

SEAFARERS LOG



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

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No. 34

NLRB Says 'No' To Stooging CTMA

Printed below is the full text of the NLRB decision, which blasted the latest attempt by the Cities Service-controlled CTMA to keep the CS tanker-men from the freedom and protection of an SIU contract.

"In response to your letter dated December 16, 1949, this is to advise you that a Petition for Certification of Representatives was filed on December 14, 1949 by Murphy, Strasberger and Purcell, attorneys, in behalf of Citco Tankermen's Association, covering a unit consisting of the sailing personnel on the Tankers S.S. Abiqua, Cantigny, Chiwawa, Council Grove, French Creek, Logan's Fort and Paoli, excluding licensed officers, cadets, pursers, radio operators, bosuns and stewards.

"In accordance with Board policy the petition was dismissed on the grounds that there are now pending charges in this office filed by the Seafarers' International Union, AFL, against the Company alleging, among other things, that the Company has refused to bargain, and further alleging that the petitioner (Citco) has been formed in violation of Section 8(a) (2) of the Act.

"Pursuant to National Labor Relations Board rules, the petitioner may file a request for a review of this action, with the National Labor Relations Board within ten days."

Branches And Crews Condemn Trotskyites

Fully in sympathy with the Headquarters Branch resolution condemning Trotskyites and their sympathizers for acts against the Union, Seafarers in A&G Branch meetings up and down the coast on December 21 voted for its adoption unanimously.

Crews of SIU-contracted ships, which received the resolution in the air-mailed **Bulletin**, indicated

Gulf Fishermen Group To Join With Seafarers

The Seafarers International Union gave a pre-campaign push to the AFL's drive for a "Million Members in '50" when it was announced, last week, that 4,000 Gulf Coast fishermen were joining up with the SIU.

The 4,000 fishermen are members of the Gulf Coast Shrimpers' and Oystermen's Association, one of the largest independent fishermen's organizations in the Mississippi area.

WIND UP DETAILS

Final details of the fishermen group's affiliation with the SIU are now being completed.

Cal Tanner, A&G District Port Agent in Mobile and a Vice-President of the SIU, worked out arrangements for the affiliation, along with W. L. Hines, president of the Mississippi Federation of Labor, and U. C. Borsage and Leon Heira, representatives of the fishermen's section of the SIU.

The new SIU affiliate is headed by Louis Simmons, president; Mackie Fountain, vice-president; Charles Allen, secretary, and Leon Strong, treasurer. Headquarters are in Biloxi.

the same full acceptance in reports received by Headquarters to date. However, because of the great distances and the short period of time which has elapsed, most of the crews are yet to be heard from.

"DUAL AND HOSTILE"

The resolution, first adopted at the New York Branch meeting on December 7, termed Trotskyites within the SIU "dual and hostile" and called for their expulsion. (Full text of the resolution appears on page 4.) Its text outlined the group's aims against the welfare of the SIU and made clear to the membership the danger the group poses.

The proposing of the resolution and its subsequent adoption is the Union's answer to the Trotskyites' two-month-long intensified campaign aimed at dividing the SIU and turning it to the ends of the Trotskyites.

POLICY

With the resolution now an official part of policy, the Union can, if necessary, take disciplinary action against this group and its sympathizers.

Despite the relative smallness of the Trotskyite organization, its adherents within the SIU have in recent months peddled a program of dissension which was part of a larger maneuver to stir up discontentment within maritime unions on all coasts.

As detailed in a recent issue of the SEAFARERS LOG, the Trotskyites have joined forces with the Stalinist communists in the NMU in an attempt to take over that union, and had recently created a disturbance within the SUP for the same reason.

While the powers granted the Union under the resolution have not been invoked to date, the Union expects to swing into action against known offenders soon.

Heads New Body



J. H. Oldenbroek, executive secretary of the International Transportworkers Federation—to which the SIU is affiliated—has been chosen to head the recently organized, anti-communist International Confederation of Free Trade Unions.

SIU Bulletin Ends News Blackout

When the SIU-contracted Waterman ship SS Alawai pulled out of New Orleans on December 9 for a trip to the Far East, she began what once would have been a three-month blackout of Union news. But the Alawai will now have plenty of light and learning. Her voyage this time will be punctuated regularly by the arrival of the SIU air-mail **Bulletin**, a new feature chock full of Union news which is sent to all SIU ships.

The **Bulletin**, which wings its way to the Alawai and the hundreds of other SIU-contracted ships every two weeks, is the Union's answer to the problem of how to reach the bulk of the

CTMA's Request For New Election Denied By NLRB

Kill a snake, the saying goes, and its tail will twitch until sundown. And night is falling fast for the poisonous CTMA, Cities Service-dominated "union," which, already repudiated by the Cities Service Tankermen, has just been dealt another blow by the National Labor Relations Board.

The Board denied CTMA's request for a collective bargaining election on seven of the company's tankers on December 16, citing the fact that the SIU still has charges pending against Cities Service for refusing to bargain and for forming a company union in violation of

the company union actually has a single member.

As a result of the NLRB rejection, the company has one less trick left to stall collective bargaining sessions with SIU. Thus, Cities Service seamen moved a step closer to the security and benefits of a genuine Union contract.

Having already been rejected by the Cities Service seamen in two NLRB collective bargaining elections in which the SIU was overwhelmingly the victor, CTMA's latest move was obviously intended to stall bargaining between the Union and the company.

The ships which CTMA sought to have polled were the Abiqua, Cantigny, Chiwawa, Council Grove, French Creek, Logan's Fort and Paoli. The SIU was certified as bargaining agent for these vessels in May 1948, after receiving 83 percent of the valid ballots cast in the NLRB election.

SLATED FOR HEAP

SIU organizers pointed out that CTMA is trying desperately to show signs of life, but that it would wind up on the scrap heap—as did its two predecessors, known as the Unlicensed Employee's Collective Bargaining Agency of Cities Service Oil Company and the American Tankermen's Association.

Both of these company fronts were ruled illegal by the NLRB. In attempting to revive these organizations under the name of CTMA, Cities Service has been forcing pledges from its seamen by threatening dismissal to those refusing to sign up.

Except for the handful of CTMA organizers on the company payroll, it is doubtful that

CTMA's request for the collective bargaining election was made within a few days after the NLRB announced certification of the SIU over the nine vessels not voted last year.

SIU, Operators Near Agreement On Welfare Plan

The possibility of the Seafarers ushering in the New Year with an employer-financed welfare plan appeared brighter, following a meeting yesterday of shipowners' representatives and the SIU's Headquarters Negotiating Committee.

Although the SIU committee still hadn't got the operators to sign on the dotted line, sufficient progress was made in the talks to warrant optimism. Committee members said after the meeting that the area of disagreement over the Union's demand for the establishment of a Welfare Fund, paid for solely by the employers, was narrowing down.

SIU negotiators had laid before the operators a welfare fund proposal calling for contributions of 25 cents a payroll day for each man at the initial session on December 9.

From the tenor of the discussions so far, the SIU Negotiating Committee said the reason no major opposition to the Union demand had arisen was obviously that the shipowners were satisfied with the efficient manner in which SIU crews were handling their ships.

membership — the men on the ships — with the goings-on of the Union.

First published last July, the **Bulletin** has, in six months, proved itself to be an indispensable aid in informing crews of the policies adopted and the action taken by the membership ashore.

Equally important, it makes it possible for the Union to learn the sentiment of SIU crews through the response to the issues brought to their attention.

Before the inception of the **Bulletin**, crews on foreign voyages often went news-hungry for months, gleaning what Union news they could from ships more recently arrived from the States

and, occasionally, issues of the SEAFARERS LOG, which are sent to certain clubs and bars in foreign ports.

It was because of this long and complete break with the Union apparatus that the Union took under study means to bring the most news to the members in the shortest space of time, at a minimum cost to the organization.

Out of this study the **Bulletin** was born. On July 22—without fanfare—the first **Bulletin** was sent to the SIU-contracted fleet, located in every part of the world.

Almost immediately, the re-

(Continued on Page 3)

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Looking Forward

The end of 1949 brings to a close another eventful year for the SIU's Atlantic and Gulf District.

Undoubtedly, the most significant events of the period were the second election in the Cities Service tanker fleet, in which the SIU was overwhelmingly designated by the unlicensed personnel as their choice for collective bargaining agent, and the subsequent certification of our Union by the National Labor Relations Board.

The year 1949 was also significant from the standpoint of other major efforts made by the SIU, among them the unprecedented demand, presented to the operators a few weeks ago, for an employer-financed welfare plan.

If we were to take all the accomplishments of our Union in the year now fast drawing to a close—and those of the past four or five years, if you like—and weld them all together, they would spell out two words—"Looking Forward."

And those two words are at the foundation of every policy formulated by the Union. The SIU maintains that unless an organization has foresight, coupled with sufficient drive and courage, it will soon cease achieving greater security for its membership. If we may be pardoned for this bit of immodesty, we think we have those qualities. And we're looking at the record when we say so.

What is responsible for translating these qualities into achievements?

Simply this: A strong, level-headed membership, united in purpose and of undivided loyalty to their union. Without such a membership, no union can expect to forge ahead in the face of the many obstacles unions have long ago learned to expect.

When the SIU some five years ago tackled the herculean job of organizing the Isthmian Steamship Company, there were sounds of "tsk-tsk," and "they'll never make it" in some quarters. But our officials and our membership meant what they said when they adopted the slogan, "Isthmian, too, will be SIU."

It wasn't easy—not by a long shot. But Isthmian became SIU.

The pollyannas were scattered here and there when the SIU marked off Cities Service as the next organizing objective almost three years ago. Again, the task was a tough one. We've come a long way in the struggle and the final chapter is just about to be written.

But a lot of hard work lies ahead before the job is finished. Notorious anti-union organizations like the Cities Service empire give the workingman nothing. A showdown fight is generally the only way to a successful conclusion.

It is particularly appropriate as we swing into 1950 that we restate a previous resolve: "Cities Service, too, will be SIU."

And—after Cities Service, every other unorganized outfit. It will sound bold to some, but we of the Seafarers are looking forward.



Seafarers Members Now In The Marine Hospitals

STATEN ISLAND HOSPITAL

MOSES MORRIS
H. E. LOGE
J. J. O'CONNOR
C. E. SANCHEZ
SAMUEL JONAS
L. F. BARNA
D. P. GELINAS
FRANK NEARING
RICHARD GRALICKI
CRIACO ESOLAN
C. MARTINEZ
DUSAN DE DUISIN
M. J. LUCAS
JOSEPH F. GAMBlich
NICHOLAS CORATTI
L. F. ROZUM
CHARLES HAWVER
H. J. OUT
V. J. RIZZUTO
JAMES F. MARKEL
EUGENE LADRIERE
HENRY WATSON
HENRY JOHNSON
JOSEPH ARRAS
L. D. DIEUDONNE

FORT STANTON

MARTIN BLUM
JOSEPH LIGHTFOOT
WILLIAM H. ROBERTS
CLARENCE D. SHIVELY
P. SMITH
GIDLOW WOODS
DONALD McDONALD
A. McGUIGAN

BALTIMORE HOSPITAL

F. JUDAH, Jr.
E. MATTSSON
A. WRIGHT
A. L. MASTERS
G. A. CARROLL
D. H. BRUNIE
G. W. MILLER
H. W. SPENCER
C. P. THOMPSON
G. D. REAGAN

W. A. BREWER
J. G. HARRIS
E. F. ACHILLES
W. W. SORENSEN
R. M. SOUZA
P. E. DARROUGH
C. W. GOODWIN
H. HUNTER
G. L. HAND
E. F. PAUL
C. J. BISCUP
F. KORVATIN
W. J. HACKETT
H. L. HORTON, Jr.

SAN FRANCISCO HOSP.

JAMES HODO
JAMES R. LEWIS
WILLIE WATSON
T. ISAKSEN
J. KEENAN
RAFEL SALDANA

NEW ORLEANS HOSPITAL

T. W. ULINSKI
J. J. O'NEILL
J. DENNIS
F. LANDRY
H. F. LAGAN
L. LANG
L. WILLIS
H. H. SCHULTZ
P. ROBERTS
A. MAUFFRAY
O. RAGLAND
N. I. WEST
J. R. ADAMS
O. HOWELL
J. JUSTUS
W. W. LAMB
SHIMELFEING
J. TASSIN
R. REED
J. McNULETY
W. MAUTERSTOCK
L. TICKEL
L. DANTIN
C. LYONS

W. ROBERTS
J. H. McELROY
J. P. PHUGH

NEPONSIT HOSPITAL

WILLIAM PADGETT
MATTHEW BRUNO
JOSE DE JESUS
J. M. LANCASTER
R. E. LUFLIN
ESTEBAN P. LOPEZ
CHARLES L. MOATS
PEDRO G. ORTIZ
R. REDDEST
R. A. RATCLIFF
THOMAS WADSWORTH
R. A. BLAKE
L. BALLESTERO
JOHN T. EDWARDS
E. FERRER
I. H. FRENCH
JOSEPH SPAULDING
JOSEPH SILLAK
LUIS TORRES
L. TULL
FRED ZESIGER

ELLIS ISLAND HOSPITAL

BEAU TEAU KNEW
HENRY P. GALLAGHER
EDWARD SNOWMAN

NOPEMING (MINN.)

SANATORIUM
C. HAGBERG

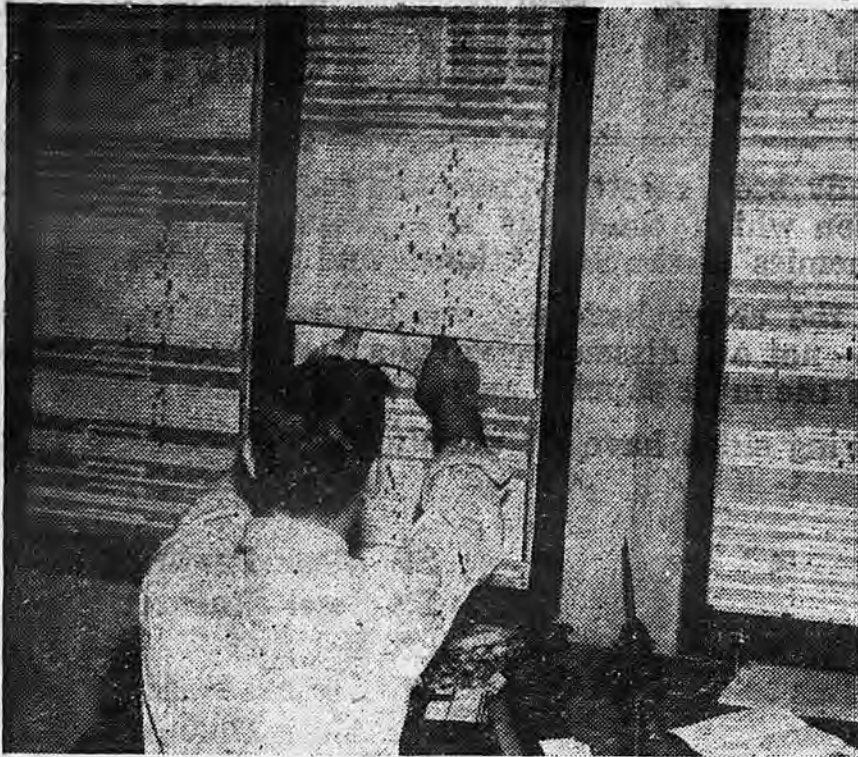
SAVANNAH HOSPITAL

J. J. CERDA
L. A. BROWN
L. RINECHUCK

MOBILE HOSPITAL

TIM BURKE
F. BURROUGHS
H. WESTPHAL
R. FOSTER
L. HOWARD
O. THOMPSON

Air-Mailed Bulletin Keeps Crews Informed



Accurate delivery of the Overseas Bulletin to SIU-contracted ships throughout the world is made possible by the day-by-day record of vessel movements kept in Union Headquarters. Boards like those shown above contain names of every Seafarer-manned ship, its ports of call, and dates of arrival and departure. Inauguration of Bulletin service enables SIU men at sea to read of Union news shortly after it breaks.

(Continued from Page 1)
 sponse from the crews indicated a hearty reception. Every succeeding Bulletin, which was made more attractive and had a greater news content, brought more enthusiastic praise from the ships.

One of the outstanding reasons why the crews are unanimously in favor of the Bulletin is because it is the answer to that old bugaboo: rumors. As Seafarers well know, rumors often spread from ship to ship in foreign ports, gathering new twists in snowballing along until dozens of crews find themselves embroiled over a matter that has no foundation in fact.

Seafarers on unusually long trips know the disruptive consequences of a rumor campaign, which they happily report are now effectively squelched by the appearance of the Bulletin.

For an example of how effectively the Bulletin works in this respect, take the SS Alawai, which, after leaving the Canal, will make its first stop at Honolulu.

There a Bulletin, mailed a week after the Alawai sailed, will be waiting. After the next port, Yokohama, the ship hits Keelung, where a Bulletin will be waiting. The ship will take a quick bounce to Manila and when it returns to Japan another Bulletin will be in the mailbag.

She'll then swing homeward for stops in Honolulu—another Bulletin—and then to the Panama Canal, possibly another Bulletin, then home for a pay-off on the Atlantic Coast. Quite effective in making barren territory for a rumor to gain nutrition.

The story of the Alawai can be multiplied by the number of ships under contract. At almost every port touched the crew is given the news of the Union in capsule form. And if the Union takes action on a matter of unusual importance, the membership on the ships is made aware through a special mailing, as in the case of the Hawaiian Strike and the chartering of the Brotherhood of Marine Engineers by the SIU.

change in operating status of the various company fleets.

The positions and expected movements of the ships are secured from various marine sources and transcribed to the charts. For a mailing, the chart is consulted for the anticipated movement of the vessel and its distance from Headquarters.

A port is then selected for each ship. The primary aim is to reach a ship as soon as possible, and still not figure the time so closely that the mail may miss the ship.

Early in the week of a mailing, the charts are checked and rechecked; each ship marked down for a particular port. Sometimes it is impossible to assign a port to a ship, in which case the Bulletin is sent to the company office to go out with the first crew mail.

GOES TO PRESS

After the port is selected off the graph, the company's list of agents is consulted for an address. The envelopes are then addressed and stamped.

Later in the week, the editorial board of the Union decides what items are to be given the highly valuable Bulletin space. Almost invariably the set-up parallels that of the SEAFARERS LOG.

Once decided, the Bulletin is written, edited and laid out in the Union offices. A sensitized multilith plate is made and the final product run off on the SIU multilith machine.

To keep the air-mail cost down, the news is run off on tissue thin sheets. The entire operation costs the Union but a small fraction of a similar printing job.

The entrance of the Bulletin into the field along with the SEAFARERS LOG and the educational meetings makes complete the SIU's news-dissiminating set-up.

With almost every ship receiving the Bulletin regularly, the member who doesn't know what is going on in the Union should be a rare bird.

It's like one ship's delegate said in his comments on the Bulletin: "If a member is uninformed now, it's his own fault."

Mobile Stresses Importance Of Elections

By CAL TANNER

MOBILE — Shipping in this port for the last week was fair, with approximately 129 bookmen and 28 permitmen shipped for the period. In addition to this, we shipped 87 men to relief jobs on tugboats and shifting gangs.

Ships paying off during this period, all in good shape, were the Antinous, Monarch of the Sea, Kyska, Warhawk, Arizpa and Wacosta, all Waterman; the Seawind, Seatraders; the Cavalier and Clipper, Alcoa.

Signing on were the Madaket, headed for Japan and Korea; Monarch of the Sea, Puerto Rico-bound; Kyska and the Warhawk, headed for Europe; Arizpa, for Mediterranean; Clipper and the Cavalier, back on the Alcoa passenger run to the British West Indies. All sign-ons were smooth, all repairs and beefs having been taken care of prior to the sign-on.

In-transit for the period were the Bessemer Victory, Steel Scientist, Stonewall Jackson.

The membership is again reminded of the importance of

turning in jobs in ample time to secure a replacement before the ships sail shorthanded.

Anyone who takes a job, and then finds it is impossible to sail it, must notify the Hall in ample time to secure a replacement or face charges before the membership.

Start the new year off right by registering and voting in the City, County, and State elections. For information on getting registered, contact any of the officials in the Branch and they will be glad to give you the score.

It is your duty to the organization to register and vote in all elections, to help elect the friends of labor and defeat those who are unfriendly.

The Mobile Branch wants to extend its best wishes to the Seafarers International Union and their friends, for a Merry Christmas and a Happy and Prosperous New Year.

Pre-Xmas Boom Helps Savannah

By JIM DRAWDY

SAVANNAH—We had a pre-Christmas shipping boom that lifted 35 men off the beach here in two days. It was all over on December 14, however, and at present shipping is slow.

The vessels responsible for the pre-holiday lift were the following: SS Southwind, SS Southport, both South Atlantic, and the SS Jean, Bull. These ships paid off and then signed on.

In addition, we had a couple of visitors, one of which was the SS Steel Fabricator, Isthmian. The other was a Cities Service scow, the SS Bradford Island.

Biggest event of the holiday season was the Christmas dinner and party held in the Hall on December 21. This affair was made possible by the generosity of the crews of the Jean, Southwind, Southport and Cape Race. These men deserve praise for their donations.

Seventy meals were served to members, their wives and guests, and Fred of the Soda Shop here put out a very fine dinner. After the meal was over there was dancing until 10:30 PM.

Thanks are also due the following people and organizations for their help in making this holiday festivity a success: The Social Club, McDermotts, Bo-Peeps, VFW, Metaxas, South Atlantic SS Company and Southern Marine Supply.

Those who were present will certainly remember the good time they had for a long while to come.

A few of our Brothers are in the local Marine Hospital at this writing. They are J. J. Carda, suffering from a broken leg, L. A. Brown and L. Rinechuck.

Little To Report From Philadelphia

By JIMMY SHEEHAN

PHILADELPHIA — There is little to report from Philadelphia. Shipping has slowed down quite a bit here, from what it had been, but those ships that did hit this port have been pretty clean.

We had the Southstar in here, and had to replace a couple of men who missed the ship in Albany, New York. The story doesn't end here, however, as those lads will find out.

Otherwise, things have been running smoothly, and there are a lot of new faces here. That means that many of the old ones have gone, and that's what we like to see here—a turnover on the beach.

Well, here's hoping that all of you had a very Merry Christmas and the best wishes for a Happy New Year.

DISCUSS BOSTON'S MARITIME PROBLEMS



The Senate subcommittee studying the needs of the American shipping industry held conferences in the Port of Boston recently at which AFL maritime unions were represented. In photo above, left to right, are Daniel Donovan, ILA vice-president; Capt. John Diehl, MM&P; Douglas Hartman, agent for the Senate subcommittee; Capt. Walter Costello, MM&P Boston Port Agent, and Ben Lawson, SIU Boston Port Agent.—Photo Courtesy of Christian Science Monitor

Unanimously Passed Resolution Declares Trotskyites Are 'Enemies Of Our Union'

Below is printed the complete text of the recently passed resolution which brands the Stalinist communists and the Trotskyite communists as "dual and hostile" and "enemies of our Union."

This resolution was voted on by the membership of the Atlantic and Gulf Branches at regular shoreside meetings and by the crews on every ship at sea. **THUS FAR, THERE HAS NOT BEEN ONE VOTE RECORDED AGAINST THE RESOLUTION**, which gives one a clear picture of what the SIU membership thinks of these union-busters.

Comments on the resolution from the shipboard meetings will be carried in future issues of the LOG.

WHEREAS, the Seafarers International Union since its creation in 1938 has consistently fought for the advancement of its members' shipboard and general economic betterment, having battled for and won increases in wages from an average of \$72.50 per month to the present high scale, and during the same period shortened the hours of work, made better the food and fockle conditions; and

WHEREAS, in the process of raising the living standards of seamen the SIU has successfully fought our traditional and open enemies, the shipowners, both across the conference tables and on the picketlines; and

WHEREAS, at the same time the SIU has also fought enemies not so obvious as the shipowners, such enemies being the Communist Party and splinter groups originating from the Party; and

WHEREAS, members of these political splinter groups are more difficult to recognize as plotters against our Union and all it stands for, inasmuch as some of them hold Union books and through activities in the Union subtly attempt to present themselves as good and active union men; and

WHEREAS, the actions of these disruptors, aimed at trying to cause seamen to believe them to be good union men, are in reality a masquerade, a cover-up, for the group's real aims, aims which call for using the trade union movement for their own ends, these to be achieved through communist tactics explained by Lenin and quoted by Trotsky on page 30 of his book, "Their Morals and Ours," which states: "It is necessary to be able . . . to resort to all sorts of devices, maneuvers and illegal methods, to evasion and subterfuge in order to penetrate into the trade unions, to remain in them, and to carry on communist work in them at all costs;" and

WHEREAS, among the groups endorsing and supporting the boring-from-within policy of Lenin and Trotsky described above is the Socialist Workers Party, better known as the Trotskyites; and

WHEREAS, this splinter faction, because of its failure to make any extensive headway in the SIU, is at the present time following the communist philosophy of either rule or ruin by mailing its odorous newspaper to SIU ships as well as distributing anti-SIU handbills, which bear the libelous signature "SIU Committee," the purpose being to first confuse our members by the use of the SIU's name and then disrupt, divide and take over either some part or all of our Union; and

WHEREAS, from their own official records quoted here and actions presently being taken

Communications have already been received from the following vessels, reporting their action on the resolution which condemns the Trotskyite communists and the Stalinist communists as enemies of the SIU Atlantic and Gulf District.

Although the majority of the crews have not yet reported — their votes should be in within the next week — not one dissenting vote has yet been cast against it. This has been, it is obvious, one of the most popular moves taken by the Union.

The crews aboard the following ships have all unanimously passed the resolution condemning the Trotskyites:

SS Seatrain New Orleans
 SS Alcoa Cavalier
 SS Greeley Victory
 SS Chicasaw
 SS Steel Flyer
 SS Robin Gray
 SS Wild Ranger
 SS Puerto Rico
 SS Steel Voyager
 SS Black Eagle
 SS Rosario
 SS Ann Marie
 SS Del Sol
 SS Seatrain New York
 SS Seatrain Texas
 SS Antinous
 SS Steel Surveyor
 SS Bessemer Victory
 SS Andrew Jackson
 SS Canton Victory
 SS Mae

SS Alcoa Partner
 SS Steel Seafarer
 SS Del Sud
 SS Alcoa Planter
 SS Alcoa Corsair
 SS Fairland
 SS Southstar
 SS Anniston City
 SS Del Valle
 SS Alcoa Roamer
 SS Iberville
 SS Morning Light
 SS Golden City
 SS Kyska
 SS Yaka
 SS Kenyon Victory
 SS Southwind
 SS Alcoa Pilgrim
 SS Del Viento
 SS Angelina

by these union busters it can be seen that they have no concern for the welfare of our Union nor loyalty to our membership, but instead would—if they could—destroy our Union and all it has gained for the membership;

THEREFORE BE IT RESOLVED, that the Communist Party (Stalinists) and all so-called splinter parties of the CP, such as the Socialist Workers Party (Trotskyites), be declared dual and hostile to the best interests of the SIU; and

BE IT FURTHER RESOLVED, that in view of their disruptive record on the waterfront within the NMU and other unions and their blind following of the anti-trade union theory advocated by Lenin and Trotsky that

we go on record here to deal with the supporters of these union-busting groups individually and collectively as enemies of our Union as well as enemies of all American seamen, and that any member of the SIU who is a member of, contributes to or as a fellow traveler knowingly follows the policies of any of the above organizations be declared an enemy of the SIU and be made to stand charges, and if found guilty be expelled from the Union for aiding and abetting enemies of this Union; and

BE IT FINALLY RESOLVED, that a copy of this resolution be put aboard every SIU-contracted ship and be given full publicity throughout our Union.



The resolution branding Trotskyites and other commie splinter groups as dual and hostile to the SIU originated in the port of New York at the regular membership meeting on December 7. In above photo, part of the meeting is shown as the members indicated their desire to accept the resolution by unanimous vote. Not a note of dissent was heard, as speakers took the floor in support of the resolution and urged a firm stand against the communist factions seeking to divide and disrupt the SIU.

Trotskyites Raise Cry Of 'SIU Goonism' To Hide Own Reign Of Terror In Seattle

First read what the Trotskyites had to say, on Dec. 19, about the "goonism" of SIU officials, after the membership had marked them as enemies of the Union

And then read what the Trotskyite-Mahoney gang did to an SUP official on Dec. 22, three days later

THE MILITANT MONDAY, DECEMBER 19, 1949

SWP Threatened With Violence By SIU Officials

NEW YORK — Paul Hall, secretary-treasurer of the Seafarers International Union, has responded to The Militant's exposure of his gangster-ridden regime in the SIU by gangster threats against the Socialist Workers Party. Phone calls by Hall's agents, and one suspected to have been by Hall himself, have been made threatening raids and physical violence on the SWP. These calls followed a meeting of the New York branch of the SIU where a lynch atmosphere against Trotskyism was worked up by the officials and a motion was jammed through declaring the SWP "dual and hostile" to the SIU.

These threats are typical of the way the SIU officialdom practices "democracy" inside and outside their union. Out of a clear blue sky, the SIU membership was presented with a six-page tirade against Trotskyism in the Nov. 4 Seafarer's Log. The following issue of the union paper continued with some drivel about Trotsky and Kronstadt and viciously lumped together the Trotskyists and the fascists. But no sooner had The Militant picked up these attacks, exposing the reasons behind them, than the SIU officials left the plane of "discussion" and went over to methods they feel more at home with — threats, violence and police methods.

RED HERRING

This sequence of events proves to the hilt that the attack on Trotskyism was nothing but a "red herring" drawn across the

Just A Thought

It would seem that when the Trotskyites are weak in numbers they yell, "democracy" (that is, the right to disrupt and wreck). But when (as in Seattle) they have numbers and the cops on their side, well—

A Word Of Advice To The Trotskyites

The membership has spoken most decisively on the question of the Trotskyites. Unanimously, thus far, they have gone on record to declare them "dual and hostile" to the SIU and "enemies of the Union."

There had been a long series of anti-Union acts on the part of Trotskyites before the membership acted—notably their war against our affiliate, the Sailors Union, in the Port of Seattle. The membership saw how these would-be revolutionists acted in other unions—particularly in the NMU—combining with the Stalinist variety of communists in desperate rule-or-ruin tactics to capture control.

The membership read, too, what the Trotskyites had to say about their attitude toward unions, and in their own words, saw them admit that all they wanted to do is to control all unions for their political purposes, using whatever means they could: "devices, maneuvers, illegal methods."

So when the few pitiful Trotskyites in the

Seattle Post-Intelligencer Fri., Dec. 23, 1949 5*

Sailors' Official Beaten, Badly Hurt



UNION ASSAULT VICTIM—Cuts over eye, swollen nose and mouth give mute evidence of the beating John Fox, Sailors' Union dispatcher, received from six assailants in union internal rift.

—(Post-Intelligencer Photo by Dick Cameron.)

Six Assailants Recognized

By Robert C. Cummings

Severely beaten by six assailants, an official of the Sailors Union of the Pacific was in a critical condition in Columbus Hospital Thursday, suffering from a possible skull fracture.

He is John Fox, 43, 9501 1/2 21st Ave. N. W., dispatcher for the Seattle branch of the American Federation of Labor affiliate.

The beating was the most severe in a series of outbursts of violence which have kept the Seattle branch in turmoil since last July.

Fox was so badly beaten that hospital attendants would not permit police detectives to talk with him Thursday afternoon.

The waterfront was tense meanwhile, awaiting the next move, as threats of reprisals were freely bandied about by friends of Fox.

ALL RECOGNIZED—

Fox told The Post-Intelligencer he identified all of his assailants.

All, he said, were supporters of former members who had been expelled by the union during the course of the current rift.

One of them tried to pick an argument with him in a tavern, but Fox tried to dissuade him, he said. Finally, after constant urging, he stepped outside.

They went to a parking lot outside the union hall at 1st Ave. and Clay St.

At first, Fox said, he tried to hold his would-be assailant off, but after the latter "gave him the boot," he "dropped him."

A friend of the assailant then took up the melee with Fox, and four men came out of another nearby tavern. One tripped Fox. Then all of them "put the boots" to him, while he was down, he said.

Bob Dombroff, Seattle agent of the union, who recently was threatened at gunpoint inside the union hall, was vehement over this latest development.

6 WITNESSES—

He said there were six witnesses to the assault and added:

"I have repeatedly reported acts of violence and threats of violence to the Seattle police.

"If the police force won't preserve law and order, it will become my duty to protect our members as I see fit."

The beating occurred early Wednesday evening but Fox did not report it to police and went to the hospital Thursday only at the urging of friends, after he had shown up for work at the union hall as usual.



SHIPS' MINUTES AND NEWS

Southwind Men Jump Into Vacation Debate, Urge Six-Month Limit On Shipboard Stays

The current Union-wide debate on compulsory vacations took another turn this week, when crewmembers of the SS Southwind announced that they favored a rule limiting stays aboard one ship to six months.

The Southwind plan, set forth in a resolution signed by the 23 crewmen, also recommended renegotiation of the contract clause to give men with six months service on a single vessel a one-week vacation with pay, instead of two weeks at the end of one year, as agreements now provide.

According to the Southwind resolution, the six-month limitation "would insure a much greater job turnover, thus allowing more and more members to ship, and give economic rights to all..."

The text of the Southwind resolution follows:

"Whereas: Due to the fact that many of our contracted companies are now operating fewer ships and the chances of organizing the unorganized has reached a standstill; and

"Whereas: Our membership has decreased and the available jobs now are at an all-time low, we propose that the membership go on record to remedy this situation; and

"Whereas: There is little chance of our membership decreasing in the foreseeable future, we propose that time aboard all SIU contracted vessels be limited to six months; and

"Whereas: This would insure a much greater job turnover, thus allowing more members to



Eddie Brett, Ship's Delegate, signs resolution aboard Southwind at sea, as Tony Michaleski, Wiper, smiles approvingly. Looking on is Julio Colon, Messman. Photo by "Mac" McAuley.

ship and give economic rights to all; therefore

"Be It Resolved: That this resolution be voted on for two consecutive shoreside meetings, and if passed, Secretary-Treasurer prepare a referendum ballot with a 60-day voting period; and

"Be It Finally Resolved: That

in the event the membership votes this resolution into effect, that officials meet with all contracted companies and negotiate a new contract clause, allowing those men who stay on a ship for a full six-month period, one week's vacation with pay."

Several motions recommending compulsory vacations after one year's service aboard a ship to those entitled to two weeks vacation have been carried at shoreside meetings. The membership, however, is on record in favor of a union-wide discussion of the question before any definite action is taken.

Mother Of Late Seafarer Thanks Crew For Tribute

The mother of Walter E. Roberts, 23-year-old Seafarer who was lost at sea in the storm that buffeted the SS Calmar in the Columbia River mouth en route to Seattle last month, thanked his shipmates this week for the floral wreath and contribution sent in his memory.

Mrs. Roberts' sentiments were conveyed to the LOG by her son Francis, also a member of the SIU. Francis was aboard the Afoundria in Honolulu when informed of his brother's death. He paid off the Waterman ship and flew home to Somerville, Mass., to be with his folks.

Walter, who was washed overboard in the storm that also took the life of First Mate Clarence Hutton, joined the SIU in early 1947, after having been discharged from the Navy. He served on a Navy attack trans-

BORE THE BRUNT OF SEATRIN CRASH



With damaged piping and bulwark at its side, crimped Seatrain Texas freight car rests on the ship's deck, having been knocked from its cradle by the force of a collision with the SS Exefors in New York harbor on December 16. Photo by Seafarer Glenn Vinson.

Seatrain Texas, Freighter Crash In New York Harbor

A twilight collision in New York harbor on December 16 put the Gulf-bound Seatrain Texas back in port for midship repairs and the American Export freighter Exefors in drydock with her bow stove in.

No one was injured on either ship. The accident gave many of the Texas crewmen whose homes are in the New York area an unexpected opportunity to spend Christmas at home.

INTERRUPTS CHOW

The crash occurred at 5:30 PM, during dinner hour, as the Seatrain Texas was making her way through the narrows off Staten Island on her regular run to New Orleans and Texas City.

Crewmen rushed from the messroom onto the deck to lifeboat stations but a quick examination showed that the ship was in no danger of flooding or catching fire. Damage was confined to the ship's side-plates and a freight car lashed on deck. The force of the collision also twisted a deck cradle, the bulwark and piping.

The more severely damaged Exefors sustained a bashed in bow and a flooded hold. Exactly how the crash occurred wasn't immediately known and the results of an examination by the Coast Guard have not been announced pending completion of hearings.

TAKES CRASH PIX

Glenn Vinson, crewmember of the Texas who made snapshots of the crash damage, held the view that the Texas' troubles might have been greater but the bulk of the crash was absorbed by a pipe-laden freight car on deck.

Describing the crash, Vinson stated that the crew was startled and shaken up by the suddenness of the accident, but almost as one they grabbed their life jackets and rushed to the main deck, where they saw the Exefors with her bow stuck into the Texas' midships.

"I took time to look at the other ship," Vinson stated. "Her bow had a rip in it from the anchor down. As for her crew, all I could see were boat covers and oars flying in all directions."

Repairs to the Texas were completed on December 28. The ship resumes her run today.



WALTER E. ROBERTS

port in the South Pacific during the war.

A graduate of Somerville Junior High School, Walter resided with his mother at 3 Eliot St., in Somerville. Three sisters and two other Brothers also survive.

Voice Of The Sea

by "SALTY DICK"

Duke (Red) Hall has left the Clipper, and has been replaced by Fred Diekow. . . T. E. Dickens and J. P. Shuler are in town. Dickens asked me who was the uglier. How do I know, I said. . . A certain Captain is making it tough for himself by telling passengers the waiters are well paid and not to tip them. . . Ernest Eklund, Cook, recently left a Marine Hospital and plans to ship out soon.

The Mississippi Shipping Company celebrated its 30th anniversary recently. A couple of parties were held aboard the Del Sud in New Orleans and company officials congratulated the crew for their fine job. . . "Big Tex" is driving his Ford after a recent operation and is ready to sail.

I'm asking Santa Claus to bring me a package containing compulsory vacations. And a happy holiday season and New Year to all the membership. . . Ralph Domonici has retired from the sea for a short while. He's driving a truck with "Dad's Cookies" on it. His son, Ralph Jr. is working in a brewery and liking it.

The fellow you see walking down the street with a slight limp and entering the penny arcade is Felix Caillovet. He had trouble with his knee but the doctor took care of it. . . "Dagger" wants the membership to know "Fat Boy" Hill has finally retired from the sea and will never return to the salt water.

Rubin (Born to Lose) Barrett lost his car and belongings recently, yet you'll always see him smiling. A member of our Union is often broke, but he'll be wearing his \$37.50 alligator shoes. I hear that when he goes to bed, he puts these shoes under his pillow. . . Kenny Miller is still sailing out of the Gulf, but is aiming to go back home soon.

"Big John" Zavadil wants everyone to know he was innocent in the Santos incident. Someone else was caught by the Brazilian customs men and the culprit gave Zavadil's name. Zavadil, chef on the Del Mar recently was married in Montevideo. . . Toney Pisano, the Casanova of Bourbon Street, is back in New Orleans and spends most of his evenings at the Catholic Maritime club on Camp Street.

Digested Minutes Of SIU Ship Meetings

MARYMAR, Oct. 23 — John Schwabland, Chairman; Guy Walter, Secretary. Ship's delegate read letter received from Seattle Agent on Wiper who paid off in Tacoma. No beefs in Deck and Stewards Departments; eight hours of disputed overtime in Engine Department. Motion carried to turn all disputed overtime over to Patrolman at payoff. Ship's Delegate said he would be glad to answer any questions concerning Union and after brief discussion, motion carried to go into Good and Welfare. Discussions on condition of shower heads in Deck. Suggested that sardine cans be used to feed.

CAROLYN, Nov. 5—C. Gann, Chairman; D. McCracken, Secretary. Delegates reported that no beefs existed in any of the departments. Each delegate is to take care of repairs in his department, with repair lists to be posted. If permissible, crew would like Steward to go as Chief Cook on next trip, as he is doing Chief Cook's work anyway. Steward would like to ship as Chief Cook himself. One minute of silence in memory of departed Union Brothers.



BESSEMER VICTORY, Nov. 13—F. Starkey, Chairman; L. R. Watler, Secretary. No beefs to report, according to Ship's and the Department delegates. Motion (by John Duffy) carried ordering resolution to be drawn up and sent to Headquarters recommending that a member who stays aboard a ship for one year and is entitled to vacation pay is to get off and take this pay. The motion carried after much discussion. Brother Charles Lee spoke on the procedure for introducing a resolution and its subsequent handling. Membership was reminded to return all cups to the pantry. Suggested that Patrolmen do business in the recreation room, rather than messhall during meal times.

THOMAS CRESAP, Nov. 6—Charlie Norris, Chairman; K. M. Nesheim, Secretary. Agreed that cold drinks will be served twice a day while ship is in the tropics. Motion carried instructing Delegates to see Old Man about sougeeing the foc'sles. Motion carried that Skipper issue itemized list of all wages at payoff. Suggested that crew keep messroom cleaner at night. One minute of silence in memory of departed Union Brothers.



SEATRIN TEXAS, Nov. 11—Harry L. Franklin, Chairman; John Messick, Secretary. Harry Franklin elected Ship's Delegate and Edward Jones elected Stewards Department Delegate. Motion carried to request Union officials to investigate establishment of certified hospitals on all Seatrain ships. Motion carried to install "square windows" in wheel house to allow Quartermasters better view. A procedure for education meetings is to be planned and executed. Louis Swan volunteered to ex-



change books in ship's library. Vote of thanks given Stewards Department for excellent food and service throughout the trip.

FRANCES, Nov. 13—Bill Janish, Chairman; Luis Ramirez, Secretary. Motion by Carr, seconded by Olson carried that removing gangway ladder before the sailing time posted on bulletin board should be stopped. Chairman will refer matter to Patrolman. Engine Delegate Ramirez suggested that men wishing to make noise should confine themselves to their own quarters where they cannot disturb rest of crew. Discussion on beef concerning Steward's cleanliness and supervision of the galley.

LOYOLA VICTORY, Nov. 13—J. Kase, Chairman; Curley Welch, Secretary. Ship's delegate reported that beefs had been settled to crew's satisfaction on West Coast. Each delegate to get a draw list and repair list. Brother Welch pointed out reasons why we should be vigilant in preserving Union gains. Discussion on transportation. Electrician agreed to repair radio in messroom. F. E. Gardner, Steward, has promised to give Brothers a big Thanksgiving dinner.



STEEL DESIGNER, Nov. 13—M. Beck, Chairman; B. Schmitz, Secretary. Motion by Keane, seconded by Nugent that petition be drawn up to obtain wages for Wiper Bumatay from Manila to New York, as he had been left in Manila on previous trip of vessel and is now returning to States as workaway and is required to turn to each day, same as other Wipers. Steward Szymanski explained that Bumatay had been left at Cebu because no sailing board was posted until 5:30 Sunday night and ship sailed early Monday. Man is day worker and left ship Sunday to go to his home in Cebu, with intentions of returning to work Monday morning. Chairman Beck spoke on proper conduct aboard ship, duties and cleanliness of foc'sles. Suggestion by Tilley that all crewmen donate five dollars for new washing machine at first American port.

PENNMAR, Nov. 13—John Marshall, Chairman; Edward McCormick, Secretary. Motion by George Finklea, seconded by Fred Donaldson that beef on stevedores doing sailors' work in Vancouver should be turned over to Patrolman for settlement. Motion by Flaherty, seconded by Davis that Steward Marshall, Cooks and Messman be thanked for efficient and cheerful service rendered. Under Good

and Welfare it was recommended that everyone eligible vote in current Union elections.

EDITH, Nov. 18—Vincent Genco, Chairman; Pittman, Secretary. Steward claimed that he has right to equal overtime. Three department delegates inspected meat boxes and passed on their cleanliness. There were no signs of overtime work having been done in the meat box as the Chief Cook claimed. As to dirty galley, there are heel marks where the Cooks put their feet and they are supposed to clean that themselves. Motions carried: to have Steward Department Patrolman come aboard to settle the beef; to have all three delegates and Patrolman check the stores. Vote of thanks given to the Cooks.

DEL RIO, Nov. 19—Sidney Turner, Chairman; Leonard Craddock, Secretary. Minutes of last meeting read and accepted. Delegates reported everything okay, with only Engine department having three hours disputed overtime. Discussion on fans for crew mess, with suggestion that they be put on repair list. Vote of thanks given permit men for good work done on this trip.



STEEL SEAFARER, Nov. 20—Charles Burns, Chairman; J. White, Secretary. Department Delegates reported. On point of information member asked whether one department may hold a meeting to take action against member of that department. Chairman ruled that this was possible. Motion carried to have all crewmembers chip in at end of voyage to purchase spare parts, or trade in, washing machine. Delegates are to collect money. All hands cautioned to take good look at sailing board before going ashore and to live up to agreement by reporting back one hour before scheduled sailing.

MAIDEN CREEK, Nov. 24—Charles Wells, Chairman; M. C. Kleiber, Secretary. No beefs reported in any of the departments. Suggested that unsatisfactory medical treatment aboard be called to Patrolman's attention. Motion carried to have all water tanks cleaned, scraped and cemented. First-aid kit needed for engine room and galley. Duplicates of repair list are to be placed in messhall to insure action.



ROBIN TUXFORD, Nov. 16—J. Connell, Chairman; James Enzor, Secretary. Only one beef—regarding feeding of animal—reported. This a Deck Department beef. Motion by Stanley Evenchuck, seconded by Henry Shepeta that more frozen vegetables be stored inasmuch as fresh supplies are not available in East African coast ports. Membership was reminded that Union literature is prominently displayed in PO and crew messhall for use by all hands. Under Good and Welfare, it was suggested that softball equipment supplied by Robin Line be returned to Mate in good condition for next crew's pleasure and recreation.

SEAFARER SAM SAYS:



PUT YOUR PICTURE IN YOUR MEMBERSHIP BOOK, SO THAT IT CANNOT BE MISUSED IN CASE YOU LOSE IT. BRING IT DOWN TO THE SIXTH FLOOR AT HEAD-QUARTERS AND A PATROLMAN WILL SUPERIMPOSE THE UNION SEAL, AS AN ADDITIONAL SAFEGUARD.

CUT and RUN

by Hank

Full of that happy-to-be-back-before-Christmas-holiday-spirit "Bing" Miller and Bob Thommen sailed in wishing the best to all. We're kinda sure Bob and Bing were still steering a straight course back for another trip to those swell ports they hit. Next time, though, we're gonna ask them what ports? ... Two Seafarers from Reading, Pennsylvania, were in town. John "Brush" Buzalewski and Bob Kreml. The nickname "Brush" means John's mustache and we're also sure we've spelled Bob's last name correctly, too ... Brother James Helms is still building himself a home out in Queens, Long Island, and being that he's also in the business of roof sidings and repairs he said he could use one or two skilled guys on the beach who are having it rough ... Swift recovery to Duke O'Connor, turning to for some weeks of convalescence out in Staten Island. By the way, Duke has a mustache. (Hardly anyone comes into New York with a beard. Could be too many guys read that recent book telling all about what different beards mean.)

Back from Antwerp this week was the SS Black Eagle. Fred Kloiber, who sure goes for Western records, is one of the crew-members who has been voluntarily helping address or mail envelopes and other things for many weeks. Also aboard is Pete Gvozdoch, Deck Delegate, who told us that his shipmates, Les Ames and Whitey Tesko were on the hot-Persian-Gulf run with the Steel Artisan. Hey, Pete, another shipmate, Pete Karas, was asking for you recently here in New York ... Either up in Massachusetts for the holiday stretch or out on a trip is Richard Maley—a fair guy with a typewriter.

Happy New Year to oldtimer Earl Spear up in Portland, Maine ... The same best wishes to all the crew and Donald Fisher of Ohio and Richard Ransome of California aboard the Steel Navigator recently hitting Colombo, Ceylon. Ceylon, fellas, Ceylon ... Charlie Davis, oldtimer and Texan, didn't come a-visiting with any true long-spun yarn about how big Texas is or carrying his famous sea-going shipmate of a rabbit as he did several years ago. Charlie drawled in with another swell Seafarer, Bill Gray, who in his salad days, as we like to express it, corresponded internationally with people in the architectural business. Charlie and Bill spun us the news about how everybody, from topside to below, were making a happy ship out of the Seatrain New Jersey—and that they had a Christmas tree, all the trimmings and cigars to enjoy. They also had special praise for Chief Cook A. Sistrunk who bought in Havana, Cuba, hand-painted menus for all the tables with a picture of the New Jersey on top. They must be beauties and only cost a buck apiece.

Albert Lavoie, one of the many brothers volunteering to help out whatever there is to do—filling up envelopes, framing photographs of various beefs we won, etc.—dropped into New York happily yakata-yakating about the swell crew and officers aboard the Waterman scow, SS Yaka ... Two coffee time toasts to the crew of the SS Puerto Rico! (1) Never having beefs since her first trip under the SIU flag. (2) Putting out the best newspaper afloat, the Advocate. Blackie Colucci proudly stated that the only reason the soft-ball team of the Robin Hood challenges all softball teams to beat is because they're only in South African waters. Because of this situation, Blackie no doubt will immediately expect the soft-ball team of the Robin Hood to concede defeat by proxy—via air mail! ... To every SIU Brother, ashore and afloat, we wish a happy and healthy New Year and good will to all the people in the ports of the world.

THE MEMBERSHIP SPEAKS



Oldtimer Miffed By Critic Of Off-Hour Splicing Class

To the Editor:

I have a beef in the form of a question. I have been going to sea for a long time. On every ship I have been on I have made it a point to teach the younger fellows a little of what I have learned in my 28 years at sea whenever they come to me. I figured this was my duty to my Union Brothers, as long as they are willing to try.

As you know the closing days of a trip keep the Deck Gang pretty busy and me being a Deck Maniac, I don't get too much time between eight and five, so here's what happened:

BY SPECIAL REQUEST

On a Friday at 6 PM, the 12 to 4 OS and the sanitary man, also an OS, came to me and asked me to open the "Rum and Coke Splicing Academy." I did and we held a session in the carpentry shop for an hour. The sanitary OS practiced what I had taught him for an hour and a half one night.

When we knocked off, I was in the pantry getting coffee and the 12 to 4 OS came to me and said one of the younger ABs told him he ought not to be doing that kind of stuff on account of the union was against that practice as wire splicing is a FACTORY job.

When I heard that, it took the heart right out of me. It makes me wonder sometime, what the hell is the use? It's true these two kids were unfortunate in having to learn on their own spare time, while I was able to help the others during my regular 8 to 5 working day.

My idea is that if everyone helps the other fellow, we will be able to produce more proficient sailors and in turn be able to demand better contracts.

Now my question is this: Have I done wrong in showing these fellows some of the ropes in my off hours? If I have, I am willing to stand corrected and take

any consequences, but if I haven't I would like to know about it.

G. L. (Jerry) Thaxton
SS Monroe Victory

(Ed. Note: We think Brother Thaxton's conscientious efforts to teach younger men some of the essentials of good seamanship are commendable. His spirit is the kind that makes for a greater Union of better seamen. Certainly any sailor worth his salt would want to know how to splice. The LOG would like its readers to submit their comments on the question raised in this letter.)

Williams Seeks Buyer For Paint Shop Near Frisco

To the Editor:

Would you mind me telling the Brothers about a painting business that I am forced to sell because of a note falling due.

It is located in a prosperous and growing city of 20,000 people near San Francisco. The shop is the largest of its kind, for which I pay \$100 a month rent. It has all the latest equipment, including a truck, sprayers, mixing machines, etc., enough to handle the biggest jobs in town.

ESTABLISHED 1937

This is a going concern, established in 1937 and is managed by the same superintendent who worked for the former owner.

I will sell it for \$5,000, half the price it is worth. And I will take a note to cover the large stock of paints.

Brothers who are interested in this offer can write to me at the address below.

Incidentally, I have been a member since 1941 and am paid up to 1951.

R. L. Williams
Box 7205
Seamen's Unit
Rincon Annex
San Francisco, Calif.

RAILROAD WORKERS LIKE LOG ARTICLE ON TROTSKYITES

To the Editor:

I would appreciate a couple of extra copies of the LOG (Nov. 4) containing the article in which you told of a very small part played by the finky Trotskyites.

Quite a few men out at the C&O freight car repair shop here just outside of Toledo are interested in the article and in passing it around.

I think it was a very good article and that there should be more of them exposing such organizations for what they really are. Thanks very much.

Robert Squire
Toledo, Ohio

(Ed. Note: The copies requested are on the way.)

A NEXT-GENERATION SEAFARER



Meet three-year-old John San Miguel, sturdy son of Mr. and Mrs. P. San Miguel. John accompanied his Dad, a Deck man on the SS Puerto Rico, on visit to New York Hall recently to extend holiday greetings to all hands.

By the way, the LOG welcomes photos of Seafarer's children. How about sending in a pic of your pet.

Competency Rule For Cooks, Bakers Urged By Seafarer

To the Editor:

On some ships these days we occasionally find a man sailing as a Cook or a Baker who is not qualified for those ratings. During the war, there were occasions when ships were ready to sail but were short a Cook or Baker. Any Messman was hurriedly given an endorsement and dispatched to the ship to fill that vacancy.

Some of these men continued sailing in those ratings, although they know little about the work involved, and in some cases, cared less.

We would like to see some form of action taken to correct this situation. As a rule, the crewmen who are shipmates with such characters are reluctant to

take any action against them because outside of his occupational maladjustment, he may be a good shipmate.

I would like to offer the suggestion that whenever a crew decides a man is not qualified to sail as Cook or Baker, they record their reasons for his not being qualified and then turn them over to the boarding Patrolman, who, in turn, should forward them to Headquarters.

There a master record could be kept and when sufficient evidence has been presented to the membership, the man who is found to be incompetent should be compelled to sail in a lower rating, until such time as he establishes his competency.

Fred T. Miller

Ship's Book Fund Gets \$10 Boost From Shipowner

To the Editor:

We crewed up the SS Mother ML, of the Eagle-Ocean Transport Company, with a 100 percent SIU crew in New Orleans and left that port on November 17. While enroute to Charleston for our cargo of super-phosphate destined for Fusan, someone suggested that we chip in for some reading material.

The result of the collection exceeded our expectations, with each member of the crew and every topside man donating a dollar. The Skipper gave a five spot. The Skipper is Thomas Mazzella, who is well known around SIU halls.

While making my rounds to swell the fund I was stopped by a well-dressed elderly gentleman who asked me what I was doing and who I was. I told him and he immediately handed me a ten dollar bill with his blessings. He was, I later learned, Marcus Lyras, president of the company. The total collection amounted to \$51, which enabled us to buy a wide variety of books and magazines.

BREAKS LEG

During our stopoff in Charleston we had a bit of bad luck. Brother Jesse J. Cerda fell off the gangway and fractured a leg in two places. He is in Roper Hospital, Charleston and, due to complications, will be there for some time. All of his friends are urged to write.

Aboard the ship every man is doing a bang-up job, especially old "Cinnamon Roll" Pappy Reed, famous for his cream puffs on Sunday. Pappy's got to watch out though, for Chief Cook John Knowles is giving him some strong competition.

Little Johnny Mahoney
Ship's Delegate

Merry Xmas To All

Greetings from members, crews and various organizations have been received by the SEAFARERS LOG wishing the membership and officials best wishes for the Holiday Season. Those who extend their best for a Merry Christmas and Happy New Year are the crew of the SS Ponce DeLeon, Albert F. Mazarelle, Dr. Joel Dasch, Apostleship of the Sea, the crew of the SS Canton Victory, Charles Oppenheimer, James and Johanna Purcell, John Jelletto, Luis Ramirez, Mitch Zankick, Henry Beckmann, George H. Seeberger and Mitch's Top Inn.

The SEAFARERS LOG hopes that all hands enjoyed a good Christmas and extends its best wishes for a Happy New Year.

Log - A - Rhythm To The Perpetual Beefer

by Lige

This is the daily sing-song,
From some rummy sailing souls,
Who always crowd the Stewards gang,
From the ramparts to the poles.

This beefing boy who ne'er lets up,
He's always like a gnawer,
He's always wanting just "that thing,"
He's batty in the drawer.

There's nothing right to hear him tell,
The steak is always tough,
But when he hits the beach—"oh boy!"
It's hot dogs in the rough.

The Boston Baked are hard as hell,
Yet he orders a full house;
He stows away the food pell-mell,
And calls the Cook a louse.

He never sailed in Ye Good Olde Days,
He never ate beef stew,
He's used to one-arm doughnut trays,
But now he'll mew and mew.

He's quiet as hell without his drink,
Then everything is always right,

But a slug of rum will make him think
He's boss with all his might.

No angels, we, the Steward clan,
We try to do our work,
Along he comes, this beefing man,
This foolish, gabby jerk.

He sneaks ashore, returns too late,
To help his pal get through,
But he'll harp like hell about his rate,
And about you, and you, and you.

Beware this jerk, this beefing bum,
He's out to do us harm,
To burn within when full of rum,
So send him back to Marm.

Farewell you jerk, performer, too,
We know your kind from scratch,
So bide your time, we say adieu,
We've locked the union latch.

Some beefs are just—there is no doubt,
While others are so phony,
So take a lesson from that tout:
Be right, and that's no baloney.

A HEADS-UP ISTHMIAN CREW IN INDIA



Expected to arrive in the US shortly, the Steel King crew was still many weeks away from home when photographed in Calcutta. Here at coffee time are—standing, l. to r.—John Munn, Carl Fransom, Paul Hellebrand and C. Terry. Front row: Charles Armstrong, Marvin Blizzard and John Stanford.

SIU Favorable Job Ratio Doesn't Warrant Compulsory Vacations, Seafarer Asserts

To the Editor:

The statement made by a Brother in a recent LOG article attributing the present unemployment in the SIU to homesteaders is, I believe, very misleading and should be refuted in order that a responsible and sober segment of our membership, even in the minority, should not be unjustly blamed for something that does not even exist—unemployment among the book members of the SIU.

Even if it exists, that statement is misleading, because it implies that there are over three million unemployed Americans because factory workers, farmers and other wage and salary earners are staying on their jobs after a year's employment and not quitting, as is being proposed

by many labor economists in the SIU.

The membership should find a better solution than depriving any one of our members of his fundamental and constitutional rights to work as long as he wishes if the current unemployment in our Union is to be alleviated. By forcing one to be unemployed so another could be employed does not solve the problem in the least.

HAVE TRADITION

During the last war, when the very existence of our country was at stake, our Union clung strongly to our traditional policy in not approving many proposed rules which would force them to take any job against their will. We should continue that policy and disapprove any rule that would force anyone to take or quit any job against his own wish, provided he abides by all Union rules and contracts.

A man knows, more than anyone else, his own or his families needs, and when he can afford to be out of a job without placing his dependents in dire need. It is not every member who has a large family that can, after a year's employment, save enough to tide him over while he waits indefinitely for another job. His rating aboard and the run his ship is making will determine to a large measure his take home pay and his saving.

NO JOB PROBLEM

Is the unemployment among the SIU book members so serious or alarming that we should even consider a radical change in our traditional policy? The answer is NO. According to the "State of the Union Report" of 1949, we have 10,523 book members. Total jobs available on contracted ships are 10,021. This leaves only 502 book members unemployed at any given time if all the jobs available are filled by book members.

The number is so small and inadequate to provide the normal replacements that we have to take in and maintain over 4,000 permitmen. The presence of permitmen on practically every contracted ship proves this contention and supports our official claim that we have a job for practically every book member of our Union.

One aspect that we should consider is, what effect will the policy or rule of making one give up his job after a year have on our organizing efforts. (The present shipping rule which applies to men taking vacations amounts to this; giving up his job.) Will crew members of unorganized ships, especially those who have long service with the company welcome this system? I believe not.

ALTERNATIVES

To ease the unemployment in our Union which exists mostly among the permitmen, I believe the following suggestions would be of great help:

1. Intensify our drive in organizing the unorganized companies.
2. Make an all-out demand for a welfare fund which of course will include the permitmen. Intensify our campaign to liberalize the present unemployment insurance systems of several States so that unemployed seamen may obtain unemployment benefits with little restrictions and red tape.
3. Clamp tighter on the issuance of Union books. Absolutely no book should be issued except to men who are aboard an unorganized ship who had been fired for his union efforts at organizing and those who are aboard at the time of the election when the SIU won.
4. Modify the present vacation rule in our Shipping Rules—where a man taking his vacation may return to his ship after a vacation. This will give it the real meaning of VACATION. I know of several men who would take their vacations yearly if they could go back to the same ship after their vacation instead of going to the bottom of the shipping list.

Let us preserve our tradition. Let us maintain our policy. Let every member keep his right of choosing to stay or quit a ship at his own convenience, provided his presence aboard a ship is satisfactory to the Union and the company. Let us keep unchanged our Union's excellent record and prestige in the realm of trade unionism.

Joseph Blake
Philadelphia, Pa.

IT MAKES A NICE CHRISTMAS GIFT



M. D. Faircloth (right) shows Brother R. (Salty Dick) Martinez an ash tray made from an elephant's foot. Faircloth said he was giving the foot to one of his friends. Martinez is now in New Orleans waiting to ship; Faircloth is on the Fort Bridger.



The Black Gang hits the deck for a bit of evening air and the usual exchange of hot air. Left to right: Van Allst, George Hale, Bertil Svensson and C. Terry. Photos were submitted to the LOG by C. Dunn.



Occupying what must be the favorite hangout for the Steel Kingers, a quintet of Seafarers face the camera and bare their teeth. Left to right, the men are: Y. Talberg, Leo Dwyer, Paul Hellebrand, C. Terry and Gordon Anderson (seated).

Brother Labels Charge That Homesteaders Can't Be Good Union Members As 'Nonsense'

To the Editor:

I wasn't going to take either side of the compulsory vacation issue, but I feel I must answer my old shipmate, Brother (Salty Dick) Martinez' article on this subject.

Brother Martinez writes very well as a rule but in this particular article he does not give any concrete reason why the compulsory vacation rule should be adopted by our membership. In fact, the Brother contradicts his argument for it.

In one paragraph Martinez

says "shipping has slowed down and the beach is pretty crowded." Then a little further on he admits "any bookman knows he can ship out between two and four weeks."

DISAGREEMENT

If this is so, and I believe it is, the beach can't be getting too crowded, that is, Brothers, if you really want to ship. I also disagree with the Brother's statement that "the SIU has a policy that says a job for every bookman."

The truth is not that the SIU says a job for every bookman,

but that the SIU has a job for every bookman. We all know that the only reason a bookman able to ship happens to be on the beach is because he either doesn't want to ship or because he is pretty fussy as to which ship, where it's going, who he can ship with, and how much overtime he can make, keeps him there.

NO REASON FOR RULE

As long as the SIU has a job for every bookman, there is no reason why any member should covet or try to deprive another member of his job, whether he has had that job a month, a year, five years. Providing, that is, that the Brother has been and is living up to his Union agreement, constitution and by-laws.

The old cry that homesteading causes a man to become a poor Union man and a company stiff is a lot of nonsense. You are either a good Union man or not—no job or condition changes you.

Therefore, Brothers, when the resolution is voted on, I shall vote no, and I hope the majority of our membership does likewise. I agree wholeheartedly with Brother Joe Buckley that a four-watch system would be much more constructive and would insure the job security to which every member is entitled.

R. E. White
Ship's Delegate

Frank Bose

Citrus Packer Got Off Easy In Mine-Loaded Tokyo Bay

To the Editor:

In reference to an article in the LOG and shipboard news Bulletin concerning war bonuses and mines, I would like to tell you of an incident that occurred on this ship, the Citrus Packer. As you know, we were washed aground in Tokyo Bay on Sept. 1, 1949.

During the same typhoon, three mines were washed ashore, all within a radius of 800 yards from our ship. The Army sent men to explode these mines and we watched the operation, so we know they were not duds.

If these mines were found in this manner, how can we be sure that there aren't more? It was just a miracle that one of them did not hit our ship during the storm. We will never know how close they came, but I know that many a prayer was said after we saw them. And the crew realized how lucky we were that we missed these mines during the storm.

It certainly looks as though there is still plenty of argument to support payment of war bonuses.

Minutes Of A&G Branch Meetings In Brief

MOBILE—Chairman, J. Parker; Recording Secretary, J. Carroll, 50409; Reading Clerk, Harold Fischer, 59.

Minutes of meetings in other Branches read and concurred in. At this point Port Agent Tanner introduced Brother Gartman of the Radio Technicians Union, Local 1264. Gartman discussed the strike his union is conducting against Station WABB. His talk was well taken by all present, and Brother Tanner urged that we go on record to support the Technicians Union in their beef. The Agent also discussed the status of shipping and named the vessels scheduled to arrive in port during the next two weeks. He also reported on the progress of the Union negotiations for a Welfare Fund, and of the apparatus being set up in connection with the Cities Service beef. Agent concluded his report by announcing that the official reopening of the Hall would take place some time after the first of the year, the exact date of which would be set shortly. Motion carried to adopt resolution on expulsion of Trotskyites and commie splinter groups. Motion carried that we



donate \$50 to Radio Technicians for use in their strike. Secretary-Treasurer's financial report and Headquarters report to the membership read and approved. Motion to adjourn carried at 9:45 PM, with 255 members present.

SAVANNAH—Chairman, Jim Drawdy, 28523; Recording Secretary, J. H. Babson, 31845; Reading Clerk, J. Floyd, 50633.

Secretary-Treasurer's financial report read and approved. Port Agent said Southland was expected to payoff in Charleston December 22 to sign on foreign articles. Until the first of the year, shipping is expected to be slow, he said. Minutes of other Branch meetings read and accepted, except for motion to non-concur with Galveston New Business. Under Good and Welfare several questions were asked in regard to the Christmas party to be held in the Hall after the regular membership meeting. Motion carried to adjourn at 7:45 PM, with 75 members in attendance.

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

Minutes of previous meetings in all Branches approved as read, except for motion to non-concur with new business of Savannah Branch. Motion carried to concur in Agent's report in which the status of shipping in this port was discussed. Secretary-Treasurer's report and Headquarters report to the membership read and approved. Motion carried to adopt resolution calling for expulsion of Trotskyites and other commie splinter groups which have been seeking to undermine the Union's continued drive for greater security for the membership. Charges against member accused of being drunk on gangway watch and pilfering stores were read, and a motion carried to hold him

A & G Shipping From Dec. 7 To Dec. 21

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	9	13	19	41	13	8	7	28
New York.....	138	138	134	410	122	101	77	300
Philadelphia.....	64	39	43	146	32	13	26	71
Baltimore.....	106	69	61	236	54	53	52	159
Norfolk.....	48	50	33	131	2	1	—	3
Savannah.....	19	12	7	38	19	9	9	37
Tampa.....	14	11	9	34	16	18	15	49
Mobile.....	78	53	59	190	62	51	44	157
New Orleans.....	70	72	92	234	87	78	95	260
Galveston.....	47	37	47	131	29	27	14	70
West Coast.....	35	29	19	83	30	27	15	72
GRAND TOTAL.....	628	523	523	1,674	466	386	354	1,206

on charges until all involved can appear at a hearing at this Hall. One minute of silence in memory of deceased Union members. Meeting adjourned at 7:30 PM, with 134 members present.

NORFOLK—Chairman, J. A. Bullock, 4747; Recording Secretary, J. L. Hodges, 50555; Reading Clerk, B. P. Rees, 95.

Motions carried to accept as read all Branch minutes of previous meetings. Headquarters report to the membership read and approved. Motion carried to concur in Headquarters Reinstatement Committee's report of November 23—December 6. Motions carried to accept following committee's reports: Port Balloting Committee, Donations Committee and the Tampa Branch Building Committee. Motion carried to adopt and concur in resolution calling for expulsion of Trotskyites for their dual and hostile activities within our Union. Port Agent discussed the status of shipping in this port, stating that this week a sharp drop was noted in the number of job calls. Communications read from several members seeking to be excused from meeting. Motion carried to refer requests to Dispatcher. One minute of silence in memory of departed Brothers. Motion carried to adjourn at 8 PM, with 161 members present.

PHILADELPHIA—Chairman, J. Sheehan, 306; Recording Secretary, C. Kimball, 52; Reading Clerk, William Glick, 48741.

Minutes of previous meetings in other Branches read and accepted. Motion carried to write Mobile for clarification of motion made under New Business. Agent reported that shipping had slowed down quite a bit. Ships coming in were pretty clean, he said. The business of the port is in good shape and the Agent added that a lot of new faces are being seen in the port. Secretary-Treasurer's financial report and report to the membership read and approved. Motion carried to adopt resolution branding Trotskyites and commies as dual and hostile and calling for their expulsion to prevent their further attempts to divide our Union. Brother Joseph P. Merkel, Book No. 32519, took the Union Oath of Obligation. Motion carried to refer communications from absentees to the Dispatcher. 250 members were present when a motion carried to adjourn.

SAN FRANCISCO—Chairman, M. Bernstein, 2257; Recording Secretary, P. M. Robertson, 30-148; Reading Clerk, Jeff Morrison, 34213.

Headquarters report to the

membership read and approved. Motions carried to accept and concur in minutes of other Branch meetings. Port Agent said that shipping had been slow, although a number of vessels



called on in-transit status. He also named the ships scheduled to arrive here during the next two weeks. He mentioned the Christmas dinner to be given in the Hall on the holiday eve. Motions carried to accept Headquarters Reinstatement Committee's report and Balloting Committee's report. Resolution to expel Trotskyites and other commie factions for their disruptive maneuvers was adopted unanimously. Under Good and Welfare a rising vote of thanks was given to Mrs. Robertson, Mrs. Levy, Patrolman Robertson and Agent Morrison for their efforts in promoting the Christmas dinner to be given here in the Hall. Meeting adjourned at 7:20 PM, with 46 members in attendance.

NEW ORLEANS—Chairman, Major Costello, 114; Recording Secretary, George Allen, 114; Reading Clerk, Buck Stephens, 76.

Minutes of previous New Orleans meeting and financial report read and accepted. Charges against crewmember of Del Norte read and concurred in, and motion carried that all ports be notified that these charges are pending in this port. Minutes of meetings in other Branches read and approved, with exception of Savannah New Business. Port Agent said that shipping was slow but that affairs of port are in good shape. For the coming two weeks, 10 payoffs scheduled thus far. A new Hall has been opened in Lake Charles, he said. The address is 1419 Ryan Street and Brother Johnny Johnston is in charge. The Agent invited all members, their wives, and families to the Christmas Eve party to be held in the Hall here. Communications from Brothers asking to be excused were referred to the Dispatcher. Resolution to expel Trotskyites and



commies was read. The resolution was adopted by a unanimous vote. Headquarters report to the membership read and approved. Motion carried to re-activate books of Melvin Schrade and Salvatore Candela. George Duxworth and Thomas Hyde took the Union Oath of Obliga-

tion. Motion carried to have coffee set installed here, as it is in New York. Amendment recommending that coffee-making be taken care of by volunteers also carried. Meeting adjourned at 8:25 PM with 375 bookmembers present.

BALTIMORE—Chairman, Rex Dickey, 652; Recording Secretary, G. A. Masterson, 20297; Reading Clerk, Al Stansbury, 4683.

Motion carried to suspend regular order of business and go into Obligations and charges. F. E. Walker, Macon Welsh and Paul D. Lawrence took the Union Oath of Obligation. Charges read and approved. Trial committees' decisions concurred in. Minutes of all Branches meetings read and approved, except for motions to non-concur with Savannah and Galveston new business. Resolution recommending expulsion of Trotskyites for their disruptive tactics was unanimously adopted. Communications read from several members seeking to be excused from meeting were read and referred to the Dispatcher. Headquarters report to the membership accepted as read. Port Agent spoke on the state of shipping in this port. Motion carried to accept Hospital Committee's report. One minute of silence in memory of departed Brothers. Under Good and Welfare there was discussion on keeping the sanitary fa-

cilities clean in the Hall. Meeting adjourned at 8:10 PM, with 362 members present.

NEW YORK—Chairman, Lindsey Williams, 21550; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Eddie Mooney.

Minutes of other Branch meetings read and approved, with exception of Tampa New Business containing committee recommendations for renovation of building. Motion carried to non-concur with this report in view of previous membership action naming New York as next port whose building is to be improved. Port Agent said that shipping had been holding its own here, and that most ships were coming in shipshape. He also cautioned men against fouling up or drinking aboard ship. Communications from men wishing to be excused from meeting were referred to the Dispatcher. Secretary-Treasurer's financial report accepted as read. In report to the membership, Secretary-Treasurer discussed the status of negotiations with the operators on the Union demand for an employer-financed welfare plan. He said the Union negotiating committee was sticking to



its demand for one fund administered by a committee representing the Union, the operators and one impartial member. He reported that some operators stressed a preference for their own individual funds, and were unwilling to contribute to an industry-wide plan. The Secretary-Treasurer stated that this would not be agreed to by the Union, because of the unnecessary expenses involved in duplication of detail work. He pointed out that this would sap the reserves of the welfare fund, which should be operated with the least possible administrative expenditure. Several members took the Union Oath of Obligation. Meeting adjourned at 8 PM.

Directory Of SIU Halls

SIU, A&G District

- BALTIMORE.....14 North Gay St. William Rantz, Agent Mulberry 4540
- BOSTON.....278 State St. Ben Lawson, Agent Richmond 2-0140 Dispatcher Richmond 2-0141
- GALVESTON.....308 1/2 - 23rd St. Keith Alsop, Agent Phone 2-8448
- MOBILE.....1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
- NEW ORLEANS.....523 Bienville St. E. Sheppard, Agent Magnolia 6112-6113
- NEW YORK.....51 Beaver St. Joe Algina, Agent HANover 2-2784
- NORFOLK.....127-129 Bank St. Ben Rees, Agent Phone 4-1083
- PHILADELPHIA.....337 Market St. J. Sheehan, Agent Market 7-1635
- SAN FRANCISCO.....85 Third St. Jeff Morrison, Agent Douglas 2-5475
- SAVANNAH.....2 Abercorn St. Jim Drawdy, Agent Phone 3-1728
- SEATTLE.....2700 1st Ave. Wm. McKay, Agent Seneca 4570
- TAMPA.....1809-1811 N. Franklin St. Ray White, Agent Phone M-1323
- WILMINGTON, Calif., 227 1/2 Avalon Blvd. E. B. Tilley, Agent Terminal 4-2874
- HEADQUARTERS.....51 Beaver St., N.Y.C. SECRETARY-TREASURER Paul Hall
- DIRECTOR OF ORGANIZATION Lindsey Williams
- ASST. SECRETARY-TREASURERS Robert Matthews J. P. Shuler Joseph Volpian

S U P

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

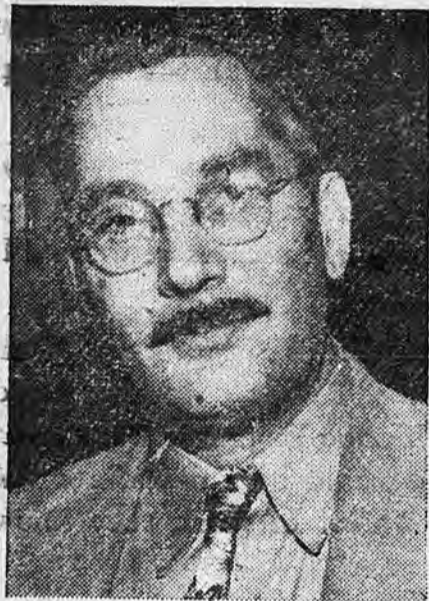
Canadian District

- MONTREAL.....404 Le Moyne St. University 2427
- FORT WILLIAM.....118 1/2 Syndicate Ave. Ontario Phone 3-3221
- HALIFAX.....128 1/2 Hollis St. Phone 3-8911
- PORT COLBORNE.....103 Durham St. Phone: 5591
- TORONTO.....111A Jarvis St. Elgin 5719
- VICTORIA, B.C.602 Boughton St. Empire 4531
- VANCOUVER.....565 Hamilton St. Pacific 7824
- HEADQUARTERS.....512 McGill St. Montreal Plateau 070

HERE'S WHAT I THINK...



QUESTION: The membership has called for discussion on the advisability of setting up a credit union within the Union. What do you think of the plan?



JOHN JELLETTE, Steward:

We seamen are quite apart from the rest of the world because of the nature of our work. We're in a port for a payoff, then out. We don't get to banks because we don't have time or because we're not sure when we'll get back there. I think that it is fitting and proper that we have a banking system of our own which will permit us to save conveniently and to draw such funds as we may need at any port where the SIU has a Branch. It would encourage us to accumulate money. Then, when we're in need, the rest would be easy. I'm for anything that builds security for seamen.



W. J. REIDY, Steward:

A good idea, I'd say. I'm in favor of a credit union which a man can join by buying shares. As a responsible member, he would then be entitled to borrow if he needed money. But I don't think anyone should get the idea that a credit union is just an easy way to make a touch. If everyone favoring the idea understood that he would have to contribute his share, and participate in its administration, there would be little confusion. And it could be made to work with a minimum of effort. It all depends on the guys who join up. If they are serious and conscientious the plan can work.



ROBERT MCNAY, FWT:

I first saw mention of this topic in the SIU Overseas Bulletin while I was aboard ship, and it was roundly discussed by the crew. The consensus was that we didn't think it could work. The majority of men were afraid that a lot of guys might think they could make a good thing out of a credit union, and thus spoil its chances for success. They might borrow whether they needed money or not, and too many loan applications would pile up. I want to say that the fact that this matter was brought to our attention by the Bulletin proves the value of this overseas news sheet.



ORLIE PRICE, Bosun:

I think that if it were possible to get a credit union working, it would give a man a chance to fall back on something when the going got a bit rough financially. Speaking for myself, I've found that I could use a few bucks to tide me over until the next ship arrives, because I didn't put some cash away after a payoff. Somehow, a guy doesn't always get around to sticking a buck in the bank. If we had a credit union and I could bank at the port of payoff, I'd salt something away. Then, if I needed some dough, I'd have something to fall back on. I think it's a pretty good idea.



MARJAN REINKE, DM:

If a fellow should need money immediately—maybe for medical expenses for his family—the credit union could be a big help to him. It is much better than having to rely on loan sharks or the pawn shops. I know fellows who had to put everything in hock when such an emergency came up in their families. We discussed the idea aboard the Steel Voyager, and I believe most of the crew was in favor of such a plan. In the outports, a credit union would make it possible for a man to get his money without a long wait, and he could deposit it in any port he happened to be in.



ALLAN MACDONALD, AB:

There are plenty of factors in favor of such a plan. A credit union is protected by a Federal Agency, just like banks are. If we had such an organization, it is likely that we could borrow money at a rate of interest considerably lower than that charged by commercial banks. It would provide an incentive for seamen to save money by making deposits at the payoff. He would then have a measure of security in the event of need during a strike, lockout or personal emergency. It might even be possible to make allotments to personal accounts in the credit union, an excellent way of saving.



PETER KARAS, AB:

The credit union sounds like it means the end to red tape in getting loans for seamen. A man's financial status is easily known and his ability to pay can easily be determined through the general shipping picture. The low rate of interest—about one percent—sounds very attractive. I would join such a set-up without hesitation. With a credit union a fellow can bank in his Union Branch, without having to run all over town to find a regular savings bank. All of his business could be transacted in one port under one roof. Banking in the Union Hall would encourage thrift among Seafarers—a good idea in itself.



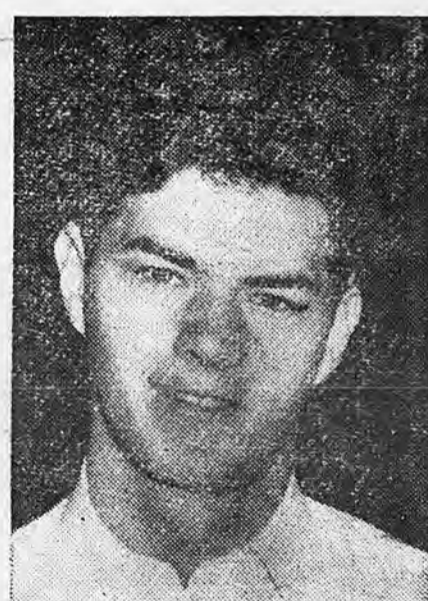
CLARENCE SANSOM, Steward:

A credit union has a particular appeal to me, and it will appear attractive to a majority of members. For example, we are all acquainted with that uncomfortable experience of riding a train across the country after a payoff, with a big roll of bills. If we had a credit union, all we'd have to do is stop in at the nearest SIU Hall in the payoff port, unload our cash and pick it up when it is needed in another port. Under such a set-up, there'd be no more need to chase around for a bank and travellers checks. And better still, there'd be no more unnecessary risks in carrying payoff money around.



DON WILLIAMS, MM:

While I don't understand the idea of credit unions fully, I have a pretty good idea of how they work and setting one up within our Union sounds like a good idea to me. As I see it, a credit union would mean that a man belonging to it would have a branch office of his bank in every port where there is an SIU Hall. I'm from New Orleans, but ship out of New York, and I would have real trouble trying to cash a personal check in a city where no one knows me and I have no bank account. This sounds like the answer to a seaman's money problems that arise as he moves around the country.



JAMES DUBOSE, AB:

I have discussed this idea of establishing a credit union within our organization with a number of people. As a result, I learned that several other unions have tried out such a plan, with disastrous results. Should we set up a credit union and something goes wrong, it would cast a reflection on our Union and not on the guys in charge of the credit union. The point is that credit unions are one thing—run by members who join them voluntarily. They are the ones responsible. I am against anything that might not turn out well and reflect unfairly on the SIU.

Seafarers Help Strike Of Miami Clerks

Support Of Four SIU Affiliates Buys Spirits Of Retail Clerks And Strengthens Picketlines

Their spirits buoyed by the presence of crewmembers off the SS Florida and members of the SIU's affiliated unions, AFL Retail Clerks are pounding the picketlines in Miami, Fla., determined to win a bitter fight for decent wages and conditions for the employees of the Tip-Top grocery stores.

The support the seafaring and allied workers of the SIU are giving the Retail Clerks Union springs from their conviction that the legitimate economic beefs of one AFL union are the concern of all.

These picketing men of the SIU's Atlantic and Gulf District, Sailor's Union of the Pacific, Marine Allied Workers and Brotherhood of Marine Engineers know that a defeat for the Retail Clerks would be a defeat for the cause of trade unionism everywhere. In short, they know the score.

Most of the SS Florida crewmembers, whose vessel runs between Havana and Miami, are veterans of important SIU beefs, among them the P&O strike and the 1946 General Strike. Sparked by Ship's Delegate Mario Reyes these Seafarers voluntarily turn to on the Retail Clerks picketlines everytime the ship hits port.

Christmas being a particularly tough time for a man to be on the bricks, the Florida crew held a tarpaulin muster, the proceeds of which were turned over to the Retail Clerks to enable them to have as decent a holiday as possible under the circumstances.

The Retail Clerks Union representative in Miami has expressed deep appreciation and high praise for the Seafarers' support in the Miami beef. He said that if other unions in Miami would lend one-tenth of the aid given by SIU men, the strike could be won in 24 hours.

As several SIU men on the Retail Clerks' picketline put it: "The fight for union conditions should be the business of every man and woman who enjoys the advantages of working under a union contract.

"And if working people who need a helping hand in an important beef can't turn to their brother unionists, where else can they expect to get support?"



Miami is witnessing a sound demonstration of AFL trade union cooperation in Retail Clerks' strike, as shown by pickets signs in photo above.



Christmas trees stand outside struck Tip-Top market but that's as close as the store owners come to demonstrating good will to all men.



Signs of two pickets marching in front of the anti-union Tip-Top shop tell passersby of the MAW's and SUP's support.



Identification of men did not accompany these photos, but all of these pickets were out on the line in the name of good trade unionism. Retail Clerks are asking people of Miami not to patronize Tip-Top groceries because proprietors refuse to bargain in good faith with the union.