

SIU DEMANDS END TO MWEB



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Talks Stalled, SUP Takes Strike Vote

The threat of a tie-up on the West Coast developed this week as the Sailors Union of the Pacific began taking a strike vote. Results of the balloting will be made known on Monday.

Meanwhile, SUP men held stop-work meetings in West Coast ports to discuss the status of the union's negotiations for a new contract with the operators.

No date for a strike has been set, but will be decided upon if the vote authorizes a strike.

Negotiations have been under way for three months, with the SUP demanding a pension and welfare plan, wage increases from \$10 to \$25 a month, and retention of union jurisdiction on coastwise vessels in the Alaska trade.

Enemies Of Labor

The article in the last issue of the SEAFARERS LOG, exposing the Trotskyites (Socialist Workers Party) for the anti-union wreckers that they are, was long overdue. Considering that the Trotskyites have been around for some twenty years, the job should have been done long ago. But, as the letters that have been coming into the LOG office from all over the country and all segments of the labor movement show, it was a job that was appreciated by all who have ever come in close contact with these self-styled "revolutionaries." Our only regret was that lack of space prevented us from an even longer study of their scabby organization. We should have liked, particularly, to have recounted the story of the Kronstadt sailors, an episode which the Stalinists and Trotskyites have never been able to live down.

The Kronstadt sailors — 25,000 strong — were the backbone of the Russian Revolution and the civil war against the reactionaries in the years that followed. Trotsky called them the "flower and pride of the revolutionary forces."

When the fighting ended, in 1921, the Russian workers called upon the communists to ante up on the promises they had made. Particularly they wanted the wartime restrictions abolished. They demanded freedom of the

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Records Union's Opposition To Government Interference In Collective Bargaining

WASHINGTON—The Seafarers International Union stood hard by its strict trade union position at a hearing before the Maritime War Emergency Board here early this week, and voiced vigorous opposition to continuance of the board's existence.

"We wish to return to free collective bargaining, without being hampered or interfered with by government agencies or boards," SIU representatives declared at the hearing.

The hearing was attended by Matthew Dushane, SIU Legislative Representative; Paul Hall,

Secretary-Treasurer of the Atlantic and Gulf District and First Vice-President of the International; and Morris Weisberger, East Coast Representative of the Sailors Union of the Pacific and SIU Vice-President.

The other AFL seagoing unions at the hearing—the Masters, Mates and Pilots, and the Radio Officers Union—supported the SIU stand.

The position of the SIU and the other AFL maritime unions is based on the confident feeling that they can secure more for their membership in war bonuses and risk insurance, through unrestricted collective bargaining, than would be obtained from arbitrary awards made by the Board.

At the hearings, however, the CIO maritime unions—the National Maritime Union, Marine Cooks and Stewards and the Ma-

rine Engineers Beneficial Association — sided with the shipowners and favored continuance of the board to settle disputes over war risk bonuses and insurance. The CIO-shipowner's view was also shared by the independent Marine Firemen's Union.

Dushane, in presenting the position of the SIU and the other AFL unions, pointed out that the Board was originally "set up to provide machinery for the settlement of disputes" during the war. But the war is over, and the Board no longer has valid reason for existence, he stated.

TO IGNORE BOARD

Therefore, the SIU spokesman said, the Union wished to record the fact that it does not recognize the board's jurisdiction over bonuses to be paid seamen travelling in waters where floating mines and other war hazards may exist.

The SIU is anxious for a return to the procedure followed before establishment of the Maritime Emergency War Board, when it negotiated the highest bonus scales in the industry for its membership.

In the famed War Bonus Strike of 1941, the SIU negotiated precedent-setting bonus payments after a government board attempted to arbitrarily establish rates of payment. The government stepped in when negotiations between the SIU and the operators were stalemated, and recommended payments that the Union regarded as being entirely insufficient.

The strike was called despite warnings from the government mediators that it would recommend nationalization of the merchant marine. As a result of the Union's militant stand, the membership won a 100 percent bonus for travel in war areas, plus five dollars for every day spent in ports in combat areas, plus \$150 for every time they entered war zones. This later became a pattern for the industry.

The SIU's insistence upon unfettered negotiations was again proven successful in 1946, when it called the general strike in protest against the War Stabilization Board's ruling that raises won from the operator in col-

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Seafarers Asks NLRB To Speed Certification Of Union As Bargaining Agent For CS Seamen

Citing the Cities Service Oil Company's brazen defiance of the laws governing labor-management relations and its policy of mass firings and coercion of employees with Union sympathies, the SIU Atlantic and Gulf District this week called upon the National Labor Relations Board to speed action on certification of the SIU as collective bargaining agent for CS tanker-

men. In a telegram to the Board in Washington, Secretary-Treasurer Paul Hall pointed out that "despite designation of the SIU by Cities Service employees in two NLRB elections, the company brazenly refuses to answer the Union's repeated requests to enter collective bargaining negotiations."

The telegram revealed that 185 Cities Service crewmen had been fired to date by the company because of their Union sympathies, and that dismissals were continuing daily.

CTMA PHONY

Moreover, the Union message declared, the company is attempting to force CTMA, the company dominated "union," down the throats of its personnel, threatening reprisals to those refusing to sign pledge cards.

The CTMA organization is a replica of two other Cities Service dominated company unions—the Unlicensed Employees Col-

lective Bargaining Agency of Cities Service Oil Company and the American Tankermen's Association—both of which were previously ruled illegal by the NLRB, the SIU recalled.

In urging the Board to speed action, the Union said that the company must be made to realize that the law governing labor-management relations "is not a mere scrap of paper." It must also be demonstrated to the company's employees that the company is not all-powerful and exempt from the law the Union said.

The complete text of the Union message, addressed to Frank Kleiler, Director of the NLRB, follows:

TEXT

The SIU A&G District respectfully urges the NLRB to speed action on its pending certification as collective bargaining agent for unlicensed personnel in the Cities Service Oil Company to halt company's continued flagrant disregard of provisions of the Labor-Management Relations Act.

Despite designation of SIU by Cities Service employees as collective bargaining agent in two NLRB elections—the company brazenly refuses to answer Union's repeated requests to enter collective bargaining negotiations. More than that, company continues its policy of mass firings and coercion of employees suspected of Union sympathies.

To date, 185 Cities Service employees have been fired by the company because they were suspected of Union sympathies and activities. Charges of unfair labor practices have been filed against the company by the men involved with the NLRB regional office. Yet dismissals continue at an accelerated rate.

COMPANY THREATENS

Cities Services also is attempting to force company-dominated union (Cities Service Tanker Men's Association) on its employees and threatening reprisals to those refusing to sign pledge cards. Men who have re-

fused to sign are among the 185 dismissed to date.

The company's policy has been to openly ignore the democratic processes and has blocked legally-guaranteed rights of its personnel to choose their own collective bargaining agent free from coercion and reprisals.

The Cities Service Tanker Men's Association is a continuation under another name of the Unlicensed Employees Collective Bargaining Agency of Cities Service Oil Company which the NLRB ruled was company-dominated, and of its successor the American Tankermen's Association.

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MM&P Delays Strike For Month

One hour before the scheduled deadline, the AFL Masters, Mates and Pilots last Tuesday postponed for 30 days a strike call which would have tied up all Atlantic and Gulf coast shipping. The strike deferment was made at the request of government mediators, who are attempting to settle the dispute between the officers union and the operators over a new contract.

The peace plan is subject to approval of the MM&P membership and the employers. Both sides have until Monday, Nov. 21, to approve or reject the truce. If approval is given, the terms of the contract between the deck officers and the operators, which expired Sept. 30, will be

extended until 12:01 AM, Dec. 16.

The threatened strike would have tied up tight all shipping on the East and Gulf Coasts immediately. The member unions of the powerful AFL Maritime Trades Department announced that full support would be given its affiliate, a decision reached at a meeting in New York early this week.

Attending the MTD meeting were representatives of the SIU, SUP, ILA, ROU and the MM&P.

The principal stumbling block in the dispute is the MM&P's demand for rotary hiring of all men below First Mates, to aid in spreading employment among its members.

New York Meeting

The next meeting of the New York Branch will be held once again at Roosevelt Auditorium, 100 E. 17th St., corner 4th Avenue, on November 23, 7 PM.

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Enemies Of Labor

(Continued from Page 1)

press, speech and assembly, "liberation of all arrested socialist and non-partisan workingmen." "They don't want to live by the decrees of the Bolsheviki," said one of their leaflets; "they want to control their own destinies."

The Kronstadt sailors, "the flower of the revolutionary forces," backed these demands, and gave support to a group of striking workers who were locked out of their factories by the Lenin-Trotsky-led communists.

Immediately Lenin and Trotsky labelled them "interventionists" and tools of the French. Trotsky, as chairman of the Revolutionary Military Soviet, threatened to "shoot you like pheasants."

And he did. Within two weeks, the Kronstadt sailors were "liquidated," many of them — including women and children — shot down in cold blood. The rest of them were sent to prisons and concentration camps as punishment for daring to raise democratic demands against the communist dictatorship.

The Kronstadt story is not an isolated incident. Soviet history is full of cases of "comrades" who were eased out of the communist party by bullets carefully inserted into their skulls.

There is no integrity, no morality, no principle in the communist movement — whether Stalinist or Trotskyite — any more than there was in Hitlerism. They are both enemies of the American worker, and must be driven out of the trade union movement.

Not all our enemies are on the "left." The fascists and other would-be Hitlers, too, would like to smash our trade unions. But whereas the Stalinists and Trotskyites try to "bore from within" the unions, the fascist finks try to destroy them from the outside, so the chances are that you won't meet any organized group within labor organizations. But it is a good idea to know what these organizations are, and not to be taken in by their phony slogans. Here are some of the worst ones:

Christian National Crusade, Christian Nationalist Party and Patriotic Tract Society are all run by the notorious rabble-rouser, Gerald L. K. Smith. Smith also publishes the violently anti-Semitic Cross and the Flag magazine.

Citizens Protective League is a rallying point for German Bund and native Fascist elements.

Constitutional Educational League publishes thousands of pamphlets which it sells at high profits.

Loyal American Group Union primarily promotes a hatemongering paper called Common Sense.

Lutheran Research Society has no connection with any official Lutheran church but has sponsored speeches by members of Gerald L. K. Smith's organizations.

National Blue Star Mothers is another violently anti-Semitic group.

National Economic Council is an outlet for much reactionary business propaganda. Its leader, Merwin K. Hart, has a long anti-Semitic record.

Nationalist Action League works closely with the National Blue Star Mothers and Gerald L. K. Smith.

Pro-American Information Bureau is a clearing house for hate literature.

Protestant War Veterans is a one-man organization publishing anti-Semitic and anti-Catholic papers and magazines.

If you come across any of these outfits, tell them off. Tell them that you classify them along with the Stalinist and Trotskyite commies as enemies of labor.

They are three of a kind, and deserve to be handled the same way.

"Three of a Kind"



Men Now In The Marine Hospitals

These are the Union Brothers currently in the marine hospitals, as reported by the Port Agents. These Brothers find time hanging heavily on their hands. Do what you can to cheer them up by writing them.

MOBILE HOSPITAL

- F. T. REYNOLDS
- L. HOWARD
- J. C. STEWART
- D. H. MILLER

BOSTON HOSPITAL

- JOE GREENBAUM
- PETER KOGOY
- FRANK ALASAVICH
- VIC MILAZZO
- R. BOLDUC

STATEN ISLAND HOSPITAL

- BERNARD JURROWSKI
- ARCHIE KING
- FRED VYKRUTA
- SAL MANCINI
- MICHAEL ARMANDO
- WILHELM PIETERS
- JOSE REYES
- ROYAL HARGRAVES
- J. F. GAMBLICH
- JOHN C. LONG
- JOE HERNANDEZ
- R. G. ANDERSEN
- P. ALBANESE
- RICHARD GRALICKI
- ANDREW AHLSTROM
- WILLIAM ROACH

- H. E. BONEWALL
- R. R. SIERRA
- SIDNEY SWITZER
- CARLOS MATT
- M. J. LUCAS
- R. L. LAMBERT
- JOHN B. DOLAN
- FRANK NEARING
- A. M. KASAITIS
- IVAN A. THOMAS

NEW ORLEANS HOSPITAL

- R. CRONIN
- J. DENNIS
- F. LANDRY
- H. F. LAGAN
- C. ELLARD
- L. WILLIS
- L. LANG
- C. R. HONEYCUTT
- P. ROBERTS
- A. MAUFFRAY
- W. J. WOLFE
- B. K. JOHNSON
- F. B. CAILLOUET
- O. HOWELL
- W. K. SUTHERLIN
- H. REMME
- V. L. COASH
- A. PANEPINTO
- J. E. TASSIN

- C. BROWN
- E. CHATTERTON
- M. DIKUM
- F. JACOBSON
- R. REED
- J. H. McELROY
- A. LOPEZ
- T. DALLEY

BALTIMORE HOSPITAL

- E. GAME
- R. PEARSON
- W. L. ADKINS
- N. T. TALA
- L. G. LARONDE
- K. PUCHALESKI
- D. H. BRUNIE
- E. LYNCH
- E. R. IDELL
- P. E. DARROUGH
- E. F. PAUL
- W. J. KENNELLY
- R. W. BELL
- E. W. HENDERSON
- L. HEALY
- L. R. TICKLE
- E. WATERMAN
- A. L. MASTER
- J. M. BERGERIA
- J. HARRIS
- R. H. GRAF
- J. YUKAS

SAN FRANCISCO HOSPITAL

- SAM DRURY
- ALTON LEACH
- A. LOMAS
- WILLIE WATSON
- R. SALDANA
- J. KEENAN
- THOMAS ISAKSEN

SAVANNAH HOSPITAL

- R. W. CARROLTON
- C. A. GARDNER
- J. ACKERMAN

Visitors At Shipboard Meeting On SS Puerto Rico



Congressmen and SIU crewmembers of SS Puerto Rico give John Forsythe, General Counsel to the House Education and Labor Committee, a big hand as he addresses shipboard meeting en route to Puerto Rico. Seated at table at which Forsythe is standing, from left to right, are Congressmen John Lesinski, of Michigan, committee chairman; Carroll D. Kearns of Pennsylvania, Charles Howell of New Jersey, Augustine B. Kelley of Pennsylvania, and Harold Velde of Illinois. In dark suit and standing behind Congressman Kelley is Walter J. Mason, AFL legislative representative, who also spoke at the shipboard session.

At the meeting, the Congressional delegation viewed the SIU films, "Battle of Wall Street," and "This Is the SIU."

The members of the House Labor Committee travelled aboard the Bull Lines ship to Puerto Rico to investigate labor conditions there and in the Virgin Islands.

In letters to the SIU and the Bull Lines, the Congressmen lauded the "excellent service provided to the passengers of the ship by every member of the ship's company." They added that the manner in which SIU crewmembers performed their duties was a "credit to themselves and their Union."

Seafarers Hits 'Brazen Defiance' Of Cities Service

(Continued from Page 1)

tion, likewise declared illegal by the NLRB.

Current policy of company is nothing but extension of acts previously ruled as unfair labor practices in the matter of Cities Service and the National Maritime Union. NLRB in this instance issued a cease and desist order directed at company and was upheld by US Circuit Courts in an enforcement order.

We feel this continued defiance of the law must be halted once and for all and that the company must recognize that the law governing labor-management relations is not a mere scrap of paper.

MEN ARE VICTIMS

In behalf of the CS employees who are victims of this gross violation of law we ask that the Board take steps to speed action on certification of SIU as collective bargaining agent on company vessels. Company must be made to understand it is not exempt from responsibilities and obligations of the law in the democratic community. Its personnel must be shown that company's masquerade of omnipotence in ignoring the laws of our land is without substance and that they are entitled to protection within the full meaning of the laws.

Therein lies our reason for this request that action on certification be expedited. May we have an early reply from you in this regard?

PAUL HALL,
Secretary-Treasurer
Atlantic and Gulf District
Seafarers International Union

MWEB Interferes With Free Collective Bargaining, Says SIU

(Continued from Page 1)
lective bargaining could not go into effect.

On the tenth day of the beef, the government agency reversed its stand, and the raises were allowed to go into effect. Once again the rest of the maritime unions profited by the SIU's militant stand.

The Union's opposition to continuance of the Maritime War Emergency Board stems from its traditional policy of dealing straight across the table with the shipowners, free from governmental interference, in all matters involving the welfare, wages and working conditions of its membership.

The correctness of this policy has been demonstrated in all comparisons of gains made by free collective bargaining and those awards granted by government agencies.

Although the CIO unions and the Marine Firemen supported continuance of the MWEB, the fact that the Board could be an instrument for setting lower bonuses and insurance payments is borne out by the united stand of the shipowners also favoring the board's continued existence.

In fact, at the hearings, which were held to determine the advisability of continuing the board and its functions, the shipowners called for decreases in the present war bonus payments.

The board will render an opinion on the opposing views early next year, after conducting further hearings in December and January.

We are here representing the Seafarers International Union of North America and its affiliates who are signatories of the Statement of Principles.

We wish to inform this newly constituted board that we are opposed to the continuance of the Maritime War Emergency Board.

The text of the SIU statement: We wish to return to free collective bargaining without being hampered or interfered with by Government Agencies or Boards.

Even though the Statement of Principles, which established this board, guaranteed that collective bargaining would in no instance be impaired or restricted, we find instances where shipowners have refused to negotiate with some of our affiliated unions, using the Maritime War Emergency Board as an excuse not to negotiate on our bonus demands.

This, in spite of the fact of the very grave and increasing dangers in certain areas at this very moment.

Further, the Maritime War Emergency Board was set up to provide machinery for the settlement of disputes without interruption of service or stoppages of work during the period of the war.

We contend that we are now in a different era.

PROFIT MOTIVE

Our contracted operators are not now engaged in any so-called war effort. They are instead now sending vessels into danger areas for profit motives and nothing else.

The shipowner today, in the main, is not bound by any rules as to where he sends his vessels, what cargoes he carries, or what he can make in the way of profit.

We, therefore, strongly contend that we should be free in the same manner, so as to bargain for the best contract we can make with the shipowner and not have any outside interference by Government Agencies and Boards which, to put it mildly, are not only cumbersome in operation, but in no way protect the working seaman's interests.

We finally contend, and we want the record to show, that in so far as the Seafarers International Union of North America and its affiliated unions are concerned, the Statement of Principles is no longer a legal and binding document on our organizations.

Statement issued by and in behalf of the Seafarers International Union of North America and its affiliates:

MATTHEW DUSHANE,
Legislative Rep., SIU
PAUL HALL,
Vice President, SIU
MORRIS WEISBERGER,
Vice President, SIU

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Committee on Education and Labor

HOUSE OF REPRESENTATIVES

Congress of the United States

Washington 25, D. C.

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San Juan, Puerto Rico
November 14, 1949

**Mr Paul Hall, Secretary-Treasurer
Seafarers International Union
51 Beaver Street,
New York, New York**

Dear Mr Hall:

The undersigned members of a subcommittee of the Committee on Education and Labor recently visited Puerto Rico and the Virgin Islands for the purpose of investigating the effect of the Fair Labor Standards Act upon those islands.

We traveled from New York to Puerto Rico on the S. S. Puerto Rico, one of the Bull Insular Line ships. We wish to take this opportunity to compliment you of the excellent service provided to the passengers of the ship by every member of the ships company.

Without exception they performed their duties in a manner which was a credit to themselves and to their union. Every employe appeared to take a personal interest in insuring that the passengers should have a pleasant voyage.

Sincerely yours,

San Francisco Has Two Good Shipping Weeks

By JEFF MORRISON

SAN FRANCISCO—The past two weeks showed some fairly good shipping here. We wish we could report that the next two weeks look as good, but there are nothing but in-transit ships scheduled so far.

Our payoffs were the Young America, on the Far East run, and the Monroe Victory, an intercoastal job. Both of these Waterman ships signed on again.

A number of vessels called at Frisco, these being the Fairland, a Waterman intercoastal; the Loyola Victory, also Waterman and intercoastal, and two Isthmian ships on the Far East run, the Steel Rover and Steel Vendor.

The payoffs were clean and the in-transit ships only had a few routine beefs which were no particular trouble. All were settled in SIU style.

The San Francisco Marine Hospital lists seven Seafarers as patients this week: Sam Drury, Al-



ton Leach, A. Tomas, Willie Watson, R. Saldana, J. Keenan and Thomas Isaksen.

Scheduled to call in the next couple of weeks are the Jeff Davis, Twin Falls Victory, Hastings, Gateway City and the Kenyon Victory. We don't expect more than a few replacements to be called for by any of these vessels. There are few men on the Seattle beach right now, but this is fortunate in view of the fact that no payoffs are scheduled.

The weather is lousy here and the fish, according to reports, are not biting. But then, we don't have any time to fish, anyway. So it really doesn't matter.

Shipping, Weather Chill Port Savannah

By JIM DRAWDY

SAVANNAH — Not much to report from this point this week. Shipping has been slow. The weather has been cold. And those are the highlights for the two-week period just ended.

The Cape Nome, South Atlantic, came in for a payoff and a sign-on and the Greeley Victory, Waterman, paid the port a visit. Neither of these ships had any beefs aboard.

Three of our members are in the local Marine Hospital this week. They are R. W. Carrollton, C. A. Gardner, J. Ackerman. We think it would be a nice gesture if their former shipmates would drop them a line.

That's about all we have for this issue. We hope there'll be an upswing in shipping and a little more activity on the local front so that we can give you something to read.

"THE BATTLE OF WALL STREET" STILL A SMASH HIT



GENERAL DRIVERS & HELPERS LOCAL UNION No 554

Affiliated with the
AMERICAN FEDERATION OF LABOR

PHONES:
WE 4484
WE 4485
WE 4486

OMAHA 2, NEBRASKA

November 12, 1949

Albert A. Bernstein
Educational Director
Seafarers International Union Of N. A.
51 Beaver Street
New York 4, New York.

Dear Sir & Brother:

We are returning to you your movie "The Battle of Wall Street". We did not issue any publicity in the newspapers or otherwise relative to the showing of this picture, but rather confined the showing exclusively to our membership.

The members of our Joint Council were impressed with the picture and as a result we had a showing of the picture in each of our local meetings affiliated with our Joint Council. Because of the showing of this film the attendance at each of our meetings increased and a great deal of comment was made by our members.

Because of the interest expressed we would appreciate it very much if you would send to us your other film entitled "THIS IS THE SIU". Our meetings start the 28th of November and we have a meeting each night for approximately 10 days. Thanking you in advance I remain

Fraternally yours,

George O'Hara

George O'Hara
Recording Secretary

GO:mw



Omaha Teamsters join other unions in praise of "The Battle of Wall Street," SIU film of the 1948 strike against the New York Stock and Curb Exchanges.

Shipping Figures Rise Sharply In Philadelphia

By JAMES SHEEHAN

PHILADELPHIA — Shipping smiled on Seafarers in the city of Brotherly Love during the period just ended. A sharp improvement was noted in the number of men shipped compared to the port's figures during the previous two weeks.

The vessels paying off here were the Bienville, Warhawk and Golden City, Waterman; Arlyn, Rosario, Bull; Alexandra, J. M. Carras; The Cabins, Mathiasen; Northwestern Victory, Victory Carriers, and the Robin Trent, Robin.

FEW BEEFS

Most of the payoffs were handled without any difficulty, the ships having come in clean. The Golden City has some disputed overtime beefs but this money was collected for the men involved at the payoff.

The Northwestern Victory had one major beef. The ship spent 18 days in Cuba during which time no launch service was provided by the company for the crew.

This beef was settled at the payoff, with each man in the crew getting two dollars per day for the 18 days, as provided in our agreements.

The sign-ons came off well, too. Here are the ships that signed on:

Warhawk, Bienville, Azalea City, Waterman; Arlyn, Rosario, Bull; Northwestern Victory and The Cabins.

We're hoping that we can report that shipping continued along these lines, when we put in our appearance in the next issue of the LOG. See you then.

New York Shipping Holds Up Well Despite Conditions

By JOE ALGINA

NEW YORK—Considering the general situation in the maritime industry at present, shipping in this port has been fairly good during the past two weeks.

There was a fair amount of activity here, including port payoffs and sign-ons. In the payoff column we had the following ships:

Andrew Jackson, Claiborne, Beauregard, Warrior, Waterman; Ann Marie, Kathryn, Evelyn, Elizabeth, Puerto Rico, Carolyn, Suzanne, Frances, Bull; Steel Age, Steel Mariner, Steel Apprentice, Isthmian; Seatrain New Jersey; New London, Bull Run, Julesberg, Mathiasen; Cecil Bean, Dry-Trans; Cape Mohican, Mar Ancha; Ames Victory, Victory Carriers; Colabee, American Hawaiian; Christine, Carras; and the Crysstar, formerly the Evisstar, Triton.

NO TROUBLE

All of these payoffs were disposed of in good shape; what beefs there were have been settled to the satisfaction of all concerned.

Sign-ons during the past two-week period took place aboard the following-named ships:

Allegheny Victory, Steel Navigator, Steel Flyer, Steel Traveler, Meredith Victory, Steel Advocate, Isthmian; Massmar, Calmar; John B. Waterman, Waterman; Robin Locksley, and the Michael, Carras. The appearance

of the Michael was a welcome sight, since this ship just came out of lay-up. We're always happy, of course, to see one of the ships come back into the fold.

Just in case any one still doubts the potential harm existing in the atmosphere created by the Taft-Hartley law, he has only to take note of the news out of Washington this week. The fines imposed on the United Mine Workers and its president, John L. Lewis, were upheld by the high courts and this week the Union had to pay over a million dollars. Lewis himself was fined \$20,000.

SOAK THE UNION

It appears obvious that the purpose of these heavy fines is to weaken the union. About the only conclusion that can be drawn from this horrible state of affairs is that the efforts of organized labor to have the Taft-Hartley law repealed must and should be redoubled.

While workers are being tossed on the unemployed heap and big business is crying that it can't afford anything that would make the working man's lot a bit more pleasant, the financial pages show that the giant corporations are doing all right for themselves.

General Motors has announced an eight-dollar dividend for each share of stock in the outfit, one-quarter of which — 10 million shares — is controlled by the

DuPonts. With all the hollering these guys have been doing about being driven against the wall by employee demands, they now find that they are more prosperous than ever.

REMINDER

I think this is a good time to remind the Stewards aboard SIU-contracted ships that they have a job to perform, just as do the rest of the crew. A Steward going aboard ship is expected to perform his duties, and if he falls down on the job, he can't very well expect the Union to go to bat for him.

This doesn't mean that a Steward has to do any apple-polishing with the company. He simply has to know how to run his department and do so efficiently. In other words, he should know and do his job just as the rest of the men are expected to.

Mobile Shows No Improvement

By CAL TANNER

MOBILE—No sign of improvement in shipping was noted during the past two weeks in this port, and activity must be reported as slow.

There were eight ships paying off, along with six sign-ons and one ship in-transit.

Those paying off were the Purdue Victory, which went into layup; the Andrew Jackson, Fairisle, Morning Light, Alcoa Cavalier, Isthmian, Fairhope, Monarch of the Sea, and the Alcoa Clipper.

On the sign-on side, we had the Fairisle Morning Light, Isthmian, Monarch of the Sea, Fairhope, and the Clipper.

The Bessemer Victory was the vessel which called in-transit. Shipping on these vessels was

the slowest we have had for quite some time, and we hope that the next two weeks will show some improvement.

All payoffs and sign-ons were smooth, with only a few minor beefs popping up on some of these ships. However, these were settled to the satisfaction of all hands.

Again, we're asking the Brothers to have just a wee bit more patience. The Hall will soon be ready for all-around use and if we must say so ourselves, we think all hands will agree that this has been something worth waiting for.

Just wait until you see the results of our new alteration job. Seafarers stopping by in Mobile will find the comforts available here hard to duplicate elsewhere.

Never To Say Goodbye a short story

By EDWARD R. KAHRs

You would have known Slim for a sailor the moment you set eyes on him. He was a natural, as the theatre people would say. Instinctively, you knew he was more at home in dungarees and checked red shirt than in the finest suit money could buy.

He walked with the slight weaving gait common to sailing men. His eyes spoke a purpose in life but, try as you might, you could never fathom this purpose. His glance would flick over you, then move on to something else, constantly searching.

You knew you could follow in Slim's footsteps, but you knew also that you could never get the full meaning from life as Slim did.

CASUAL-LIKE

The way Slim casually dragged a cigarette from a pack, and paused amidst the jostling throng on the main street to light up, you knew nothing would disturb him very much—or, almost nothing.

Sailors are quite immune to the unusual. In fact, it wouldn't surprise one sailor to find another sailor behind the President's desk in the White House.

It didn't surprise anyone that Slim met the girl in an art gallery. It just never occurred to anyone to ask how he came to be in an art gallery. He was just there, that's all.

The girl must not have been surprised, either. If she was, no one ever heard her mention the fact. She seemed to take Slim as he was, without bothering to wonder or worry about the past, or future.

They were the well balanced couple. Her quiet, dark beauty and lively manner made the perfect lace border for the Irish



linen Slim. They walked through the park or went to a picture, sometimes holding hands, always smiling or laughing, but never angry or moody.

She gave Slim a large picture which he hung under the mirror in his locker. He slipped ashore one night with a large manila envelope. Those who saw him go didn't ask him if he was carrying his picture to the girl.

NEAR FINISH

The ship was almost loaded now. Number one hatch boards were in place. Numbers four and five hatches would be finished tonight, Numbers two and three would be finished tomorrow night.

It wouldn't take long to take on bunkers after the hatches were finished, so the ship would probably sail early Friday morning.

Sailing notice was posted for six o'clock Friday morning. Stewards stores were taken on. Sea watches were set for midnight. Union delegates were elected. Most of the crew went ashore for their last chance at America before sailing time. Only the few men on watch and Slim remained aboard.

Slim would wander from the messhall to his forecabin to the gangway. On some of these frequent trips, he would talk for



awhile with the gangway watch, on others he would stand looking up and down the dock, saying nothing.

Finally, in the wee hours of the morning, when the last of the straggling crew had headed for their bunks, Slim stretched out on some tarps by number three hatch. He was still awake when the watch changed at four o'clock, gazing up at the starry sky.

Slim was already in the messhall drinking coffee, when the four to eight watch called the deck gang to stand by at six o'clock. The sun, just above the horizon, was squinting a red eye, trying to see through the reddish haze covering the river and the bay beyond.

STAND BY

The haze was beginning to lift when the Chief Mate stuck his head in the messhall door and told the Bosun to stand by fore and aft.

Slim drifted back aft with the rest of the twelve to four watch. The Second Mate was already warming up the winch. A tug was standing by in the river. The Captain shouted from the bridge to let go all but the stern line aft. All but the stern line was pulled in and flaked on deck.

Slim leaned on the rail to rest for a minute when he saw the girl. She didn't see him though, for she kept looking back and forth along the length of the ship's rail.

BUSY TIME

The order came to let go all lines aft, and Slim was busy for a few minutes flaking the line on the deck.

Free from the dock, the ship's bow began swinging toward the middle of the river.

The Pilot was turning the ship

to head down the river to the oil docks. This turning threw



the fantail in full view of the dock. Then the girl spotted Slim.

The distance was too great to hear what she was shouting. She must have realized this, for suddenly she stopped shouting, and stood there waving a white handkerchief in her outstretched hand. Finally, she quit waving

the handkerchief and began using it on her eyes.

Under the fantail, the screw was churning the mud and water into a reddish foamy mixture, and shooting it out behind the ship in a steady stream.

DECISION MADE

A tug snuggled up close to the ship, much as a baby pig snuggles up to an old sow. Several birds were making early morning practice raids on some garbage floating in the river.

Slim stood for a while deep in thought, watching the dock where the girl stood dwindling in size.

Suddenly, he shucked off his coat and shoes and dived into the muddy water to begin the long swim back to shore.

Only a landlubber would have asked him why.

(EDITOR'S NOTE: We enjoyed reading this story, and we feel sure that all of you did, too. However, in the interests of keeping this tale on an even romantic keel, Brother Kahrs did not write the true ending to Slim's adventure. This is what happened: Slim and the girl got married, but when his shipmates came back to the States, they promptly filed charges against him, and Slim was fined \$50 by the membership for jumping ship. Sailors may be "quite immune to the unusual," but not when the unusual involves breaking Union regulations and jeopardizing their organization. Slim and the girl are still married—and Slim has never jumped ship since.)

What A Congressman Thinks Of The SIU: From The 'Record'

A6330

CONGRESSIONAL RECORD—APPENDIX

OCTOBER 5

Seafarers International Union

EXTENSION OF REMARKS
OF

HON. LOUIS B. HELLER

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, October 5, 1949

Mr. HELLER. Mr. Speaker, a couple of weeks ago an invitation was extended by Mr. Al Bernstein, international representative, Seafarers International Union, Atlantic and Gulf district, to myself and other Members of the House to visit the Atlantic and Gulf district headquarters of the Seafarers International Union in New York. As a Congressman from the Brooklyn district embracing part of New York's waterfront, I felt it was my duty to accept the invitation.

This union of seafaring men, through Mr. Bernstein, expressed a desire to build greater understanding between the legislative representatives of the people and their representatives on the economic front. Desirous of improving that understanding and because I wanted to see how a maritime union, whose members are so vital a part of our economy, functions. I am glad I made that visit, and I wish to review it for the benefit of my colleagues.

The SIU headquarters is located in New York's financial district in the heart of the shipping center. The six-story building also houses the New York branch of the union.

Perhaps the most striking thing about this particular union to an outside observer, is the air of informality, the man-to-man relationships between the officials and the membership. I should imagine this is the kind of relationship that exists among seafaring men aboard ship, and the union has admirably transferred it to its shore-side apparatus.

From this relationship stems the democratic process, which the union religiously adheres to in every phase of its activities, as I observed in the course of my visit.

The union officials bypassed nothing in the visit.

I saw how the seafarers maintain their records, with their complete data on the membership and the finances.

All of the union records are available for inspection by the membership. In fact, the union encourages interest in these aspects of its operations. Elected committees of members inspect the books every week.

At the Seafarers I had an opportunity to see the hiring hall, backbone of today's free maritime trade-unionism, in operation. Here is where the democratic, equitable system of rotary shipping is utilized every hour on the hour. This method of dispatching men to jobs—on a first-come-first-served basis—represents the greatest single attainment in the interest of maritime labor and I learned that it has proved beneficial to the employers as well as the workers.

It is the militant desire to protect this system of employment, from which the SIU's principal objection to the Taft-Hartley law arises. For the SIU, and the other maritime unions, asserts that the Taft-Hartley law places this precious symbol of free trade-unionism in jeopardy.

The SIU's desire to acquaint its membership with the structure and functioning of their union is well demonstrated in a movie called This Is the SIU, which I took 20 well-spent minutes to witness. The movie, while high-lighting the attainments made by the union in the field of wages and working conditions for the membership, also shows the members why they pay dues. The spending of each dollar, as the movie points out, is calculated to make the SIU membership the best represented seamen in the world. I would heartily recommend this movie to all who are interested in knowing how a sound union functions.

I also learned that the SIU operates on the theory that a well-informed membership is the greatest insurance for continued democracy. The union publications, notably the official organ, the Seafarers Log, are black and white examples of the practice of this theory. I daresay that few publications reveal so great a

degree of membership participation. In its pages any member can—to use one of its colorful figures of speech—"blow his lid" on any matter in which the welfare of the membership is concerned. The pages of the paper are sort of a testing ground, and many ideas expressed in it by individual members later emerge as union policy.

Another and interesting phase of the union's activities is the providing of recreation for its members while they are on the beach, waiting for jobs via the rotary shipping board. Seafaring unions, like the SIU, differ from shore-side unions in several respects. The recreation hall offers one example. Unlike shoreside workers, the men who sail our merchant fleet are dependent upon their union almost 24 hours a day. Not only for economic representation but for a means of recreation and relaxation.

This need the SIU meets foursquare. Comfortable lounging facilities are available. Checker and chess games are in constant progress. Radios and television work around the clock. On the walls are displayed samples of members' talents and craftsmanship—paintings, unusual examples of rope splicing, and the like.

Briefly, I would say that the SIU is a good example of clean, sound trade-unionism. Its members, most of whom are now young, vigorous Americans who wish to make seafaring a life-long career, practice democracy in peace in their union, just as most of them fought to preserve this precious heritage in the recent war.

Such trade-unionism can never harm our country. Rather it is essential that it continue unfettered if democracy is to grow and develop as an instrument of free men.

I ask no one to accept my observations as the gospel truth. Instead I would recommend that my colleagues avail themselves of the opportunity to witness a democratic trade-union in action and see for themselves.

It is one way in which we Representatives can learn the needs, problems, and accomplishments of a section of our constituency.



SHIPS' MINUTES AND NEWS

Grand Dame 'Murphy' Mourned By Friends

The death of the grand old lady and staunch Union supporter, affectionately called "Murphy" by her legion of friends in the SIU, was reported last week to the LOG by Bill Gray, Ship's Delegate aboard the Seatrain New Jersey.

Few of Murphy's countless admirers knew her by her real name of Mrs. Mae Montault. There was no rigid formality about the lady and it was this quality, along with others just as endearing, that won her the sterling and unquestioned reputation as a genuine friend of seamen, and SIU members in particular.

In New Orleans and elsewhere in the Gulf, Seafarers are mourning the passing of Murphy as an irreplaceable loss. As Brother Gray put it, Murphy's "love for the SIU was shown in practical ways all through our busy days and whenever we really needed the aid that only true friends could give."

SHE REALLY CARED

Mrs. Montault, or Murphy was the proprietor of a restaurant located next to Joe's place on Iberville Street in New Orleans. Here it was that she catered to seamen and demonstrated time and again that the troubles and cares of Seafarers were also matters of grave concern to her.

At Murphy's, a seaman finding himself in tough financial straits would always find that his credit

was good and that he needn't go without food as long as the generous and understanding lady was around.

Any SIU beef was Murphy's beef, as well, and she pitched in with as much vigor as the most died-in-the-wool Union member. During strikes conducted by the Seafarers, Murphy gave the men on the bricks seemingly unlimited supplies of cigarettes.

Mrs. Montault also turned over her car to the Union men to be used in the prosecution of the beef whenever it was needed.

NEVER SAID "NO"

It is said that Murphy never turned down any Seafarer and it is reported that a heap of testimony to this fact was uncovered at her death. Brother Gray said that hundreds of unpaid bills of Seafarers who lost their lives in the war years were kept by the old lady as personal mementos.

Jim Sistrunk, Chief Cook, for whom Murphy had a special place in her heart, notified New Orleans Port Agent Bull Shepard of the grand lady's passing. Among the many floral pieces at the funeral parlor where the body lay was a beautiful wreath from Murphy's lads on the Seatrain New Jersey.

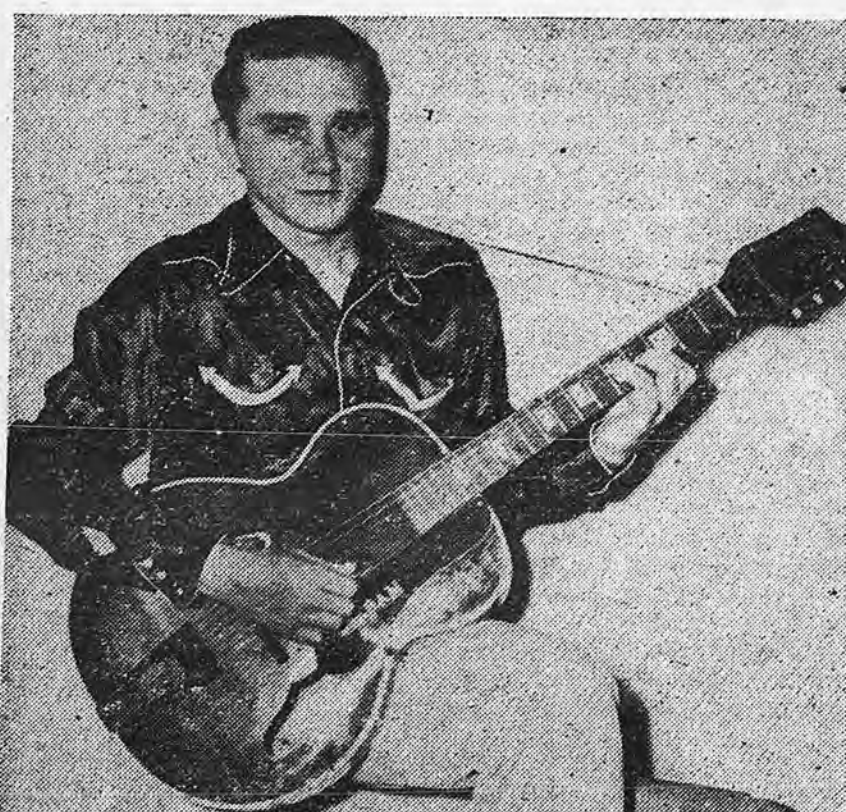
The sentiments of the Seatrain men were expressed by Bill Gray this way:

"Murphy is now on her way to meet the boys she loved, the boys whose sacrifices paid off in the form of freedom for all of us."

ATTENTION!

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

HE CHASES THOSE BLUES AWAY



Crewmembers aboard the SS Puerto Rico get a big lift from the cowboy ballads of "Dangerous Dallas Dan" Morin, who strums a mean guitar. Dan, an Engine man, can sure build a fire under those blues, it is reported by his podners—shipmates, that is. The photo is by Jim Golder.

South Atlantic SS Co. Praises Crew For Aid In Making Good Will Program A Success

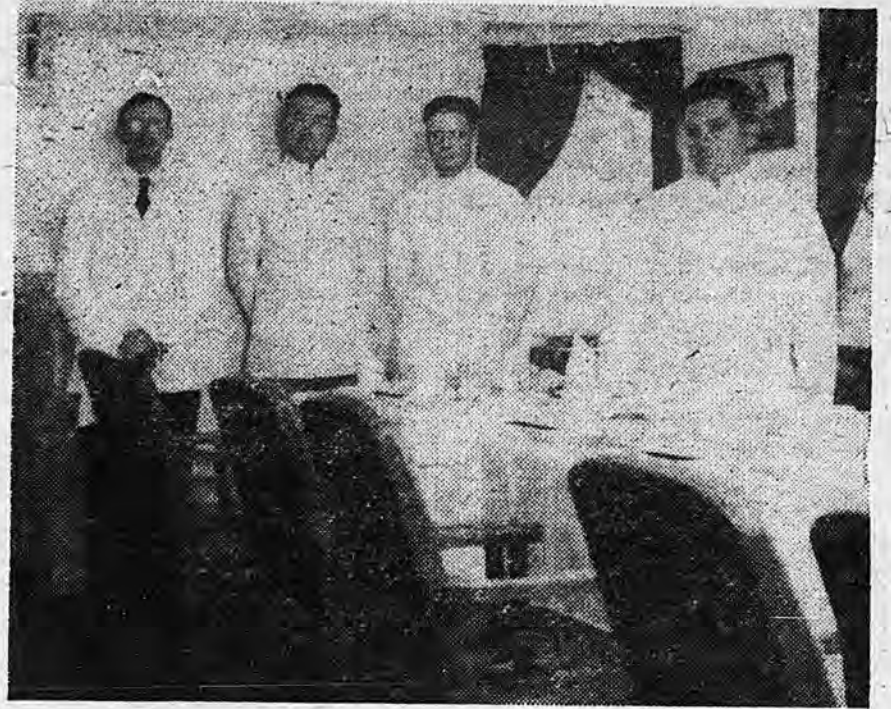
SIU Stewards Department men aboard South Atlantic Steamship Company vessels are contributing in no small measure to the success of the company's "Good Will Dinners" in foreign ports.

Testimony to the efficiency of the Seafarers comes from a source that ought to know—the company office in Savannah. Reports concerning the dinners are very complimentary, says the company.

The "Good Will Dinners" are part of South Atlantic's program for building good will among customers of the line in European ports. Shipping men, exporters and civic officials are among those invited to the dinners when the company's vessels tie up abroad.

Especially active in the good will effort has been the SS Southland, whose crew recently drew the company's praise. Recognizing the crew's contribution, P. P. Imlay, personnel manager for South Atlantic, sent the following letter to the SIU Port Agent in Savannah:

"We desire to express appreciation to all for the efforts made toward making the "Good Will Dinners" a success. Reports received from the SS Southland



Here are four of the SS Southland's "good will ambassadors" whose dining room savvy has been winning compliments for the South Atlantic Steamship Company in foreign ports. No identification accompanied photo but ye Editor hazards this guess—the third and fourth men from the left are A. W. Mackin and D. Picarelli, Messmen. Are we right or wrong, gentlemen?

concerning dinners held aboard are very complimentary, especially in regard to the preparation of the food and the manner in which it was served. The Steward and the members of

his department contributed in a large measure to the excellence of these dinners.

"A continuance of this fine performance will bring credit to our ships and to their crews."

'Voice Of The Sea'

By "SALTY DICK"

A short time ago I saw a flock of birds flying south. I decided to join them and here I am in New Orleans. No, I didn't fly. . . Jack Parker has quit his job and is entering the bar business. His new place, the "Sea Hawk," is a couple of blocks from the Hall and Jack would like his buddies to stop in. . . E. Reyes just told men that you can get 15 pesos for a dollar in B.A. In Brazil they're giving 31 cruzeiros.

Leroy Clarke seems to be gaining weight. On him it looks good

...It would be a good deal if all SIU-manned passenger ships could get out a crew news sheet. A few guys can swing it with a little effort. Most ships have a mimeograph machine, and certainly most of the guys have something to say that we're all interested in.

Billy Roach is in the Marine Hospital, that's bad. But he'll be leaving soon, that's good.

Frank Cacioppo, 47, is searching for a rich widow. Must be under 80 though. . . The man

behind the bar at the Blue Heaven is our friend Lee J. Harvey. He's also attending classes in air-conditioning and refrigeration. . . Jim Collins is waiting for a Far East run, where he figures on running into Julala, reputed to be a snake charmer of sorts. Jim is crazy about snakes.

Zeke Jablonski's girl flew over to New York from England and she's waiting there for him. He's also the lucky one who had his money transferred to New York before the pound was devalued. . . The head waiter on the Del Sud is none other than Woody Woodpecker, who left Kentucky where he manufactured mountain dew.

Tom Kotalik is expecting a junior about the end of January. . . Smithey Smith parks his United Cab in front of the Hall for each call. He swore he'll never go on as a gloryhole steward again. . . William Scott, QM, has been married for six months to a Buenos Aires girl. He plans on bringing her to the States and, if possible, building a love nest in Florida.

Since the lid has been down on horse racing, Pete Garza spends his time at the Hall waiting to ship out. . . Sometime ago, I wrote that Tony Alleman and Davis Danos were in love with the same girl. The affair has been climaxed by a guy from California who came along and took over. Both lads plan to take a long trip to forget.

SS Del Norte Softballers Rout Buenos Aires Outfit

Pelting the old apple almost at will, the SS Del Norte softball team registered a 6 to 2 victory over a Buenos Aires school aggregation on the latter's home grounds during a recent stopover in the

Argentine port. Three home runs from the bats of Seafarers Peterson, Tucker and Boyd were sufficient to put the game on ice for the visitors.

Interest in the game was stepped up when the teams discarded the rule that pitchers must toss the ball underhanded, and allowed overarm throws.

Held scoreless in their first inning at bat, the SIU team found its batting eye in the next frame and began building up the lead which they held safely throughout the contest.

One of the two runs given up by the Del Norte boys caused

some pretty red faces in the outfield, when a passing female took their eyes off the ball and their minds off the game.

The reporter for the English language Buenos Aires Herald has this to say of the embarrassing incident:

"One of the college runs was made while several of the ship's team were lost in admiration of the local scenery. The 'scenery' in question had auburn hair and was wearing jodhpurs. Unfortunately for the college, the Americans recovered their poise before further inroads on their lead could be made."

Digested Minutes Of SIU Ship Meetings

DEL NORTE, Oct. 12—C. A. Hancock, Chairman; T. J. Lewis, Secretary. The meeting opened with considerable discussion on the problem of reducing the noise coming from the Wipers' quarters, so that the Watchmen could sleep undisturbed. Several Brothers including Gordano, Briant, Hancock, Lyle and King spoke on the beef and offered ways of solving it. A motion carried recommending that, if satisfactory to parties concerned, the Watchmen and Quartermasters change foc'sles for a trial until arrival in New Orleans; if this arrangement is not satisfactory, then officials are to be asked to intervene to help us arrive at a workable solution. Brother Banning urged all to show consideration for their shipmates. The meeting chairman instructed the Ship's and Engine Delegates to ask the Wipers to try to keep the noise down in their foc'sles.



CHICKASAW, Oct. 6—Mike Zelonka, Chairman; William Hughes, Secretary. No beefs. Action to be taken on recommendation of Ship's Delegate in reference to OS who was to have appeared for duty at 8 AM, Oct. 4 in Baltimore. Letter to be written to Baltimore Hall to find out if job was taken and suggesting that man be fined if he had missed ship through his own negligence. Man to answer for himself in regular manner before a trial committee. OS who joined ship in Jacksonville paid his own transportation from Savannah. Union to find out if company will reimburse him. Ship to organize softball team and challenge other ships or teams the weekend our vessel is in Mobile.

JOHN CULLEN, Sept. 26—E. Molina, Chairman; J. Rudolph, Secretary. Delegates' reports accepted. Motions carried: All delegates to make repair lists and turn them over to Patrolman; to attempt to get Wiper's logs reduced. Discussion on cooperation aboard ship and the importance of helping shipmates in performance of their duties. Also, all hands were urged to give assistance when necessary to men who may not fully understand nature of job.



ALCOA PLANTER, Sept. 11—Joseph Shaughnessy, Chairman; Arthur Rummel, Secretary. Delegate reported that ship's fund is now at \$30. No beefs. Discussion on Mobile proposal that men with one year of continuous service on ship should accept vacation pay and sign off. Crew is in favor of this proposal and would like to hear further comments and opinions. Have been receiving Bulletins at regular intervals and crew thinks this is a fine way in which to keep up to date on Union activities.

DEL SUD, Sept. 18—J. D. McLemere, Chairman; F. G. Beatrous, Secretary. A. Conti elected Ship's Delegate by acclamation. He asked full cooperation from entire crew in making this a good trip. Delegates' reports accepted. Recreation committee

reported that there is a balance of \$102; \$59 is in the washing machine fund. Motion carried that Chief Stewardess be made Treasurer of ship's fund. Brother Reilly accepted librarian's job.

SANTA CLARA VICTORY, Sept. 18—Jack Wooten, Chairman; Jack Christy, Secretary. Engine Delegate reported that Chief Electrician had missed ship in Wilmington. No beefs in other departments. J. Smith elected Ship's Delegate. Patrolman is to determine cause of Electrician's failure to make ship. Patrolman to take action, if possible, on needed repairs in Wilmington. (Note: After meeting Chief Mate gave us talk on safety. Repairs submitted on list have now been made.)

PENNMAR, Sept. 11—Donald Pople, Chairman; Edward McCormick, Secretary. All unlicensed personnel present except those on watch. Motion by Frank Peskure that messhall and recreation room be painted. Amendment carried to also paint quarters, heads and passageways, with messhall being painted first. Recreation room is to be cleaned by each department in weekly rotation.

SEATRAN NEW ORLEANS, Sept. 14—B. Brown, Chairman; A. Capote, Secretary. Delegates reported; four hours disputed overtime in Engine Department, no beefs in Deck or Stewards. Ship's Delegate refused offer of crew to make voluntary contributions to pay his dues in recognition of his services and the expenses he has incurred while holding the job. Motion carried to boycott radio operator's personal sloopchest for his anti-Union remarks.

SEATRAN NEW ORLEANS, Oct. 9—M. H. McKay, Chairman; Adolph Capote, Secretary. Ship's Delegate reported that he had contacted Agent regarding milk situation and that Agent would meet ship on arrival; there will be better understanding on milk question in future. Motion carried naming Adolph Capote and Eddie Metros, Steward and Deck Delegates, respectively. Motion carried to take up collection for sick member to pay up his past dues as he is not in good financial condition. Steward asks that all excess linen be turned in.

ALCOA ROAMER, Sept. 25—A. L. Hatch, Chairman; Frederick Willis, Secretary. Six hours disputed overtime in Deck Department, 65 hours disputed in Engine Department. No other beefs. Motion carried to purchase washing machine. Machine to become

Union property, with bill of sale to be held by New Orleans Branch and "machine to be put ashore in Union Hall in case of ship laying up, sold or otherwise taken from SIU manning."

ALCOA CORSAIR, Oct. 2—L. Clarke, Chairman; R. Stough, Secretary. Delegates' reports accepted. Motions carried: That air condition failure be investigated; that safety mat be placed in galley for waiters. Tony Bourgot elected treasurer for baseball team and that he be empowered to make purchases of gear needed. LeRoy Clarke elected Ship's Delegate.

FRANCES, Oct. 3—W. Janisch, Chairman; M. Olson, Secretary. Big discussion in regard to fans for Wiper's foc'sle. It was decided to refer matter of additional fans to Patrolman. Vote of thanks was given to Chief Baker for improvements in baking. No beefs in Steward's Department; few hours disputed overtime in Deck, four hours cargo time for Firemen disputed.

RAPHAEL SEMMES, Sept. 25—L. Eisele, Chairman; F. S. Simone, Secretary. Crew refrigerator was to have been repaired in Bremen, but part was not available there. Will be repaired in New York. No beefs reported. Library is to be exchanged. Balance of \$21.45 reported in washing machine fund.

TWIN FALLS VICTORY, Sept. 25—Bud Bryant, Chairman; Lee de Parlier, Secretary. No beefs reported. Bill Lamb elected Ship's Delegate by acclamation. A short discussion on members of Engine and Deck Departments sougeeing officers' rooms preparatory to painting. Deck Delegate Mitchell brought up a question about members getting time off in their home port. Mention was also made about an inequality in Deck Department overtime.

HASTINGS, Oct. 2—Mosely, Chairman; Gunn, Secretary. No beefs in any of the departments. Lou Cauble elected Ship's Delegate. Suggested that dirty cups be left in pantry and that messroom be kept absolutely clean at all times. Washing machine is to be used only when needed. Ship's Delegate is to see Master about putting a clock in crew's recreation room.



CHICKASAW, Oct. 23—Arthur Collett, Chairman; W. R. Hughes, Secretary. Ship's Delegate reported that letter to Union officials mailed in accordance with motion of lasting meeting. Engine Delegate reported that ship left Jacksonville short two men. Union Hall in Savannah was notified by Engine Delegate, and Union then called Waterman in Jacksonville to see if order had been placed for these men. Delay and fault seems to be with company in Jacksonville. Deck Delegate said that overtime was equalized. Community Chest pledges taken by Master. Men warned that no joe is to report for work under influence of alcohol.

Seafarer Sam Says:



Do you have the bound volumes of the LOG in your ship's library? They are still available at Headquarters for the years 1946-1948 at \$2.50 per six-month volume. Get a set for your ship now!

CUT and RUN

By HANK

Flash News—Jack Parker just opened up a bar down in New Orleans. Next year we might hear of Brother Parker installing an ice skating rink!... Joe Pendleton, who said he would be splicing a belt out of square knots, grabbed a job last week on the same day he registered. That's not only good shipping but it's a long trip, too. Bon splicing, Joe... Ray Queen, the poet who doesn't write any poetry anymore, wants it to be known he's not on any other ship but the SS Warrior!... About a month ago Vince "Kelly" Keller said there were twelve Ore ships tied up down in Sparrows Point, Maryland, because of the steel strike. Looks like they should all be sailing out soon... From Houston Brother "Rocky" Milton writes that any deck ape yearning for some learning, a la knots, can forget just one two-hour "bender" and splurge eight bucks for a book called "Encyclopedia of Knots and Fancy Rope Work." All you need with it, if we're not too far wrong, is a Bosun... A favorite spot for SIU guys is the Roosevelt Bar in Tabooria, Piraeus—in Greece. The guys can buy stamps and mail their letters there as well as picking up copies of the LOG from now on.

Best of luck to John Holm, the oldtimer, now headed for Sailor's Snug Harbor in Staten Island... We'd like to hear from all SIU ships whether they've been receiving the various issues of the Headquarters Overseas letter which is air-mailed all over the world... Alonzo "Mitch" Milefski, the cook with a mustache, wrote to Charlie "Dutch" Palmer, here in New York, that he's hit Japan, Hawaii and is due for a West Coast sign-off... Johnny Parsons with his pipe and his shipmate, Steve Pitiak, are in town right now. When in Singapore with the Allegheny Victory they received a clipping about them in this column which someone mailed from the states... "Duke" Wade made the Cook's job a few weeks ago for that tanker in the Mediterranean... Jake Fediow, a guy full of smiles all of the time, is waiting anxiously for a ship. No kidding, ask him... Brother Carroll Quinnt, the oldtimer, sailed in recently from the Gulf after mucho tanker-tripping. The crew he was with really appreciated picking up some LOGS, even though about a month old, in the Pacific Bar in the "Chinatown" section of Rotterdam, Holland. The good people operating this bar keep their leandlugging eyes peeled for those who either ask for LOGS or happen to be wearing SIU pins. Otherwise the LOGS are saved until SIU ships come in. That's sure swell of these people, indeed.

Brother Nicholas Dorpmans, Steward and oldtimer, informs us that Steward Mike Pappadakis is drydocked in Puerto Rico and wishes him swift recovery. The address—Clinica Dr. Pila, Ponce, Puerto Rico... Weaver Manning, champion cribbage and checker player, is slowly recovering from an injury which kept him off the SS Puerto Rico... From Saudi Arabia in the Persian Gulf, Brother V. Perez, the oldtimer, writes about their shuttling between France and the Gulf aboard the tanker SS Petrolite... Eddie Eriksen writes from the SS War Hawk hitting various German ports. Eddie says the crew is happy about the issues of the air-mailed SIU Overseas Bulletins they've been getting over there. Say, Eddie, have you been having any smorgasbord in those ports?

A letter requesting a change of address for the LOG says that Brother L. B. Morgan is voyaging on the Steel Voyager and hitting the port of Basrah, Iraq... One of the best Western records we have heard (although we have never heard even half of them) is an Ara record called "Hominy Grits" with Smiley Burnette and his Sunshine Girls singing. What a darn good record... About a month ago Norman "Red" Kirk, from Baltimore, and Danny Merrill, from Mobile, were in town.

THE MEMBERSHIP SPEAKS



We Won Vacations With Pay —Take Them! Says Ropeyarn

To the Editor:

There seems to be a great deal of discussion these days about coal strikes, steel strikes, welfare plans, etc., being the cause of so much unemployment among seamen.

There is no doubt but what the shut-down of our two major industries have a great deal to do with the slacking off of shipping, and should the mines and mills open up tomorrow, shipping would pick up and a lot of us fellows on the beach would soon find ourselves back on watch. However, in our own Union there seems to be one thing that is making shipping tough, and that is **HOMESTEADING**.

In a majority of our SIU contracts there is a clause stating that when an employee has been in the employee of the company for a period of 12 months he is entitled to two weeks vacation with pay. If I remember right, many resolutions and motions were passed asking our officials to negotiate a vacation clause with pay.

HELD FAST

Our officials, abiding by the rank and file's desire, hung tough and wouldn't put their "John-Henry's" on the dotted line until John Shipowner said "Okay, boys, I'll give the boys two weeks vacation with pay."

Please tell me, some of you fellows, who have been in favor of homesteading the ships and not taking your vacation, what was the sense of taking up our Negotiating Committee's time and putting the heat on them and then turning around and not taking the vacations?

If you did not want the vacation, why didn't you say so, and maybe the Negotiating Committee might have been able to get us the four-watch-system or, had it been in the agreement that the Old Man be required to serve the "Quartermaster" a drink before he goes on watch.

I have heard a number of arguments for and against the taking of vacations. One of them is that if a man gets off and takes his vacation he loses his job and has to look for another ship at the end of two weeks. That argument seems phony to me, for the simple reason that if all of

our members were required to take their vacation, plus the fellows who only want to make one trip, there would be plenty of shipping and at the end of two weeks there would be sufficient jobs on our contracted ships to go around.

WEAK, TOO

Another argument is that those fellows with families and obligations can't afford to get off and go in the red. In my estimation that is another phony argument. It would seem to me that any seaman would ride a ship and look at the same mugs for 12 months could put aside enough cabbage to allow him to stay on the beach for two weeks and enjoy himself with his family and friends, as well as it might enable some of them to attend the Union meetings and brush up a little on what is going on in the labor movement.

What some of the fellows mean by obligations, I have learned, is that they are trying to get ready to buy an interest in the steamship company, perhaps, or a farm, or a railroad. However, I am sure that our Union does not want to be accused of stifling initiative. But I do not think we can allow men to ride the ships for a longer period than one year, thereby making a farce out of the "VACATION CLAUSE" in our agreements.

I think that we go by our agreements, and when a man has been on a ship for twelve months require him to get off, otherwise the shipowners may not be so hasty in negotiating the next agreement or be willing to give us two weeks vacation with cabbage.

"Rope-yarn"

A ROUND TABLE CONFERENCE



The Bremerhaven USS Club is the scene of this off-duty get-together of SIU crewmembers from the SS Southland. Around the table, left to right: Clark Medley, AB; Lew Nihern, MM; Rosalind Schmidt, club hostess; Joe Goude, AB; F. T. Coxwell, MM; A. W. Mackin, MM; R. Lee, OS. Standing are Paul Schmidt (rear), club manager, and D. Picarelli, MM.

Referendum Vote Seen As Democratic Way To Resolve Current Homesteading Issue

To the Editor:

After reading some of the articles which have been published in the LOG concerning the proposal to limit our membership to one year of employment on one ship, I should like to voice my opinion on the subject.

I am 100 per cent in favor of the idea and as a result of numerous shipboard discussions on this subject, I am inclined to think that a majority of our membership are in favor of the idea. And I would like to see some form of action taken which

would expedite the inauguration of the plan. It would be for the advantage of every one concerned.

DEMOCRATIC

The principles of the SIU have always been, and still are, decidedly democratic, and it must be remembered that what is good for one member is good for all members.

There are cliques existing on some ships on well-established runs. Occasionally these ships call for a replacement and when the new man reports to the ship and meets his new shipmates,

he feels as though he is an intruder.

This practice should be discouraged by all good Union men. If we could put this one year limit question up for a vote for three months, practically every member could have the opportunity to participate in settling this issue once and for all.

How about it, Brothers?

Fred T. Miller
Standard, Calif.

Robin Gray Crew Eying Election Deadline

To the Editor:

I realize that this letter might be a little late in coming, but it will have to be excused.

The original idea of this letter was to let you know that we have received four copies of the air-mailed Seafarers Bulletin.

Article 8 (a) of the Shipping Rules states that a shipping card is only good for three months and after that one must re-register.

In the air-mail edition of the Bulletin, it seems there was a motion to extend shipping cards another 30 days in the Port of Galveston.

How is this possible when the shipping rules say: "All officials and members must observe and respect these shipping rules, infractions of which will not be tolerated."

These rules are made for everyone's protection. Let's ob-

serve them. That is the opinion of various members of this crew who discussed the situation.

Every one is hoping that we get to the States in time to vote in the elections before they close. But if we lay here in Beira any longer than is expected, we doubt if we'll make it. Most ships are staying here about a month, which is what we also expect.

J. Heacox
SS Robin Gray

(Ed. Note: Insofar as extension of shipping cards is concerned, it has been the policy of the membership to permit ports experiencing dead shipping to extend the 30-day period if the members there so decide. The justification for this policy lies in the state of shipping in the particular port. In Galveston, for example, shipping was at an absolute standstill. By extending the cards the members there protected the men registered longest from having to re-register behind the men who had come in just before shipping picked up again.)

Bulletin Adds Right Touch To A Right Ship

To the Editor:

It gives me great pleasure to inform you that upon our arrival here in Piraeus, Greece, we found among our personal mail two copies of the Bulletin.

The crewmen could not wait their turn to peruse the Bulletin such was their surprise and joy at the sight of news from their Union and their port of origin, which was Galveston. There were discussions as to who would read it next.

SPURRED DISCUSSION

There were several articles that moved the Brothers to make comments, pro and con.

Among the crew on this ship are several of the older SIU men, including A. A. Ellis, FWT; Bob Hunt, Steward; Hill, Bosun; Beale, Third Cook; J. Polaski, Oiler, and yours truly.

We have a fine crew, a Stewards Department that knows its job and puts out food a la hotel style, and no performers so far.

We have 25 books and three permits on board and all are good Union men.

S. J. Smith
Ship's Delegate
SS John Hanson

Colleens Refuse, Pioneer Lads Kiss Blarney

To the Editor:

This last run was quite a change from the bauxite trail.

The first stop was in Brigh Castle, about 15 miles from Limerick, Ireland. Some of the gang went ashore only to come back with disappointed looks on their faces.

Then we went to Cork, which is a real nice city. The gang thinks so, anyway. Everybody was aboard at midnight each night claiming that the Yankee line does not phase the Irish at all.

Quite a few of the boys visited Blarney Castle, where the famous Blarney Stone is located. They returned to the ship feeling sure their wishes would come true.

IN CORK, TOO

We were in Cork, where the Boston Pilgrims came through enroute to Durban. There was quite a welcome for them there.

Only one thing was missing and that was the LOG. We had a few back issues which we passed around. The people were very

interested and wanted to know how they could get some future issues. I am enclosing an address which you can place on the LOG mailing list.

So much for that trip. We are back in Trinidad to load bauxite for where we don't know at this writing. Some of the lads aboard are Red Sully, Bosun, Jack Bates, Baker; Milton Mouton, Chief Cook; Bill Hayes, Steward; Harry Penson, Messman; and E. Jarrosko, AB.

Bill Story
SS Alcoa Pioneer

TWO SMILING QUARTETS



Just to prove that Seafarers and taxi drivers are on the best of terms, these Monroe Victory crewmen and a female cabbie get real snugly for the cameraman. Left to right—Harry Lundquist, Ship's Delegate; Jimmie Mitchell, AB; the curvaceous cabbie, and Jack, Messman.



You eat well on board the Monroe Victory, the crew testifies, and these are the men who see to it that you do. Left to right—Herman Bolst, Baker; Earl Spears, Chief Cook; Pete, 3rd Cook; and Eddie. Bolst's baking was especially lauded by the crewmembers.

Seafaring Viewed As Colorful Occupation But Full Of Dangers To Life And Limb

To the Editor:

The SS Edith, a bulk cargo carrier, was in transit from Claymont, Del., through the D&M Canal to Baltimore. I was on the wheel. The Chief Mate, Mr. Howell, was speaking to the Pilot.

"The work on here isn't complicated, but I have to watch several things at once—a guy has to keep his eyes open all the time when he's working the hatches—we've had quite a number of accidents in the past."

The Pilot nodded absently, keeping his eyes fixed ahead.

Mr. Howell, a short agile man, probably in his early forties, continued:

"We had an Ordinary killed only last July. He was in back of the watertight door, but right inside the bight of the cable as we were raising the hatch. The

snatch block gave way, the wire wound like a whip breaking against the door, catching the kid on the head—he was dead in a half hour."

The Pilot looked a little interested, "Yeah," he said and waited for the Mate to say some more.

"Carrying sulphur has its hazards too. Working No. 4 last May the hatch fell back on the hole and the concussion started a fire, the combustion knocking the hatch back again and again." The Mate then broke off on this topic.

I inquired from Louis Rizzo, Steward, who has seen the longest service on this ship, about some of the accidents that occurred on the Edith. Rizzo, as meticulous as he is in making up his succulent menus, has recorded on his calendar, the dates of unusual happenings aboard the

Edith. He elaborated on these and I herewith summarize.

On March 3, 1948, an OS was drowned when somehow, while a lifeboat was being lowered in Port Sulphur, he was handling the forward falls and was swept overboard when the falls jammed and a four-knot current swerved the boat suddenly from the ship's side.

Four days after the great Texas City conflagration, a sulphur fire broke out in the Edith's No. 4 hole. Luckily, it didn't get so much of a start before it was brought under control.

On November 13, 1948, the Edith struck a submerged rock and was grounded for two days.

On December 17, 1948, in Boca Grande, the ship was grounded again on a sandbar and stayed there for two days and only an extremely high tide enabled the ship to get off.

It is manifest, therefore, from this account that the occupational hazards run pretty high for a seaman. Sometimes, he is at fault, but more often than not it is faulty gear and circumstances which no skill and alertness could contend with at the time.

An accident happened, and, as usual after the dire results are known, some sage conclusions are made. A person is blamed or a condition corrected, but ironically the high rate of accidents persists.

Insurance companies rate the Merchant Marine as a dangerous occupation. The cost of a policy for a seaman is on par with that of the occupations of riggers and steeplejacks, two other equally dangerous types of work.

A moral that can be drawn from the occupation of seafaring is that despite the outward colorful life a seaman lives and supposedly good money he makes, he has his tribulations at sea and ashore. But now they don't afford the romantic trappings enough that once moved a government and people to be enraptured by their saga in the war, and to again take an interest in the seaman's welfare.

E. U. Stanton

John J. Flynn

Discussion Of Credit Union Recommended To Members

To the Editor:

The strength of any organized body of people with a goal to reach lies, naturally, in their faith in the purposes of their organization. But being realistic, as well, we know that it is money at hand or ready assets that steady us on the road to achievement of our purpose, gives encouragement and boosts morale.

Presenting various ideas and plans to the membership by way of the LOG helps to give a clearer understanding to all hands, and aids in the selection

of those which are fitted to the needs of the seamen of our Union. For that reason I would like to offer the possibility of a credit union.

SAW IT WORK

Personally, my knowledge of credit unions is small, but I have seen the credit union on the West Coast work. And since it is connected with the Credit Union of North America (CUNA), with headquarters in Minneapolis, I think it might be advisable for us to look into its possibilities.

After examining the CUNA plan, one can see the security it provides for the individual as a bulwark against economic embarrassment and actual want.

I hope to see a Seafarers credit union operating soon—for progress, independence and financial strength. I'm remembering that "a bird in the hand, etc." certainly proves to be true when a strike hits. It pays to be prepared for a rainy day.

By the way, I've read that the credit union kicked the comics out as fast as they came into it.

Pat Wants 'Shipping Guide' As Refresher

To the Editor:

In the Sept. 23rd issue of the LOG, I read an article that was of considerable interest to me. It was the article about the Union putting out a green covered booklet with the title "Shipping Guide for Seafarers."

As I intend to take out my book again and sail over the bounding main, I think that it will be of considerable interest to me. Could you forward this booklet to me? If there is any charge for the booklet just let me know and I will forward the amount to you.

Thanking you in advance for any consideration you can show me in this matter.

LIKES MEMBERS' COMMENTS

As an added thought, I'd like to say that I look forward to receiving the LOG every week and think that the comments by the members, both retired and active, are the most interesting. This last vote on the assessment interested me very much. I suppose that you would call me one of the oldtimers, not so much in age, but I did retire Book No. 139, and hope to get it back shortly.

If you wish to print this letter in the LOG it is okay with me.

Here's to a better and bigger Seafarers International Union.

Patrick J. Denehy
Tiverton, R.I.

(Ed. Note: The Shipping Guide has been shipped to Seafarer Denehy.)

SS YOUNG AMERICA SEAFARERS GET PAT ON THE BACK

To the Editor:

My family and I had been on the SS Young America for over three weeks and I should like to commend the work of the Steward's Department, particularly that of Chief Cook, Michal Michalik, and his assistant, Donald Forrest.

Our missionary travels have taken us around the world, and we are delighted with the delicious food we were served on the voyage. These men are not only doing superior work but their friendliness and congeniality added distinctly to the pleasure of the trip.

I am sure you will be interested to know how we appreciate Michalik's and Forrest's efforts.

Sincerely yours,
Rev. Harold Voelkel
American Presbyterian Mission
136-7 Yun Chi Dong
Seoul, Korea

Suggests Donations To Log Be Stamped In Union Books

To the Editor:

I would like to offer a suggestion, which if adopted, would facilitate the handling of LOG donations by the Patrolman.

I think that each Patrolman should carry a Union stamp bearing the words "LOG Donation," or just the initials "L.D." Then when a man makes a donation to the LOG, the Patrolman can stamp in the member's book the amount of the donation opposite the month in which it was made.

The money collected could then be put into the LOG fund. In this way our paper could be supported from its own fund instead of depending on the General Fund for maintenance. Also

the Patrolman would not have to appear as though they were panhandling.

I think this method would also eliminate chiseling on the part of some men who don't contribute their share for the support of the LOG. Some of these guys knowing that a Patrolman doesn't have time to check over all receipts, claim they have already made a donation. If their contributions were stamped in their books, there'd be no question about it.

I think this suggestion is worthy of consideration and further discussion by the membership.

E. Anderson

SAID THE CAPTAIN TO THE COOK



"Happy Birthday" is written all over the faces—and cakes—of the SS Carolyn's Third Cook (left) and Skipper as they celebrated their anniversaries jointly. Special event pastries were the handiwork of able Baker Charley Gann. According to Duane Fisher the Carolyn payoff in Philly on Oct. 10 was as smooth as one of Gann's creamy icings.

Minutes Of A&G Branch Meetings In Brief

GALVESTON — Chairman, Keith Alsop, 7311; **Recording Secretary,** R. Wilburn, 37739.

Minutes of previous meetings in other Branches read and approved. Agent reported on the status of shipping in this area. Patrolman and Dispatcher reports accepted. Motion carried to purchase a wreath for the Thomas F. Meagher. One minute of silence in memory of departed Union Brothers. Meeting adjourned at 7:40 PM.

NEW ORLEANS — Chairman, Lindsey Williams, 21550; **Recording Secretary,** Johnny Johnston, 53; **Reading Clerk,** Buck Stephens, 76.

Motion carried to accept charges read against member who missed SS Suzanne in San Juan. Financial reports read and approved. Minutes of other ports read and accepted. Motion carried to refer part of Galveston minutes regarding getting off ship after one year to Headquarters. Agent reported that busi-



ness affairs of port were in very good shape. Since last meeting there were nine payoffs, five sign-ons and 23 ships in port in-transit, he said. Prospects for coming two weeks don't look too good as there are only five ships scheduled for payoff, but regular amount of in-transit ships should help matters some. Agent also announced that ILA in Texas had signed agreement with the operators and had won their demands. It is expected ILA in New Orleans will win similar demands. He brought out that the AFL was conducting extensive campaign to beat those in Senate and Congress who had hurt labor in last session. Director of Organization Lindsey Williams also spoke, outlining the organizational gains made by the Union since 1945. He expressed confidence in the final victory over Cities Service. Communication read from Holt Ross of the International Hod Carriers Union, thanking SIU for support given them recently which enabled that union to win an NLRB election. Charges and trial committee reports read and accepted. Under Good and Welfare there was considerable discussion on standby jobs and the practice of some men in working for an hour or two, then leaving the ship. Men



taking these jobs were cautioned to stay on them or they will jeopardize time off for crewmembers. Also discussed was the necessity for all qualified voters in Louisiana to register so that they could help put men friendly to labor in office.

BOSTON—Chairman, T. Fleming, 30821; **Recording Secretary,** B. Lawson, 894; **Reading Clerk,** W. Prince, 30612.

Reading of Boston minutes

A & G Shipping From Oct. 27 To Nov. 9

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	19	11	16	46	6	6	5	17
New York.....	109	74	80	263	112	70	88	270
Philadelphia.....	58	43	39	140	63	39	37	139
Baltimore.....	100	94	90	284	117	96	77	290
Norfolk.....	48	44	29	121	0	0	2	2
Savannah.....	9	9	10	28	1	2	5	8
Tampa.....	NO FIGURES RECEIVED							
Mobile.....	47	40	44	131	23	17	26	66
New Orleans.....	84	73	92	249	81	78	85	244
Galveston.....	43	33	31	107	16	12	8	36
West Coast.....	45	48	37	130	36	48	34	118
GRAND TOTAL.....	562	469	468	1,499	455	368	367	1,190

and those of other Branches in meetings of previous week. Agent discussed shipping in Boston, followed by Patrolman-Dispatcher's reports. Communications read from members seeking to be excused from the meeting. Charges read against member accused of being drunk and damaging mess room. Motion carried to accept the charges and refer the matter to a trial committee to be elected in the morning from the floor. Headquarters report to the membership and Secretary-Treasurer's financial report read and accepted. One minute of silence in memory of departed Brothers. Several men discussed gashounds and performers. Meeting adjourned at 7:40 PM, with 163 members present.

NORFOLK — Chairman, William Harrell, 100468; **Recording Secretary,** J. A. Bullock, 4747; **Reading Clerk,** B. P. Rees, 95.

Other Branch minutes of previous meetings accepted as read. Motion carried to accept and concur in Headquarters report to the membership. Agent made his report, as did Patrolman and



Dispatcher. Motion by Stencil Hunter, seconded by William Kieswetter, carried, that Secretary-Treasurer be instructed to pay to order of Judge W. L. Devany the sum of \$142.09 as per agreement with Port Agent on reduction of taxes for Norfolk Branch building. Motion carried to refer written excuses for absence from meeting to the Dispatcher. Communications read: From Judge Devany on Building Tax reduction; from Donald Shriver, city real estate assessor, allowing \$5,270 reduction in building appraisal on Branch Hall; from Donald Shriver declining to make any further reduction in appraisal of building. Motion carried to adjourn at 8:10 PM, with 122 members present.

MOBILE — Chairman, D. L. Parker; **Recording Secretary,** and **Reading Clerk,** Harold J. Fischer.

Meeting called to order at 11 AM by Port Agent who informed membership that meeting had to be moved up in order to permit painters to continue working on Hall. After explaining purpose of early meeting, Agent discussed the shipping prospects for

this port during the coming two weeks. Motion by Neira, seconded by several, carried that the regular order of business be suspended and that the shipping cards of those present be picked up and stamped with the meeting date. Charges read and mo-



tion carried to elect trial committee to hear the charges. Amended by motion offered by J. Carroll recommending that balloting committee be authorized to serve as trial committee. Motion and amendment carried. Meeting adjourned at 11:30 AM, with 240 members in attendance.

PHILADELPHIA — Chairman, James Sheehan, 306; **Recording Secretary,** George H. Seeburger, 6932; **Reading Clerk,** L. Barcuzeivaki, 6525.

Minutes of previous meetings in Branches read and approved, except for motion to non-concur with Baltimore on instruction to purchase television set. Agent made his verbal report, noting that shipping had been fairly good during the past two weeks in this port. Secretary-Treasurer's financial report and Headquarters report to the membership read and approved. Patrolman-Dispatcher's report accepted as read. Motion carried to permit three men to change to other departments. Excuses for absence from meeting were referred to the Dispatcher. One minute of silence for departed Union Brothers. Meeting adjourned at 8:20 PM.

SAN FRANCISCO—Chairman, Jeff Morrison, 34213; **Recording Secretary,** P. M. Robertson, 30148; **Reading Clerk,** John Bilinski, 49263.

Minutes of previous Branch meetings in all ports accepted as read. In regard to Norfolk minutes, motion carried to ac-



cept minutes with exception of New Business dealing with eligibility of D. E. Jones. It was pointed out under discussion that Committee on Credentials had acted on this matter and membership had already accepted committee's report, and that no further action was necessary. Agent said that shipping had taken

turn for better during past two weeks, with in-transit ships calling for quite a few replacements. Secretary-Treasurer's financial report and Headquarters report to the membership read and approved. Trial committee elected to hear charges. Fred Hethcoat excused from meeting. Motion carried to concur in Headquarters Reinstatement Committee's report. Charges read and committee's findings were accepted by motion. Under Good and Welfare, a loan plan (credit union) was discussed and members were of opinion that if something could be worked out for some type of plan, it would be of great benefit to all. Also discussed was the shipping problem on West Coast as it affected SIU members. Meeting adjourned at 8:35 PM, with 25 bookmembers present.

BALTIMORE—Chairman, William Rentz, 26445; **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. Following took oath of obligation:



G. Crabtree, D. T. Yiakas, J. Suyeler, W. H. Pierce, J. H. Roberts, R. L. Fernon. Charges read. Minutes of other ports read and accepted, with exception of motion to non-concur with Norfolk New Business concerning eligibility and status of D. E. Jones in regard to being placed on this year's ballot. Communications read from men seeking to be excused from meeting. Motion carried to refer them to Dispatcher. Headquarters' report to membership and Secretary-Treasurer's report read and approved. Port Agent reported on shipping and other matters involving the port. Motion carried to accept Hospital Committee's report. Motion by H. Fowler, seconded by several, carried, recommending that all members wishing to ship when jobs are called shall throw in registration cards at once. When Dispatcher says "This is final," no other cards are to be honored. Meeting adjourned at 8:15 PM, with 382 members present.

TAMPA—There was no meeting in Tampa because of the strike in the transportation system. With most of the membership living in outlying districts and cab drivers refusing to go

outside city for passengers, a man without his own car would find it impossible to get to town.

NEW YORK—Chairman, John Arabasz, 29836; **Recording Secretary,** Charles Haymond, 98; **Reading Clerk,** Robert Matthews, 154.

Minutes of other Branch meetings read and approved. Under discussion of motion in New Orleans minutes, asking for check into feasibility of setting up a credit union, a motion carried to refer the subject to the Editor of the LOG who should publish an informative article in a forthcoming issue so that the membership may study it thoroughly. Also carried was a motion regarding Galveston proposal calling for compulsory vacations. Motion recommended full discussion of issue in SEAFARERS LOG as a forerunner to further membership action. Headquarters' report to the membership read and approved. Secretary-Treasurer's financial report ap-



proved as read. Charges read and accepted; motion carried to refer these to an elected trial committee. Port Agent discussed shipping in this port. Excuses referred to the Dispatcher. Motion carried to excuse all permitmen inasmuch as meeting was held in Union Hall, where facilities were not adequate to accommodate all hands. Meeting adjourned at 8 PM, with 830 members present.

SAVANNAH—Chairman, Jim Drawdy, 28523; **Recording Secretary,** S. Colcock, 38407; **Reading Clerk,** J. B. Davis, 50453.

Reading of other Branch minutes. Secretary-Treasurer's financial report read and approved. Agent reported that Cape Nome had paid off without any beefs. Greeley Victory was in port in-transit. Another payoff and an in-transit ship are scheduled thus far to come into port in the next two weeks, he said. Motion carried for three-man committee to go aboard ships calling here to set up plans for a Christmas dinner for men on beach in Savannah. Motion carried calling for 30-day vote on question of compulsory vacation after one year aboard a single ship. Motion to adjourn carried at 7:30 PM.

The New Rule

The transportation rule now in effect reads:

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

Personals



GEORGE STRAPICK

Call at the LOG office for your baggage receipts for souvenirs checked with customs.

DANIEL A. HUTTO

Contact Danny Bruce at 626 Dauphine St., New Orleans, concerning your claim.

A. J. TASINLEE

Gear shipped to this man at 825 S.E. Green St., Portland, Ore., is being held in express office. Get in touch with Express Company in Portland as soon as possible.

EDDIE (Mogy) DEVLIN

Contact Tom Coyne, SS Greeley Victory, c/o Waterman SS Co., 19 Rector St., New York City, regarding money due you.

ALEXANDER DYKO

Write to Nelly Vignaud, Box 175, Post Office, Hyde Park 36, Boston, Mass.

OSCAR FIGUEROA

Contact Florence Joseph, Ass't Supervisor, Melrose Center, 266 East 161 Street, New York 51, N.Y.

SS LUCY STONE

WILL CREWMEMBERS of this ship on or about Dec. 12, 1946, who witnessed the accident to Joseph H. Lewark, please get in touch with Herman N. Rabson or Benjamin B. Sterling, 42 Broadway, New York.

Money Due

SS SEATRAN NEW YORK

The following have retroactive clothing allowance due them for the period July 17-21, 1949 which may be collected by submitting proper identification at either of Seatrain offices in New York, N.Y., New Orleans, La., or Houston, Texas:
Manuel J. Pedraza, Walter W. Wise, Thomas A. Foehand, and Earl T. Brown.

RUSSELL E. LUND

Contact your mother, 2082 Golden Gate Ave., San Francisco, Calif.

ANGEL FERNANDEZ

Get in touch with your wife at 402 Pacific St., Brooklyn, N.Y.

DRUY K. WATERS

Your wife asks that you write her at 604 Chatt Ave., Dalton, Georgia.

HERBERT JOHN DONELAN

Write your mother at 33 Union St., City C1, Auckland, New Zealand.

EMANUEL ERAZO

Please leave camera at N.Y. Hall. A. W. Weir

NICK BIGNEW

Write to Walter Mrozinski, 393 16th St., Brooklyn, N.Y.

WALTER ROBERTS

Contact George W. Miller, Colden, New York—he is anxious to hear from you.

THOMAS HAWKINS

Get in touch with Melvin Fontenot, 437 Richard St., Lake Charles, Louisiana.

NORMAN M. BAKER

Your mother is ill. Get in touch with your sister, Mrs. B. H. Emerson, 2926 N. 28th St., Milwaukee, Wis.

JOHN TURNER

Please write your mother at Portsmouth, Ohio.

EDWARD LYNCH

Now in dry-dock in the Baltimore Marine Hospital wishes to say "hello" to all his friends and shipmates.

MICHAEL PAPPADAKIS

Get in touch with H. Parness, 92 Liberty St., New York.

JOHN P. WILLIAMSON

Your sister, Mrs. W. C. Harde-man, Walker Ave., Rte. No. 1,

Vero Beach, Florida, asks you to write her.

HUBERT ANDREWS

Your mother has had an accident. She would like you to contact her at Route No. 1, Barnesville, Ga.

EARL GONYEA

Your mother is sick. You are wanted home immediately.

PABLO ORTIZ

Please communicate with Herman N. Rabson or Benjamin B. Sterling of 42 Broadway, New York 4, N.Y.

FRANK MOHER

Contact Mrs. Lilliam Guydes, 1213 Common Street, Chester, Pennsylvania.

REWARD!

If the party who found the camera I mislaid on the Purdue Victory will return it, I will be glad to pay a reward of thirty dollars. I would be glad to correspond with them from the Baltimore Hall. Conrad Tylenda.



SS CAVALIER

L. C. Knowles, \$2.00; F. S. Stevens, \$2.00; A. F. Kethe, \$1.00; B. W. Arnold, \$2.00; C. B. Wiggins, \$1.00; J. P. Wise, \$2.00; E. Schiwiek, \$2.00; J. E. Ward, \$2.00; J. P. Hewitt, \$2.00; W. M. Faulkner, \$2.00; C. R. Morton, \$2.00; R. D. Curtis, \$2.00; W. J. Greenveala, \$1.00; A. C. Kimberly, \$2.00; T. R. Terrington, \$2.00; C. Breaux, \$2.00; R. H. Sheffield, \$2.00; R. L. Butler, \$2.00; T. B. Hutchinsen, \$2.00; T. Wrenn, \$2.00; R. P. Marion, \$1.00; K. Lewis, \$1.00; O. M. Manifold, \$2.00; C. C. Rayford, \$1.00; C. P. Wilson, \$2.00; S. Z. Campbell, \$2.00; I. W. Drost, \$2.00; O. M. Winfree, \$2.00; J. L. Langley, \$1.00; T. O. Nilssen, \$2.00; P. Samuelson, \$2.00; A. K. Miles, \$2.00; J. U. Hanley, \$2.00; L. D. Lae, \$2.00; G. Lawrence, \$2.00; V. J. Vaucem, \$1.00; R. L. Jones, \$2.00; W. J. Smith, \$2.00; J. C. Brannan, \$2.00; I. A. Doring, \$2.00; C. Slater, \$2.00; J. O. Manning, \$2.00.

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Thought Control In Russia

By GEORGE S. COUNTS

In the late summer and early autumn of 1946 the American people began to receive brief dispatches from Moscow reporting that certain writers, dramatists, and moving-picture directors were in trouble.

It appeared that the Central Committee of the Party of Lenin and Stalin had pointed the finger of criticism at these people and had asked them to mend their ways.

Since most Americans were wholly unfamiliar both with the names mentioned in the dispatches and with the role of the Party in the Russian state, they tended to dismiss the reports as beyond their comprehension or to regard the events involved as humorous episodes to be treated with levity.

They failed utterly to sense the personal tragedies lying behind the news stories and the world tragedy implicit in these strange actions of the All-Union Communist Party.

ATTACK ON LITERARY ARTS

As a matter of fact, the dispatches were reporting the first battles in a gigantic and carefully planned offensive against the West and the entire free world.

The attack of the Party on the literary arts was the beginning of a campaign to bring the entire cultural apparatus to the vigorous and unqualified support of the aggressive foreign policy which the Politburo was maturing as the war drew to its close.

Apparently the first object of the attack was to erase completely from the mind of the Soviet people all favorable impressions of the West and particularly of America gained during the struggle.

But the controlling purpose apparently was and is the support of a stupendous and coordinated effort, armed with the full might of the Russian state and the Third International, to stir people to revolt everywhere, to extend the Soviet system to the utmost, and to fulfill the promises of the Bolshevik revolution at home and abroad.

INSPIRED BY LENIN

The theoretical foundation of this action of the Party was laid by Lenin.

Standing on the Marxian conception of the state, with all of its organs and powers, as the instrument of the ruling class, he proceeded logically to the doctrine that the first duty of every division of Soviet culture is the education of the people in Party doctrine and policy.

In a passage which is quoted more widely today than in Lenin's time he expressed himself as follows: "In the field of public education the Communist Party sets itself the aim of concluding the task begun by the October Revolution of 1917 of converting the school from a weapon for the class domination of the bourgeoisie into a weapon for the destruction of this domination. . . . The school must become a weapon of the dictatorship of the proletariat." (Lenin, Works, Vol. XIII, p. 63.)

Stalin, as is his habit, puts the matter even more bluntly in a conversation with H. G. Wells.

"Education is a weapon," he said, "whose effect depends on who holds it in his hands and at whom it is aimed."

And when the term "education" is employed in the Soviet Union today it is made to embrace all the influences and agencies for the informing and molding of the mind.

In the measure that these influences and agencies can be organized and controlled, they constitute a weapon or a battery of weapons of fabulous power which the Communist Party holds in its hands and points at whomsoever or whatsoever it wishes.

RESOLUTIONS ON IDEOLOGY

The process of shifting the aim and of adjusting the sights of this powerful battery of weapons began in earnest on August 14, 1946, with a resolution of the Central Committee of the Party on two literary journals published in Leningrad.

This was the most famous of all the resolutions, because it was the first and therefore set the pattern. It was followed by resolutions on the drama, the cinema, music, genetics, humor, and other phases of cultural activity. Taken together they are known in the Soviet Union as the "resolutions on ideology." They reveal clearly the Soviet system of thought control.

Directory Of SIU Halls

SIU, A&G District

BALTIMORE.....14 North Gay St. William Rentz, Agent Mulberry 4540
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VANCOUVER.....565 Hamilton St. Pacific 7824
HEADQUARTERS.....512 McGill St. Montreal Plateau 678

Two Years Before CS Mast—Then The Axe

By ROY LUNDQUIST

I sailed two years before the Cities Service mast. For my steady, faithful service I got Cities Service's special treatment. I was fired for daring to exercise my law-given right to choose a genuine collective bargaining agent—the SIU—to represent me.

Now I'm more convinced than ever that the SIU is the only way to economic freedom and self respect for any man who sails aboard a Cities Service tanker. The fleet reeks with a spy system operating through the company dominated front organization known as CTMA, headed by a group of self-seeking hatchet men who are flunkeys for the company. They hop from ship to ship at the company's bidding to needle men into signing pledge cards and they promise you a pot of gold.

PURE BUNK

But it doesn't add up, because the company shows less concern for its personnel than it would for a bunch of dogs. More important to Cities Service are profits. And, of course, the company figures that, if the men are given better working conditions, overtime pay and better chow, the difference will come out of their swollen profits.

My service with Cities Service began and ended on the SS Council Grove which I went aboard on Nov. 7, 1947. I worked conscientiously at my job. I gave no one any trouble, but I saw that I could never be rated a human being under the set-up existing on CS ships. I looked forward to the day—as I still do—when the SIU would be certified as collective bargaining agent and Cities Service men would attain the respect, decent conditions and top wages that SIU men enjoy aboard their contracted ships.

SIGNS UP

I even joined the CTMA, in June 1949, paying four dollars in dues and getting receipt No. 280. But the lies and dirty tactics employed by CTMA in deceiving the new men coming aboard were too much, and in August I began talking openly about real trade unionism. I accepted pledges for the SIU and distributed LOGS.

Cities Service and its illegitimate offspring CTMA don't go for independent action, and they went to work. In September of this year, the Mate warned me to lay off.

I didn't "lay off," because I still figure freedom is an American word. Cities Service doesn't think so, though. So on October 25, in Portland, Me., I was fired, just 10 days short of two years after I went to work for this wealthy oil empire.

NO ONE LASTS

I didn't get any vacation for the second year I spent aboard. As a matter of fact, vacations don't bother Cities-Service. Only paid flunkeys ever survive a couple of trips to be eligible for a vacation.

Cities Service, or CTMA, publishes a little sheet. It never says anything; just makes jokes. Like the latest one which says that "CTMA membership receipt No. 511 went out today." That would be nice, because with 16 ships in the fleet and 32 men on each,



ROY LUNDQUIST

that would mean only one guy is not CTMA. But outside of the paid company flunkeys probably all of these receipts are held by men with SIU sympathies.

And they can sign pledges from now until Doomsday—it will never mean a thing. For as fast as they fire men for "union activity" there are new ones to

come aboard and take their place. Cities Service knows it, too. That's why it's so desperate and is working its CTMA flunkeys to the bone.

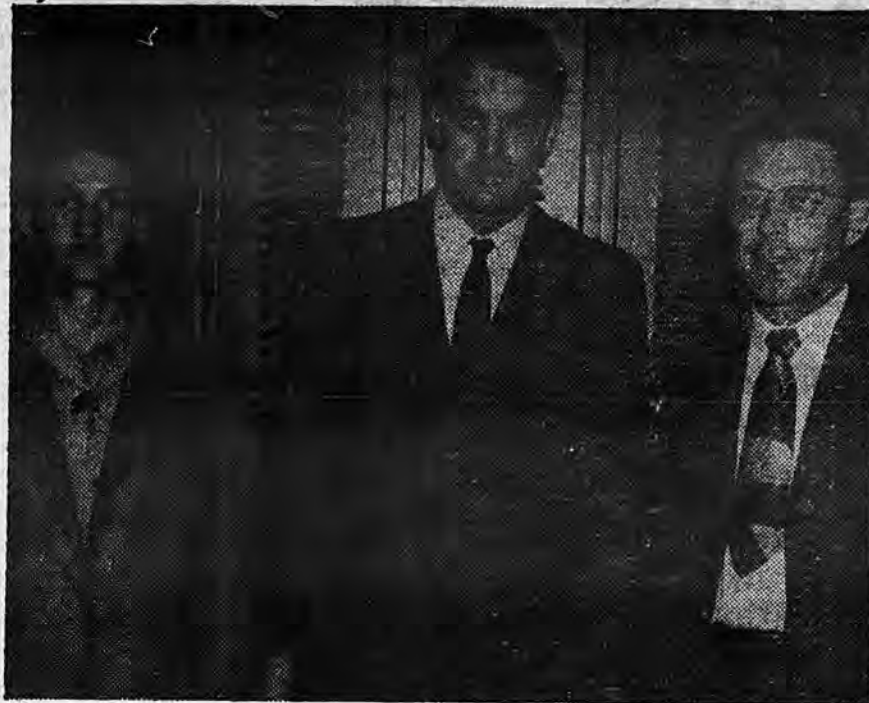
Only one thing gets my goat—and the rest of Cities Service men are interested, too. Whatever happens to the money we paid into CTMA as dues? It runs into thousands of dollars. Yet we've never seen anything produced from it. Unless, of course, the company's stool pigeons in CTMA are getting it.

AMERICAN WAY?

That's certainly no way for a nice big company, that raves about doing things "the American way," to show its men its concern for them.

It's bad enough that they underpaid us, cheated us out of overtime, shoved sloppy grub in front of us and treated us like dogs generally. They shouldn't filch us out of our money, too.

But speaking for myself, I'll say it's all worth it—just let the SIU get that certification. There'll be a new day for CS tankermen.



Cities Service has created a tremendous list of employees fired for having pro-Union sympathies. Above are three of the hundreds who are victims of CS hysteria. Left to right: Ben Talburt, OS; Willard Parks, AB, and Remus Hall, MM. They were booted off the Salem Maritime recently in the company's continuing "witch hunt."

All are now happily sailing aboard SIU-contracted ships—under the best conditions in the industry. And speaking their minds out in the open, too.

New Book Shows Keen Understanding Of Seamen

WE AT SEA, by Capt. Nicholas Manolis. 188 pages. Anatolia Press, \$3.00.

At long last a book has come off the press that properly evaluates the essential role of the American seafaring man in an highly important segment of the nation's economy in both war and peace.

And the seafaring man, for a welcome change, is accorded respect and admiration by a practical seagoing man, who possesses the all-too-rare qualities of deep understanding, warmth and kindness, along with his expert knowledge of the merchant marine.

SAGA OF HEROISM

In his book, the author, Capt. Nicholas Manolis, deals principally with the World War II period and the heroic efforts of the men of the merchant marine as they kept the sea lanes open in the violent struggle against fascism.

He dedicates his book to the "least sung heroes of all who go down to the sea in ships"—the unarmed but courageous fighters, untold numbers of whom gave their lives "that we may live in a world of Four Freedoms."

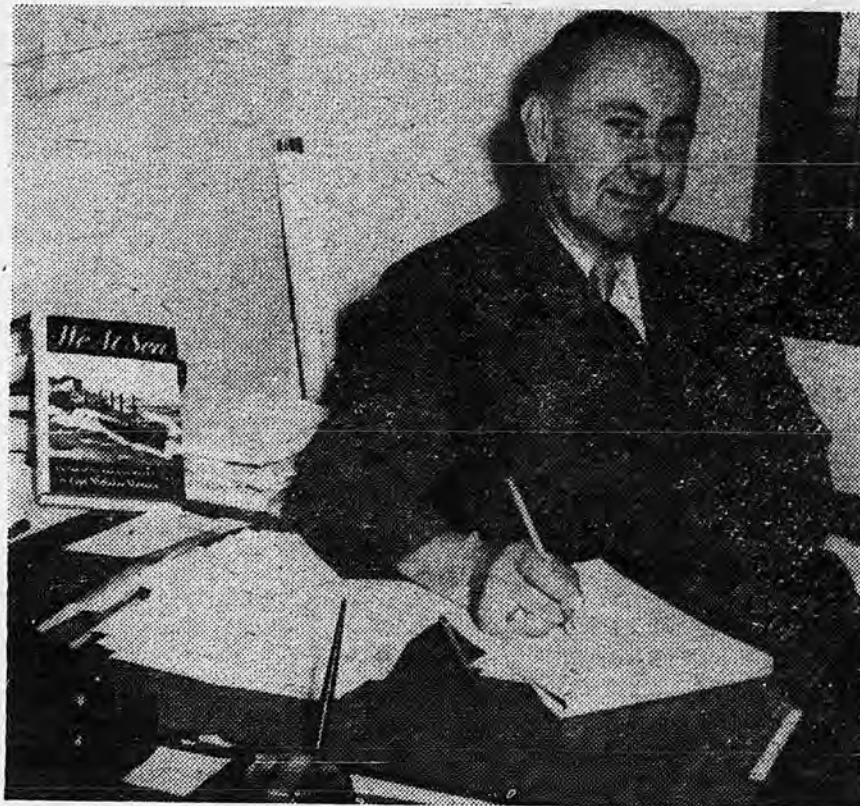
Capt. Manolis writes with a convincing reverence and sincere affection for the men of the sea.

TORPEDO VICTIM

"We At Sea" gives a thrilling account of the torpedoing of his ship, the Caribsea, which was shot from under him in 1942. His vivid tale of the encounter with a U-boat and the rescue of the seven survivors out of a crew of 28 is gripping.

Perhaps less exciting, but of vital interest are the chapters sketching the origin and development of the American merchant marine. Capt. Manolis shows keen understanding of the American seamen in explaining their attraction to the sea and their behavior.

"Seafaring at best is not easy," he writes. No man goes to sea in peacetime because he wants a soft job or physical safety, says the Captain.



CAPT. NICHOLAS MANOLIS

Despite the seriousness with which Capt. Manolis has tackled this tribute to the men who are possibly the most misunderstood and neglected group of American workers, the book is not without its lighter moments.

High point of these is a sequence in which Capt. Manolis is revealed as sailor with an eye for romance. And he is not beyond telling a yarn at the expense of his own dignity. But then, the Captain has a sense of humor.

UNIONS AID SEAMEN

A particularly striking phase of "We At Sea" is the Captain's recognition of the unions as a force in improving the lot of seamen, an admission seldom, if ever, made in other tales of the sea.

"No one questions the value of organization in the betterment of working hours, living conditions, wages and recognition of seamen's rights," says Capt. Manolis. And he asserts that progress has been made by the unions in pursuing these objectives.

Capt. Manolis suggests that unions develop programs "of moral

and industrial education so that seamen can improve their efficiency and discipline." On this latter view, the record shows that the SIU membership and Capt. Manolis see eye to eye.

HAS A MESSAGE

"We At Sea" has a message, too. The Captain pleads for a strong merchant marine, with faster, medium-sized vessels. He calls for a program of shipbuilding to stabilize the employment of seamen and technicians. As a great industrial nation, the US is entitled to a large share of world ocean commerce, although Capt. Manolis makes it clear that he doesn't favor monopoly of the seas.

In support of his plea, the author offers a concrete set of proposals which are workable and within reach.

RECOMMENDED READING

Capt. Manolis' book is recommended reading for anyone connected with maritime. Even landlubbers will find it extremely illuminating.

Readers of "We At Sea" will

undoubtedly come away with a feeling of admiration for this man of human and technical understanding. Seamen, in particular, will find the author the kind of guy they'd like to find on the bridge of their next ship.

BEGAN AT 11

Capt. Manolis, who began going to sea when he was 11 years old, is now employed in an executive capacity by the Orion Steamship Company. He obtained his master's license in 1925 and for a time served as marine superintendent for the US District Engineers. Capt. Manolis attended Steven Polytechnic Institute in New Jersey and has devoted considerable time to study of English and foreign languages.

(Ed. Note: Capt. Manolis' book is on sale at most bookstores. The SEAFARERS LOG will be glad, however, to accept orders for the book. In ordering, enclose check or money order for \$3.00 and address to which book is to be sent.)

AFL Convention For Shorter Work Week

The AFL believes the most practical approach to current unemployment is to spread the work load among a greater number of wage earners.

The 68th AFL convention reaffirmed its endorsement of the principle of shorter hours for the sole purpose of protecting the nation's workers in declining periods of production and consumer income.

It directed the Executive Council to continue research in the field of shortening the work day and week without reduction of real earnings.

Institution of the 40-hour week on the nation's railroads was praised and special attention urged for those unorganized workers still working long hours—as many as 12 per day—with low pay.