

# SEAFARERS LOG

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## AFL Radiomen Say 'No' To CIO On Merger Bid

The membership of the AFL Radio Officers Union has rejected a proposal for combining forces with the CIO American Radio Association as one big union.

Of 317 members who voted on the question in a referendum ballot sent to all ROU men, 229 opposed the merger and 88 favored it.

Ballot forms on a variety of questions were distributed to the ROU's 1,275 members and 369 valid answers were received and tallied.

79 members favored taking the CIO union into the AFL in a body; 4 said "no" to this. 44 thought it okay to allow CIO men to come into the ROU as individuals.

However, none of the AFL men wanted to enter the CIO union as individuals.

Like the SIU, the ROU is a member of the AFL Maritime Trades Department. It was one of the seven seagoing unions which agreed on a mutual aid pact in defense of the Hiring Hall.

## SIU CREWS AID PARALYSIS VICTIMS



Joe Algina, SIU New York Port Agent, presents a check for \$3,207, representing donations made by crewmembers aboard Union-contracted ships, to I. Robert Weinberg, labor director of National Foundation for Infantile Paralysis.

In accepting the contribution, which more than triples the Seafarers' donation to last year's campaign, Weinberg said: "The membership of the Seafarers International Union can be proud of having raised \$2,284.67 more than last year for the fight against this dread disease. We, too, are proud that we have such staunch and loyal friends and hope our service to organized labor will merit continuance of this support."

## Branches To Get Vacations Issue

Preliminary steps in the polling of the membership on the hotly-debated question of compulsory vacations will be taken in all SIU Branches at the next regular membership meetings on April 12.

In accord with a Headquarters recommendation adopted unanimously at the March 29 regular membership meeting in the Port of New York, each Branch will elect a committee to draft a resolution, based on membership sentiment, suggesting the wording of the question on which Seafarers will vote in a Union-wide 60-day referendum.

### FINAL RESOLUTION

Upon completion of this task, the port committees will submit their proposals to Headquarters, where an elected committee will decide on the wording of the resolution in its final form. The final resolution also will be subject to the approval of the membership.

The issue over compulsory vacations developed as the result of several resolutions offered by members at regular meetings last winter, urging a change in the shipping rules to require a man who has sailed continuously aboard one ship for one year to accept the vacation pay prescribed in the Union contract and get off the ship.

When the resolutions were introduced, Headquarters pointed out that issues involving changes in the shipping rules can only be resolved through the medium of a Union-wide secret ballot,

as provided in the SIU Constitution.

In view of the highly controversial nature of the proposal, Headquarters recommended that the membership be given a reasonable time to discuss the issue fully in the SEAFARERS LOG and at shipboard and membership meetings.

At that time, Headquarters pointed out that the effect of such a proposal would be far-reaching and that every member, therefore, should have ample opportunity to understand the issues involved.

The Headquarters recommendation was concurred in and the proposal was tabled to permit full discussion.

For the past several months, the debate has been hot and heavy. Each issue of the SEAFARERS LOG contained numerous letters from Seafarers and members of the families, either favoring or rejecting the proposal for compulsory vacations. Although no tally was taken, opinion seems to have been about equally divided.

### FULL DISCUSSION

The Headquarters recommendation for steps toward final balloting was made in view of the fact that the question has been roundly discussed for a considerable period of time and that the membership is, therefore, fully acquainted with the issues involved.

The next logical step, Headquarters explained, would be to

put the question to the entire membership in a secret ballot.

No date will be set for commencement of the referendum until the membership has acted on the final wording of the ballot.

## UNION DELEGATES ON CS SHIPS



These two men share the distinction of being the first Union delegates to be elected on the Cities Service tanker SS Abiqua at a shipboard meeting in Bayonne, N. J., March 23. Merwin Driscoll (left), Oiler, who has been aboard the Abiqua for a year, took over the Ship's Delegate job. Sam Reed, FWT, was designated by his shipmates to serve as Engine Delegate. He has seven months on the Abiqua and two months on the tanker Winter Hill.

# SIU Progresses On CS Contract, Welfare Plan

The SIU's Negotiating Committee was kept hopping this week, alternating from meetings with Cities Service officials on working rules for the company's 16 ships to sessions with other contracted operators on details of the Welfare Plan.

Progress in the Cities Service negotiations was reported by the Union committee. The company and Union representatives began tackling the job of setting up departmental working rules last week as a follow-up to the interim contract signed several weeks ago.

As soon as agreement has been reached on the working rules for the three departments, it will be incorporated into the interim pact, which will then become operative as a full contract.

A meeting was held early this week and another is scheduled for today. Committee members said that the talks were conducted in "a friendly atmosphere."

Predictions by Union negotiators are that full agreement would be reached shortly, barring unforeseen developments.

### PROGRESS ON WELFARE

The meetings with other contracted operators to draft details of the employer-financed, jointly-administered welfare plan were also productive, the Union committee reported.

At the conclusion of yesterday's meeting, only three operators had not yet signed the Welfare Plan agreement, which calls for employer contributions of 25 cents a payroll-day for each crewmember aboard their ships. Payments to the fund are retroactive to last January 1.

Among the details the shipowners and Union representatives are concerned with in the current meetings are the types and amounts of benefits to be paid Seafarers out of the fund, eligibility requirements and method of administration.

## MC Asks Bids On Reconverting Bernstein Ships

The Arnold Bernstein Line's hopes for operating two passenger ships to Europe were increased when the Maritime Commission on March 24 asked shipyards to bid on the conversion of two former army transports.

The Bernstein Line has applied for the purchase of the SS General William Weigel and the SS General John H. Pope, both of the P-2 type, troop-carrying class, under the Merchant Ship Sales Act of 1946.

In addition to a construction-differential subsidy for the ships' conversion, the company is seeking an operating subsidy for use in Trade Route 8, from New York to Antwerp and Rotterdam.

The Commission issued the invitations to bid with the understanding that no award will be made until and unless the Commission has made all of the necessary findings on the company's applications.

At present, the two ships are in layup at the Suisan Bay Reserve Fleet. The bids on their conversion are to be opened on May 10.

## AFL Gives Its Okay To Cancer Campaign

AFL officials on local, state and national levels have endorsed the 1950 Cancer Crusade of the New York City Cancer Committee, which seeks \$1,331,919 during April as part of the American Cancer Society's fifth annual nationwide appeal for cancer research, education and service funds.

President William Green of the AFL, in endorsing the national campaign, said, "In the extension of support to the American Cancer Society, which is leading in an effort to find a remedy for this dread disease and the extension of help to those who suffer from it, workers everywhere should join with all other classes of people in the campaign against cancer."

Urging labor's cooperation, President Green said, "I, therefore, call upon labor everywhere to unite with other classes of people and to join with them in the fund raising campaign for the purpose of carrying on an uncompromising fight against the dread disease of cancer."



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### A Job To Do

The communists are going to find the going hot and heavy in the months to come. Free labor is on the march and plans are now being laid to carry the fight to all nations of the world, including those behind the Iron Curtain.

The newly-organized International Confederation of Free Trade Unions has napped a campaign for the next three years, which has among its objectives assurance of delivery of American arms aid to western European democracies.

The Confederation also plans to carry the message of free democratic labor to the non-communist peoples of Czechoslovakia, Poland, Roumania, Esthonia, Latvia and Lithuania.

Head of the Confederation is J. H. Oldenbroek, who is the former secretary of the International Transport-workers Federation, with which the SIU is affiliated. Oldenbroek says the people behind the Iron Curtain are not commies, "They're just under an iron heel."

The commies are going to squawk a-plenty. Especially since the Confederation is no dinky outfit. Set up by free trade unions to combat the communist-controlled World Federation of Trade Unions, the new Confederation speaks for more than 50,000,000 workers in 53 nations, including the AFL and CIO in the United States.

On the basis of previous performance, our guess is that the communist propaganda hacks will scream that the whole thing is an "imperialist plot" hatched and paid for by the United States and carried out by stooges in the European democracies.

But commie hysterics are not going to change the fact that this is going to be a labor show, conceived, produced and carried out by working men and women who still live in a free atmosphere.

Not only are they going to make sure that the European democracies get the arms aid and Marshall Plan cargoes that will keep them from being crushed by the Soviet heels, they are going to actively combat the communist malarkey that the world outside the Iron Curtain, especially the US, is hell for workers.

Seafarers have made it very clear that they are proud that they are once again among the ones who will be carrying the goods to the important fronts. Besides getting the physical materials necessary for the democracies' offensive to the other side, SIU members are in a first-rate spot to perform another invaluable service to the cause of freedom everywhere.

On hitting the ports of the European democracies, particularly those where communists control the unions of waterfront workers, as in France and Italy, each Seafarer can take ashore his own quota of facts about life in a democracy.

They can tell these befuddled, misguided people of the conditions and wages enjoyed here, because their unions are free to fight for their economic betterment and are not strapped down by political, self-seeking hacks. They can tell them that there are no firing squads or salt mines for dissenters.

Seafarers can give them the score about democracy.

### We're Sorry

Due to space limitations, the LOG was forced to omit the usual reports from the Branch Agents. Although the Branch minutes digest highlights the major shipping developments in each port, it lacks the flavor of the individual port reports. Barring similar circumstances, the "Around the Ports" feature will appear in the next issue.

## The Most Precious Cargo



## Clearing the Deck

Oby Paul Hall

The final chapter in the long campaign to bring the Cities Service Marine Division under a full SIU contract is now being written. Shortly after the signing of the interim agreement several weeks ago, binding the company to the standard Union wage scale, establishing the hiring procedure and the other major gains, committees representing the SIU and Cities Service sat down to work out a set of working rules.

Several meetings have already been held and, although many of the departmental rules remain to be written out, the end of this contract campaign is definitely in sight.

When agreement has been reached on the working rules, they will be incorporated into the interim agreement, which then will become the final and full contract.

Every SIU member and every Cities Service man who stuck so hard by his demands for Union representation in the company's tanker fleet rates glowing commendation for their part in the big victory. They have made possible a victory that ultimately will benefit more than those immediately involved.

But in the flush of victory, let us not forget the others whose offers of support in our fight for the Cities Service contract proved so valuable—the AFL refinery workers, machinists and allied workers in the South and the CIO oil workers on the East Coast, just to mention a few.

All of these people stood by right up to the very last minute, ready to give all-out support the moment it was needed. Their spirit of cooperation is the kind of stuff that has been so important in improving

the security of the working men and women of this country.

It should be mentioned here that an appraisal of the Cities Service campaign points up the soundness of several Union policies. Because these policies had been put into effect earlier, the beef was considerably easier to push to a successful conclusion than it would have been otherwise.

One of these was the policy of limiting the number of membership books to approximately the number of contracted jobs. As a result of this policy, our membership was never overloaded. Not only is this a great protection to our membership, but assured Cities Service men they would have ample opportunity to ship on other vessels if they so desired.

One of the most important factors in the successful drive on CS were the economy measures instituted a few years ago. Because of this, we had the funds necessary in any large scale organizing campaign.

Above all, the big thing is that the SIU has been able to go forward when the maritime industry is shrinking and other unions are wrestling with tough internal problems, resulting from an unfortunate lack of foresight.

The SIU has not only held its own, it is moving ahead. We maintain that continual growth is essential to the health of any organization, and we mean to keep our Union in a sound, healthy state.

That's why we cannot rest—even after the full CS contract is wrapped up. We've got to keep going ahead. And what's more, we will!



# SIU Policy On Current Maritime Problems

The American Federation of Labor as a whole and the American seamen, as part of the American Federation of Labor, have a vital stake and interest in the maintenance of a first-class Merchant Marine flying the American flag. This, we believe, is the established policy passed by Congress and enacted into law under the Merchant Marine Act of 1936.

However, the present status of the American Merchant Marine leads one to believe there is no established policy and there is no one bureau, including the Maritime Commission, which is protecting the advancement, welfare and the maintenance of an American Merchant Marine. In view of the fact that the Senate has appropriated money and invested in your Committee powers to hold hearings, to investigate problems and to recommend certain action for the benefit of the American Merchant Marine, we would like at this time to express our opinion and to make recommendations on certain subjects now before your Committee.

The action of the Senate itself to appropriate money for your Committee proves there is something radically wrong with the American Merchant Marine today. Not so long ago, during the War and after, our country had the largest Merchant Marine in the world with all types of ships fitted for any trade and any route—in fact, the American Merchant Marine was so capable that it carried a major part of supplies, troops, etc. to the various military fronts of the world. Today, however, this situation has materially changed. The American Merchant Marine



is rapidly dwindling and it is safe to say there are less ships sailing the American flag than there were prior to the War.

We see, on the other hand, that all types of nations have developed merchant marines over and above the needs of certain countries and this critical situation has been accomplished in part through the aid of various bureaus in the United States such as the Maritime Commission, the State Department, etc. We are referring now, for instance, to the Panamanian registry, the Honduran registry and the Liberian registry which today are operating ships and tonnage never dreamed of prior to the War.

However, our organization has already submitted a statement to your Committee dealing with the transfer of the American Merchant Marine to foreign flags, so we will not go into that matter at this time, but there are other phases of the American Merchant Marine now before your Committee on which we would like to express our opinion and make certain recommendations.

## I—Navy Operated Tankers

In the past two years, the United States Navy has operated approximately 57 tankers (55 T-2's and 2 T-1's). These tankers have been operated on a world-wide basis for the Navy by four American shipping companies—two West Coast companies and two East Coast companies. These companies have collective bargaining agreements with American seamen's unions. Consequently, one can regard the operation of Navy tankers

On this and the following page is the statement of the Seafarers International Union, through its International President, Harry Lundberg, on the various maritime problems now being considered by the Senate Sub-Committee on Merchant Marine and Maritime Affairs.

as a civilian operation due to the fact the officers and the men manning those tankers do so through their various unions under collective bargaining agreements. This operation, to our knowledge—and we have had no complaints—has been running smoothly without any strikes or delays and has benefitted the Navy, the taxpayers, the operators and the American seamen.

From time to time, certain pressure has been put on the Maritime Commission, which in turn has put pressure on the Navy Department, to cease operating these particular tankers, giving as a reason that many tankers are laid up for lack of cargo and that the Navy should turn around and charter these laid-up tankers. This pressure has come in most cases from certain tanker companies on the Atlantic Coast.

We want to bring to the attention of your Committee that these same companies when they were asked three years ago to carry Navy cargo absolutely refused to do so. They had no tonnage because they were then reaping the harvest of the high charter market on a world-wide scale. They said, in effect, "To hell with the Navy; we are going out to make all the dough we can." They bought their ships under the Ships Sales Act, planked down so much and went to work and made plenty of money. Now some of their ships are tied up, but should the charter market in the tanker field go up, they definitely would not look to the Navy for business; they would go where they could make the most money, and it would put the Navy in the position of having to compete on the charter market and your Committee may be sure that it would cost the Navy plenty of money to charter these vessels. These particular tanker companies would juggle the charter market in such a way as to put the Navy in the position of having to pay them exorbitant prices for hauling its oil. Furthermore, these particular tanker companies do not have enough qualified tankers by any stretch of the imagination capable of handling the Navy's transportation of gasoline and oil on a world-wide basis. Furthermore, for the information of your Committee, some of these same companies



have part of their vessels operating under the Panamanian flag, and we can see no reason why your Committee should tolerate, or encourage or help chiselers of this type. We are satisfied that the tankers operated by the Navy are being operated for the best benefit of everyone concerned, including the taxpayers—we have no complaint about that whatsoever—and we do not think the United States Government should pay any attention to the cries of a few speculators.

It is understood, of course, that on a long-range program the Navy will need modern tankers. It is essential for the defense of this country that particular tankers be of the most modern and fastest type available. It is also understood that the tankers at the present time in operation

are radically reaching the point that they must be replaced. Most of the tankers now operated by the Navy (T-2's) were operated during the War at the maximum service and the effectiveness of tankers, like other ships, only lasts over a certain span of years. We understand that there are private companies which are willing to undertake the building of modern T-5 tankers capable of a speed of 18 to 20 knots, in addition to a large re-carrying capacity than the present tankers. We understand this type of vessel has the approval of the Navy Department.

The stumbling block now in getting this tank-ship building program under way is the fact that the Navy is not allowed to charter for a longer term than one year. Consequently, these companies which are willing to invest capital, needless to say, cannot start building these vessels until such time as they can make a contract enabling them to charter out their vessels for a longer period of years. We believe that your Committee should endeavor to amend the law to permit the Navy to charter the types of vessels mentioned above from these companies, that are willing to build these vessels, for a substantially long period. This would insure the Navy a coming supply of new fast tankers, which would help the National Defense program; it would save the American taxpayers money in the long run; it would help the shipbuilding industry and insure more employment and keep more qualified and skilled craftsmen in the American yards; it would help the American seamen who man the vessels.

## II—Military Cargo Transportation

We realize that at the present time under the Military Sea Transportation Service, quite a large number of dry cargo, reefer ships and passenger vessels are being operated—in fact it is true that this service operated by the Army and Navy today is the largest shipping service in the United States.

We believe that some of this service could be handled in the same manner as tankers have been operated by the Navy: namely, this service could be handled for the Military Transportation Service through private shipping companies which would be paid on a cost-plus basis as an agency fee for operating their ships. That would insure the Military Service as receiving the proper service without having to pay enormous chart hires; it would insure these private operators who would be capable of operating these ships for the Navy and Army a fair fee for doing this work for the Navy, and it would give civilian seamen more work.

We wish to point out to the Committee a problem that has been overlooked by everybody—we don't know for what reason—including the Military Sea Transportation Service: namely, the problem of national security. Today our country is on the verge of war and is conducting a cold war with the Soviet Government. Newspapers are daily devoting space to the danger and possibilities of war. Certain security regulations have been established, or attempts are being made to have them established, in various Government bureaus in an endeavor to insure the loyalty of persons who work for the United States Government.

However, nothing has been done to establish whether the loyalty of the men who man the ships for the Military Sea Transportation Service is up to standard. As a matter of fact, we know that there are communists and subversive elements sailing in the Army Transport Service ships, in American-flag ships, which are practically owned and operated by the United States Government. We know that the United States Coast Guard knows these things but is doing

(Continued on Page 4)



# SIU Policy On Current Maritime Problems

(Continued from Page 3)

nothing about it. We believe that any operator who desires to operate and handle cargo and ships for the United States Army and Navy certainly should guarantee that these vessels will be manned by loyal Americans and not by ele-



ments that during an emergency might sabotage these ships. The same condition should certainly apply to the Military Sea Transportation Service.

These, we believe, are important phases of the American Merchant Marine which your Committee must consider.

### III—Intercoastal and Coastwise Shipping

Prior to the War, the percentage of American ships in the domestic service, such as coastwise shipping and intercoastal shipping, was approximately 75 percent of the whole American tonnage. The bulk and backbone of the American Merchant Marine was the coastwise and intercoastal ships. Offshore shipping under the American flag was composed of a few liners and a few lines carrying their own products, such as the Isthmian Steamship Company.

When the Second World War became a reality, all coastwise and intercoastal ships, with the exception of a few coal carriers on the East Coast, were taken over by an Executive Order of President Roosevelt. These ships were diverted into services on behalf of this country's war needs and they were handy and ready when this country needed them.

Today, now that the War is over, we find that the intercoastal and coastwise services, insofar



as shipping is concerned, are practically dead. There is less than one-third of the amount of American shipping in the intercoastal run than there was prior to the War. In 1939, just prior to the war, in the coastwise run on the Pacific Coast, in which run ships plied between California, Oregon, Washington and Vancouver, there were 74 ships operating in and out of various coastwise ports on the Pacific Coast strictly in the coastwise run. Today there are less than 10 ships operating in the coastwise run.

Now we feel that the Committee should certainly take into serious consideration the study and possibility of rebuilding the coastwise and intercoastal runs, not only for economic reasons but certainly from the national defense standpoint. There are many reasons advanced why these runs have not been built back up again to their normal strength. We believe that it is, and should be, the duty of the Maritime Commission to make it their first order of business to see that shipping in the coastwise and intercoastal trades is brought back to normal, but, needless to say, the Maritime Commission, a weak-kneed body at best, has done nothing in this

connection. As a matter of fact, it has proved through its various actions that it is unqualified and incapable of carrying out the duties as outlined in the Merchant Marine Act of 1936.

There are certain matters that your Committee should look into and rectify; for instance, the discriminatory rates allowed the railroads on the Coast by the Interstate Commerce Commission. In other words, the I.C.C. allows rates on the Coast between the coastwise states which are very low, and as a result it is impossible in many instances for steamship operators to compete with the railroads, which in the overall picture are losing money on the rates approved by the I.C.C.; but in non-competitive trades they are allowed rates which make up for what they may lose on the coast in competitive trades; in other words, the I.C.C. is discriminating against shipping in favor of the railroads. As a matter of fact, it is a common belief and opinion among people in the know that the I.C.C. is controlled by the railroads.

There are other things which come into the picture, such as the high tolls through the Canal Zone. Also, on the coastwise run all the ships that were fitted for that particular service prior to the war have now disappeared because most of them have been sunk or junked as a result of the War. Consequently, there are no ships fitted for these runs and the Maritime Commission has not seen fit to develop plans encouraging the building of ships for the coastwise run, particularly types of ships which would fit the run economically and also ships that could be used in a national emergency. On this subject, your Committee certainly should come in with certain strong recommendations and a policy rehabilitating the coastwise run.

In the intercoastal run certain types of ships were specifically designed for the intercoastal run; namely, the C-4's. However, evidently these ships cannot be sold because the price is too high, so the shipowners say. If the intercoastal run could be reestablished, we take the position that if the price set by the Ships Sales Act is too big for companies to buy ships, then some adjustment should be made on the prices. We feel that a bunch of ships tied up in various creeks, rivers and bays in the United States lying year in and year out idle and decaying is only an expense and burden to the United States Government, and if there was assurance that these ships could be put in the run under the American flag, they should be taken out of these bays and rivers, where they are now laid up, and sold even if the price has to be cut, because in the final analysis they will be sold for junk anyway. We do not want the United States Government to refund the purchase price which the shipowners paid under the Ships Sales Act. We know many of the operators are going to



scream and be opposed to such action, claiming that it will be discriminatory to reduce the price on these vessels after they had brought them at a higher price at an earlier date. However, your Committee should not pay any attention to this because the people who bought ships under the Ships Sales Act, when it was first passed by Congress, have made plenty of money because when the Ships Sales Act first was established and ships were sold, the charter market was lucrative and the shipowners were making money right and left in all kinds of trades—particularly in foreign trades—so they

have more than made up for the high prices they might think they have paid for these vessels.

Conditions have now changed. Shipping is tough; the charter market is tough; competition with foreign-flag ships is tough. Now is the time to change the policy on the Ships Sales Act.

### IV—Ships Charters

We recommend to your Committee, and we doubt that legislation will be adopted in the very near future to relieve the situation dealing with the American Merchant Marine, that the charter provision of the Ships Sales Act be extended for another year, or until such time as a definite program has been established for the American Merchant Marine.

If this is not done, we are afraid that many ships which are now chartered will be laid up and no ships will be taking their place, particularly in the intercoastal run, which doesn't make sense. It will mean more unemployment among American seamen and less ships under the American flag; also more unemployment benefits to be paid out by the various States to the seamen. These Government ships will be put up



the creeks in the laid-up fleet to rust away and at a later date possibly be sold for junk, so that is why we suggest that your Committee recommend to Congress that it extend the charter provision for another year.

### V—Subsidies

We further recommend to the Committee that American ships that are willing to go into a competitive trade, even if there is already one American company operating in the trade, should be allowed subsidies.

The present subsidy set up under rules established by the Maritime Commission practically amounts to a monopoly, and in the long run costs the United States taxpayers money. If other companies could be granted subsidies in these various routes, it would in the final analysis establish keen competition and after a period of time would eliminate the dead-heads out of the industry who are now traveling strictly on the United States Government taxpayers' money in the form of subsidies.

Furthermore, it is a well known fact that practically every nation in the world is subsidizing its ships running in foreign competitive trades in one form or another. Why the United States should be so backward in granting subsidies to shipping companies is hard to understand when it is subsidizing everything from potatoes to railroads through grants of land, which is practically a steal.

These are only a few things that we would like to have inserted in the record. No doubt you have thousands of pages of testimony on these various subjects, so we feel that you could well find a place for our comments and possibly read them.

Respectfully submitted,

Harry Lundeberg, President  
SEAFARERS INTERNATIONAL  
UNION OF NORTH AMERICA,  
and Secretary-Treasurer,  
SAILORS UNION OF THE  
PACIFIC (Affiliated with the  
American Federation of Labor)



# SIU Clarifies Policy On 'Alien Problem'

## 'Citizens Only' Tag On Jobs Irks Baltimore Seafarers

The letter below, signed by three Brothers in the Port of Baltimore, was received by Headquarters this week. Following this communication is Headquarters' explanation.

This is a considered protest on the part of loyal SIU book-members and permitholders, who are aliens, of a condition existing at this Hall, and a request that it be investigated.

For the past several months, every job in the Hall has been posted for "citizens only." This, of course, means that alien SIU seamen do not have their fair chance, based on registration date for jobs coming into the Hall, aboard ships whose alien quotas are not full.

In our opinion, this policy is undemocratic and discriminatory, a violation of the Constitution and By-Laws of our Union.

Many of us are sincerely trying to secure our citizenship in this country under the provisions of the Merchant Seamen's Act—a course of action constantly urged upon its alien members by the SIU.

### LACK FEW MONTHS

Although many of us need only a few months more time on United States ship's articles in order to secure our papers, we find it impossible to secure a job here because of this "citizens only" policy.

We are also disturbed by the knowledge that the privilege of sailing United States ships, and so securing our citizenship here, may be repealed by Congress during its next session.

Many of us served in the merchant marine during the war; we have actively supported the Union in all its objectives and participated in all strikes since joining; we are paid up members as of the termination of our last voyage.

Those of us who do not hold the oldest cards in the Hall for our respective jobs have mostly had to re-register—and while we wait for the ship we can be assigned to, our families are going hungry.

Also, many of us are on parole from warrants issued in deportation proceedings—having to report once a week to the Immigration Service and also having had to give into their possession our Seaman's Certificates or passports.

### CAN'T WORK ASHORE

Until we get a ship, we have no way to secure the funds with which to fight these deportation proceedings, for we are not allowed to work ashore.

We do not feel that the companies are behind this alien restriction, for ships aboard which we have sailed have crewed up out of this Hall; and, as in some cases one or more aliens got off, the alien quota for such a vessel could not have been full—yet these jobs too were all posted as "citizen only."

We would like to know if this is the official policy of the SIU; for if it is, we should be so informed, in order to try to secure a berth aboard ships of foreign registration before we are deported.

We are glad to share the ups and downs of shipping with all our Brother members, but we

do feel that, as loyal Union members, we are entitled to our fair chance at the jobs that come into the Hall from ships whose alien quotas are not full.

In view of these facts, we respectfully request that you inform us of the official SIU policy with regard to jobs for its alien members; and, if this discrimination over and above the Federal regulations and our Union contracts with the operators is against our Union Constitution, By-Laws and principles, as we firmly believe it to be, we would appreciate your investigating and correcting this situation in the Baltimore Hall.

Headquarters has received a letter from three alien members of the Union in the Port of Baltimore, requesting a statement of SIU policy "with regard to jobs for its alien members." These men, W. A. Ebanks, Pedro J. Vilofanay and Lambert O. Gafoon are gravely concerned over their status in face of growing difficulties faced by alien seamen as a result of retrenchment in the maritime industry.

Published with their letter of inquiry on this page is a statement from Headquarters, appraising the alien seamen situation and reaffirming the SIU's firm policy in behalf of alien members, adopted long before the present difficulties arose.

The problem of the alien seamen today is an outgrowth of increasing governmental restrictions, including a toughening up by Immigration authorities. The shipowners have found these restrictions costly and, consequently, are anxious to avoid hiring aliens.

Despite the shipowners' position, the SIU has continued to press for full protection for its alien members, and will continue to do so. The Union will keep on sending its members to jobs through the rotary shipping system. As pointed out on this page, the Union is not interested in a man's national background; it is only interested in whether or not he is a member in good standing, and eligible for the job.

In view of the importance of the alien problem, it is extremely advisable that all members—citizens as well as aliens—read the contents of this page carefully, so that all hands will have a full and clear understanding of what is involved.

## Union Always Led Fight For Alien Members

The laws of our country have made specific restrictions as to the number of alien seamen allowed within crews of American-flag ships. The Merchant Marine Act of 1936 almost completely excluded alien seamen from service on American ships, but during World War II the law was waived and aliens were allowed aboard American ships up to fifty percent.

It was not too long following the War that the alien quota was reduced, and the Union saw that the alien membership would find itself in an untenable position unless specific safeguards were made. The SIU at that time established the policy that is its guidepost today.

### POLICY AIDED ALIENS

Admission to the Union was closely regulated to prevent an overloading of the Union in relation to the number of jobs available under contract. This protected citizen and non-citizen alike.

The SIU strongly encouraged its alien members to secure visas, which would allow them to ship aboard coastwise ships and free them from the 29-day rule.

Aliens who had sufficient seetime were aided in obtaining their citizenship. The SIU also took a stern stand toward those aliens who had sufficient seetime, but hadn't taken the necessary steps toward citizenship.

Thus the SIU policy was one of continually working toward citizenship for the alien members to give them the shipping privileges enjoyed by citizens, and at the same time reduce the number of aliens competing for the jobs available to them.

The Union also worked to aid its alien members in another direction. Representatives of the SIU worked diligently in Washington for extension of the crew waiver on aliens, and pressed the government for amendments to the law which would allow men with three years' seetime to become citizens.

The fact that the waiver is still in effect five years after the war can properly be credited to the SIU and other maritime labor organizations. No other

groups showed any interest in helping alien seamen.

The SIU's handling of the problem was, and is, as effective and as forward looking as is possible under the conditions which exist in this industry.

On the other side of the SIU's policy is the position taken by the shipowners, who are far from anxious to see aliens serve on their ships. With them it's a dollars-and-cents proposition—aliens can cost them money.

The Immigration authorities have several times demanded that companies post \$1,000 bond in behalf of each alien crew-member, and there have been occasions where the bond was forfeited.

In addition, should an alien get into trouble ashore and be picked up by the police, he must be kept aboard ship under guard (at company expense).

If he is returned to Ellis Island for deportation, he must be accompanied by a guard (at company expense) and be given room and board (at company expense) on Ellis Island until his case is disposed of.

Companies have also found themselves involved in minor international incidents, such as the time an alien seaman was to be deported and the country of his birth refused to take him. Nobody wanted him, yet he couldn't stay in this country. The case cost the company considerable money, and made them acutely sensitive about hiring additional aliens.

The attitude of the companies is, of course, not our worry. If a job can be legally filled by an alien member, the Union will send him to the job; the company cannot reject him for this reason.

The true difficulty for aliens thus lies mostly in the practices of the shipowners. But, strange as it seems, the aliens themselves contribute to the acuteness of the situation.

The shipowners, when calling in jobs to the Dispatcher, often state that the jobs are to be filled by citizens only when berths are available to aliens. The Dispatcher is not in a position to know the situation on

the ship and must take the company's word, although he will attempt to learn if any of the men leaving the ship are aliens.

If there is a strong doubt in the Dispatcher's mind the Union makes every attempt to check the ship and learn the true situation.

Many times the Dispatcher has forced the company to take aliens, when it was found that the quota was not filled. However, the SIU is not in a position to maintain a check on every ship but, almost without exception, the ships sail with a full quota of aliens aboard.

The aliens contribute to the lack of job vacancies on the ships by staying aboard indefinitely. Today it is rare for an alien once he is on a ship to leave. The record shows that aliens are staying aboard in larger percentages than the citizen members. If the alien seamen would get off, they would help the other aliens by providing at least a moderate job turnover.

Alien members who question the Union's policy on its non-citizens fail to consider the Union's record in their behalf which is, beyond a doubt, the best on America's waterfront.

### BEST JOB CHANCES

The alien members of the SIU have the largest percentage of jobs available to them in the industry; the percentage of SIU alien members obtaining citizenship is the highest in the industry, and the chances of an alien obtaining sufficient time for citizenship are greatest within this Union.

Anyone questioning this need only look at what is happening in other unions today. There, hundreds, thousands of alien seamen are on the beach waiting for ships. Their chances of obtaining sufficient seetime for citizenship are miserably small.

In our Union, no alien has been deported for exceeding his time ashore. The men who have been deported—and they are but a handful—were sent from the country for being undesirable as citizens, having run afoul of the law in some manner.

The sentiment of the men in

the SIU is to maintain a strong bond of brotherhood, to maintain and improve the working and living conditions on the ships. If a man is a native of a foreign country, it is not important. What is important is that he be a good union man.

The SIU has protected its alien membership in keeping the jobs available at a high level; the SIU has aided aliens toward securing visas and citizenship papers; the SIU has checked the ships and made the companies take men when it was found the ships' quotas were not full; the SIU has campaigned in Washington for extension of alien waivers, and revision of the seetime requirement for citizenship; and on many occasions the SIU has interceded in the behalf of an alien facing deportation. This the SIU has done and will continue to do as long as there is an alien in the ranks of the SIU.

Alien members who believe they have a grievance over the filling of jobs should take their problems to the Dispatcher immediately for investigation. The dispute should be ironed out in the port where it occurs, when it occurs.

The Union has full provisions for the membership to present their grievances. If the matter is not settled satisfactorily, the men involved may present their problem to the Branch membership in a regular bi-weekly meeting.

The SIU wants to see its policy adhered to. There is no reason for any member or official to act contrary to the policy, as the purpose of the Union, first and last, is to send its members to jobs through the rotary shipping system, with regard to only a man's time ashore and qualifications to perform his job.

The SIU is an International Union, both in operation and membership. Any restrictions on the activities of its alien members are those imposed by the government alone. The men of the SIU are bound together in a group which is not concerned with national origin or national boundaries, but only in a greater Brotherhood of the Sea.





# SHIPS' MINUTES AND NEWS

## Alcoa Roamers Smother Pegasus Nine, 31 To 5

The heavy-hitting baseball squad of the SS Alcoa Roamer continued to ride roughshod over all opposition, knocking over the Alcoa Pegasus nine, 31 to 5, at the Trinidad Naval Base field on March 4.

Fresh from two successive victories over Paramaribo Pirates, the Roamer boys belted the offerings of Pegasus pitchers Wold and Cosby for a total of 20 hits until the one-sided fray was called off at the end of the sixth inning.

### LOPSIDED WINS

In games played at Paramaribo, Dutch Guiana, on Feb. 25 and 26, the Roamers routed the Pirates by scores of 23 to 2 and 25 to 8.

Sparkplugs of the Roamer's offensive against the Pegasus team were Big Joe Neveraskus, who had a perfect day at bat with four hits including a powerful home run into the deep left field bleachers in the third frame, and Webb, who got on safely four times out of six trips to the plate.

McInis of the victors also hit a round tripper, a mighty smash which cleared the left center field wall in the fourth.

For the Roamers, McInis shared the pitching assignment with Whithers. They held the Pegasus squad to seven hits.

### PEGASUS STARS

Wold, Cosby and Simms, on the mound for Pegasus, were unable to silence the booming bats of the Roamers, although they were hampered by spotty fielding by their teammates, who made a total of six costly fumbles. The Roamers defensive play was marred by a single error.

The Roamers effective defenses were sparked by Clarence (Flash) Owens, who alternated in right field with Dyer. Owens cut down several long drives deep in right field territory. He was equally fleet-footed on the base paths, stealing bags almost at will.

The Alcoa Roamer's amazing hitting power has filled Manager McInis with reckless pride. Shortly after his boys had drubbed the Pegasus outfit, Mac announced that arrangements were afoot to schedule games with the New Orleans Pelicans and the Mobile Bears of the Southern Association.

He's even trying to contact Manager Leo Durocher for a game with the New York Giants before they return north for the opening of the 1950 big league season.

## Fire Razes Member's Home; Wife, 8 Children Destitute

A raging blaze which levelled the home of Seafarer Daniel Rose in Harkers Island, North Carolina, on March 4 has left his wife and eight children homeless, the LOG learned this week.

The fire, caused by a short-circuit in the wiring, was fanned by a strong wind and quickly spread through the large frame dwelling. In less than half an hour the house was a charred ruin. Only a few possessions were saved.

Brother Rose was at sea at the time of the accident, but left his ship in Panama and flew back to rejoin his family.

The News-Times of Beaufort, a neighboring town, initiated a drive to aid the Rose family in getting resettled. The newspaper is soliciting food, clothing, furniture and cash and asks that all donations be sent to the News-Times, Beaufort, North Carolina.

In addition to the aid given by the News-Times, the Seafarers in the port of New Orleans responded to Brother Rose's predicament by taking up a collection, as did Norfolk men.

### Fleet-Footed



Clarence (Flash) Owens, whose defensive play and baserunning are among the reasons for the impressive string of wins racked up by the Alcoa Roamers' baseball team.

## SIU Crew Saves Nine In Dramatic Rescue

A thrilling sea rescue embodying all the suspense of a dime thriller was reported to the LOG this week by Jerry Palmer, Ship's Delegate of the Waterman vessel Stonewall Jackson. The Jackson, he reported, while enroute to Korea, arrived in the nick of time to snatch from disaster nine men on a sinking, storm-battered sailing craft.

The Stonewall Jackson was plowing the waters off Korea on March 11, Palmer reported, when crewmembers sighted the sinking ship with its crewmembers standing on deck in waist-deep water waving frantically for help. The Jackson responded immediately and swung around in a tight circle. Drawing up next to the boat, the crew members were quickly pulled up over the side, the last man clutching a line just as the boat made her final plunge to the bottom.

The hair-raising escape momentarily stunned the seamen, who were hustled into the ship's hospital and bedded down. After a hot meal the men recovered completely and were given cigarettes and clothing.

### FUNDS RAISED

The Jackson men, sensing that the men were disturbed by the loss of their ship and personal belongings, took up a collection which was presented to the men when they were put ashore in Fusan later in the day.

Palmer stated in his report that the Korean seamen were

deeply moved by the aid given them, and the next day returned to the ship to present Captain William Harvey with a Korean smoking pipe as a token of their gratitude.

The Jackson at the time of the accident was enroute to Korea with an ECA cargo of fertilizer from New Orleans.

With the rescue behind them, the crew turned to matters which could eventually spell trouble to them as members of the SIU: the threatened loss of the hiring hall. Enroute to Honolulu the crew gathered in a special meeting and adopted a resolution calling upon the SIU to carry the hiring hall message to seamen, other unions, Congress and the public, calling for their support to keep hiring halls as they are now operated.

The crew also called upon the branches of the SIU to bring to the attention of the membership the immediacy of the hiring hall issue and the importance of mobilizing to follow the SIU's policy, unhampered by dissension.

Sparking the crew as delegates, in addition to Jerry Palmer, are: Bob High, Deck; Frank B. Williams, Engine; A. M. Williamson, Stewards.

## Meredith Victory Crewmember Lost At Sea

The otherwise smooth voyage of the SS Meredith Victory, which paid off in New York on March 21, was marred by the disappearance of a crewmember at sea on Feb. 24, the LOG learned this week.

According to Seafarer Frank Gustav, Wiper aboard the Isthmian ship, the missing man was Chester East, a FWT. East was a member of the SUP who signed on the ship on the West Coast.

East's absence was noticed

about two days out of Honolulu when he failed to show up for his watch at 8 PM. The Oiler reported the fact to the Chief Engineer and when a search of East's quarters proved unavailing, the Skipper ordered the vessel turned around.

The area was combed for several hours. Gustave said the seas were "fairly rough," and that "a good swimmer couldn't have lasted more than 10 minutes in the water."

The Meredith trip which began in New York on Nov. 15, included calls at Haifa, Tel Aviv, Penang and Singapore.

"It was a good trip," Gustav reported. "There were no performers, so we had no trouble. A first-rate crew makes any trip a pleasure."



Joe Nunan (left) and Frank Gustav, Wipers, who were aboard the Meredith Victory on a recent trip.

## SS Hurricane Hits Shoal In Fog Off Fire Island, NY

NEW YORK, April 6—The SIU-manned Waterman freighter Hurricane was caught on a sand bar off Fire Island last night as she was creeping toward New York Harbor in heavy fog.

Attempts to get tow lines aboard were stymied by high winds and heavy seas, but the vessel was reported in no immediate danger of cracking up.

Two tugs were standing by the crippled ship until the weather abates sufficiently for refloating efforts to be resumed.

The Hurricane was inbound from Hamburg, Bremen, Rotterdam and Leith, with general cargo, 13 passengers and a crew of 18.

Water has been pumped into the Hurricane's double-bottom tanks to prevent her rolling in the seas and pounding on the bar.



Members of the Alcoa Roamer baseball squad, which has been snowing under their opposition by top-heavy scores, pose after their latest victory. Front row (left to right): Evans, Wright, Earley, McInis, Adkins and Warfield; rear row: Rusyski, Webb, Whithers, Neveraskus, Leonard, Owens, Dyer and Morris.



# Digested Minutes Of SIU Ship Meetings

**ALCOA CORSAIR, Jan. 15—** W. Higgs, Chairman; J. Roberts, Secretary. All delegates reports were accepted. Motions carried to rent six moving pictures for use on each trip and money to be raised by popular subscription. Noisy heating system to be reported to the Union Hall. Motion carried to instruct Ship's Delegate to visit Brothers in Marine Hospital and to present them with gifts from crew. Notice of dues and assessments due given all hands. One minute of silence in memory of deceased Union members. Meeting adjourned at 3:10 PM, with 71 members present.

**PETROLITE, Jan. 22—** Lester Clark, Chairman; H. M. Rosenthal, Secretary. Ship's Delegate J. Bourgeois saw Captain about painting crew's messroom and has another meeting scheduled. Delegates reported no beefs in their departments. Motion carried to call attention of Secretary-Treasurer to fact that American consul at Marseilles permits hiring of aliens when there are Americans on the beach. Discussion on launch service at Tripoli where shore leave was permitted, but no launch was available. Suggested that library be exchanged with that of another American ship in Port DeBouc. One minute of silence in memory of departed Union Brothers.

**CUBORE, Jan. 22—** W. M. Fields, Chairman; W. A. House, Secretary. Delegates reported that there were no beefs in any of the departments. Motion carried for delegates to prepare list of replacements to be given to Patrolman—this is to make sure that ship calls Hall for men. Members asked to remove dirty gloves whenever using hand rail because of the clean paint. Chairman Fields explained the purpose of holding shipboard meetings and of the need for Union rules and regulations.

**SOUTHSTAR, Jan. 6—** James Stewart, Chairman; Louis Meyers, Secretary. All Delegates reported everything okay. Reported that washing machine had been repaired. Notice to be posted in laundry room explaining proper way in which to use washing machine; anyone with doubts is to ask. Suggestion



made to aid former crewmember and Union Brother who has to return to Genoa. Water hose to be run out on deck for use of stevedores in foreign ports, as means of keeping unauthorized persons out of the passageways.

**MICHAEL, Jan. 29—** John Nagler, Chairman; Ronald Thompson, Secretary. Delegates reported. Motion carried that each crewmember clean up mess-hall after using it; amended to read that last man on standby clean up for the oncoming watch. New crewmembers were informed that library contains SIU literature. A beef raised over the amount of ice cream and fruit given out. Steward asked men to be careful of the linen. Ship's Delegate is to get in touch with American Merchant Marine Library Association for a new library. Crew informed that lumber was being obtained to build benches outside on deck.

**SANTA CLARA VICTORY, Feb. 2—** R. Clark, Chairman; E. McCambridge, Secretary. Ship's Delegate discussed ways of leaving a clean ship at payoff time for benefit of oncoming crewmen. Department delegates reported all okay, except for some disputed overtime in deck and stewards gangs. Under Education, Ship's Delegate read history of SIU and the International. Under Good and Welfare, crewmembers said they felt that Agent or Patrolman should speak to officers about the latter's threats to yank books and fire men.

**ELLY, Jan. 8—** Arthur Kaval, Chairman; Walter Husson, Secretary. Ship's Delegate announced that Master was under medical care and recommended that he not be disturbed during his illness. Engine Delegate reported that \$38.50 is in ship's fund. Motion carried to thank Ship's Delegate and Engine Delegate for efforts in purchasing magazines,

hand iron and games. Marjan Reinke elected Deck Delegate. Under Education, it was resolved that, any man on this ship who holds his book over permitman's head shall be referred to Headquarters for action. All agreed to cooperate in keeping rec hall clean at all times, and to do utmost to be good Union Brothers throughout voyage. Ship's Delegate Swayne reported that with one exception all officers were cooperating fully with crew.

**SUZANNE, Jan. 29—** T. Ostaszki, Chairman; L. Kane, Secretary. No beefs to report. Motion carried unanimously that all Communists and Trotskyites be brought up on charges and expelled from Union. Brother E. Corum was elected Ship's Delegate; department delegates were reelected. Discussion on SIU bulletin regarding Trotskyites and Communists. Suggested that each crewmember take active interest in shipboard meetings and that chairman and secretary's jobs be rotated. Ship's Delegate to contact AMMLA for new library.

**WAR HAWK, Feb. 2—** E. Walker, Chairman; H. Starling, Secretary. Ship's Delegate reported everything running smoothly. Department delegates reported as follows: one hour disputed overtime in the Deck Gang, few hours in Black Gang and none in Stewards other than for delayed sailing in Venice. Motion carried unanimously to oust all commies and Trotskyites from Union. Suggested that Ship's Delegate see Patrolman regarding launch service in Genoa. Discussed March of Dimes drive, with members in favor of donating to cause.



**JOHN HANSON, Feb. 5—** Edwin Westphal, Chairman; R. P. Hannigan, Secretary. Ship's Delegate said that he would check upon arrival in New York to get overtime disputes straightened out. Deck Delegate reported 150 hours disputed; Engine, 150, and Stewards, 64. Motion carried to have ship fumigated before next trip. Crew backs Steward in his attempts to have his requisition filled. Three copies to be made so that one can be given to Delegate and one to Patrolman. Need for clarification of working rules discussed. Delegate to see Patrolman to inform him about conditions on this trip, also to see about getting the First Assistant straightened out.

**NATHANIEL B. PALMER, Feb. 5—** Paul Whitlow, Chairman; V. Szymanski, Secretary. Carmel G. Inman elected Ship's Delegate. No beefs in any of the departments. Suggested by chair that one topic be designated for discussion under Education at each meeting, beginning with next session. Each department to take turns at cleaning recreation room; schedule to be posted on board. All hands reminded that if they have a beef they should speak with department delegates first and not go direct to department head. Noise to be kept at a minimum so watchstanders can get some sleep.

## SEAFARER SAM SAYS:



THE PRELIMINARY DISCUSSION PERIOD ON COMPULSORY VACATIONS HAS ENDED. AT ITS NEXT BRANCH MEETING EACH PORT WILL ELECT A COMMITTEE TO DRAW UP A RESOLUTION IN LINE WITH THE OVERALL VIEWPOINT OF THE PORT MEMBERSHIP. THESE WILL BE BOILED DOWN BY A HEADQUARTERS COMMITTEE FOR SUBMISSION TO A REFERENDUM VOTE UP AND DOWN THE COAST. IF YOU HAVE ANY OPINION ON THIS MATTER PUT YOUR PROPOSAL ON PAPER AND SUBMIT IT TO THE PORT COMMITTEE FOR CONSIDERATION.

## CUT and RUN

by Hank

As far as most jobs are concerned shipping here in New York is lukewarm—steady but slow on the bell. Of course, what's always hot are those tanker jobs and many a man beached for some time has shot out of port practically broke but plenty happy. Speaking of jobs—and the system of security for those jobs in these days of extreme maritime unemployment—reminds the SIU membership that the battle of the Hiring Hall is still going on—and this is a serious responsibility of every SIU Brother. Not only are the Brothers protecting the SIU at all times but they are continuing the good old SIU spirit of helping out other unions in their legitimate beefs—beefs created by that monstrosity of a law called the Taft-Hartley Act . . . Next month in the May issue of "Liberty" magazine is a story about Samuel Gompers, the great AFL leader. It should help all oldtimers and young timers in fully understanding the general history of this leader and the growth and battles of the AFL.

Eddie Nooney is in New York right now keeping himself busy playing shuffleboard every now and then . . . Walter Reidy, the Steward, is now aboard the SS Black Eagle making a steady European run . . . Walter Gardner is now a matrimonial man—so here's wishing him mucho happiness and congratulations . . . Plenty of Seafarers and their families throughout the boroughs of New York listened anxiously to the SIU broadcast on the importance of saving our Hiring Hall over radio station WEVD . . . John Chaker is a proud daddy. It's a boy, 8 pounds, 13 ounces, born on the good day of March 31—just beating out April Fool's day.

One of the best Brothers we have talked with is Bill Rowe, happily voyaging on the Steel Mariner now on the Far East run. His brother, Harry Rowe, is also happily tripping on the same run aboard the SS Steel Admiral. (Brothers, it's easy to see that these runs are the best in the SIU after the tough organizing of Isthmian and bringing those ships into the SIU fleet.) Getting back to Bill, we'd like to mention the swell way Bill ran around New York and finally getting that DC washing machine for the ship out of dough chipped in by the crew to keep everything happy and shipshape aboard ship. It's sure a lot of things—the big and small—which makes every SIU ship a good ship and a clean ship . . . Educational meetings here in New York, as in other ports, is for the full benefit of the membership.

The SEAFARERS LOG will be sailing free of cost to the homes of the following Brothers: Ralph Dunsmoor of Massachusetts, Peter Naujalis of New York, Martin Sierra of New York, Andrew Buscarello of New York, Nick Swokla of Connecticut, Stanley Brown of New York, Ralph Groseclose of Virginia . . . Brother Fred Paul is in New York right now . . . Andy Havrilla shipped out last week . . . Here is a flash item—about one of the Brothers here in New York who is in the current movie in New York called "Cargo to Capetown," with Broderick Crawford. Brother John Harvey, who has been helping out for many weeks, especially in helping another union on strike, told us how he acted as a Messman aboard a Panamanian tanker which was chartered for the movie out on the West Coast. Imagine a Seafarer acting for the movies as a merchant seaman, giving the millions of landlubbers throughout the nation the impression that merchant seamen live a life of easy work and grand adventure—wherever they go. We wonder if this movie is that distorted?

## Brother Assures SIU Men Of Good Deal At The Patio

Seafarer Blackie Coiro is now working for the Patio Cafe in Brooklyn where, he assures us, all SIU members will get a square deal. Blackie says the Patio's welcome mat is always out for SIU men and he asked all hands on the beach in New York to pay the place a visit. Prices are among the most reasonable in town, there is continuous entertainment and the atmosphere is definitely friendly. Brother Coiro says that the goings-on during Amateur Night, which takes place every Sunday, are a lot of extra fun. The Patio gives winners of the amateur contests cash prizes and the event is open to all comers. If you can sing, strum a guitar or play any other musi-

cal instrument, dance, or just ad lib with the gags, you're eligible to take part. Brother Coiro, who sails as a Cook, says that Harry and Nat, owners of the Patio, are a couple of "good Joes who will always give seamen a decent deal." The Patio has a ball team, too, and Blackie suggests that SIU crews that have teams and want to play should get in touch with him. The Patios can arrange to get a park for all games. The Patio Cafe is located at 630 Flatbush Ave., Brooklyn. Blackie says the best way to get there from Manhattan is by BMT subway. Take the Brighton Line train and get off at either Prospect Park or Parkside Ave. stations.



# THE MEMBERSHIP SPEAKS



## Honduran Sea Union Called Rig For Covering Runaway Operators

To the Editor:

Most of you will recall that last year there was supposed to have been a world-wide boycott of ships under Panamanian and Honduran flags as a protest against their use to escape higher wages and safety standards of other maritime nations.

I do not know all the facts as to why the boycott was not put into effect, but when I was in Honduras, recently, accompanying my wife, who is a lawyer and a native of Honduras, on a tour of that nation's major cities, I was informed that it had been put off because the seamen of these countries had organized themselves into a "union." (The boycott was postponed upon request of the Panamanian Government, which asked for time to enact legislation that would bring its wages and shipboard conditions closer to the standards in effect throughout the world. —Ed.)

I set out to learn everything I could about the "union" and found it was very easy to learn all about it as there is very little to it. It is simply the old "crimp" racket with a new wrinkle.

### ANTI-UNION DEAL

When the United Fruit Company went into Honduras years ago it is my understanding that a deal was made with the government whereby the company would furnish employment to the people of Honduras. In return the government was to protect the company against labor organizations by making them illegal.

That law has been rigidly enforced by the Honduran government, which is in fact a police state. The army controls everything and the police are regular army men. So you can see that any labor union is impossible.

Some time ago the stevedores walked off the job in the port of Tela in protest against their low wages and working conditions. They get 35 cents and hours, with winch drivers receiving 50 cents an hour. The United Fruit Company brought in a trainload of its plantation slaves to load the ships under military guard. The general then gave orders for the regular stevedores to return to work within 24 hours, or else they would be rounded up, and possibly wiped out. Needless to say, they all returned to work. All this happened only a few months ago.

### UNION?

The so-called Honduran Seamen's Union is owned and controlled by one man, a certain Señor Cosencia, who is on the payroll of the United Fruit Company. He also owns the largest and most expensive hotel in Puerto Cortez, called the Cosencia Hotel.

The dues of this so-called union are \$1.00 a month. Every man sailing a Honduran ship must belong and pay dues to

Cosencia's outfit. The only company exempt from this racket is the Standard Fruit Company, which has a contract with the NMU.

A seaman must find his own employment at the company offices or at the agents of the many companies sailing Honduran flag ships. I understand that if a man is sent to a ship by the so-called union, headed by Cosencia, he must pay \$25 for the job.

The top wages of an able-bodied seaman are \$150 per month and 80 cents an hour for overtime. However, there is no overtime at sea, Sundays and holidays are not overtime. A

## ABs Can Turn Gray, Too, Bilson Claims

To the Editor:

My good friend Bill Champlin writes about "Why Bosuns Get Gray." Although my hair is still black, an AB can also turn gray. I'll cite one quick way and I'm sure I will be backed up by many Brothers.

The Bosun will call a special Deck Department meeting before the ship sails and tell the gang to take orders from him and him alone. He will run things as he sees fit.

First day at sea our old pal, Mr. Mate, shows his ugly head on deck and gives sailors a job other than the one he is working on. The sailor politely informs him that he is taking orders from the Bosun and continues his work. The Mate runs for the Bosun, and with a blank look on his face the Bosun acts as if he doesn't know why the AB wouldn't do the little job the Mate asked him to.

I guess you know who is left high and dry, holding the well-known bag for the rest of the trip.

And by the way, let's get this homesteading question to a vote, Brothers. A year on a ship is enough for any man.

Kirwan Bilson

Bosun gets about \$140 per month.

Such a "union" is an insult to the intelligence of any right-thinking person. It is part of the racket that is responsible for so many thousands of American seamen being on the beach today, and if it isn't stopped more thousands of us will be on the beach but fast and permanently. Every time an American ship comes into port and lays up, you can almost be sure some ship flying the flag of Panama or Honduras is taking its place and being operated by the same monied interests which paid you off and put you on the beach.

Let us hope that a thorough investigation will be made by our affiliated maritime unions and the proper action taken to effect a boycott to stop such practices, before we all find ourselves beached until the next war calls us out again to further enrich the shipowner.

Leonard Mitchell, SUP

## TAKING CARE OF THE HORSEY SET



Among the passengers aboard the SS Del Sud on a recent voyage were the two sleek nags shown above, with their attendants, neither of whom was identified. Material accompanying the photo didn't say, but it is believed the equines were of racing stock and were either coming from or enroute to Argentina.

## Gov't Misses Boat In Training New Men With Jobs Scarce For Old Hands: Brown

To the Editor:

I have just finished reading the article by John Bunker in the Jan. 13 issue of the SEAFARERS LOG, entitled "Use of Sailing Ships As Training Vessels." Giving all due respect to the writer, I should like to comment on his article.

I think the idea, although it makes interesting reading, is about 20 years too late and rather impractical today. As Bunker says, marlinspike seamanship in the old sense, is not so important today as it was 10 or 20 years ago, even though it must always be part of a seaman's basic knowledge.

### GONE FOREVER

There is no use kidding ourselves. The old schooners are gone forever. They have no use in modern shipping. We may as well accept it and forget them as far as using them in training or shipping is concerned. They are obsolete for either purpose.

Another thing: The government isn't likely to drop its

present maritime schools, even on a partial plan, to finance two training ships when the cost of operating these two ships, including wages for the trainees and the regular crew, would be tremendous.

Furthermore, let us assume that the two training ships were in operation. That would mean that after six months' training, 800 men a year would enter the field in competition for berths on ships.

Does Mr. Bunker realize that the United States has an oversupply of experienced seamen (not including aliens) to last for another 20 years, without putting another 800 men a year into the picture.

### SUPPLY GREATER

Where, may I ask, are the jobs for these men to come from? Every Union hall in the country today has more men than there are jobs. We certainly do not need any more manpower.

If we must have training schools, the US Maritime Com-

mission schools at Sheephead Bay in New York and in Alameda, Calif., has classes open in practical seamanship. Also, the Sailors Union of the Pacific operates a similar school in San Francisco for the benefit of its new members and affiliates.

I say: Let's don't worry about training new men who want to go to sea, let's concentrate on keeping and acquiring jobs for the experienced men we have available today.

Don D. Brown, SUP  
SS Mission Dolores

## Vacation Rule Would Aid Job Turnover, Say 15

To the Editor:

We, the undersigned, would like to voice our opinion on the length of time a crewmember should be allowed on a ship.

After much thought on the subject we think that one year is sufficient. In that time any man should have a fair amount put aside. He is eligible for a two weeks vacation which most of our companies give. He is also eligible for unemployment compensation if such a ruling is passed by the membership.

We think that if such a ruling is passed it will create a large number of jobs immediately and from then on a more gradual turnover than we now have.

We would like to hear, through the LOG, the opinion of more of the Brothers on this subject so that it can be brought to a referendum ballot in the near future.

Signed by 15 Members  
Port of Philadelphia

## Log-A-Rhythms

### THAT VACATION ISSUE

by Thurston J. Lewis

They say that I must take a vacation  
(I'm offered four weeks with pay).  
But I don't know the inside of the Nation.  
And I've long forgot how to play.

Since first she came out of the yard,  
I've sailed the SS DEL NORTE.  
And you find things a little bit hard,  
When you're getting a bit bald at forty.

(Now wherever the ladies are  
I'm still good for a bit of a sortie—  
At the Madam's or the Florida Bar  
Though I AM a bit bald at forty.)

But what is there to do in Topeka,  
Or Tulsa or Denver, say,  
For a Bosun or Deck Storekeeper,  
Who don't savvy the landlubber's way?

How long would I be on the beach,  
How long could I keep up my weight,  
When the galley's out of my reach,  
And I'm off in a dry-land state?

"One year and get off," they say,  
"But get off you damn well must."  
Shall I trade the clean salt spray  
For dirty despicable dust?



## Vacation-Takers Should Get Break, Brother Contends

To the Editor:

Vacations should be taken by the men entitled to them, otherwise there is no use in having vacations.

It may be possible to work out the vacation by replacing a man for one trip after he has been aboard a single ship for one year. If a man should be required to get off the ship after one year, perhaps he could be compensated in some way after his vacation is over. Either of these ways could accomplish this:

1. Give the man a top priority shipping card.

2. Allow the man to be paid out of the welfare fund from the time his vacation is over until he ships out again.

In this way a man can take his vacation and will not lose anything by doing so. And all members, both single and married, will benefit.

You can hardly expect men to take vacations for two or three weeks if it will cost them two and a half months of pay waiting for a ship after it is all over.

On the welfare fund, I'd like to suggest that sick benefits be \$50 weekly for three months. And if a pension is ever worked out that it go to all men with 20 years in the industry, regardless of age. Men on retirement should be allowed to work ashore, if they wish.

Andrew H. Lavezoli

## OH, THAT GOLDEN CITY!



Things are mighty fine aboard the SS Golden City, say the lads aboard the Waterman freighter. Even "Sougee Brown's Boys," as the photo above is labelled, keep going with smiles. "Sougee" Brown is the Chief Mate and is so named because he "always has his boys working with a sougee bucket."

In photo right is Seafarer Bill Barth, the Golden City's Night Cook and Baker, who, when he's not pounding out pastries for his shipmates, doubles as the official ship's photographer. Bill handles his photos from start to finish, processing the films and prints right aboard the vessel.



## Proposed Rule On Vacations Held Detrimental To Union

To the Editor:

I am against compulsory vacations because I sincerely believe that such a rule, particularly at this time, would be detrimental to best interests of our organization.

We are now facing a long and tough legal battle (possibly to be followed by strike action) to protect and maintain our Hiring Halls, which have proven to be the most efficient method of assigning crews to ships.

We must be careful not to make any move that would alienate those who are on our side at present. We need all the aid we can muster.

### BEST METHOD

Because, under our Hiring Hall system, we are able to make prompt assignments of competent and reliable men, the shipowners will aid us to maintain our Hiring Halls, not because they love us, but for the very good reason that they have found that it is the most efficient and economical hiring system ever in use.

The paying off and signing on of even a few men entails a great deal of paper work by the clerical staffs of the Union and the companies, a constant and expensive overhead that becomes a heavy financial burden in those cases when ships have a large and frequent turnover in personnel.

### DOING THEIR JOB

Those men that stay on ships for a fairly long period, sometimes a year or more, are simply doing a job in good Union style. They provide a solid foundation on which our Negotiating Committee can build for the future, while maintaining the great gains already won.

Upon completion of one year of service on a ship, a crew-member is entitled to seven days pay, which he will receive when he finally leaves the ship. If he stays on for more than one year, some companies, Seatrain being one, compute his vacation time and pay on a monthly basis.

### Floyd's Parents Ask Help



A recent photo of John Pitman Floyd, who was reported lost from the SS Gateway City last April 1, between Seattle and Tacoma. His parents are anxious for any information or recent pictures of Brother Floyd and have appealed to his former shipmates and friends to get in touch with them. Anyone who can be of help should write to Floyd's father, J. A. Floyd RFD 2, Box 163, Fairmount, N. C.

C. G. Costlow  
Book No. 10

Thus, for each month that a man stays on a ship over one year, he actually receives a wage increase of one-sixth of week's pay, or a sum ranging from nine to ten dollars a month. What normal person will quit a job on being credited with a substantial wage increase?

The so-called homesteaders are seldom to be found on ships that make long trips to foreign ports. The few in that category are grinding it out on the less popular coastwise runs, and they do so largely because they have friends and relatives in the ports their ships visit regularly.

Despite various claims to the contrary, such men are usually in closer touch with Union affairs than their more fortunate Brothers who are off on long trips or completing such trips with the resultant heavy pay-offs.

Bill Gray, Ship's Del.  
Seatrain New Jersey

## One-Year Limit Seen As Spur To Job Chances

To the Editor:

In regard to the length of time a man should stay on one ship, we, the undersigned members, thought we might voice our opinions.

Everyone knows that the beach is getting tougher every day and that in order to bring about a faster turnover something must be done. It is inevitable that the only conclusion is to limit a man's stay aboard ship. Nine out of ten men going to sea have some sort of responsibility and in order for them to meet their obligations there must be a better turnover of jobs.

Therefore, the only possible solution is that after a year aboard one SIU ship, we think that a man should be required to take his vacation pay along with his wages and pile off.

We feel that under such a system, any man with an eye to the future should be able to have acquired enough money in wages and vacation pay to meet his obligations ashore.

### WILL MOVE QUICKLY

And, in the meantime, his name, after registering, will be moving steadily up on the rotary shipping list in a much shorter time than it would be ordinarily.

Any member who has spent any time on the beach within the last three months will certainly agree to the above and following statements: That shipping has been falling off steadily, due to the fact that men take jobs and take root like a 50-year-old oak tree.

This plan will also eliminate the possibility of a union member from becoming a company stiff and also give them a chance to see what is going on at shore-side meetings, which we feel is very essential.

Why not come to some sort of understanding and have the question put on a referendum ballot up and down the coast, so we can see what the membership agrees to.

James Linden  
Bernard Toner  
D. C. Croft

## Oldtimer Says Homesteading Threatens Return To Pre-Union Shipboard Conditions

To the Editor:

Just finished reading the LOG and I see that the homesteaders are up to their old tricks. I thought we were rid of them years ago.

They never did anything to make conditions except run and tell the Chief as soon as anyone talked about unionism. They were the hardest men to organize, but now that others have gotten the conditions for them, they say the Union can't survive without them.

They scream for the four watches. As usual they are

thinking only of themselves. What are they willing to do to get those four watches? Would they be willing to give up their Sunday at sea overtime and take a cut in pay to make that possible? We all know the answer to that.

### NO DREAMER

The shipowner is no dreamer; he keeps an eye on the profit sheet at all times. That is business with him. He loves the company stiff because he knows he can use him to tear down the Union and conditions. It

worked in the past and, thinks John Shipowner, it can work again.

The homesteader says he is a good Union man, but he wants to marry a ship and hog it all and let his Union Brother get by as best he can. Don't let him tell you he can't afford to get off—that he has a family. The average seaman is making more than the average man working ashore, which he should, so that he can come ashore and have a time of his own.

I have gone to sea for about 25 years and have belonged to the SIU ever since it came into existence and have seen the homesteader operate in the past.

### FUTURE AT STAKE

It doesn't matter greatly to men of my age, but you young fellows have a lot of years ahead of you and if you don't tend to business you will go back to times such as there were before the Union.

I have seen them and know what they were like. I would rather starve than go back to those days (when I practically starved anyway).

Even though you go to work ashore, remember there is no better job insurance than a retired Union book and it costs you nothing. Tough shipping isn't because of a shortage of ships or a matter of too many members, but just a matter of too many homesteaders. Remember that when you vote on that compulsory vacation clause.

## GETTING SET FOR THE CONTRACT



Seafarer Bill Zarkas, now holding down an AB's job on the SS Puerto Rico, announces he will soon leave the ranks of bachelordom. Bill says the wedding bells may ring out this spring for him and his fiance, Angie Catalano, with whom he is pictured here.



# The Seafarers In World War II

By JOHN BUNKER

## Caribbean Carnival

(Part One)

Just as the Atlantic seaboard in 1942 was called "U-Boat Lane," so could the Caribbean and the Gulf have been called "U-Boat Lake"—for the German undersea raiders roamed these waters at will, becoming so bold in their hunt for prey that they sank ships in the very mouth of the Mississippi, in the narrow passage between Key West and Havana, and at the entrance to the Texas oil ports.

The height of bold audacity was reached on the evening of July 2, 1942, when a sub entered the harbor of Puerto Limon, Costa Rica, and sank the SS San Pablo.

During the first two months of war, six American ships were torpedoed and sunk in the Caribbean and the Gulf. Six more were sent to the bottom in April; and in May the Germans had a month-long field day, sinking no less than five ships on the 4th, two on the 6th, and three on the 12th.

The total bag for the month of May in American vessels alone across the Gulf and the Caribbean was 31 ships. By the end of June, 1942, a total of 167 Allied freighters and tankers had been sent to the bottom in these warm, southern waters!

A surprisingly large number of these U-boat victims were cargo carriers manned by SIU seamen and it would seem, from a study of the war records, that the Germans had a special liking for Waterman, Bull, and Alcoa ships. An entire fleet of them was lost in 1942. Limited space permits describing only a few of the many dramatic incidents involving SIU ships during this phase of the war. A book would be needed to tell about them all.

For the undersea raiders it was a Roman holiday—simpler than knocking off clay pigeons at a shotgun shoot.

So it was with the Elizabeth and Clare of the Bull Line, as they plodded along the southwest coast of Cuba on the night of May 20, 1942. A bright moon lit up the sea and silhouetted the two ships as they headed south with their holds full of general cargo for the Islands.

On the Clare's bridge, the Skipper watched a light that had been reported a minute or so before by one of the lookouts. He couldn't tell whether it might be a small Island freighter or a fishing boat, for it was moving across their bow and lay some distance off.

### LOST IN THE DARK

A rain squall blanketed the moon just as the Skipper was trying to identify the unknown craft, which seemed to be pursuing an erratic course.

Up forward in the hot fo'castle, Fireman Ernest Torres was stretched out in his bunk, clad only in a pair of shorts. It was stickily hot and he was trying to read. He had almost decided to take his mattress on deck and stretch out on number one hatch, rain or no rain.

Just then a bright searchlight blossomed out on the vessel ahead, playing over the Clare from bow to stern with a blinding intensity. Almost immediately a torpedo smashed into the hull at number one hold; just where Fireman Torres was about to stow his mattress for a cool snooze.

"It made one hell of a noise," says Torres. "The explosion threw me out of my bunk and onto the deck. The old Clare shivered like a shimmy dancer.

"All the lights went out and I ran like hell to my lifeboat station. I had the book in my hand all the time, but I never even thought of going back for my clothes or my papers. The spray from the explosion gave me a shower bath when I ran down the deck."



Taken early in 1943, the twelve Seafarers in the above picture were only a few of the many SIU men who had their ships shot from under them — some as many as three times, although the War was a little more than a year old.

Seated, from left to right, are: Anthony McMunn, Oiler; Andrew Lavazoli, OS; Charles Allen, AB; Phelan Mitthys, Fireman; Carville Councilman, Watertender.

Standing are: R. C. Ricketts, Steward; Harry Glock, Oiler; J. L. Michaelas, Fireman; E. Aguirres, Watertender; Gus Alm, Carpenter; Robert B. Graham, OS; Reginald Goodin, Cook.

So violent had been the blast that water cascaded down the vents into the fireroom.

There was no panic on the ship and the Captain visited all the crew's quarters to make sure that no men were trapped in their rooms, after which he gave the order to abandon ship. Both boats lowered away and the men pulled as hard as they could for the shore.

### ELIZABETH GETS IT

They hadn't taken many strokes before the Elizabeth, still following along behind and caught proverbially, "between the devil and the deep," received a torpedo amidships, accompanied by a bright flash that momentarily lit up the vessel and then was gone.

From the boats the crew of the Clare could see little lights blinking on the Elizabeth as her men ran out of the deck house doors and pushed aside blackout baffles on their way to the boats.

Several of the men laughed at the sight, for it seemed amusing in a way to see other guys get it, too. "I bet they don't save any silk stockings for the girls in Puerto Rico," someone said.

"It ain't funny," said an Oiler. "If they got hit in the engine room there's some good guys goin' down on her."

That was a sobering thought and they pulled for the shore. It took about 15 minutes for the Clare to sink and they watched her settle, silhouetted against the tropic sky. No men were lost on the Clare.

Not so fortunate were other SIU ships that are now rusting many fathoms under the surface in the lightless deeps of the Caribbean and the Gulf.

Of the hundreds of men lost on SIU ships in World War II a large percentage made the supreme sacrifice in these waters that looked so calm and peaceful, yet comprised one of the most hazardous sectors of the war.

It was oil and bauxite, the two prime essentials of modern war, that lured the U-boats to the Caribbean in the first place. The tankers and the bauxite ships were their number-one targets, but they also sank anything else that came along. In the first six months of 1942, the subs shelled or torpedoed anything that steamed their way, without fear or favor.

One of several bauxite-laden ships to get sliced with a tin fish in these waters was the little SS Suwied under command of Captain Bernard David. She was off the south coast of

Cuba bound for Mobile with aluminum ore when, on June 7, a torpedo exploded in her starboard side and she went to the bottom in just 1½ minutes! Not many ships beat her record for sinking.

Water and debris shot up the funnel as the boilers exploded and First Mate John Hume, one of the last to leave the plummeting ore carrier, walked off the deck in water over his shoulders after releasing the forward life rafts.

The sub that torpedoed them surfaced nearby and watched the troubles the men had with their leaky lifeboats, but the Germans did not interfere in any way and the 27 survivors were picked up the next day by a Navy patrol vessel.

A close competitor to the Suwied for the title of "the fastest sinking ship" was the Alcoa Pilgrim, which was torpedoed without warning early in the morning of May 28 while en route from Port of Spain, Trinidad, to Mobile with 9,500 tons of heavy bauxite aboard. She sank by the stern in a little over 90 seconds, with heavy loss of life.

### NO TIME FOR SOS

This blacked-out, SIU-crewed freighter had three lookouts on watch, and was zig-zagging when the unseen U-boat sent a torpedo into her engine room on the starboard side just below the water line. Needless to say, there was no time to send out an SOS and no time to fire any guns even if the ship had been armed.

The Alcoa Pilgrim plunged so quickly no boats could be launched, but nine survivors got aboard two life rafts which drifted clear and were picked up a week later by the SS Thomas Nelson.

As was usual in sinkings of unarmed ships steaming alone, the sub surfaced, came up to the survivors, and questioned them about the ship and cargo. The U-boat was a big one, had a three inch gun on her forward deck, and bore the insignia of a ram's head on her conning tower. After questioning the Pilgrim's men, she steamed calmly away on the surface looking for more victims.

Truly it can be said that the Caribbean in 1942 was a "U-Boat Lake."

Another episode of the role of SIU crews in World War II will appear in the next issue of the SEAFARERS LOG.



# Minutes Of A&G Branch Meetings In Brief

**TAMPA** — Chairman, R. H. Hall, 26060; Recording Secretary, W. W. Hall, 39256; Reading Clerk, Ray White, 57.

Minutes of previous meetings in all Branches read and approved. Branch Agent stated that shipping had slumped this past two weeks, after about four months of very good shipping. Men from outports arrived to find that the bottom had just about fallen out. There are no signs of any immediate improvement, he added. The same number of ships are touching port, he said, but most men are staying aboard for another trip. Secretary-Treasurer's financial report and Headquarters report to the membership approved as read. Under Good and Welfare, the following were discussed: the slow shipping, the Union's signing of Cities Service to an interim contract and the possibility of opening a Hall in Jacksonville. After one minute of silence in memory of departed Union Brothers, the meeting was adjourned. There were 107 members present.

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**NORFOLK** — Chairman, Ben Rees, 95; Recording Secretary, J. A. Bullock, 4747; Reading Clerk, Vernon Porter, 505.

Minutes of Branch meetings in other ports accepted as read. Headquarters report to the membership approved as read. Agent discussed conditions in the maritime industry from the local standpoint. Motions carried to concur in Headquarters Reinstatement Committee's report and to non-concur with Savannah Excuse Committee's report of March 16. Charges were read and following men were elected from floor to serve as trial committee: C. Moser, J. Glover, R. Brinson, R. Morrisette, N. E. Wroton and J. Hodges. Committee later reported back and motion carried to concur in findings. One minute of silence in memory of departed Union Brothers. Motion carried to adjourn at 8:30 PM, with 108 members present.

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**MOBILE**—Chairman, L. Neira, 26993; Recording Secretary, J. D. Hunter, 47364; Reading Clerk, H. J. Fischer, 59.

Mobile Branch minutes and New Business of other ports from previous meetings accepted as read. Port Agent discussed the prospects for shipping during the next two weeks, naming the vessels scheduled to arrive here. He also discussed the Hiring Hall issue and announced the joint program drawn up by seven maritime unions, including the SIU, to fight for retention of the present hiring methods. He added that the first Cities Service ship since signing of the interim contract had hit this port and that arrangements were being completed to obtain passes for local officials to enable them to board CS ships. Plans are being discussed, he said, to improve Mobile's position in the shipping industry. There is a possibility of a grain elevator being built here, along with ore docks and a molasses refinery, all of which would boost the port, he concluded.

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**PHILADELPHIA** — Chairman, A. S. Cardullo, 24599; Recording Secretary, S. Bergeria, 7142; Reading Clerk, Don Hall, 43372.

Minutes of previous meetings in all ports approved as read

## A&G Shipping From March 15 To March 29

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	25	17	29	71	3	8	3	14
New York.....	128	99	128	355	69	66	64	199
Philadelphia.....	18	23	24	65	31	25	29	85
Baltimore.....	93	79	81	253	93	92	68	253
Norfolk.....	32	39	37	108	1	—	—	1
Savannah.....	15	9	5	29	4	2	1	7
Tampa.....	27	31	25	83	1	1	6	8
New Orleans.....	72	52	95	219	71	59	94	224
Mobile.....	34	31	32	97	59	38	45	142
Galveston.....	58	33	34	125	7	6	3	16
West Coast.....	26	34	27	87	25	38	22	85
<b>GRAND TOTAL.....</b>	<b>528</b>	<b>447</b>	<b>517</b>	<b>1,492</b>	<b>364</b>	<b>335</b>	<b>335</b>	<b>1,034</b>

Port Agent stated that shipping for the past two weeks had been good, with more men shipping than were registered during the period. It was explained that the spurt in shipping had been aided by fact that Patrolman had hit all ships in-transit and found shortages of one or two men on each. He attributed this condition to the failure on part of delegates to call the Hall and report shortages of manpower on their ships. He said the Lake George, a US Petroleum tanker had paid off here after a seven-month trip. It was in good shape and not one man had paid off on the other side. Motion carried to elect a five-man committee to iron out port shipping rules; motion amended to have same committee act as trial committee. Motions carried to accept Secretary-Treasurer's financial report and Headquarters report to the membership.

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**BALTIMORE**—Chairman, William Rentz, 26445; Recording Secretary, G. A. Masterson, 20297; Reading Clerk, 4683.

Baltimore minutes and those of other Branches of previous meetings were read and approved. Motions carried to accept Baltimore's and Secretary-Treasurer's financial reports. Motions carried to accept first motion under Savannah New Business and to non-concur with second motion. Excuses were referred to the Dispatcher. There were no charges to be read. Port Agent spoke on the shipping activity of the port during the two-week period just ended. Motion carried to accept Dispatchers report on number of men registered and shipped; also Hospital Committee's report. Motion by J. Dembrowski carried instructing Agent to send a wreath from Union to funeral of Abraham Davis, who passed away at the Baltimore Marine Hospital on March 19. One minute of silence in memory of deceased members of the Union. Meeting was adjourned at 8:15 PM, with 370 members in attendance.

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

Boston and other Branch minutes read and accepted. Port Agent discussed the local shipping situation. Secretary-Treasurer's financial report read and approved. Motion carried to non-concur with section on proposed vacation rule and to concur in balance of Headquarters report to the membership. Patrolman-Dispatcher's reports were accepted as given. One minute of

silence in memory of departed Union Brothers. Motion carried to adjourn at 7:40 PM, with 110 members present.

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**SAVANNAH** — Chairman, N. Towns, 7193; Recording Secretary, J. B. Sellers, 36401; Reading Clerk, E. M. Bryant, 25806.

Savannah Branch minutes of last meeting read and approved. Secretary-Treasurer's financial report accepted as read. Branch Agent said that shipping was still on the slow bell in this port. He said there was a possibility that things might pick up a bit in the near future as South Atlantic is trying to regulate its cargo so that their four ships can go out from here on the European run. Minutes of meetings in other ports read and accepted.

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**NEW YORK** — Chairman, Frenchy Michelet, 21184; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Eddie Mooney, 46671.

Minutes of all previous Branch meetings read and accepted. In connection with Savannah motion in New Business, a motion carried reaffirming Union's position that excuses for absence from meetings be handled by each Branch. Port Agent discussed shipping, which is about holding its own in this port. Secretary-Treasurer's financial report read and accepted. Headquarters report to the membership discussed the recent Washington conference at which seven maritime unions, including the SIU, agreed to a mutual aid pact to defend the Union Hiring Halls. It was brought out that the SIU's position is sound because of the Negotiating Committee's foresight at the time the contracts were written, but that the NMU was threatened with a ban on its hall and that the defense of the hiring halls was imperative in the interests of the security of all seamen. Headquarters report also announced that Union representatives were meeting with Cities Service Marine Division officials to work out the working rules to become part of the full contract. Meetings with the operators for resumption of Welfare Plan negotiations are scheduled for next Wednesday, the report concluded. Meeting was adjourned at 8 PM.

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**NEW ORLEANS** — Chairman, Lindsey Williams, 21550; Recording Secretary, Herman Troxclair, 6743; Reading Clerk, Buck Stephens, 76.

All minutes of previous meetings in all Branches were read and approved. Headquarters re-

port to the membership read and concurred in. Port Agent said that affairs of port were in good shape but that shipping had fallen off. With the settling of the Cities Service beef, things were expected to pick up, he said. There were six payoffs, seven sign-ons and 30 ships in-transit

in this port in the period just ended, he said. Director of Organization Lindsey Williams reported that the Marine Allied Workers were striking the Bisso Tug Co., in New Orleans. He said that the MAW needed pickets to permit 24-hour picketing and asked for volunteers. Motion carried to concur in Williams' report.

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**GALVESTON** — Chairman, S. Garcia, 20233; Recording Secretary, Keith Alsop, 7311; Reading Clerk, C. Cooper, 100201.

Minutes of all Branch meetings approved as read. Secretary-Treasurer's financial report and Headquarters report to the membership were read and concurred in. Agent reported on the local shipping picture. Motion carried to refer all excuses to the Dispatcher. Patrolman-Dispatcher's report read and approved. One minute of silence in memory of departed members. Meeting adjourned.

## Personals



**A. K. POWERS**

"Please get in touch with me at once, concerning Jo Jo: Ruth Powers, 222 East Plume Street, c/o George Washington Tavern, Norfolk, Virginia."

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**SS WINTHROP L. MARVIN**  
(April, 1948)

Will Francisco F. Freone George W. Stone and George La France get in touch with Robert F. Reynolds, 1302 Hobart Building, San Francisco, California. It concerns the case of John E. Steele, who was injured aboard the vessel.

\*\*\*

**RED SHEA**

Please get in touch with Whitey Dahl, 438 Washington Ave., Brooklyn, N. Y.

\*\*\*

**ONICE TANNER**

Your discharges off the SS Julesburg are being held for you in the LOG office.

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**AFTON J. BUSH**

"Please get in touch with Evelyn Armstrong, 458 Pacific Street, Brooklyn 17, New York: Eddie."

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**SS FRANCES**

(June, 1949)

Mariano Gonzalez, Harry Singleton, J. Munis and Steven Carr are asked to get in touch with Samuel Segal, 11 Broadway, New York 4, N. Y., concerning the death of Chief Electrician Elmer F. Rose.

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**OKLAHOMA ED**

Sorry, Brother, we cannot accept messages in code: Editor.

\*\*\*

**H. C. (Henry) KING**

Contact Eloise Neal, 4424 Greenwood Road, Shreveport, Louisiana; Phone 2-6924.

\*\*\*

**GEORGE VICERY**

Mr. and Mrs. S. Baker, 1 Barnes Street, Waverley 79, Mass., ask you to write to them.

\*\*\*

**JOSE SOARES**

Contact your friends, Mr. & Mrs. Henry W. Crouse, Severn, Maryland.

**ELLIS H. BRONDELSSO**

Notify Unemployment Insurance, 165 Joralemon Street, Brooklyn, of your present address.

\*\*\*

**FRANK L. SMITH**

Your wife, Evangeline, 30 River Street, Cambridge, Massachusetts, says it is very urgent that you write her.

\*\*\*

**ANTHONY CASINO**

Write your mother of your whereabouts; she is worried: 4 Frederick Street, Raritan, New Jersey.

\*\*\*

**EMIL PAPIS**

Get in touch with Miss Mary R. Cavello, 230 Boyd Ave., Jersey City, New Jersey.

\*\*\*

**FRANK PETER KELLY**

Get in touch with your daughter, Mrs. Edna Elizabeth Legbetter, 315 Wheeler Ave., San Francisco, Calif.

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**FRED FAGAN**

Please write to Leo Watts, c/o SS Puerto Rico, Bull Lines, 115 Broad St., New York City.

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**ARTHUR S. REINHOLDT**

Get in touch with your son, John, at 843 N. Luzerne St., Baltimore 5, Md., as soon as possible.

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**SILAS W. LESLIE (Lesley)**

Please contact E. C. Savage, Floral Pk. 2-2689 or C. Lawson, Whitehall 3-4134.

\*\*\*

**CURTIS RIDGE**

Get in touch with William Huff, RFD No. 1, Leesburg, Ohio.

\*\*\*

**DANNY ALVINO**

Contact "Reggie" by phone. Call GR. 7-1466. Leave message for contacting you in New York.

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**LORAN J. HARRIS**

Mrs. E. W. Hobson of Michigan asks that you get in touch with her at once, on a matter of great importance to you.



## Seeing Leads To Believing

### Union Hiring Halls in the Maritime Industry

EXTENSION OF REMARKS  
OF

HON. AUGUSTINE B. KELLEY

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 9, 1950

Mr. KELLEY of Pennsylvania. Mr. Speaker, already there are signs of the undermining effect of the Taft-Hartley law on American industry. The recent action of the United States Supreme Court, sustaining a lower court ruling of the maritime union hiring hall as illegal under the Taft-Hartley Act, brings closer to realization the disruptive influence of this ill-conceived piece of legislation.

In the maritime industry, more than anywhere else the Taft-Hartley ban on the closed shop poses a problem that must be reckoned with immediately. Otherwise a virtual break-down of the industry's ever-increasing efficiency of operations looms large. For the Taft-Hartley closed-shop ban not only strikes at the heart of the seafaring unions, but it is an immediate threat to the stability of the industry of which they are a part.

Management, as well as labor, stands to lose if the outlawing of the hiring hall is not rescinded.

Undoubtedly that was not the intention of the proponents of the Taft-Hartley Act. Nevertheless that is exactly what the closed-shop ban is on the verge of accomplishing in the maritime industry at least.

Any objective study of the maritime unions' hiring halls will demonstrate the value to all concerned of the continued use of this method of employment. These hiring halls are at the very core of the industry's operations. Arbitrarily to knock them out would inevitably upset the entire pattern of operations

and invite a return to chaos, confusion, and even corruption.

I have observed the hiring halls, as maintained by the seafaring unions, in action. As a result of these observations I am unqualifiedly in favor of giving them legal status—for the simple reason that they have accomplished much in behalf of the American seamen and the American shipowner, with consequent advantage to our Nation.

On a recent stopover in New York, I visited the headquarters of the Atlantic and Gulf district of the Seafarers International Union, A. F. of L., for the purpose of establishing in my mind how the hiring hall principle was applied.

In the seafarers' hiring halls the seamen obtain employment through what is called the rotary system of shipping. A man who comes in for a job is registered and is given a shipping card. His name is then placed at the bottom of the shipping list, and as jobs are called out they are offered to the men at the top of the list.

The men at the top of the list may accept the jobs or reject them—without affecting their prior claim when another job is called. In this way the list rotates. In other words, jobs are distributed on a first-come-first-served basis. No other consideration enters the picture. The only qualification is the required competence for the job, and all eligible applicants have certificates of endorsement issued by the United States Coast Guard.

The rotary system is democratic in principle, and at the seafarers' hall I witnessed it as democratic in practice.

This, then, is the method of employment which the SIU and other maritime unions are defending in their fight against the Taft-Hartley ban. And they are morally justified in doing so.

Anyone even slightly familiar with the sordid hiring practices in the maritime industry prior to the advent of the union hiring hall will readily admit the justification for the unions' stand.

In the preunion hiring hall days ships'

complements were filled by the most odious means. Men were drugged and hustled aboard ships by unscrupulous characters who received fees for their piracy. A detestable breed of parasites known as crimps sunk seamen deep into debt, then forced them to take jobs aboard vessels under any kind of conditions as a means of releasing them from financial indebtedness.

A man who went after a job on his own was subjected to discourtesies and abuses which he had to bear lest he jeopardize his chance for employment. Seamen were stripped of every vestige of dignity. Understandably, the merchant marine could not be expected to operate efficiently in the midst of such medieval treatment of the men handling their vessels.

Merchant seamen like those in the SIU are determined to keep the present democratic method of job distribution, which, they maintain, is only possible through the medium of their union.

But the clincher in the argument for immediate action to return the union hiring halls to their pro-Taft-Hartley status is the fact that the shipowners themselves have indicated their desire to continue present hiring methods. From management's standpoint, dispatching men to ships from the union halls has proved to be decidedly economical.

Under the present hiring-hall system the shipowners know that their ships will arrive and leave on time. They know that their ships are in the hands of responsible, competent seamen who are demonstrating an ever-increasing responsibility.

In the light of conditions in the maritime industry today, the Taft-Hartley Act's ban is a mistake. It should be recognized as such. To sit by and do nothing to ward off the damage it could wreak would simply be compounding the error.

A frank, objective approach indicates that remedial legislation is essential to correct the injustice of the Taft-Hartley ban on the hiring hall to the American seamen, the American shipowners, and to the Nation.

Among the Congressional supporters of the move to give the Hiring Halls legal status is Representative Augustine Kelley of Pennsylvania. He is a vigorous opponent of the T-H law and favors its outright repeal.

Rep. Kelley recently inserted his views on this important question in the "Congressional Record," a reproduction of which appears above. His stand is based on his personal observation of the Hiring Hall procedure during a recent visit to SIU Headquarters in New York.

## Mombasa Officials Order Vaccinations Against Smallpox

Seafarers aboard Robin Line ships calling at Mombasa, Kenya Colony, must carry their smallpox vaccination certificates with them, the Union was informed this week.

Concerned over the incidence of smallpox cases in recent weeks, Mombasa health authorities have ruled that all passengers and crewmembers entering the port will be required to produce evidence of having been recently vaccinated against the disease.

According to the information passed to the SIU by the Robin Line office in New York, the certificates "may be of the international or national type, signed by a qualified doctor."

### QUARANTINE

These certificates must show the date of the reaction of the vaccination. Crews and passengers not having certificates will be quarantined "until such time as they have been properly vaccinated at Mombasa," port health authorities warned.

The Union said it is also advisable for all crewmembers on European runs to carry their certificates of smallpox vaccination with them. An outbreak of the disease in Scotland reportedly has been traced to an infected seaman who entered the country on a ship from India.

In view of this development, Headquarters feels that health authorities in European ports might take precautionary measures, such as those taken in Mombasa.

So far, however, SIU crews have not reported any trouble on this score in either European or South African ports, but as Union officials reminded, "An ounce of prevention is worth a pound of cure."

## Most Veterans Not Taking Advantage Of GI Benefits

Of approximately 16,000,000 World War II veterans only 2,000,000 have ever filed a claim for disability compensation with the Veterans Administration. Of this total only about 48 percent have ever taken advantage of the GI Bill of Rights, which in most cases must be completed by July 25, 1956.

Why is it that the World War II veteran is lax in filing for benefits that he is not only entitled to by law but which also would enhance his financial standing, his physical well-being, and give him a higher education that would make him a more stable citizen?

How many veterans are there who know that, should he sustain a physical disability after his discharge from the Armed Forces, and meeting certain requirements, he would then be entitled to a non-service connected pension of from \$60 to \$72 per month, as long as the disability or disabilities interferes with his employability full or even part time?

How many veterans' widows are there who know they are entitled to a widow's pension of from \$42 to \$72 per month, even though the veteran died of a disability that in no way related with his military service, upon meeting certain requirements?

Here are some of the benefits vets are entitled to under the law:

### GI BILL EDUCATION

World War II veterans discharged before July 25, 1947, must start their GI Bill Education or training before July 25, 1951. Veterans discharged after July 25, 1947, must begin their courses within four years after discharge. In both cases, the training must be completed by July 25, 1956.

An exception has been made for veterans who enlisted or reenlisted under the Armed Forces Recruitment Act (Public Law 190) between October 6, 1945 and October 6, 1946.

They have four years from the end of their Public Law 190 enlistment or reenlistment period in which to begin their GI Bill training, and nine years from that date to complete it.

### PUBLIC LAW 16

Disabled veterans of World War II may begin Public Law 16 education or training at any time after their discharge, but in time to complete their courses by July 25, 1956.

### GI LOANS

World War II veterans may apply for loans guaranteed or insured under the GI Bill until July 25, 1957.

An exception has been made for veterans who enlisted or reenlisted under the Armed Forces Voluntary Recruitment Act. They have ten years from the end of their enlistment period covered by the law in which to apply.

### 52-20 CLUB

The GI Bill Readjustment Allowance Program has ended for most World War II veterans. Those discharged after July 25, 1947, however, may apply for the unemployment and self-employment allowances at any time within two years after the discharge but no payments will be made after July 25, 1952.

The deadlines do not apply to veterans who enlisted or reenlisted under the Armed Forces Voluntary Recruitment Act. They have up to two years from their date of discharge to claim Readjustment Allowances, provided they apply within five years from the termination from the Public Law 190 enlistment or reenlistment.

### GI INSURANCE

A veteran of World War II who applies for new insurance, or to reinstate a lapsed policy, generally must furnish VA with satisfactory evidence of his good health.

A service incurred disability—less than total in degree—will be disregarded in determining good

health, so long as he applies for new insurance or for reinstatement before January 1, 1950.

The disability must have been incurred in service between October 8, 1940 and September 2, 1945.

A veteran who applies for the NSLI total disability income provision also is required to furnish evidence of good health.

In this case, too, a disability incurred in service between October 8, 1940, and September 2, 1945—but less than total in degree—will be disregarded in determining good health, so long as he applies for the total disability income provision before January 1, 1950.

### CARS FOR DISABLED

World War II veterans who in service lost, or lost the use of, one or both legs and/or about the ankle, may be entitled to receive an automobile or other conveyance at government expense. They have until June 30, 1950 to apply.

### OTHER BENEFITS

There are no deadline for the VA-administered benefits for veterans listed below. They may be applied for at any time:

Veterans of all wars and service connected peacetime veterans—medical, hospital and domiciliary care.

Veterans of World War II—

new National Service Life Insurance or reinstatement of lapsed NSLI.

Veterans of all wars and peacetime service—compensation for service connected disabilities.

Veterans of World War II, World War I and Spanish-American War—pension for non-service connected disability.

Veterans of War or Peacetime Service who served subsequent to April 21, 1898 and who are suffering from certain service connected disabilities—Government grants for specially designed housing.

### BENEFITS FOR SURVIVORS

Survivors of deceased veterans of all Wars and of certain deceased veterans of peacetime service must file claims for burial allowance within two years after permanent burial or cremation.

Survivors of all veterans who died because of service connected causes, may apply for compensation at any time after the veteran's death.

Survivors of veterans of World War II, World War I and Spanish-American War who died because of causes not attributable to service may apply for pensions at any time after the veterans' death.

(The above information was compiled by the American Veterans Committee.)