-Rigged Ship Draws 'Well Done' From Bosun

By CARL LAWSON

(Ed. Note: Bosun Lawson's adventure, which took place in November, was not printed before this, because of space limitations. However, the cooperation and fulfillment of the mission by the Gadsden crew is still newsworthy.)

All hands—licensed and unlicensed—aboard the locomotive carrier MV Gadsden rate an unqualified "well-done" for making the recent loading operation in Iskenderun, Turkey, a huge success.

I joined this ship as a "green-horn," as the saying goes. The vessel is specially rigged and, at the outset, appears to be very complicated. But I made up my mind to learn everything about it as quickly as possible so that when the time came

the same number of working hours as it had been under the previous Bosun who had been aboard for 18 months.

The elements were not on our side, however, when the unloading job was undertaken. In fact, the first day we worked at it, nature was definitely against us. As we took off each lift, the bad seas and winds increased. We had considerable difficulty in swinging a 96-ton locomotive over the rails because the beam seas caused it to rock and sway dangerously while it was suspended in mid-air.

While we were landing this "loco" on the rails, she jiggerbugged on the tracks. Eventually, we made it and the tension among all hands involved in the operation was relieved no wee bit. While this operation was in progress, a considerable bit of damage was done to the ship's plates on the port side. Finally, we let go fore and aft and proceeded out to open water and dropped anchor until the next day, when we started unloading again on schedule.

Andrew Anderson, an AB, took ill the next day and was removed to a hospital, where we left him under good medical attention.

In all fairness, it must be stated that I had no interference during all these operations

from any of the licensed personnel.

Moreover, it must be pointed out, and this is important insofar as the SIU contract is concerned, there is no room for gashounds on the unloading end. One slip-up while a man is at his station and it's curtains for all.

We proceeded home secure in the knowledge that we had fulfilled our SIU contract.



CARL LAWSON

for unloading of the locomotive cargo, a nerve-racking and dangerous job, I would have to leave nothing to chance.

When we had completed the unloading, we found that the cargo had been discharged in

DECK MEN ON DECK



Among the Deck Gang aboard the SS Winthrop Marvin, Isthmian, on the current voyage are, standing—left to right: W. Ezojkowski, Carpenter; G. Newman, Bosun; J. W. Jennings, OS; J. Schwienfus, AB, and H. Lunitta, AB. Kneeling is Deck Delegate J. Parsons, OS.

'The Voice Of The Sea'

By SALTY DICK

Some of the boys remind me of bananas. They're always hanging in a bunch... Faustino Torres takes the cake when it comes to playing the guitar. He has never taken a lesson, yet plays like a professional... Bill Parker, QM, is anxious to return to New York... Tony Alleman and Davis Danos are in a dither. Both of them are in love with a certain girl in New Orleans... Frank Red Sullivan has Book No. 2 in the SIU. Who has No. 1?

Through the efforts of Red Hancock and the Chief Electrician, Louis Peed, the crew can now see movies in the crew's quarters. Brother Peed

refused to accept any compensation for himself but will accept donations for the Bethlehem Orphanage. A fine gesture... If the President of the United States dies, who gets the job? (Ans.: The Undertaker.)

Received a card from Bill Champlin stating that he's going to West Africa. He always wanted to go there. When you see Bill, ask him why he always runs from the snow... The rumor now going around has it that the Alcoa Cavalier is going to switch to freight hauling on the bauxite run... Felix Van Looy is now on the Del Sud sav-

ing a few dollars in order to open a restaurant in Tyler, Texas. He's still short \$2,500.

Alberto Rocha was seen at the California Bar in Monte. He was having a good time with some friends. For those who don't know, you can get a LOG there almost any time... Frank Hughes wears socks so loud that even jitterbugs would turn them down. He shows them off by wearing his trousers short!

Bienville Men Claim Laundry Wrung Them Dry

Crewmembers of the SS Bienville have washed their hands of a Norfolk laundry establishment, which allegedly "caters" to seamen.

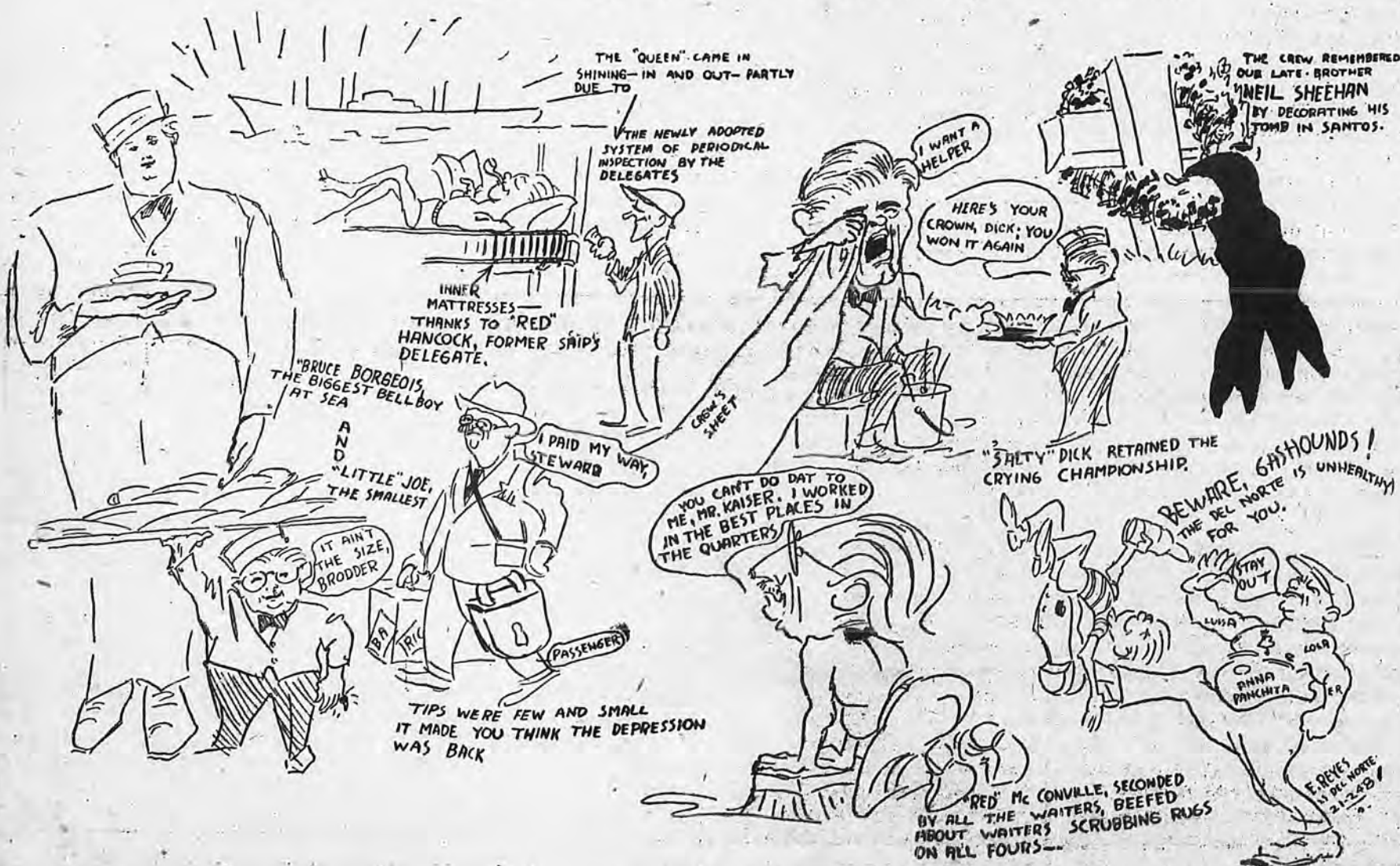
Prices charged by the Friendly Laundry are completely out of line, according to Richard Jacoby and John Williams, two of the men aboard the Bienville. They advised their Union Brothers not to patronize the place.

Several Bienville crewmen gave their laundry to a Friendly representative when the ship called at Norfolk last week. After the bundles had been delivered and paid for, it was discovered that the men had been charged considerably more than they would have been for the same service elsewhere.

Among the prices cited by Jacoby and Williams were 75 cents for washing and ironing of shirts and \$1.50 for laundering work pants. Williams said he paid \$11.40 for a bundle worth about eight bucks. He protested to the delivery man but the gesture was futile.

The two men thought it would be a good idea if a notice was posted in the Norfolk Hall as a warning to other Seafarers who might be solicited by the Friendly Laundry.

E. Reyes' Sketchpad Depicts Life On Mississippi's Del Norte



THE "QUEEN" CAME IN SHINING-IN AND OUT-PARTLY DUE TO

THE NEWLY ADOPTED SYSTEM OF PERIODICAL INSPECTION BY THE DELEGATES

INNER MATTRESSES THANKS TO "RED" HANCOCK, FORMER SHIP'S DELEGATE.

"BRUCE BORBEOIS THE BIGGEST BELLBOY AND "LITTLE" JOE, THE SMALLEST

TIPS WERE FEW AND SMALL IT MADE YOU THINK THE DEPRESSION WAS BACK

YOU CAN'T DO DAT TO ME, MR. KAISER. I WORKED IN THE BEST PLACES IN THE QUARTERS

"SALTY" DICK RETAINED THE CRYING CHAMPIONSHIP.

BEWARE, GASHOUNDS! THE DEL NORTE IS UNHEALTHY FOR YOU.

"RED" Mc CONVILLE, SECONDED BY ALL THE WAITERS, BEEFED ABOUT WAITERS SCRUBBING RUGS ON ALL FOURS...

THE CREW REMEMBERED OUR LATE BROTHER "NEIL SHEEHAN" BY DECORATING HIS TOMB IN SANTOS.

I WANT A HELPER.

HERE'S YOUR CROWN, DICK; YOU WON IT AGAIN.

Digested Minutes Of SIU Ship Meetings

DEL NORTE, Nov. 14—Whitey Tomlinson, Chairman; Thurston J. Lewis, Secretary. Ship's Delegate reported on status of ship's fund. Deck Delegate Rouse reported over 200 hours of disputed overtime. New Business: Motion by Blackie Bankston that an extra joint meeting be held immediately after leaving Buenos Aires on the trip north.

LEGION VICTORY, Nov. 2—Fred Travis, Chairman; Paul J. Morgart, Secretary. Special meeting called concerning performing by certain Brothers, their actions being detrimental to the Union. Chairman warned the Brothers that should these performances come off again, immediate action would be taken against the men involved. Motion carried that any Brother performing in the future aboard the ship would be brought up on charges and turned over to the Patrolman at the payoff.



DEL AIRES, Nov. 13—Jerry Palmer, Chairman; Roy Casanova, Secretary. Delegates reported minor beefs in their departments. New Business: Motion carried for crew to show more cooperation in the future in sharing the better parts of the night lunch. Education: Discussion was opened on the care of crew property aboard the ship. Too many times, it was pointed out, the same equipment is damaged trip after trip and is always on the repair list. This, it was felt, is detrimental to the gaining of better conditions.

NEW LONDON, Nov. 13—Al Porter, Chairman; Eddie Chante, Secretary. Delegates reported all books in good standing. Ship's Delegate read testimony of assault and battery charges against the Chief Mate. New Business: Motion carried to give Steward and Captain a vote of thanks.

ALCOA PIONEER, Dec. 5—Scotty Malvenan, Chairman; William Loss, Secretary. Delegates reported on new equipment needed on ship. Motion carried that crew not pay off until beef involving Chief Mate working on deck has been satisfactorily settled. Good and Welfare: Discussion on unsafe condition of the Jacobs ladder. One minute of silence observed for Brothers lost at sea.



GOVERNOR MILLER, Nov. 28—Preacher, Chairman; Whitey, Secretary. Delegates reported all running smoothing in their departments. Good and Welfare: Complaints made of too much noise in passageways at night. Motion carried that clothing was not to be soaked in wash room sinks at any time. A bucket is to be used for laundry. Repair list made up and approved.

ROBIN LOCKSLEY, Nov. 21—J. W. Altstatt, Chairman; M. Condino, Secretary. Delegates reported officers doing crew work. Beef to be settled at payoff. New Business: Motion



carried to check all repair lists to see that everything needed in on the lists. Motion carried to have Patrolman see what he can do about having all bunk lights repaired or replaced. Several crewmembers have complained of receiving burns from the lights. Motion carried that all foc'sles not painted last trip be done this trip.

MADAKET, Nov. 21—Garber, Chairman; Jenkins, Secretary. Delegates reported everything in order. New Business: Motion carried to have Patrolman contact Port Steward and have him put all well know brands of food aboard ship. Motion carried to have all medical supplies and slopchest merchandise inspected by the Patrolman. Motion carried that Delegate check prices of Captain's private slops. Good and Welfare: One minute of silence for Brothers lost at sea.



SOUTHPORT, Nov. 16—Nollie Townsend, Chairman; James Babson, Secretary. New Business: Motion carried to put weather stripping around water tight doors and port holes where needed. Motion carried for Engine Delegate to see Chief Engineer and assign someone to grease mechanical end of winches. Motion carried that keys be made for all hands in unlicensed crew before leaving U. S. Good and Welfare: Discussion on improving night lunch. One minute of silence for Brothers lost at sea.

JULESBURG, Nov. 18—Jimmie Naylor, Chairman; Leslie J. Guillot, Secretary. New Business: Moved that men coming in to messrooms without undershirts will not be served. Edward Parson urged members not to hang clothing on safety valves in the fire room as practice is dangerous. Entire Stewards Department given a vote of thanks for the excellent food and the cleanliness of the department.

JOHN LA FARGE, Nov. 21—Harold Gabrae, Chairman; Louis Pepper, Secretary. Delegates reported no beefs. New Business: Agreed that if members are pulled off the ship because of the transportation ruling, the ship's delegate will call New York for clarification and do as Headquarters suggests. Good and Welfare: Repair list made up. Vote of thanks given Stewards Department for cooperation, good food and service.

PETROLITE, Nov. 23—Kavanaugh, Chairman; Bishop, Secretary. Delegates reported no beefs in their departments. Steward reported that screens will be put in galley in Antwerp. New Business: Motion carried to bring charges against any crewmember found with a weapon aboard ship. Good and Welfare: Ship's Delegate requested more cooperation in messhall and quarters. Bosun warned all deck hands to stand their watches and be on board at sailing time. One minute of silence for Brothers lost at sea.

BULL RUN, Nov. 21—Mehalov, Chairman; J. Reid, Secretary. Delegates reported only minor beefs in their departments. Good and Welfare: Suggestion made that minutes be sent to Headquarters for publication in LOG. Decision to allow Patrolman to settle beef on officers doing crew's work. Lockers to be replaced with better units. Agreed that Patrolman is to check No. 3 starboard lifeboat as there are three holes in the hull. One minute of silence for Brothers lost at sea.

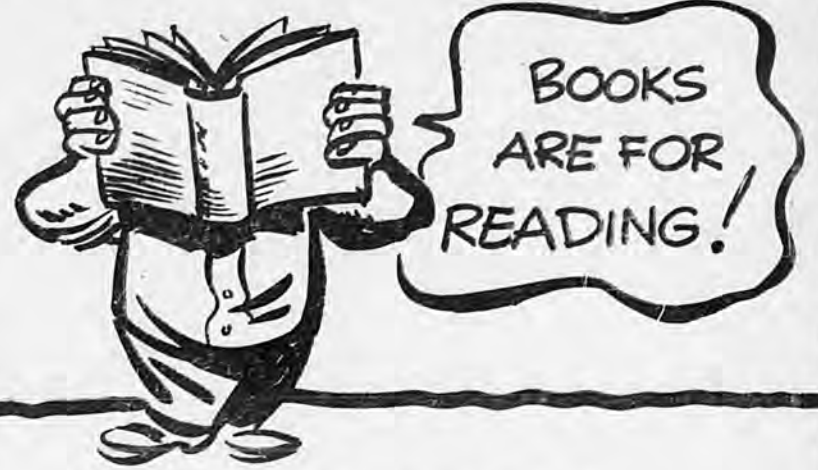


STEEL RECORDER, Nov. 28—Max Olsen, Chairman; Edward Lessor, Secretary. Ship's Delegate read letter written to Headquarters regarding clarification of disputed overtime. Ship's Delegate told crew to continue to turn in overtime until the beef is settled at payoff. Ship's Delegate also recommended that the Isthmian agreement be made up in book form with clarifications examples included. Vote of thanks to Max Olsen, the Chief Cook, for his fine work. Vote of thanks also to Second and Third Cooks for making the trip a pleasant one. One minute of silence for Brothers lost at sea.

STEEL RANGER, Nov. 28—J. A. Turkington, Chairman; J. A. Olsen, Secretary. E. V. Stokes elected Ship's Delegate. Delegates reported that departmental meetings had straightened out minor beefs. Motion carried that each department make up repair list. New Business: Motion carried that Messmen be moved up forward as steampipe overhead is dangerous. Good and Welfare: Suggestion that steam pipes be covered before ship hits cold weather. One minute of silence for Brothers lost at sea. All performers warned that they must conduct themselves as good union men or Patrolman will be notified of their disrupting tactics.



SEAFARER SAYS



THE UNION LIBRARIES IN THE VARIOUS HALLS ARE THERE FOR YOUR USE, AND HAVE TECHNICAL AND OTHER NON-FICTION BOOKS — AND NOVELS. TAKE ADVANTAGE OF IT WHILE ON THE BEACH TO IMPROVE YOUR JOB SAVVY — OR TO SEE IF YOU CAN SOLVE THE LATEST "WHO-DUNNIT".

CUT and RUN

By HANK

Many a brother carries either a radio, camera, guitar or cribbage-board with him when he ships out. Others are more ambitious. One Brother took his violin out of the baggage room, played a few romantic songs (Besame Mucho, etc.) for the brothers on the recreational deck and then, we presume, shipped out with the darn thing. It sure is strange, but good, to hear some beautiful melody played on a violin aboard ship far out at sea... Harold Slitts and Carl Wamsley were aboard the SS Suzanne and photographed some rescue shots of the men on the burning icebreaker which collided with a tanker off the Atlantic coast. Then they sold the photos to the Associated Press... Brother "Duke" Wade is in town but his shipmate, Franklin Smith, is out several months now on a trip.

Brother Clyde White is aboard the Alcoa Pioneer... Brother H. E. Dicks is a game guy who keeps himself busy while on the beach. He's always going hunting—for small game at the present time... Brother Herman Jones has been a lucky guy. A New York newspaper wrote a big article about this Florida brother—and also gave him a free plane ride to have him near his other half... Fred Kagelmacher, the Gulf oldtimer, is down in Savannah... Peter Daverson writes he'll be sailing again after his hitch in the Army. He's now down in Camp Picket, Virginia... Brother S. Rasczyk writes he's been discharged from the Army and hopes he'll be sailing soon.

Some of the Brothers who are in town right now—Robert Harless, Nicholas Funken, John Sharp, Henry Bonk, Douglas Marchant, Stanley Gondzar, Joe Clurman who is waiting for any Seatrain, Joseph Barringer the Electrician fresh in from the West Coast... It will be news to George Maslorov of Michigan to know that his shipmate, Edwin Edginton, the Electrician, is in town with his mustache—and all ready to ship out now that his landlubbing job down in Venezuela expired.

The weekly LOG will be sailing free of cost to the homes of the following Brothers: Walter Stoll of Georgia, Maurice Olson of Massachusetts, Robert Lowry of Michigan, Reginald Thomas of South Carolina, William Elwood of Washington, Raymond Eader of Maryland, James Moore of Alabama, Marvin Swords of Georgia, Thomas Pradat of Louisiana, Edward House of West Virginia... In all the strange or comical titles there are for the days and months of the year we read that there is the title of "Perfect Shipping Month." If this applies to seafaring, we're curious to know which month is the Perfect Shipping Month?

Brothers, our SIU Halls on the West Coast are doing a rush business in jobs—including our temporary Hall in Tacoma, Washington. Those Brothers who can make it out there will get a fast way of escaping from the high cost of living on the beach... Brother T. D. York is on the Alcoa Planter... Bosun "Luke" Collins came in from a trip—and probably sailed right out again... Brothers, keep writing to your Congressmen and Senators urging them to pass those bills which will protect the 50 percent ECA clause of carrying cargoes in American ships.

THE MEMBERSHIP SPEAKS



Well-Coordinated Robin Line Crew Enjoys Pleasant Trip To Capetown

To the Editor:

We left New York on the 27th of October aboard the Marine Runner, Robin Line, and made Capetown by the 12th of November which is pretty damned good time.

We took 11 passengers down to Capetown. Some of them looked to be slightly pale when they came aboard, but as we got out to sea they got a little color into their faces. Green, a ghastly green. Ah, this life at sea.

There are quite a few of well-known New York and Baltimore lads aboard. The Bosun is Pete Gvosdich, and we have the one and only Bob High as "wood butcher." Also on deck are Jake (Jersey Snake) Jacobson, Mike Magal, and those two reprobates from Boston, Rog Hickey and Mike Aylwood. The Chief Mate's name is Hillford. He's a good joe, and let's the deck gang do the work without much interference.

The 4-to-8 deck watch has been on so long that there is rumor around that the boys are bucking for a pension from the Robin Line.

SMART GAL

The stewards department is tops. Walt Walsh is Chief Steward, and with him are George Midget, Jack Dolan and Soapy Campbell, who is crew Messman and master of ceremonies at all meals.

Wait till the boys back in Baltimore hear the limey accent Soapy has adopted to amuse the crew.

The cutest and smartest gal on board was 11-year old Alice Pease of Claredon Hills, Illinois, which is 18 miles from my home in Chicago. She picked up knots and splices and even made a bell rope after a few minutes of instruction. That gal was the best sailor on the ship by the time we reached Capetown.

The boys really celebrated in Capetown. What's more, they fared pretty well although the English had two aircraft carriers, four destroyers and three frigates in port.

We left at the end of two days

ROAMER CREW THANKED FOR CONTRIBUTION

To the Editor:

In regards to the crew of the Alcoa Roamer that sailed out of New Orleans in November, I want to send my thanks to that fine crew for the kind contribution they gave for my bus fare to Philadelphia. That was the period when New Orleans shipping was on the slow bell.

I know they realized what it was like to be on the beach without the price of rice and beans. Thank you again, Brothers.

Hugh F. McLinden

with Tugboat Annie bidding us a fond farewell from the dock. American crews and a South African team.

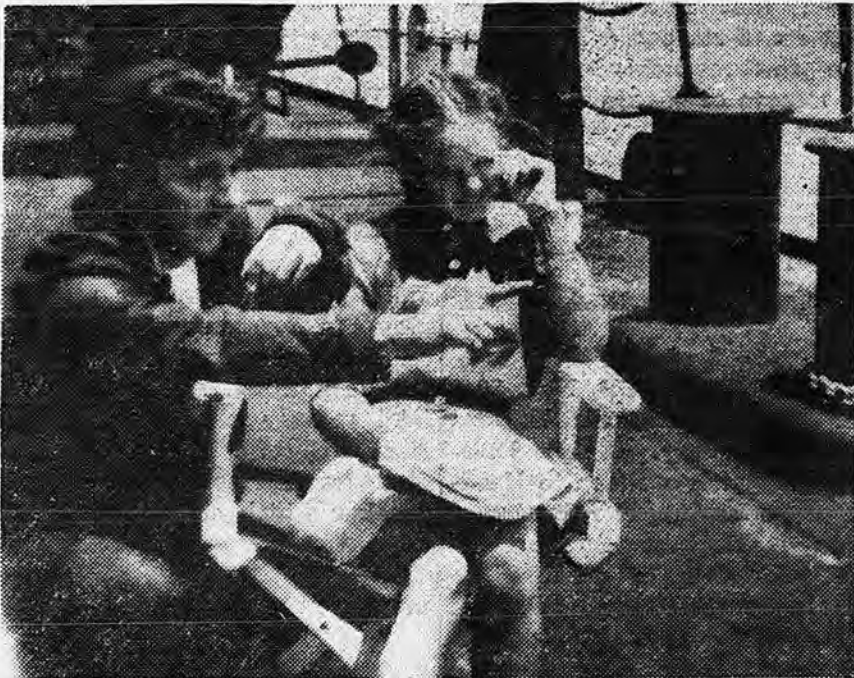
PLAY BALL

We anchored off Port Elizabeth for nearly a week, but when we docked we made up for lost time. There has been no performing aboard ship, however, and everybody has just had a good time ashore.

The Robin Treat and the Robin Kirk are here in Durban with us now. The Trent arranged some softball games between the

We lost the first game by five runs, the second by one run. The boys really took a beating, which I didn't have the heart to watch. I took off for a ginmill two blocks down the street and found some of the rest of the spectators there ahead of me. More games have been arranged for next week, when the boys hope to regain their prestige.

Jerry Lonski



Alice Pease squints into the sun as Jerry Lonski points out a Castle Line ship passing the Marine Runner.

Teamwork Made Graves Model Ship

To the Editor:

Here goes with our two cents worth concerning our voyage and the conditions on this Waterman scow, the SS Governor Graves, which is making the cereal run to Germany.

First of all, we want to endorse the Skipper wholeheartedly. He is Captain "Pete" Patronas of Mobile. He is A-1, and this is not the Draft Board talking.

Both Captain Patronas and his Chief Mate, "Slim" Walker, are regular oldtimers, having come up from the foc'sle, and both hold retired SIU books. The other Mates and the Engineers have our okay, too. The whole bunch we have topside are good jobs.

The crew as a whole is a credit to the SIU and to all seamen. It is trips and crews like this that make shipping and conditions worth fighting for and maintaining. Incidentally, we have 24 full books out of 28 men in the crew. When we get in, all we expect the Patrolman to do is give us a big hello, pass out some SEAFARERS LOGs and collect some dues.

LOVE THAT CHOW

As for the food, there seem to be plenty of steaks and chops. The Steward and the Cooks and the rest of the Department all work together, and put out first rate meals with salads twice a day. The whole Department is to be commended for their services, and it might be added that

any and all birthdays are topped off with a personalized cake from the Baker and a song from the Chief Cook.

The Crew
SS Governor Graves

GERMAN UNIONIST FINDS THE LOG VALUABLE AID

To the Editor:

We thank you very much for having sent us the LOG. This newspaper can give us valuable suggestions for our trade-union work here in Germany.

We would be especially thankful if you would mail us one or several copies of the German edition of the newspaper, too.

We consider it important to give your newspaper to our seamen, too, in order to suggest this way the idea of the "Union of all seamen in the whole world on a trade unionist base" to all our colleagues.

Moreover, we would appreciate it if you would forward to us the address of the longshoremen's union.

August Schmeelck
Gewerkschaft Öffentliche Dienste
Transport und Verkehr
Bremerhaven, Germany

(Ed. Note: The LOG is published in the English language only. The International Longshoremen's Association is located at 265 West 14 Street, New York 4, N. Y.)

Delta Line Skipper's Ashes Cast Into Sea From Tulane

To the Editor:

On Saturday, December 11, the Tulane Victory was the scene of a ceremony wherein the ashes of Captain Arthur Oden were scattered into Guanabara Bay. It was the wish of Captain Oden prior to his death in 1942 that his ashes be scattered to the seas.

The Captain of the Tulane Victory told all hands that the burial was to take place from

the ship and he would like all hands to attend. All of the crew off watch at the time turned out for the ceremony.

From what I gather Captain Oden was a pretty swell guy. Some of the oldtimers in the Union can remember him. I thought they would like to know of the ceremony.

Captain Lang, skipper of the Tulane, was Captain Oden's Second Mate aboard the Loraine Cross. Later Oden became master of the Clearwater.

In winding up, I'd like to say that there is a swell bunch of fellows on this ship. The Captain and the Deck officers are just about tops. Unfortunately, I am sorry to say, we only have a couple of well-liked officers in the Engine Department.

Douglas Craddock

Lauds Patrolmen For Overtime Won On Isthmian Ship

To the Editor:

The Marquette Victory finally paid off in New York on January 13 to the relief of nearly everyone aboard. It was a trip around the world. We touched Arabia, Malaya, Java, the Celebes, Philippine Islands, China and the Hawaiian Islands.

The crew was a good bunch of fellows, and nearly everyone cooperated with everyone else, except the two Electricians who were at one another's throats at all times.

We had a beef over Oilers standing port watches, but it was settled to the satisfaction of all at the payoff. Patrolmen Purcell, Sheehan and Guinier were there at the payoff to protect our interests. They did a bang-up job in settling the beefs. Incidentally, they collected nearly \$600 in disputed wages for the Engine Department along. It was not only money put in the members' pockets, but inasmuch as there were several tripcard men aboard, it showed these fellows that the Union settles beefs and with happy results.

Earl J. Laws
Engine Delegate

To the Editor:

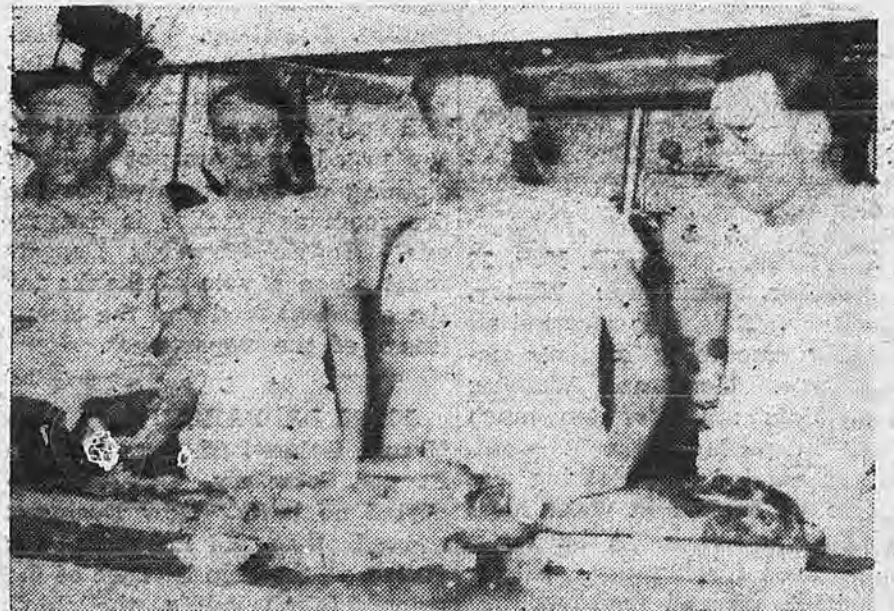
Well done, Brothers. That is the verdict in this writer's opinion upon the completion of the 1948 year. Please accept my sincere good wishes to all of our officials in every capacity, from Headquarters to all ports representatives, to our newly elected officers, to the men who appeared on the many committees, to the Editor of the LOG and his staff, and to the sincere young ladies in New York who work in the interest of the SIU.

Also good wishes to the Brothers who gave noble help. Cheers to those Brothers in the hospitals, to the Brothers who volunteered in strikes and other matters of interest to the Union.

May I sign my name? Best wishes to all.

Sir Charles

EVELYN'S COOKS ARE GOOD



The SS Evelyn's galley crew is tops, according to T. E. Dickens, the Third Cook, who submitted picture. Left to right: Chief Engineer—and chief eater too, if reports are right; John Wells, Chief Cook; Dickens; and Paul Reed, Night Cook and Baker.



A Man With Guts

By JOHN WUNDERLICH, JR.

Way back in eighteen-eighty-five,
When seamen were treated as slaves,
We were neither among the living or dead;
Said the owners: "A flock of knaves."

Then a young man shouted from the ranks,
"We'll fight for what is our right;"
The Coast Seamen's Union was born that day,
That was the start of a bitter fight.

His name: Andrew Furuseth, a seaman with guts,
Who devoted his life to a cause;
He did it for you and for me of today,
Not for wealth or public applause.

Soon seamen joined together as one,
The SIU became its name;
By action and militant representation
Up-to-date has gained it fame.

You oldtimers who sailed those days
Remember the menu you got,
The soggy potatoes and wormy mush,
And an egg was considered a lot.

So when you hit the sack on the ship of today,
Made up so neat and clean,
Remember the days of forecandle astern—
As companions the bedbugs were mean.

A thousand things from the past I could tell,
Bring back ghosts from those days
When a seaman was neither among the living
nor dead,
When it was treason to ask for a raise.

Broken limbs and blood have been given for you,
So today you can proudly proclaim:
I am a seaman, united with all seamen afloat
In a Union, SIU is its name.

Warns Of High Tab In La Guaira

To the Editor:

I'm sailing aboard the MV Ponce, which has scheduled stops at La Guaira, New Orleans and Puerto Rico. We stopped at La Guaira for six days and when we went ashore, oh boy.

You'd think the war was still

OGDEN CREWMEN ASK UNION PUSH ON HOFFMAN PLAN

To the Editor:

We the undersigned crewmembers of the SS George Ogden herein inform our bargaining agent, the Seafarers International Union, to send telegrams in our behalf to the President of the United States, advising him that the Hoffman Plan would leave the American seamen jobless.

Mr. Paul Hoffman, Administrator of the ECA, if he succeeds, will, by ignoring the 50-50 provision in the Marshall Plan, sabotage American shipping and weaken our national defense.

Therefore, we do hereby protest this proposed scuttling of the American merchant marine.

27 crewmembers
SS George Ogden

on as far as prices in La Guaira are concerned. Prices are such that you can hardly buy a beer, postcard or souvenir. Beer is 80 cents, postcard folders are 40 cents and so on.

I'm writing this to warn my Union Brothers to keep away from the waterfront bars, because they can get the same beer at other bars in town for 35 cents. And prices are sky high on everything.

BIG DIFFERENCE

In contrast when we stop at Puerto Rico, the Ponce's home port, we are able to get beer, postcards and many other things at prices that you find in New Orleans and New York. There's a hotel here called the Sanchez, run by Mr. and Mrs. Audelix Sanchez, which is not only highly recommended by me but several other Union Brothers. It's a nice respectable place just across from the SIU hall and the prices are right.

The Ponce stopped at New Orleans for only 36 hours, long enough to pick up 38,000 bags of phosphate. Sorry I didn't have a chance to get ashore to get the same warm welcome that city always extends to Seafarers.

George Litchfield
MV Ponce

Just Like New



Glenn Vinson produced this picture from his scrapbook of past voyages, this one from a year back. Shot shows Andy Poppacadopolis using a spray gun on board the Steel Navigator. Probably needs another coat of paint by now.

Delegate Sees SIU Ending Marvin's Beefs At Payoff

To the Editor:

I took over the delegate's job on this scow, the Winthrop Marvin, two days before sailing from Seattle, Washington. We had a beef concerning the Chief Steward, but it was settled to the satisfaction of all before we sailed.

At the time of sailing I asked the First Assistant if we had enough soap and matches to last out the trip and was told there was plenty of everything. Two weeks later the Assistant told me the ship had run out of soap powder. I asked the Chief why the shortage, and he claimed the company had cut his order. The First showed me in his requisition where the Chief had erased the order and replaced it with an order for one-third the original. The First then started to ration everything from rags to light bulbs.

We didn't have one single fan part. We had to make out the best we could. All of this is to be expected from a hard-headed Isthmian Chief, but he's going to find out that his economy program means nothing when the ship docks. The officers could get away with this sort of maneuvering before we had an agreement, but our rights and privileges are down in black and white now. Wait till the Patrolman sinks his teeth into our list of beefs.

Out at sea they think they have us at their mercy, but we'll have the last laugh. Here are some of the happenings during the trip to the Near and Far East.

NO CANDLEPOWER

Before arriving in Honolulu on the return from the Persian Gulf, we ran out of light bulbs. Everywhere it was darkness. The Chief Engineer ordered the whole sum of two dozen bulbs in Honolulu. This at a time when there were about forty or more lights out in the engine room, passageways and steering engine room. I asked the Chief, before we arrived in Honolulu, to order enough soap powder. He told me that he would get the soap for sure.

Even the Captain promised that soap powder would be ordered. Both the Chief and Captain went on a binge and we sailed without the soap and without diesel oil for the galley. We had been in Honolulu about twenty hours when I met the Chief on the gangway and asked him if he had ordered the soap. He replied, "as soon as we get in Honolulu the soap will be here." Double talk, nothing else.

Both of our Cooks got off in Honolulu because of sickness. At the last minute the company finally got a man. The stove was on the fritz because of the black oil and kerosene mixture, so we had a tough time getting our meals on time. The officers disputed the overtime for the Wiper mixing the oils, but I'm sure he will collect the money at the payoff.

The Chief and First Assistant are menaces to good union and the sooner we get rid of them and their phony tactics the better off we will be.

This trip will be about six months when it is over, and every man on the ship is looking forward to that payoff. We only hope that the new crew sees to it that the repair lists are completed before sailing and the proper amount of stores is aboard for the next trip.

The Captain is a pretty good fellow and has abided by the agreement during the entire trip.

G. Brazzil
Engine Delegate
Winthrop Marvin

Membership Rules

Membership rules require every man entering the Union Halls to show his Union Book, Pro-Book, permit or whitecard to the doorman. This is for the membership's protection. Don't waste the Doorman's — or your own — time by arguing this point. Observe the rules you make.

SS Baltore's 'Brooklyn Kid' Gossips Of Men And Ships

To the Editor:

How is the gang around New York's Beaver Street? The Brooklyn Kid is once more on one of the Ore Line expresses, this time the Baltore.

Has Mr. Hoffman rescinded his threat to cut out shipments in American bottoms? Now is the time for all seamen to have this blunder corrected. I'm doing my part. I have already written a letter to Senator Styles Bridges expressing this individual's opinion on such a move as Mr. Hoffman's proposal. I guess Hoffman has forgotten that charity begins at home.

From the sunny Pacific ocean the Brooklyn Kid sends you the following bits of gossip picked up here, there and everywhere. Seems that the guys up and down the East Coast and the Gulf have taken an interest in the stuff that I send you, since they're always asking, so I am going to write something else.

Give Johnny Wunderlich my regards and tell him that he is held in high esteem by yours truly; in fact, he's the best contributor to the LOG, excluding, of course, Frenchy Michelet.

On to the gossip:

BLAZING AWAY

When last seen Elois Tarte and Prince Baker were eating smoke and lighting fire aboard the SS Winslow Homer. That was some blaze.

Joe Thomas shipped out and left his pal John Eversly on Put-

nam Avenue in Brooklyn. Johnny's crying the blues.

George Curry had his moniker and smiling face in the December 10 LOG, see last page. Great guy that George. Always smiling. The guy makes a neat stew. Saw George Brusset, ex-Steward of the Jean. He's now married to an Ore Line scow, the SS Bethore. He sends greetings to all who were on the Jean in 1946.

Dick Sheppard is also on the Bethore, along with Ricketts, ex-Second Cook of the Yarmouth. Joe Keyes has probably followed Raymond Osborne and Alfredo Salecci back to Rio and Santos. They're just three guys who found a home down South America way.

Raymond Taylor and Joe Warfield must be on another Rio cruise. Haven't seen them since getting off the Holmes. Guess they remember our times together in the Islands. Where is Sam Parker?

Heard from a bartender in Flatbush that Ellis Gaines is looking for me. Tell Mr. Gaines that I'm trying to live long enough to collect my old age pension, something that would be impossible if I stayed in his company for any length of time. Richard Mason has bought shares in the Mangore, so goes the rumor from other homesteaders aboard.

I'm heading New Orleans way and won't be back to the north country until the flowers bloom.

D. Saunders

Member's New Mate Seeks SIU Info

To the Editor:

I was married to a Seafarer recently. At the present time he is at sea and I would like to have the LOG mailed to me so that I can accumulate copies for him to read when he comes home.

Also, I wish to read them myself, so I'll gain an idea of what this business of being a Seafarer is all about. I want to keep up with my husband, if I possibly can, and be able to discuss his work with him. Having read one issue of your publication, I am sure the LOG will help me to do this.

Bob Nelson and I were married Dec. 2, 1948 in Glen Ellyn, Illinois. He is from Detroit, Michigan, and my home is in Lombard, Illinois, where I am now living with my parents.

Bob and I plan to live in Philadelphia or Baltimore when he returns from this trip.

Mrs. Robert Nelson

(Ed. Note: The LOG thinks Brother Bob Nelson is to be congratulated on his choice of a mate, and it has put Union-wise Mrs. Nelson on its mailing list. Meanwhile, the SIU extends its best wishes to the newly-married couple.)

Del Norte Crewmembers Enjoy Two Christmas Parties In Buenos Aires

To the Editor:

Well, Brothers, here's the story of a real Christmas for a fine gang of SIU Seamen. We arrived in BA on the 15th of December, and I was elected to get a tree. I went to May Sullivan's Bar and asked May to get

us a tree for the ship, as we would have our Christmas at sea.

May got us a fine one. With the trimmings that Mrs. Bankston (the Bosun's wife) had given us in New Orleans, we decorated the most beautiful tree

that I've ever seen on any ship.

Blacky Bankston, Eddie Gonzales (chief linen keeper) and myself had the honor of doing the trimming.

Then to start things off, May Sullivan threw a Christmas Eve party for us on the 23rd—and I mean it was a honey. There was standing room only from seven at night till four in the morning. The Tulane Victory came in that day and the Bosun, Brother Peterson, and half of the Tulane crew were there to help us celebrate. May furnished the food and Champagne. There was plenty for everyone.

OFF AGAIN

Christmas Eve number two started off at 12:00 noon the 24th, and was a bang-up party till 4:00 p.m. May Sullivan and Sam Eddy, Purser of the Tulane Victory, and many of the Brothers' girl friends were aboard and stayed till sailing time to see us off.

After leaving BA with the ship well secured, we really started in to celebrate. Believe me, Brothers, you have never seen anything like it. Sisters Johansson and Cervantes (Stewardesses), the Chief Mate, Mr. Tooker, and many other of the officers were down to help along with the Christmas spirit.

The music was furnished by ABs Whitey Hursey and Joe Torres, and by the voices of all the crew. AB Ed Rouse was kind enough to play the part of Santa Claus. You can see by the picture that he did a damn fine job, too.

Well, Brothers, this party went on until 1:00 a.m., and then broke up in fine SIU fashion. The celebrating continued through Christmas day for what can go on record as one of the finest parties that's ever been held on any ship without trouble of any kind.

We don't want to forget the fact that Brother Kaiser put out a very fine Christmas Dinner with everything and anything—even a cheering glass of wine.

Well, that's about all there is except to give May Sullivan's Bar in BA a big hand for the fine way she treated the Brothers of the SIU. Whenever you're down that way, stop in and pick up the latest LOG, and say hello to May.

Red Hancock
SS Del Norte

BRET HARTE MEN FIND SHIP STORES BELOW STANDARD

To the Editor:

About forty-five days out of Norfolk we found that some of the butter on this ship, the Bret Harte, was becoming tainted. Also we found a box of bread had become moldy and some chickens were not up to standard. It appears that the stores had been transferred from another vessel.

Of course we are not in a position to say that the charge of transferring stores is true, but we are writing so that Agents and Stewards can be on the lookout for bum stores received in Norfolk from the Cavalier Grocery Company which supplies Waterman ships.

Frank Mitchell
Vincent S. Kuhl

THEY WERE BITING



While Brother Ramon, BR, holds 10-pound hammerhead shark for "mugging," Brothers Barrientos (left), OS, and Aponte, OS, admire his catch. Photo was taken by William O'Donnell, Jr. Engineer on the Morgantown Victory from whose deck Ramon enticed his victim as ship was lying at anchor in Port Elizabeth, South Africa.



Playing Santa Claus to the crew of the Del Norte was no easy job and even as sturdy an actor as Ed Rouse, AB, appreciated a chance to let his beard down. Stewardesses Johansson (left) and Cervantes appear a mite more sprightly. Just in case some perfectionist finds fault with Santa's rig, Red Hancock, who submitted photo, hastens to inform that sandals are correct on tropical runs.

Union Xmas Gift Cheered Brother In Marine Hospital

To the Editor:

I wish to thank all the Brothers for the ten-dollar Christmas present they voted to give us guys in the hospital. I have been in the Staten Island Marine Hospital more than three months and, as I am not entitled to compensation, I can tell you the 10 bucks was doubly welcome.

I had a very nice Christmas here. In addition to the Union's gift, I also received packages from the Red Cross, Salvation Army, The Navy Mothers Club of America of Staten Island and the Merchant Marine Veterans Association.

APPRECIATES PACKAGE

Brother Voipian and his assistant also brought me a nice gift package and when I opened same I found a card from the person who sent it, a Miss Beatrice Carpendale, 2252 Aqueduct Avenue, New York City. It would be nice if we sent these people a few copies of the LOG. I will acknowledge these gifts

personally. These organizations did not advertise their coming here to see us, but the big outfit that did advertise failed to show up.

Thank you again, one and all, for making this a Merry Christmas for me. In closing I wish the LOG staff and all my Union Brothers a Merry Christmas and a Happy New Year.

H. V. Nielsen

ORTIZ ENTERS NY HOSPITAL FOR SURGERY

To the Editor:

Brother R. U. Ortiz came in to this hospital, the Metropolitan, for admittance. I have been in here for over a month and, before he entered, Brother Ortiz paid me a visit. He expects to undergo an operation. We all wish him the best of luck.

Mail will reach him at Ward H, 444 E. 68th St., N. Y.

Marino Gordils

Further Comments On Payoff Rule

To the Editor:

Just a line to voice my opinion about our transportation rule. I think that a man's book entitles him to a job and it should not be in any agreement that he must collect transportation if the ship enters a district other than the one in which it signed articles. I do not believe this is in line with job security, which has always been one of the main objectives of our Union.

Personally, being married, I am broke at the present time and borrowing until I can ship out. But what if I get a ship that gives me a four week trip and then pays off down south? I'd lose my shipping place, too.

Personally, I think the ruling is no good and I would suggest a referendum ballot to find out if the membership wants the present ruling or the former.

Edward J. Chant

To the Editor:

Before giving my opinion on the transportation rule, I would like to first say that I am a permitman; however, I feel that it is my duty to take an interest in Union affairs as well as bookmen, for I hope to become a member myself someday. There is no time like the present to start taking an interest in matters that will no doubt affect me in the future.

From listening to the older members speak, I gather that the shipowners didn't hand us transportation money on a silver platter, but it was a gain won after a long and hard fight by the Union. No doubt our contracted companies would put a stop to it if given half a chance to do so. Why give them a point to argue? By all means, let's keep the rule as it now is.

F. P. Jeffords

Skill Nets Crew Laundry

To the Editor:

The proof of the pudding is in the eating—an old adage but one that had an up-to-date twist recently aboard the SS William H. Carruth, a Liberty tanker running coastwise between Texas and New York.

We aboard the ship have just proved to ourselves what good, old-fashioned SIU ingenuity, coordination and team work can accomplish in the hands of a good crew and Bosun, Marty Bisson.

Having no laundry or any place on board to wash our clothes we brought the matter up at a shipboard meeting and

SOUNDS ALARM ON NON-UNION TEXAS TAXIS

To the Editor:

This is to bring to the attention of Brothers sailing Seatrains ships and other SIU vessels that touch this coast that at the present time there are several fink cab companies operating in Texas City. These cabs are in competition with union cabs. Therefore, it would be appreciated if Ship's Delegates would call special meetings aboard ships and make clear to every brother aboard ship the cabs that are and are not AFL.

I have been notified by the cab union business agent that the only union cabs are those of the United Cab Company and Frank's Taxi. You may be told by some of the drivers of the non-union cabs that they are union members, but they are not.

Keith Alsop

after a thorough discussion, it was decided to ask permission of Chief Engineer McCorison to let us make use of the old gun crew's bath, which had been idle.

McCorison granted us permission. Volunteers were called for and a working party responded in typical SIU style.

Right now, I wish to express appreciation in behalf of the entire crew to First Assistant Lorenzen, whose tireless efforts in pitching in with his tools and labor helped make the project a success. He attended to the pipe work.

ACTION

The Engine Department on that part of the job, too. The Deck Department, with our able Ship's Delegate, Blackie Connors, taking the lead, took care of the cleaning and painting. A beautiful job was done by all. They really made two blades of grass grow where only one was growing before.

The result is a good laundry second to none on any ship. We have great pride in our achievement and we will be happy to show the Patrolman our finished product.

It stands as an example of what can be done with SIU ingenuity, coordination and teamwork.

W. H. Nunn

Check It — But Good

Check the slop chest before your boat sails. Make sure that the slop chest contains an adequate supply of all the things you are liable to need. If it doesn't, call the Union Hall immediately.

PERSONALS

CURLEY MEEKS
Please send your permanent mailing address to C. Tucker, 25 South St., N. Y. C.

PAUL N. FROOM
Rockie is in Mexico—"American Bar."

LEXIE TATE and RUSSELL
Will these men who were on the SS Leland Stanford when she paid off on May 7, 1948, contact Homer O. Diamond, Rt. 2—Box 42, Whistler, Alabama.

DON JOHN FEURALA
Contact Mr. Marvin Schwartz, 42 Broadway, New York City.

LOUIS W. PEPPER
Your two small children are seriously ill. Get in touch with your wife immediately.

J. W. TAYLOR
Contact SIU Headquarters concerning Receipt No. C86759.

EDWARD COLLISON
Your mother, Mrs. Martha Mary Collison, 1137 East Lombare Street, Baltimore 31, Maryland, would like you to get in touch with her.

VIBERT BLENMAN
Get in touch with your mother, Miss Alice Henry, 198 Charlotte Street, Lacytown, Georgetown, Demerara, British Guiana.

LARS CARLSON
Contact Mrs. Marvin Schwartz, 42 Broadway, New York City.

DEE BIRCH
Your brother is very ill. Get in touch with Mr. Hulbert A. Carruth, 6432 Catina Street, New Orleans 19, Louisiana.

MELVIN E. RICE
Your mother is very anxious to hear from you. Her address is Keats, Kansas.

GLEN SEELEY
Alden Gould, Jr., P.O. Box 43, Norfolk, Mass., would like to have your address.

MIKE LASMAR
Get in touch with W. H. Simpson, 802 Chatham Street, Montreal, Canada.

GEORGE HUDSON
Your mother has passed away. Contact your sister in Sparta, Georgia.

WILLIAM S. GREGEL
Important papers are being held for you. Get in touch with your sister, Mrs. Helen Donofris, 15 East Monroe, Bedford, Ohio.

HAROLD D. ITTNER, Jr.
Your father is ill, and asks that you contact him at 14 N. McIntosh Street, Elberton, Ga.

WILLIAM D. RINEHART
Your daughter, Gertrude, is now getting along fine and is out of danger. It's a boy!

EUGENE A. STANTON
Please get in touch with Albert Michelson, 1650 Russ Bldg., San Francisco, Calif., attorney for William Hartman, AB, who received an eye injury while chipping aboard SS Hattiesburg Victory on April 29, 1948. Telephone YUkon 6-6818.

ROBERT SANCHEZ
Al Lopez asks that you send a statement concerning the accident he suffered on the Alcoa Ranger on December 23 to Ben Sterling, 42 Broadway, New York, N. Y.

HARRY STRATFORD
Contact Ben Sterling, 42 Broadway, New York. Your case has been settled.

JAMES L. OSBURN
Your daughter, of Sprutt, Alabama, requests your address because of illness and business. Important.

MICHAEL PISKUN
The Galveston Agent reports that your gear was not checked at the Galveston Hall.



NEW YORK

INDIVIDUAL DONATIONS
J. T. F. Sigmon, \$1.00; A. Dell Isola, \$1.00; A. Goldsmit, \$2.00; A. H. Cramer, \$2.00; Olfidie Esquivel, \$5.00; Wm. C. Simmons, \$5.00; Paige A. Mitchell, \$5.00; A. Goldsmit, \$2.00; A. Goldsmit, \$2.00; W. Doran, \$15.00; Eric G. Ohman, \$1.00; J. Borak, \$1.00; V. B. Cooper, \$5.00; Peter Giron, \$1.00; Luis Santos, \$10.00; John Pastrano, \$10.00; N. J. Figueroa, \$1.00; Roy Peston, \$5.00; A. Stephanian, \$2.00; Edward Wilish, \$3.00; G. B. Morley, \$20.00; L. S. Bishop, \$1.00; A. Ingibretson, \$3.00; Harry Mechnic, \$5.00; C. Pegner, \$1.00; Roy A. Kaiser, \$1.00; D. Malenfant, \$5.00; Frank F. James, \$5.00; Jezef Reszel, \$5.00; Ralph B. Hughes, \$5.00; Juan C. Vega, \$5.00; Crew of SS Steel Fabricator, \$4.00; B. A. Gold, \$5.00; S. Beattie, \$5.00; F. A. Pindarand, \$1.00; T. W. Hinson, Jr., \$5.00; L. Hitchner, \$5.00; J. Cc. McCarthy, \$5.00; C. I. Navarra, \$5.00; F. E. Dayrit, \$5.00; C. M. Kelley, \$1.00; J. J. Shiklez, \$1.00; J. Kelly, \$5.00; C. Jankiewicz, \$3.00; A. Goldsmit, \$2.00; C. Annina, \$5.00; J. D. Blanchard, \$5.00; A. Goldsmit, \$2.00; W. J. Benish, \$5.00; A. Goldsmit, \$2.00; G. F. Cann, \$10.00; A. Goldsmit, \$2.00.

SS STRATHMORE
A. Dokeris, \$3.00; A. Goldsmit, \$2.00.

SS CORNELIA
T. Pantileef, \$1.00; J. Gegante, \$1.00; J. R. Miller, \$2.00; M. Sovich, \$1.00;

A. Quinones, \$1.00; H. Ramos, \$1.00; A. Cruz, \$1.00; McKensley, \$2.00.

SS NEW LONDON
W. R. Dixon, \$4.00; H. W. Bigham, \$1.00; H. A. Serpe, \$2.00; J. S. Crowley, \$2.00; G. T. Coleman, \$1.00.

SS ALGER
V. Walrath, \$2.00; F. J. Zannanski, \$1.00; J. O. Gray, \$1.00; G. E. Murphy, \$5.00; P. J. Pasinosky, \$2.00; J. Bowen, \$2.00; A. J. Resler, \$1.00; K. Kain, \$1.00; J. Fuller, \$1.00.

SS MARINE STAR
W. G. Simmons, \$1.00; R. V. Soares, \$2.00; M. Reeves, \$1.00; J. Roll, \$2.00; G. T. Skyllberg, \$1.00; G. W. Fenson, \$1.00; W. R. Lyerly, \$1.00; S. B. Layton, \$2.00; R. F. Linkowski, \$2.00; W. West, \$2.00; C. M. Webb, \$2.00; F. S. Daws, \$2.00; K. M. Ingebrigtsen, \$2.00; J. R. Lafoe, \$2.00; V. D. Street, \$1.00; B. N. Gary, \$5.00; T. M. Johnson, \$1.00; N. N. Bathia, \$2.00.

SS POLARIS
J. M. Maximo, \$2.00; M. Arrogo, \$5.00; I. Usera, \$1.00; W. Robinson, \$1.00.

SS AZALEA CITY
J. Rowan, \$2.00; W. Allman, \$1.00; E. Polberg, \$5.00; A. Cotel, \$1.00; J. Pacheco, \$1.00; C. J. Scofield, \$2.00; J. D. Lane, \$1.00; H. C. Peterson, \$2.00; C. C. Pedersen, \$2.00; H. Put, \$1.00; A. Di Amico, \$1.00; T. McCarthy, \$1.00; H. G. Cordes, \$1.00; H. W. Ehmsen, \$1.00; D. Guerrero, \$1.00; S. Bugajewski, \$5.00.

SS CAPE SAN MARTIN
B. Agol, \$5.00; N. Mamat, \$2.00; S. Lenert, \$4.00; T. A. Pukki, \$2.00; N. C. Beck, \$4.00; D. Segundo, \$5.00; J. L. Rios, \$4.00; F. Vainikainen, \$3.00; W. Tschuschke, \$2.00; G. V. Gjersteth, \$2.00; J. Martinez, \$1.00; J. S. Mineses, \$2.00; C. Rodriguez, \$5.00; P. Magro, \$5.00; N. Serrano, \$2.00; J. V. Bocala, \$5.00; J. W. Gord, \$5.00; E. D. Crowell, \$5.00; P. Lorete, \$5.00; A. Plaza, \$5.00; J. W. Klezzer, \$5.00; G. Rodriguez, \$2.00; W. L. Busch, \$5.00; P. S. Howe, \$5.00; J. W. Logan, \$3.00; A. G. Helterbran, \$5.00.

SS SEATON
V. Perez, \$2.00; S. H. Fulford, \$86.00.

SS ELIZABETH
H. Ortiz, \$2.00; R. F. Stewart, \$1.00; A. A. Stowe, \$2.00; C. P. Negron, \$2.00.

SS AFOUNDRIA
S. Zavadcon, \$1.00; B. Hoffman, \$1.00; J. Murphy, \$2.00; R. Morales, \$2.00; J. J. Palmer, \$4.00; H. V. Erimes, \$1.00; M. H. Lorenzo, \$1.00; M. Rzenkowitz, \$2.00; F. Gonzales, \$1.00; W. E. Morreale, \$20.00; R. Llauger, \$1.00; G. R. Graham, \$25.00; J. F. Kazar, \$1.00; M. Santana, \$1.00; R. Padilla, \$1.00; W. A. Beyer, \$1.00.

SS ARLYN
P. Perez, \$2.00; A. Torres, \$1.00; L. Soler, \$1.00; J. Tassin, \$1.00; J. Kaliloa, \$1.00.

Bland-Magnuson Bill Is Slated For Early Action

(Continued from Page 1)

tives that . . . whenever the United States Government, or any department, agency or instrumentality thereof, procures, or makes any loans, grants in aid, or provides credits or funds for the procurement of any commodities for transportation by water, at least 50 per centum of the gross tonnage of such commodities, computed by countries, and separately for dry bulk carriers, dry cargo liner and tanker services, shall be transported on United States flag vessels, unless the United States Maritime Commission, after investigation, shall certify to the department, agency, or instrumentality of the Government charged with the administration of the laws under which such funds are made available with which the commodities are procured, that United States flag vessels are not available in sufficient numbers or at market rates for United States flag vessels to effectuate the purposes of this section."

AMERICAN RATES

What makes the Bland-Magnuson bill tighter than the present law is the phrase "at market rates for United States flag vessels." In the present law this point is not clearly stipulated, and Hoffman justified his proposal by maintaining that if foreign rates were below American rates he could use foreign ships in any amount he wished.

Provision is made for the Maritime Commission to report to Congress within 90 days of the bill's enactment and at four-month intervals thereafter on compliance. Nations receiving foreign aid goods would not be reimbursed for any goods purchased if less than 50 percent are shipped in American vessels. Despite the fact that the bill was expected to pass both the House and the Senate without serious opposition, SIU Headquarters continued to urge Seafarers to remind their representatives in Congress of the critical nature of the issue.

Canadian Crews Victims Of CSU

(Continued from Page 4)

When Canadian operators think so little of their contracts with the Canadian Seamen's Union they repeatedly violate the pacts. By now the CSU certainly should have been able to block this practice. The fact that they haven't halted these body blows to the Canadian seamen might indicate that no effective action has been taken.

Since the communist party controls the CSU it is very likely the Canadian seaman are being sacrificed to the party's desire for continual chaos and unrest on the waterfront. When seamen, like shoreside workers everywhere, enjoy top wages and working conditions, the communists are unhappy.

By failing to develop a means of ending the abuses suffered by the Canadian seamen, the CSU is serving the party's interests and not those of its membership.

TIME TO ACT

When are the Canadian seamen going to wake up? A considerable number of members in the communist-dominated CSU are totally disgusted. If they are truly disgusted with the lack of representation given them in the CSU they should turn to the SIU. With the SIU as their bargaining agent, they would be protected by contracts which the ship operators have learned to respect. They would be assured of security impossible to attain under a leadership which serves the communist party but not the membership. They would be certain that when their welfare is threatened, such as it has been on the 18 ships whose crews have been dumped cold in foreign ports, a militant organization would fight in their behalf with every ounce of its energy. When are the Canadian seamen going to wake up?

Port Mobile Gets Smooth Payoff

By CAL TANNER

MOBILE — Shipping continued pretty slow in the Port of Mobile, although we had four payoffs and six sign-ons. Three of the latter were on continuous articles. The four vessels paying off were in pretty good shape. There were only a few minor beefs on them, and all the complaints were settled quickly and easily. The payoffs included the Alcoa Clipper which signed right on again for another 17-day cruise to the Islands, the Steel Ranger which signed on for the Isthmian intercoastal run, Waterman's Monarch of the Seas which is still on the Puerto Rican run, and Waterman's De Soto which runs coastwise. Waterman's Winslow Homer and Governor Brandon also took crews. These went on Army time charter, the first to the Mediterranean, the second to Japan and Korea. The sign-ons were very smooth, everything having been checked carefully beforehand.

We also saw one ship in transit. This was Waterman's Beau-regard which was in excellent shape. One ship we'd like to mention again is Steel Ranger, Isthmian. She came down from New York carrying a heads-up crew, if we ever saw one. The way they handled their beefs was a credit to the Union. They didn't argue with anybody, least of all with the officers. They just got the facts right and turned them over to the Patrolman. Handling that crew was a pleasure. While in Mobile, the Ranger's crew sent a donation to Brother Alvin Ward over in the New Orleans hospital. Brother Ward lost a leg in an accident several months ago. There are some oldtimers around. Notably: J. McCasland, L. A. Cheeseman, A. E. Diaz, R. Bunch, S. W. Ghale, H. L. Lowery, J. Daugherty, H. W. Roberts, N. Geno, J. E. Thompson, D. L. Parker and K. B. Larsen.

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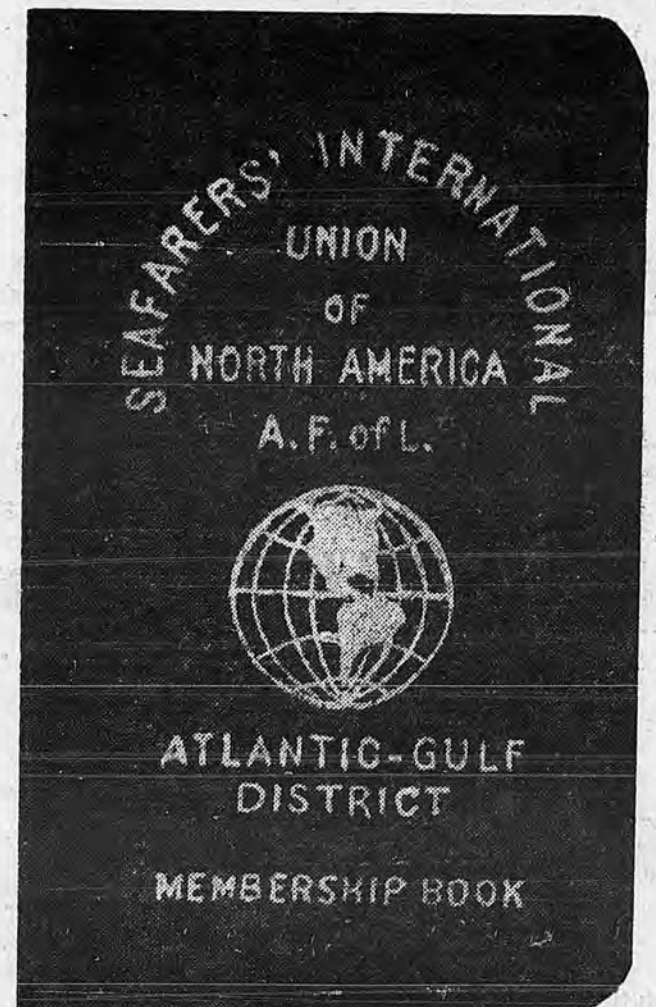
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