

SEAFARERS LOG



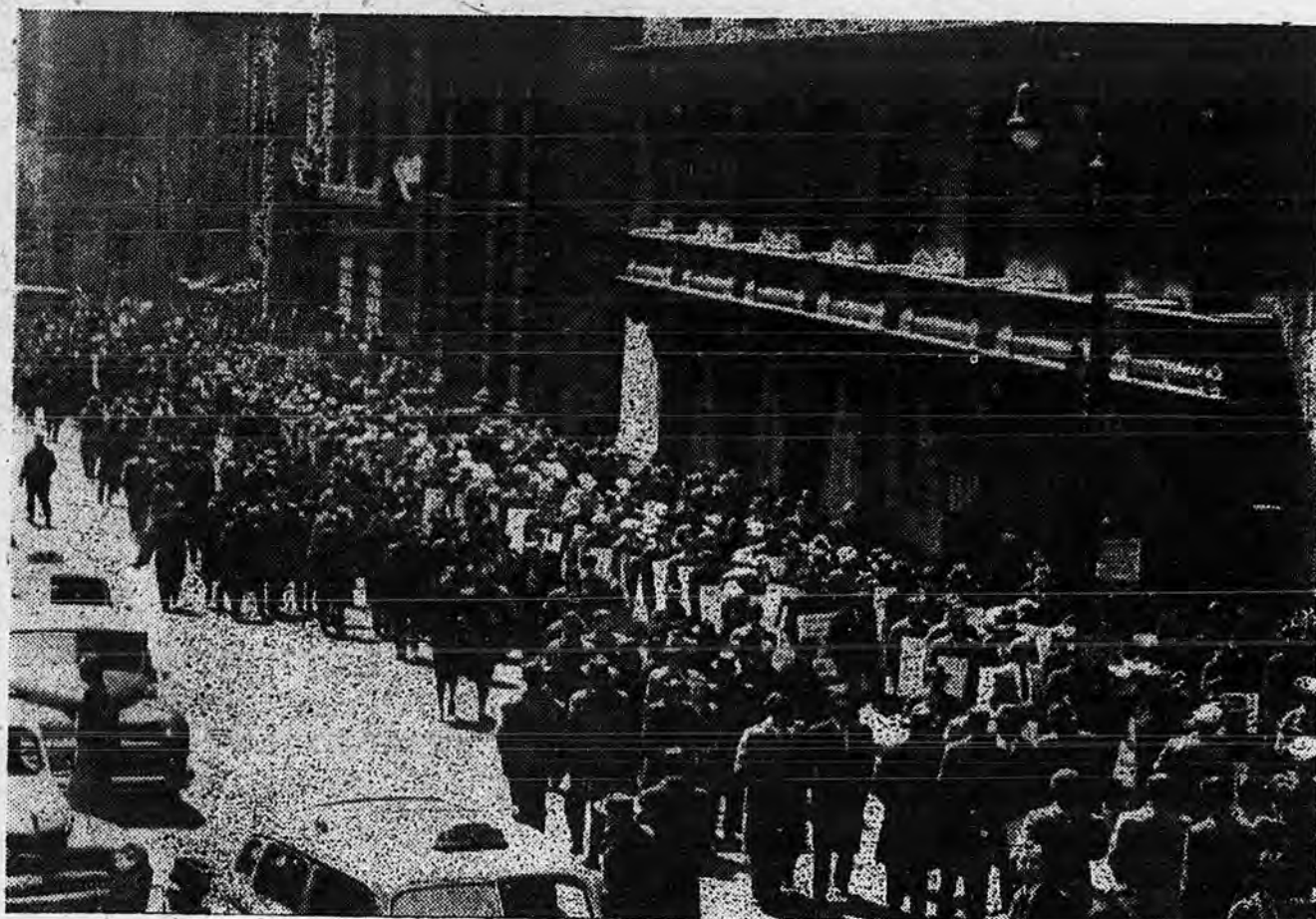
Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

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No. 14

THE NEW LOOK ON WALL STREET



In the first strike on the New York Stock Exchange in its 156-year history, close to nine hundred workers, members of the UFE, walked out of the Exchange and established picketlines around the building. They were joined by white-capped Seafarers, and the resulting picture is something that Wall Street will be a long time forgetting—if ever.

Seafarers Help Man Picketlines As UFE Strikes New York Exchanges

NEW YORK—The Wall Street financiers, whose slogans are "The Public Be Damned," "Money Over Men," and "Profit Over Patriotism," this week have found that although they control a great portion of the nation's wealth, they can not control or break the spirits of the men and women who keep the wheels turning in the Stock and Curb Exchanges. These people, members of the United Financial Employees, Local 205, OEIU, AFL, are on strike, supported by the SIU and the SUP. Such support was voted by the membership when it appeared that a strike in the Exchanges was imminent.

Aided and abetted by police violence of such a brutal nature that hardened newspaper reporters who witnessed the fracas provoked by the police in front of the Stock Exchange on Tuesday morning were sickened, the Stock and Curb Exchange authorities refuse to bargain in good faith on the subject of union security and increased wages.

This refusal is in spite of the fact that approximately 93 percent of the employees of both Exchanges voted for the union shop in National Labor Relations Board elections held earlier this year.

In a report on the police violence, released by the American Civil Liberties Union, it was charged that "little or no justification can be found for the club wielding tactics of the police. The wild and reckless use of stick force to accomplish what might very well have been done had other measures been first

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Ban On Ship Transfers Is Voted By House; Fight Goes On For 50 Percent Shipping

WASHINGTON — The House of Representatives voted 165 to 32 against transferring 200 U. S. ships to the prospective Marshall Plan nations.

The thousands of Seafarers who wrote letters and sent telegrams to Washington can claim a huge share of the credit for the House action which was taken despite the Foreign Affairs Committee's recommendation that the ship transfers be made.

Since the Senate had previously voted against the transfers, this part of the Marshall Plan legislation is as good as on the books, unless the State Department tosses a new monkey wrench into the machinery.

However, the House has not adopted the Senate's semi-guar-

antee that 50 per cent of the Marshall Plan cargoes be sent in ships flying the American flag.

This question will have to be settled by the joint action of the Senate and House and more of the same kind of pressure may have to be brought.

The House Foreign Affairs Committee was bludgeoned into its original position by open pressure from the State Department which holds a mysterious grudge against the U. S. Merchant Marine.

The Department's chief hatchet man appears to have been U. S. Ambassador to London, Lewis Douglas. Three years ago this month, Douglas had an article in the Atlantic Monthly entitled "What Shall We Do with the Ships?"

His answer, stripped of a lot

of excess words, was "Get rid of them," and he's been doing his best to put his idea in practice ever since.

It is no secret that Douglas, besides being Ambassador to the British, who would be the main beneficiaries of the transfers, is one of the State Department's biggest wheels and main policy makers.

Whether or not the State Department has abandoned its effort to scuttle the Merchant Marine is not clear. At any rate, Douglas has gone back to London after three weeks in Washington.

Next week the LOG will print the names of all Congressmen and Senators who voted to sustain seamen's interests so that Seafarers will know whom to thank.

Certification Of SIU In Cities Service Recommended To NLRB

NEW YORK—Fighting to the last ditch, but being beaten every step of the way, Cities Service Oil Company this week lost another round in the struggle to prevent the unlicensed personnel of the CS fleet from being represented by the union of their choice, the Seafarers International Union. A "Report on Objections," submitted to the National Labor Relations Board by the Regional Director of the Second Region, states that:

"It is the opinion of the undersigned that the objections (filed by the company) do not raise substantial or material questions regarding the conduct affecting the results of the election," and recommends "that the objections be overruled and that the union be certified as the exclusive bargaining agent for the unit found by the Board to be appropriate."

"From past experience," announced Director of Organization Lindsey Williams, "we feel that certification will be coming through mighty soon. But the fight is not yet completely over and men must remain on those tankers until after the next election."

This next election, to determine whether or not a union shop is to be established in the fleet, is one of the provisions of the anti-labor Taft-Hartley law. Any votes not cast in the election will be counted against the Union.

The full text of the Report appears on page 14.

MM&P Sues Satevepost For Damages

NEW YORK — The article about Captain Harry Manning, Skipper of the liner America, in the February 28 issue of the Saturday Evening Post led the Masters, Mates and Pilots to sue the Curtis Publishing Company, David Dempsey and Dan Herr, authors of the article, and Captain Manning himself.

The union is asking \$500,000 in damages from the four defendants, and attorney Ben Sterling has filed its suit in the Supreme Court of New York County, New York. Serving of the summonses already has begun.

In making news of the lawsuit public, Captain William C. Ash, National Vice-President of the MM&P, declared:

"We have to find out once and for all whether newspapers and periodicals are allowed to print unsubstantiated stories about labor organizations with impunity. Our suit, if and when successful, will establish the fact that labor organizations are willing and able to fight for their reputations."

DETAILED COMPLAINT

After identifying both the MM&P and the Curtis Publishing Company, publisher of the Saturday Evening Post, as legally constituted corporations, the detailed complaint identified Dempsey and Herr as the writers of the article and charged that Manning himself had commissioned them to "recompose, edit and write the magazine article hereinafter referred to."

The complaint then summarized the history of the MM&P since 1887, showing how it had improved the wages and conditions of licensed seamen. It then charged that Manning "ma-

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LINDSEY WILLIAMS

JOE ALGINA

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George K. Novick, Editor



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Whose Protectors?

Last Tuesday's spectacle in front of the New York Stock Exchange, when New York police charged wildly into a group of men and women pickets indiscriminately beat all heads within swinging distance (two cops were beat by their own men) was a display of savagery that has brought forth a storm of indignation from all sections of the citizenry.

Details of the nauseating incident and the protests that followed are covered elsewhere in the stories of the UFE strike.

A situation which permits the so-called servants of the public to use unjustifiable brute force in beating down working men and women would naturally embarrass all decent-minded citizens, and raise in their minds the question as to whose "servants" the police actually are.

Good News

A bit of welcome news for Seafarers came out of Washington this week.

On Tuesday, the House of Representatives, in voting on the European Recovery Program (Marshall Plan) overruled its Foreign Affairs Committee and tossed out of the Bill a provision permitting the charter of 200 U. S. merchant vessels to nations participating in the program.

On this particular provision, the House has thus followed the steps taken several weeks ago by the Senate in formulating its version of the ERP bill.

But the House failed to take one step which the Senate did, and one which is of especial significance insofar as American seamen and shipping are concerned. The Senate's Bill calls for at least 50 per cent of the relief cargoes to be carried in American bottoms.

Committees from both legislative branches will now confer to shape up a bill to be presented for final vote on the floor of the House and Senate.

On the whole, then, the picture is far brighter than it was at this time last week. The changeover is due to the sound pressure, a considerable portion of which was exerted by the Seafarers International Union, in behalf of American seamen.

The SIU made it crystal clear to the lawmakers that the State Department, which alone was behind the move to charter the ships, was attempting to scuttle the American merchant marine and precipitate wide unemployment on the waterfront.

The good news does not mean that the big job is over, however, Committees now conferring on the compromise bill must include the Senate's provision for the transportation of 50 per cent of the goods by American ships.

Otherwise, the lawmakers will be putting American seamen and shipping in a position wherein they cannot compete with foreign operators, whose working conditions and wages are 20 years behind the American standard.

"ON THE BARRICADES"



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 to them.

STATEN ISLAND HOSPITAL

F. FONDULA
E. BERWALD
L. ANDERSON
P. FRANKMANIS
R. J. GARDNER
S. HEIDUCKI
E. OLSEN
J. McNEELY
G. BISCHOFF
M. CASTRO
J. SHEMET
P. LOPEZ
F. NERING
T. J. SCHUTZ
C. DESOUSA
M. ROSENBERG
R. FLOYD
J. PIETRZAK
J. J. HANLEY
J. S. MINESES
C. NANGLE
R. J. STROM
J. H. MURRAY
J. DOWNIE
M. ELSAYED

MOBILE HOSPITAL

G. A. WILLIAMS
M. C. CORDOVA
R. A. FAUBER
H. B. WILLIAMS
T. J. LAYTON
L. E. McCUNE

E. E. RICHIE
L. McNEIL
L. C. BROWN
E. BOWERS
A. JUZANG
J. T. MILLS
J. P. LOMAX
O. J. GUILLOTTE
G. W. HATCHETT

SAVANNAH MARINE HOSP.

J. T. MOORE
L. A. DEWITT
J. L. SWINDLE
F. LORENTSEN
J. L. WATERS
A. B. BRYAN
E. WARREN (GL)
A. C. PARKER
E. VENSON (SUP)
A. J. BULLARD
A. C. RODRIGUES
G. M. HAMMOCK

BRIGHTON MARINE HOSP.

W. CAREY
J. LEE
E. DELLAMANO
E. HARRISON
W. FEENEY
H. FAZAKERLEY
P. CASALINOVO
J. KLENOWICZ
T. RITSON

Hospital Patients

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

Staten Island Hospital

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

Tuesday — 1:30 to 3:30 p.m.
(on 5th and 6th floors.)
Thursday — 1:30 to 3:30 p.m.
(on 3rd and 4th floors.)
Saturday — 1:30 to 3:30 p.m.
(on 1st and 2nd floors.)

H. ALLEN
H. McDONALD
R. KING
A. BONTI
R. LORD

BALTIMORE MARINE HOSP.

L. R. FISKE
LUIS GOMZAEJ
C. B. VEKEW
H. G. BROWN
JAMES SHIPLEY
JOE SHIMA
GEORGE D. OLIVE
E. JORMSTED
R. B. FULLER
JAMES G. FOUTS
LEO J. STEPHENSON
T. A. CARROLL
D. HERON
H. BOONE
T. E. LEE
W. W. DeHAVEN
J. WICHARTZ
G. H. HAGA

SAN FRANCISCO HOSPITAL

ERLING MELLE
J. NODO
H. WATSON
A. A. SMITH
ELMER HALLMAN

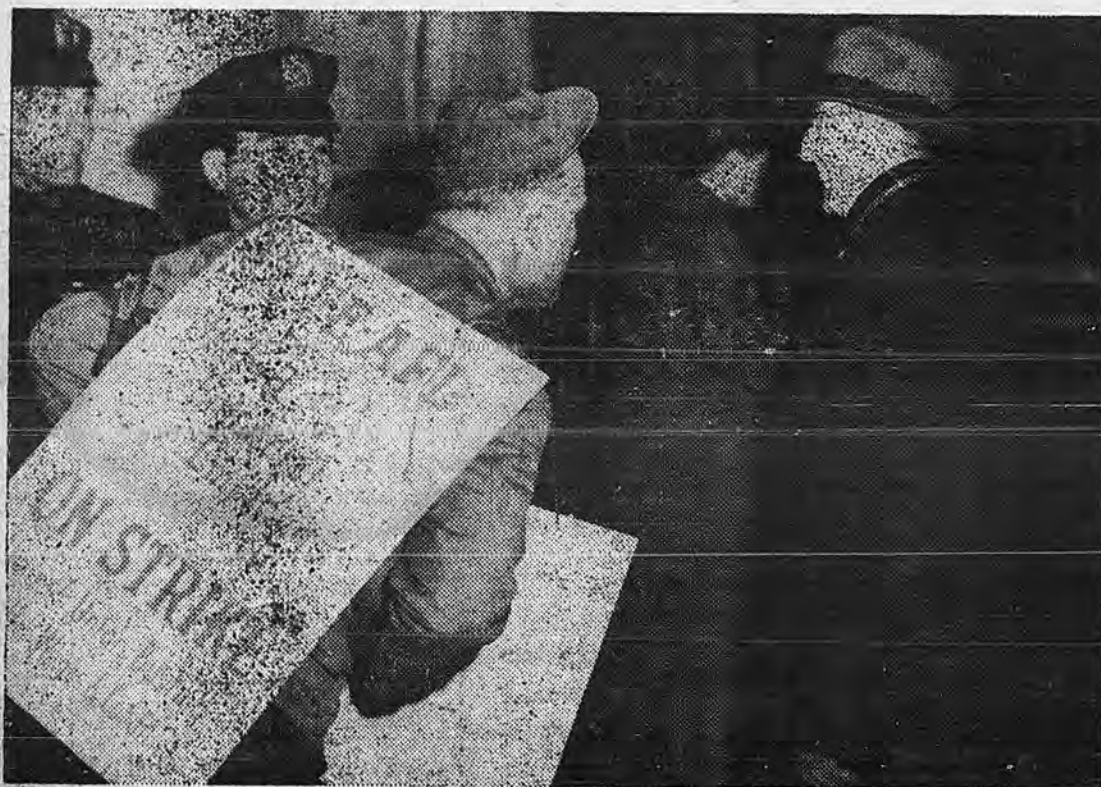
Seafarers, Clerks Ring Stock, Curb Marts



A peaceful place was the entrance to the Stock Exchange when the above picture was taken, but police brutality turned the spot into a virtual butcher-shop when heads and bodies of pickets were clubbed by police in their zeal to protect the interests of the Wall Street money men. However, neither the sadism of the cops nor the near-record April showers could keep the financial workers and their SIU-SUP supporters off the picketlines.



With the iron gates of historic Trinity Church in the foreground, this picture shows the picketline in front of the Curb Exchange. Lines held firmly, and the pickets chanting "scab" did little to help the feelings of the people who scurried through the picketlines. Word of additional reinforcements from other unions, on the line and financially, bolstered the spirit of the picketers—and left the scabs feeling kind of sick.



John Cole, UFE Vice-President, gives a scab a tongue lashing. Smile on the scab's face was not there a second later when he hid his face and ducked into the Stock Exchange.

Neither Swinging Clubs Nor Spring Showers Affect Enthusiasm Of Picketers

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tried was vicious and uncalled for."

EMPLOYERS' MAN

An interesting sidelight on the attitude of the police is that Police Commissioner Wallander appointed an Inspector who is known to have anti-labor sympathies, and who has broken up picketlines by force in the past, to "investigate" the charges made against the cops who took part in the clubbing on the Stock Exchange picketline.

AFL President William Green has complimented the SIU and the SUP on the militant support extended to the UFE. His telegram approving Union action follows:

"I commend you upon devoted way in which you have extended help and support to members of office workers union employed in New York Stock Exchange who are on strike. No one can adequately appraise value of service you are rendering these workers who are on strike. I urge you continue your efforts to help them and to extend to them a full measure of support in heroic fight in which they are engaged."

High point of the week was reached on Friday, when many local AFL unions staged a mass demonstration in front of the Stock Exchange. In addition, these same unions, in company with many other labor organizations and pro-labor groups, sent messages to the city authorities protesting police violence.

For this reason, the UFE Strike Committee, on April 1 called upon the Securities Exchange Commission to close down the Stock and Curb Exchanges.

INTEREST MOUNTS

Interest in the strike and the strikers mounted, especially after the "Storm Trooper" exhibition of the police on Tuesday. Many unions offered help, in men, money and food, and prominent civic leaders took the initiative in forming committees to aid the cause of the strikers.

Attempts by some irresponsible newspapers to picture the action as communist-inspired fell apart in the light of the anti-communist record of the UFE and the SIU-SUP. Another newspaper charged that the volunteer pickets from the Seafarers were "hired goons" who were being paid for picketing, but this libel was corrected after the Union demanded a retraction.

On the picketlines, where UFE and SIU-SUP brothers marched side by side, morale continued at

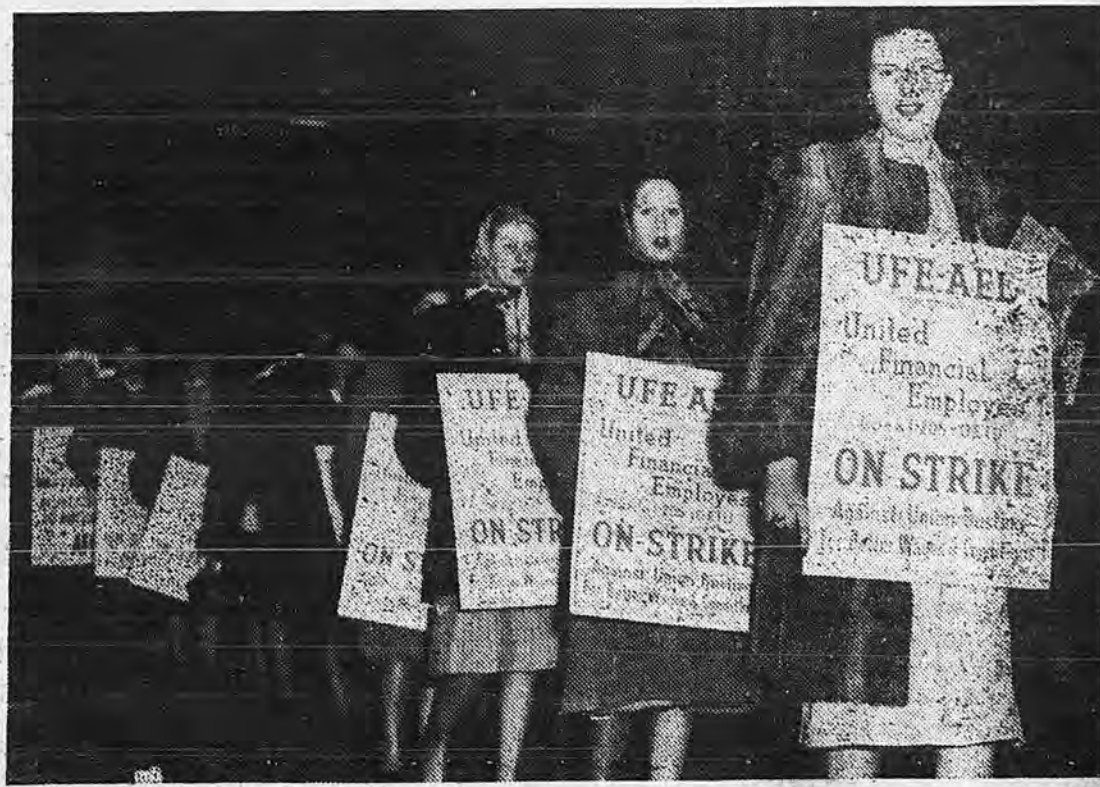
Strike Issues

1. Wage increases of \$9.00 for all earning less than \$40.00 per week, and \$15.00 for all those earning more.
2. The union shop, which approximately 93 percent of the employees of both Exchanges voted for.
3. A contract provision that will exempt Exchange employees from handling the business of any brokerage house where the employees are on strike.

a high peak. Even the rain, which poured from the skies on Thursday, and the police, who harried the peaceful pickets, failed to mar the spirits of the marchers.

On the opening day of the strike, Monday, March 29, picketlines were established around the Stock and Curb Exchanges. These were extended, on Wednesday, to include two large buildings housing many brokerage firms which had been furnishing scab labor to the struck Exchanges.

Members of the UFE, heartened by the militant support of the SIU-SUP, are resolved to keep their lines firm until they have the victory they know is rightfully theirs. Mighty Wall Street, which has ridden roughshod over opposition in the past, has at last met worthy and militant foes.



Female UFE members add a bit of cheese-cake to the picketline on one side of the Exchange. On all lines the UFE, SIU, and SUP marched together in fraternal cooperation.

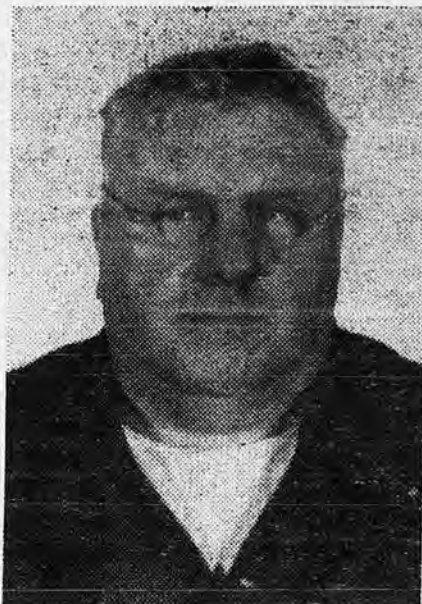
HERE'S WHAT I THINK...



QUESTION: What is your opinion of the revision of the port rule in Boston from two calls daily, as was formerly practiced, to shipping every hour on the hour starting at 10 A.M.? (Question asked in the Boston Hall.)

JOHN RUBERY, Bosun:

The system of shipping every hour on the hour, as passed by the membership here at the last meeting, is marked proof of the growth of our Union. It shows a definite awareness of problems which face the membership and a desire to eliminate any knots which develop. The change gives a man ample time to get his gear together before turning to, and eliminates the shipping of men at 5 P.M. who could be shipped at an earlier hour. In the final analysis, the present system makes grabbing a ship much easier and means starting the payment of the green stuff that much sooner.



LARRY WHITE, FOW:

I was certainly surprised and pleased when I heard of the action changing the shipping rules in the port of Boston. The former system was always a sore spot in the structure of the Union in this port. This revision is in the interest of the membership and has my 100 percent endorsement. As long as the Union keeps its eyes open and makes adjustments where needed, it will make for greater strength in our ranks. Now a Seafarer can take a job any time during the day, and will not have to worry about running around like a mad man at the last minute to get things squared away.



CALVIN NICKERSON, QM:

Having never shipped from any other port than Boston since joining the SIU, I am entirely unaware of rules in other ports concerning shipping, but it has always been my opinion that the present system would make for more efficient dispatching. It eliminates the possibility of ships leaving shorthanded and assists the Union in the protection of the jobs. I am all for this set-up and any other changes made with the view to tightening up SIU structure. I am sure of our Union's stability when I see the ease with which it drops outmoded practices and streamlines its procedures.



JOE CHARETT, Steward:

In my opinion the change of the shipping rules in the Port of Boston from two calls a day to shipping on the hour is for the best interest of the membership. Here, more so than any place on the East Coast, the time of being shipped is important. I know by experience in the past that, due to the wide area this port covers, a late afternoon call makes it impossible for men to have a physical and collect pay for reporting aboard ship the same day. This move means more dough in the pockets of the membership here in Boston.

More US Ships On African Run As Trade Grows

Stimulated by an increase in the number of U. S. ships on the African routes, trade between the U. S. and Africa has been growing mightily in recent years.

In 1939 there were only 25 U.S. vessels hitting African ports regularly, but now there are 45 and the number of sailings actually has tripled.

Important to SIU members is the fact that the Robin Line, operating from Atlantic Coast ports, the Mississippi Shipping Company, operating from the Gulf, play important roles in this African commerce.

Significant is the fact that the African trade is one in which the volume of U.S. imports is greater than exports. From non-industrial Africa come many basic raw products vitally necessary to American industry and every day living.

From the Gold Coast comes cocoa. From South and East Africa come chrome, managanes, wool, copper, tin and hides.

From East African ports come pyrethrum flowers, spices, corundum, sisal, vanilla, clove oil, mica, graphite and other products. From West Africa, the ships bring back lumber, ivory, rubber, gums, fibers and coconut products.

In return, a large variety of American industrial products finds the way to African countries.

One problem of the African trade is the shortage of passenger capacity. At present, there are only a few 12-passenger freighters. However, the American Merchant Marine Institute reports, without mentioning specific lines, that two C-3's are to be converted to 61-passenger capacity and placed on an African run and that two 8,000-ton liners with a 300-passenger capacity are contemplated.

MM&P Sues Post For Defamation

(Continued from Page 1)

liciously contrived, conspired and planned with the other defendants herein" to have the article written and published for the purpose of "defaming" the plaintiff, namely the MM&P.

Later the complaint said that the MM&P enjoyed a reputation for patriotism and democracy until the article on Manning appeared. The complaint declared, that the anti-labor material in the article was aimed "at plaintiff only and against no other union." It also charged that the article accused the MM&P of holding its members in "economic servitude" and of operating for "politically red," meaning communistic, purposes.

The complaint found the very title of the Saturday Evening Post article, "The Captain They Couldn't Blow Down," highly offensive.

Have YOU Voted?

Voting on the four A&G Referendums ends on April 10th. Have YOU cast your ballot to make the Union even more strong and powerful.

No Army Draft Yet—But Get Certificate From Last War

By JOSEPH VOLPIAN
Special Service Representative

On March 17, President Truman appeared before a joint session of Congress and recommended passage of a bill setting up a military draft and universal military training.

The following day, letters began coming into the Union with all sorts of questions as to the status of seamen under the proposed draft. Samples of the questions received are:

Can they draft seamen? How about married men? What is the status of men who served in the merchant marine in the last war? What about men over 26 years of age?

No draft law has been enacted. Secretary of Defense Forrestal called for conscription of unmarried men between the ages of 19 and 25 who have not served previously in the armed forces.

It was pointed out that 348,000 additional men are required to bring the armed forces up to authorized peacetime standards. There are approximately 3,000,000 men who are in the category recommended for the draft pool.

If, and when, a draft law, we personally guarantee that it will be brought to everyone's attention. You won't be able to es-

In the meantime, all hands should remember that seamen who who served aboard American vessels between May 1, 1940 and July 25, 1947 for a continuous period of at least one year, 75 percent of which was seafaring, are still eligible for a Certificate of Substantial Continuous Service.

This certificate may be used as evidence of service, and may come in handy if the proposed draft law excludes merchant seamen who saw service in the recent hostilities.

HANDY TICKET

These certificates may be procured by writing to: Seamen's Wartime Service, Benefits Unit, Marine Personnel Section, U. S. Maritime Commission, Washington 25, D. C.

You will then receive an application blank, which is to be filled out and returned with discharges or other documentary proof by registered mail. Photostats are acceptable. All will be returned to you.

Men who are on the beach in New York can get their certificates of service at the Maritime Commission offices in 45 Broadway, room 924.

What Now? UFE Asks Taft

Come and see for yourself, the United Financial Employees asked in a telegram to Senator Taft who is the principal author of the Taft-Hartley Act and is supposed to know all the answers to labor-management relations.

UFE, Local 205, complying strictly with the Taft-Hartley Act, won smashing 9 to 1 victories in union shop elections at the New York Stock and Curb Exchanges. That was in the winter. Since then the two exchanges have arrogantly refused to bargain on the union shop issue.

The complete text of the UFE's telegram, signed by President Keefe of Local 205, follows:

"Senator Robert A. Taft
"Senate Office Building
"Washington, D. C.

"The United Financial Employees, Local 205, Office Employees International Union, AFL, in compliance with the provisions of the Labor-Management Relations Act (Taft-Hartley), entered into a union shop election in the New York Stock and Curb Exchanges. The Stock Exchange employees voted 92 per cent for a union shop, and the Curb Exchange employees voted for the union shop by an even greater margin, 94 per cent. Management of both exchanges have refused even to discuss this point, which has been, so overwhelmingly endorsed by the workers themselves. This has forced our organization into a strike.

"What happens now?

"We suggest that you come to New York to see for yourself what happens when an honest union votes overwhelmingly for the union shop and management absolutely turns thumbs down.

"M. David Keefe, for the Strike Committee, Local 205, OEIU, AFL."

Shipping Slows In Port Mobile, No Change Seen For Next Week

By CAL TANNER

MOBILE — Shipping in the port of Mobile for the past week was slow, with but four ships paying off and four signing on. The records show but 62 bookmen and 47 permits put aboard ships—not quite what could be called a good week.

The ships paying off here this week were the Governor Sparks and Antinous of Waterman and the Alcoa Pointer. The fourth was the Dolgado, an SUP Liberty, which is scheduled to lay-over for awhile.

The payoffs were unusually clean on the ships. We had a little disputed overtime on the Sparks, but it was all squared away to the crew's satisfaction.

It seems that the Engineers wanted to wait a month or two to check the overtime with the delegates, but after the disputes were settled in our favor they came to understand that settling up quickly is the wisest way.

The Antinous of Waterman came in, paid off clean and re-shipped for Italy, Greece and Turkey. On the Pointer, the payoff was extra clean, in fact; the Skipper gave the crew a letter stating it was a pleasure to have sailed with such a good crew. He even asked the whole crew to make another trip.

A GOOD ONE

The SUP ship was another good payoff, with Phillip Munsen of the SUP coming over from New Orleans to handle her.

The four sign-ons this week were the Pennant and Pilgrim, Alcoa, and the Gateway City and Antinous, Waterman.

On the Pilgrim the biggest beef was the slopchest. Seems the Skipper had about \$1200 worth of stuff that the Patrolmen felt were not fit for the crew. The gear had been bought in Canada, and, after the Patrolmen talked to the company, they took the old stuff off and put some first class stuff aboard.

Shipping looks slow for the next week. We will probably have four payoffs and two sign-

ons in the next seven days, plus two ships in transit from other ports which will take a replacement or two.

The Patrolmen contacted three ships in transit last week and squared away a few minor disputes. They were the Yaka, Fairport, Waterman, and the Steel Scientist, Isthmian.

AFTER 'EM ALL

The organizing drive of the Marine Allied Workers is going ahead in good shape. They intend to organize everything in the harbor that floats or has anything to do with the marine work—towboats, barges, shore



gangs, shifting crews, riggers, sealers, anything and everything will be organized.

No unorganized ships have hit port in the last couple of weeks, but that doesn't keep the membership from maintaining a keen interest in the drive in Cities Service. All men here are eagerly waiting for the time they can sail these ships with an SIU contracts.

A lot of Lakes men here on the beach have reversed course and are headed for the Great Lakes to aid in the organizing drive now going on.

They are badly needed there, and have a big job to do. The SIU is working in all branches of maritime and it's through the cooperation of all members that we have been so successful.



New York Branch Keeps Busy On All Fronts

By JOE ALGINA

NEW YORK — What with all the activity around the New York Hall with the SIU supporting the UFE strike, it is a little difficult to sit down and bang out a story of the happenings in the shipping end of things, but here goes anyway.

During the past week business and shipping kept a good pace with jobs in good supply for Deck and Engine men. Rated men in the Black Gang have their choice as to ship and run. Stewards Department men and unrated men in other departments still find it necessary to wait a while for a ship.

Reason for the better than average shipping is the good number of ships hitting port this week. We welcomed a lot of ships in, and most of them wound up in quick style with clean payoffs.

Isthmians Steel Surveyor, Bucyrus Victory, Steel Fabricator and Trinity Victory hit port for clean payoffs, along with several others. Most of them had minor beefs which were cleaned up at the payoff.

UPPED AGAIN

The Trinity had a beef where in a FWT had been demoted to Wiper during the voyage. The reason was a petty one and the man was paid off with FWT pay.

The Patrolmen also had a couple of logs lifted, but a handful of legitimate ones stuck. The Patrolmen made no attempt to battle for bum beefs where men had taken time off and had been penalized for it.

On the Trinity some of the crewmen had taken food from the ship for sale ashore. The crew threw the book at them and handed out king-sized fines for their chiseling.

It was no joke to them that the guys had walked off with their stores, and they made the guilty guys know it. A crew will usually forgive guys for getting gassed up and raising hell, maybe even for taking off for a couple of hours, but there is no reason to expect sympathy from them when stores are removed from the ship. These guys got only what they deserved.

Now that the SIU here in New York is supporting the UFE out on the picketlines around the two exchanges, the Patrolmen are busier than ever.

Notice To Crews

No. SIU Crew is to pay off any ship until the crew's quarters and equipment are as clean as any Seafarer likes to find a ship when he first goes aboard. Patrolmen have been instructed that the crew's quarters must be absolutely clean before a payoff will be allowed. Please cooperate with your officials in carrying out this membership order.

Some of them have been operating along the lines, while others are doubling up on the contacting, paying off and signing on of ships.

No one is being neglected due to the strike so don't worry about a Patrolman, he'll make your ship.

The men out of the picketlines here have done a wonderful job during the past week and have made all the stories of the SIU ability on the picketlines come home to the moneyed boys of Wall Street.

ON PARADE

During our past actions we've been hidden away down around the piers, but this time we're



right up front here in the financial center of the world for all to see.

A little blurb in the paper the other day which didn't get any more than two inches of space, told a very interesting story. Most big stories start small like this and then snowball to the front page. This one, too, will be front page news if and when it comes.

An outfit called the American

Defense Society in a letter to President Truman—so stated the article—calls for the transfer of the merchant marine to the control of the Navy as a defense measure.

In the statement they said, "The U.S. Government should be in a position at all times to be unhampered by union troubles or difficulties. The only way it can be accomplished with the merchant marine is to place it under the control of the Navy or the Secretary of Defense."

Pretty sentiments from people having only the nation's welfare at heart. The fact that shipbuilders wouldn't build ships for the war without getting a big slice of profits, and the fact that the operators wouldn't take the ships unless they had guarantees that they would not lose anything was not even considered by these people so interested in national defense.

They made no mention of transferring the profits in shipping from the hands of the shipowners. Oh no! Just dump the unions by putting all the men into Naval uniforms and we're all set for anything.

The outfit itself, the American Defense Society has a phony odor. Just who is behind it and why would be very interesting to know. Chances are that it is one of these outfits through which the big boys in the government make their sentiments known without having to speak in an official capacity.

We've taken on a lot of phony outfits during the past, including the bureaucrats of the WSB—these guys will get our attention, too, if they want a tussle.

There's Plenty Of Spring Weather But Few Jobs In Port Baltimore

By WILLIAM (Curly) RENTZ

BALTIMORE — Shipping here stayed tough again this week.

We paid off and signed on a small assortment of Bull, Ore, Calmar, Robin and Isthmian vessels—but things were slow, and look as if they might continue that way for the immediate future.

There weren't any beefs that amounted to anything, although there were plenty of small beefs that we settled right at the payoffs and sign-ons. Some of them concerned repair lists and these are being taken care of without any trouble.

As usual these days, our biggest problem in this port is keeping the Isthmians squared away. However, those ships are gradually shaping up.

In this connection, we'd like to point out the bang-up job that Dutchy Moore is doing on the SS Steel Scientist. He is really getting the men on that ship who don't have too much SIU experience to understand the Sea-

farers' way of doing things. Good luck to him.

About the biggest thing to most of the boys here is the organizing drive. We're hitting those tankers, and we're after those two Cuba Distilling Company ships, the SS Catahoula and the SS Carrabelle. That's the outfit we had before the war that we have to go get again.

Another thing the boys are talking about is the four resolutions. From what we hear we think most of the boys are in favor of those two assessments and those two changes in the Shipping Rules. The two 10-dollar assessments will give us the strength to go up against the powerful forces all labor is going to face this year.

The men in the Baltimore Hospital are getting along fine and all of them hope to be out and shipping soon.

In addition, the weather is getting warmer here and some of the boys are breaking out in spring clothes. Hope they're not rushing the season.

Boston Shipping On Quiet Side; Labor To Fight Hiring Hall Ban

By WALTER SIEKMANN

BOSTON — It's still pretty quiet here so far as shipping goes, but we had a touch of spring. For a few days we didn't even have an east wind to cut us to the bone, and in Boston that means something.

We did pay off the SS Hood River, Pacific Tankers, up in Portland, Maine, and squared what beefs there were. None of them was serious.

A very pleasant occasion was provided when the Simmons Victory touched here in transit. She was named for Simmons College, a women's college here and when she berthed the whole student body—or most of them—came down to see how their namesake looked.

Well, the Simmons Vic looked good and the girls looked pretty. Everybody made friends and had a fine time. In fact, we're wondering when the Union is going to crew up the Vassar Vic, the Smith Vic, the Goucher Vic and the Bryn Mawr Vic. Bring 'em on, the boys say.

To get back to more serious and less pleasant matters, that bill to smash the Hiring Hall is still kicking around in the Massachusetts legislature. Right now it is in a committee of the State House of Representatives.

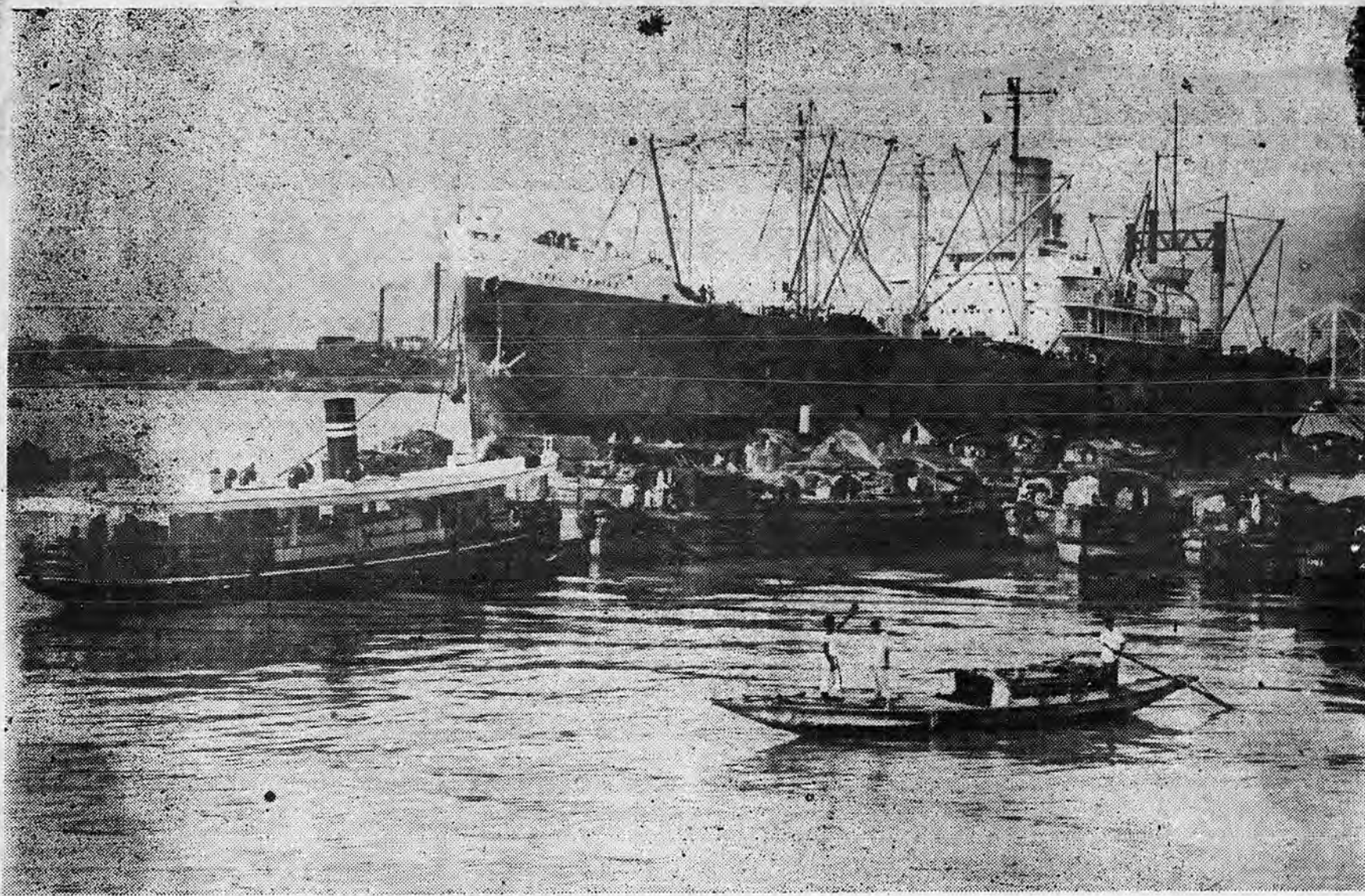
TOUGH BILL

The bill, No. 1745 in the legislature, has a long way to go before being entered on the Massachusetts books as the law of the state, but labor is losing no time in fighting for its defeat.

If its backers get enough signatures on a paper asking for its passage, it can be placed on a state-wide referendum ballot. About that time, the finky newspapers publishers will start beating the drum and the battle will be on. When the fight comes the SIU will be in the thick of it, as usual.

Some of the boys came back home the other day. They were the ones we sent to crew the SS Steel Apprentice a while ago. They paid off in New Orleans but the majority headed right back for Boston.

SS STEEL CHEMIST FAR FROM HOME



The SS Steel Chemist, Isthmian (above), discharges cargo in an un-named port in India. Crewmembers (below) with no work to do and no place to go, take it easy.



Philadelphia Has Shortage Of Rated Men

By LLOYD GARDNER

PHILADELPHIA — This has been a busy week for the Quaker City port with three payoffs and several ships in transit keeping us on the jump. This week's improved shipping has just about cleaned the Philly beach of rated men.

Next week, we are pleased to announce, we expect a shortage of rated men, what with the Hawser Eye of Alcoa and two Waterman ships expected here. This is an invitation to rated men in nearby ports to come to Philly for a quick ship. The jobs will be plentiful and the runs first rate.

Two of this week's payoffs, the Casa Grande, Pacific Tankers; and the Cape Mohican, paid off in good style, but we hit a snag on the Montebello Hills, another Pacific Tankers ship.

THE AXE FELL

When the ship hit port the Captain and Mate fired all of the Delegates for union activity. That started the ball rolling. The Mate and Skipper then called in the Coast Guard and slapped charges against two of the men. We disposed of this in a hurry, however.

After a few hours in the Coast Guard office we managed to have all charges thrown out for lack of evidence.

The crew by this time felt they had taken enough abuse and refused to sail until the Mate was removed. To this the company agreed and the Mate was hauled off.

So, as things now stand, the ship is here, the crew is waiting for a new Mate, and the situation is well in hand. Next trip, the crew tells me, is going to be different.

That's the way things shape up in Philly this week.

Rated Men Get Good Deal In San Francisco

By STEVE CARDULLO

SAN FRANCISCO — Among the A&G ships to hit this port on payoffs or in transit were the Minnott, the Bessemer Victory, the Penmar, the Beauregard, the San Angelo Victory, the Columbia Victory, the Rider Victory, the Massmar, the Colton Victory and the Fairland.

This list is not complete, a fact which gives you an idea of how shipping is on the Barbary Coast. It bears out what we've been saying for several weeks, that rated men can always get out of this port.

Every crew that touches here is urged to come in and vote. However they don't need too much urging, once they discover that they can vote on the West Coast.

SQUARED BEEFS

So far as the beefs we've had are concerned, we've settled all of them satisfactorily. Some we squared here and some we fixed up as far away as San Diego and Seattle.

We have had good balloting committees here. At various times D. W. Conroy, Francis P. Flanagan, Claude A. Ezell, Pete

O'Neil, John B. Krewson and R. J. Delaney, G. A. Wolf, R. B. L. Trumbull are a few of those who have served.

One AB came in to complain that he had been put off an SUP ship in Seattle. He had joined her in Baltimore and said they pulled West Coast rules on him, since he had been aboard 30 days.

This man and several other A&G men who were present agreed that lots of men didn't want to take SUP-contracted ships out of East Coast ports because of these rules.

However, as we made clear, nobody has a real beef—at least not right now. Shipping is good for rated men and the West Coast headquarters is prepared to handle anything that comes along.

One extra smooth payoff was the Walter Colton, Waterman. She had a good bunch below and topside. This was the first ship to pay off on this coast under the new contract.

Ship's Delegate C. S. Eldringhoff of the Columbia Victory came in to vote and attend an educational class for bookmen. With him were J. McLeod, L. Bailey, J. Reilly, T. Dwyer, M.

Waters and R. F. Care. They all promised to held weekly classes for permits when they went out.

We always have a goodly crowd of members spinning yarns to pass the time between shipping calls.

Here's a gag which won a nickel cigar for the narrator:

A man was complaining about his tight shoes. In fact, he complained for several weeks running.

Finally somebody asked why he wore shoes too small for him, why he didn't get some new ones that fitted his feet.

"Look," the man said, "my wife went home to her mother, my daughter eloped with a bum, somebody stole my car which wasn't insured and I lost my business. The only fun I get out of life is when I get home at night—and take off my shoes."

There have been quite a few of the boys around. Among them have been one-eye Pete Di Pietro and Rufus Breeden. Rufus is having the LOG sent to his wife in Austria. Pete hit town to meet his girl and get married.

Grundy Men Find That Missing Ship Doesn't Pay

By CHARLES STARLING

SAVANNAH—There is a story about the payoff of the SS Felix Grundy, South Atlantic, as we predicted last week there would be.

The Grundy called at Jacksonville to drop off some of her cargo. As it was Friday, some of the crew just boarded a bus and came over to Savannah. Their madcap idea was that they would meet the ship here.

The Grundy did not reach Savannah until Monday morning, but when she arrived there was a bit of confusion as anybody could have guessed.

In order to get a full Deck Department, the Grundy Skipper had to transfer a Wiper and pay him overtime for working on Deck.

However, the men who missed the ship had to pay \$50 fines.

The point is that everybody knows that performances like this only give the SIU a bad name. We're lucky that these things don't happen very often, and we're dead right when we crack down hard on men who have so little regard for their Union responsibilities.

HOT WATER

We had the SS Frank E. Spencer in Charleston. We paid her off and signed her on, and she sailed—with a load of coal—all in a single day.

We settled every beef aboard her except one and that one is still outstanding as we write. It was a hot water beef. The crew claimed they had no hot water for five whole days, and then things got pretty mixed up because the topside couldn't agree.

The Chief Engineer insisted there was no time during which anybody was without hot water for 12 hours.

The Skipper, however, had a different story. He said that on the day the complaint was called to his attention he tried his own shower and found that he had hot water, but that when he tried the crew's showers he found none at all.

The First Assistant countered by claiming that two of the crew's showers had hot water, only the third being without.

The Chief Engineer then chimed in with a statement that there was no way that one shower could have hot water unless every shower had it.

APPRECIATION

Well, we are still talking with the company and when we square things we'll let everybody know.

Here's a note from one of the Spencer crew who would like to see it in the LOG:

"I, Charles W. Evans, entered the ship's hospital on March 13 and stayed there until March 22. Captain Andrew Grogard faithfully attended me all through my sickness, which was pneumonia.

"To Captain Andy, because of his untiring attention which required that he be up at all hours of the day and night, I owe my health and well-being. He showed great foresight by having an adequate supply of penicillin aboard."

The rest of the boys put it this way:

"We the crew wish to express our appreciation to a good Joe."

Minutes Of A&G Branch Meetings In Brief

SAN JUAN—Chairman, S. Colls, 21085; Recording Secretary, John Lincoln, 35046. (Special meeting)

Purpose of meeting was to discuss ILA beef which involves SIU ship SS Francis. Motion by J. Groener that we hear all sides of beef before discussion—carried. Explanation that ILA was picketing ship to prevent loading of cargo by scabs. Motion by Rudy Kienast that SIU refuse to cross ILA picket line as long as scab labor is used—carried unanimously. Motion by J. Lincoln that the ship's delegate inform the officers that SIU crew will not sail with any officers responsible for the working of the scab cargo—carried.

SAN JUAN—Chairman, S. Colls, 21085; Recording Secretary, W. Fontan, 100842; Reading Clerk, R. J. Morgan, 10670.

Minutes of previous meetings and those of other branches except Galveston accepted. Discussion on Galveston recommendation that San Juan Hall be closed. Most of those who spoke felt the Union needed representation for the 15 ships which hit



the port and that the San Juan Branch did not appear self-sufficient became most men pay their dues in U. S. ports. Balloting committee reported that 86 men have voted in the referendum to date. New business: Agent took floor and pointed out that one Brother was eight months in arrears in dues and wanted to pay. The man spoke in his behalf and claimed he had gone through a dire financial crisis and was working ashore. Membership decided that he should pay all his back dues and assessments and retire his book if he intends to keep working ashore. One minute of silence in memory of departed Brothers. Charges against P. C. Gandia for missing the SS Carolyn at the last minute. Trial committee recommended that charges be dropped and Brother presented witnesses and evidence to show that ship sailed two hours ahead of scheduled time.

NEW YORK—Chairman J. P. Shuler; Recording Secretary E. Parr; Reading Clerk, Jack Parker.

Minutes of all branches accepted. Agent reported shipping was fair with good payoffs. Advised aliens to grab any jobs



available. Warned emphatically against bum beefs. Pointed out that move to arm merchant ships was government plot to take over disciplining of ships. Recommended voting for assessments as countermove. Criticized some of Maritime Commission's policies. Director of Organization reported proposed plans for helping UFE. Membership approved plans unanimously. Reported certification on CS ships expected. Secretary-Treasurer's financial report referred to auditing committee. Trial committee's report read and each man

A & G Shipping From March 10 To March 24

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston	70	38	28	136	43	23	28	94
New York	200	205	186	591	207	239	155	601
Philadelphia	11	30	19	60	24	34	33	91
Baltimore	243	143	115	501	213	119	94	426
Norfolk	148	69	40	257	89	65	37	191
Savannah	51	43	24	118	46	44	29	119
Tampa	35	33	21	89	16	26	11	53
Mobile	80	86	68	234	102	110	78	290
New Orleans	204	137	151	492	161	94	133	394
Galveston	112	76	59	247	60	56	30	146
San Juan	15	10	7	32	16	9	8	33
GRAND TOTAL	1,169	870	718	2,757	977	819	642	2,438

NOTE: A&G men shipping on the West Coast are not included in this report.

voted on individually. Committee's recommendations accepted. Voted that no member be allowed to retire during expected UFE beef.

BOSTON—Chairman Jerry Lichtman, 3336 (SUP); Recording Secretary Duke Livingston, 102052; Reading Clerk, John Lane, 5714.

Minutes of all branches read and accepted, with exception of Galveston motion to close the San Juan Hall. The meeting referred this to Headquarters Secretary-Treasurer for a survey and full report on the situation in Port San Juan for membership. Secretary-Treasurer's bi-weekly report accepted in entirety. Agent reported port business running smoothly; he worked with membership committee in winding up purchases of gear for hall. Also visited Marine Hospital and found SIU men there doing well. Shipping has held steady and members' attention was again called to fact that ships are sailing short-handed because of only two calls daily and many ships touch the port in transit. In verbal report, Agent recommended that after



initial call, jobs be shipped every hour. The Nantasket Boat Line is starting operations shortly; if necessary manning scale negotiations will be opened in which case rank and file members will be requested to attend.

PHILADELPHIA—Chairman Don Hall, 43372; Recording Secretary Bill Luth, 50404; Reading Clerk, Robert C. Meloy, 896.

Minutes of all branches read and accepted. Motion carried that a trial committee investigate actions aboard ship of permit brought up on charges. All ship's minutes are to be sent to the SEAFARERS LOG. Findings of trial committee were accepted. There was considerable discussion under good and welfare. One minute of silence was observed for departed brothers. The meeting was well attended, with 180 members present.

BALTIMORE—Chairman William Rentz, 26445; Recording Secretary, G. A. Masterson, 20297; Reading Clerk, J. Hatgimisios, 23434.

Motion carried to suspend regular order of business until oath of obligation was administered to new members and a trial committee elected. Minutes

of other branches read and accepted with following exceptions: To non-concur with motion in Boston minutes made by former Boston Agent, accusing former Secretary-Treasurer of paying officials during 1946 General Strike; and to non-concur with Philadelphia motion in regard to members registering in all ratings. Quarterly Finance Committee's report read and accepted. Port Agent reported

branch in good shape but few payoffs, with shipping poor. Membership and CIO Shipyard Workers are sending in telegrams protesting Marshall Plan ship transferral. Under new business motion carried instructing Agent to send wreath to funeral of Brother Evan Fremstad, 42944, who died in Marine Hospital on Mar. 23.

NORFOLK—Chairman Jasper Brown, 44134; Recording Secretary, Steely White, 56; Reading Clerk, James Bullock, 4747.

Minutes of branch meetings read and accepted, except for the following: to non-concur with Philadelphia motion made by T. Healey; and motion made by Adolph Ellis in Galveston minutes, regarding situation in San Juan. Motion carried calling upon San Juan Agent to stop practices alleged in Galveston minutes. Agent and Patrolman reported that shipping and job turn-over has slowed up considerably due to: 1) proposed Congressional provisions on Marshall Plan ship transfers, and 2) the coal shortage and strike. A considerable number of telegrams have been sent by members to Congress protesting the State Department's ship transfer proposals. Voting has been brisk on the \$10 building and strike fund assessments.

SAVANNAH—Chairman W. J. Brantley, G-111; Recording Secretary, E. B. Tilley, G-75; Reading Clerk, E. H. Searcy, 23619.

Other branch minutes read and accepted. Agent gave oral report on payoffs and sign ons. All brothers who miss their ships will be fined as per resolution adopted in New Orleans. The hall has been cleaned up and brothers were requested to keep it that way. Patrolman reported on the crewing up in Jacksonville of the SS George Ogden, a John M. Carras, Inc., tanker. Secretary-Treasurer's report and Headquarters financial report

accepted. Motion carried to ask former Boston Port Agent, if he received pay during the 1946 General Strike, since he made the statement that former Secretary-Treasurer paid officials during that period, when the union salary payroll was suspended. Under good and welfare several members took the deck and blew their tops regarding the cleanliness of the hall.

TAMPA—Chairman C. Simmons, 368; Recording Secretary, R. H. Hall, 26060; Reading Clerk, W. A. Driver, 147.

Minutes of previous branch meetings read and accepted. Under new business Agent was instructed to buy radio for use of membership in branch hall; also, 50 chairs to provide much-needed additional seating facilities now that we are holding regular meetings. Headquarters report and Secretary-Treasurer's financial report read and accepted. Auditing committee's report accepted. Shipping appears to be on the upswing, the Dispatcher stated. Balloting committee was elected and reported that one



ballot had been voided of those cast. Practically all hands took part in the discussion on the necessity of keeping our hall clean.

NEW ORLEANS—Chairman Frenchy Michelet, 21184; Recording Secretary, Johnny Johnston, 53; Reading Clerk, 69.

Minutes of previous branch meeting read and accepted. Heard trial committee's report on case of Todd Torrington, Secretary-Treasurer's report read and accepted. Minutes of other branches read. All accepted except for motion of Galveston minutes to close San Juan Hall. This was referred to the Secretary-Treasurer for investigation. Acting Agent Buck Stephens reported that Brother Sheppard was in New York serving on passenger-ship negotiating committee and that report of proceedings is expected soon. Business not too hot at present; 16 ships scheduled to pay off here in next two weeks. No beefs pending in this port. New building coming along fine; membership should be proud of it as it will be second to none. It was brought out that membership ruling anent performers and gas-hounds will be rigidly enforced. A report from the rank and file committee who visited the building was read. It stated that all

work is being performed by union help and that all expenditures are being made in strict accordance with the Constitution. Brother Michelet reported on the progress of construction.

GALVESTON—Chairman Keith Alsop, 7311; Recording Secretary, Gordon Ellis, 1478 (SUP); Reading Clerk, C. M. Tannehill.

Minutes of other branch meetings read and accepted, except for vote to non-concur with part of Philadelphia proceedings pertaining to men registering in one rating and to non-concur with Puerto Rico's new business. Communications received from Senators Sparkman and Stennis acknowledging wire urging support of Brewster amendment to Marshall Plan. Balloting committee announced that 66 votes have been cast in this port in the current referendum.

MOBILE—Chairman Charles Kimball; Recording Secretary, James (Blackie) Carroll; Reading Clerk, H. J. Fischer.

Motions carried to non-concur with: 1) portion of Galveston minutes recommending closing of San Juan Hall; 2) Philadelphia motion recommending registering



and shipping in all ratings, and 3) former Boston Agent's statement in Boston meeting in which he alleged that officials had been paid by former Secretary-Treasurer during 1946 General Strike. Acting Agent Morrison reported shipping not too good. Passage of the Marshall Plan with provisions for cargoes to be carried in American bottoms would be very helpful, he said. Organizing activities are continuing and pledge cards have been received from all men on the Radcliffe Sand and Gravel Company's tugs. An election in this outfit is awaited. Brother Buzzell of the Restaurant workers here spoke to the meeting and the membership pledged him its support in his union's organizing activities.

SAN FRANCISCO—Chairman A. S. Gardullo; Recording Secretary, Al Bernstein; Reading Clerk, Emilio (Pete) DiPietro.

Motion carried to accept as read minutes of each branch, with exception of Boston minutes. Membership wanted to know why former Boston Agent was not brought up on charges for slurring Union and why he did not take similar action when



he was Boston Agent, in view of his allegations. Membership wanted to go on record condemning him for slurring former Secretary-Treasurer. Under good and welfare Max Byers, former Ship's Delegate of the Kelso Victory explained beef in which crewmen were involved. Several men protested 30-day shipping rule. Several men advocated a "yes" vote on the four resolutions on which the membership is now voting.



SHIPS' MINUTES AND NEWS

Seafarer Killed In Fall In Dutch Drydock; Was Former Prizefighter

Word has been received of the death of Seafarer Claude Douglas in Schiedam, Netherlands, late in February.

The SS Gateway City, aboard which Douglas was sailing BR, was in drydock in Schiedam. Douglas fell 50 feet from a gangplank to the lower deck of the dock and was killed instantly.

DEATH TRAP

Charles J. Hartman, Chief Steward of the Gateway, who along with G. M. Cain, Deck Delegate, Earl J. Sillin, Engine Delegate, and Arthur Samora, Stewards Delegate, reported Douglas' death to the LOG, declared that the gangplank was a death trap.

What made things worse was that the crew had to go ashore to find toilet facilities since the plant was down. This meant that everybody had to cross the gangplank several times a day.

Brother Douglas, who once was lightweight champion of Cuba, was a veteran Seafarer, having joined the Union in 1939. He first went to sea in 1927 when he gave up prize-fighting.

300 FIGHTS

During his ring career he had approximately 300 fights and was well known around New Orleans as well as in Cuba.

Douglas was buried in Schiedam. The services, conducted by the Reverend Faber, were very impressive, his shipmates report, and were attended by Waterman representatives and the crew.

The Gateway was in drydock to repair damage sustained when she struck a mine in the North Sea. Details of this accident are not yet available.

Keep 'Er Steady!

Seafarer Harry Houghton came up to the LOG office the other day with a nautical nugget worth passing along. Here's how Harry tells it:

It was a busy afternoon in one of the hosteleries catering to seamen. The elevators were especially busy, with all cars filled to capacity.

I stepped into a car just before it commenced its upward flight with a full load of seamen, among them a sprinkling of French and Norwegians. All hands were loudly passing the time of day.

At the fifth floor, there was considerable confusion as the car stopped and opened its doors. Some guys were yelling: "Up," others were shouting "Down," while others quizzed, "What floor are we at?"

One annoyed character, who up to this point had been quietly reeling in the corner of the car under a full load of his own, finally broke his silence:

"Fgawd sakes, get this elevator going sideways—like me!"

Wacosta Men Ask Hospital Be Moved Up

Spurred by the inaccessibility of the hospital aboard their ship, the crewmembers of the Wacosta, Waterman, adopted a resolution at a regular shipboard meeting recently requesting the SIU to have the company change the setup when the ship next goes into the shipyard.

The resolution follows:

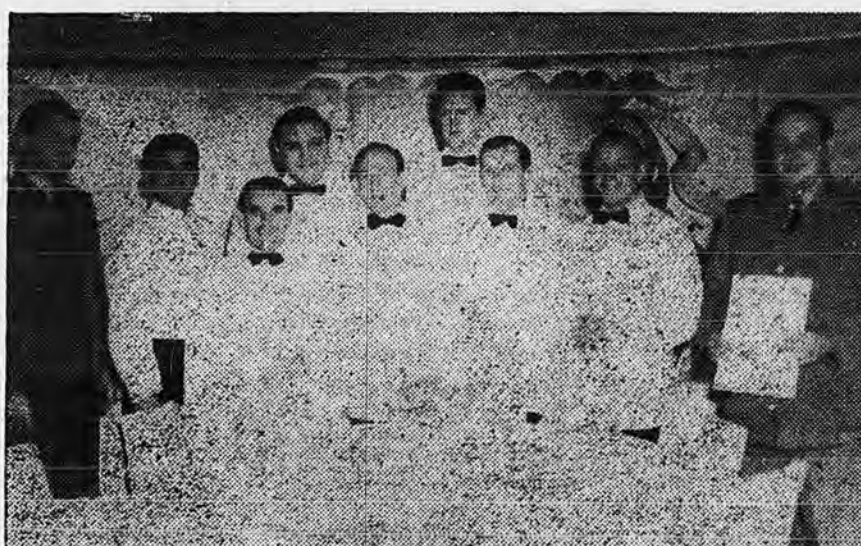
"WHEREAS: The hospital is situated in an inaccessible place for a sick person and, inasmuch as the ship has an empty room midship and the Bosun and Deck Engineer have a very small room where only one man at a time can get up, and,

"WHEREAS: previous attempts have been made to straighten out this matter to no avail,

"THEREFORE, be it resolved: that the Union take the necessary steps to contact the Waterman Company so as to correct the situation the first time the ship hits the shipyard for repairs."

Chairing the meeting was Brother Melendez; Secretary was Thomas Williams.

CAPABLE CREWMEN IN CLIPPER'S STEWARD DEPARTMENT



Service with a smile is supplied by SIU men in photo above. Left to right: H. Schroer, Chief Steward; V. Miorana, Bellman; A. Tocho, Waiter; S. Campbell, Waiter; J. Pisa, Waiter; K. Miller, Waiter; C. Dowlin, Waiter; W. Eckenbrecht, Waiter, and W. Handelsman, 2nd Steward.

Keeping all hands well-fed aboard the Alcoa cruise ship comes easy to the Seafarers charged with that duty. Some of the fellows responsible appear in these two photos.

In galley, left to right, kneeling: A. Hastings, 3rd Cook; C. Treidler, Baker; standing: A. Kothe, 2nd Cook; E. Miller, Baker; C. Travis, Crew Cook; E. Stough, Larder Cook; L. Fusilier, Ch. Cook; R. Bass, Ch. Pantryman; C. Perez, Night Pantryman and K. Ekholm, Asst. Pantryman.

Storms Are Hell, Sure— But Here's How They Happen

(Ed. Note: This is another in a series on the weather, how it happens and how it is predicted. Members are urged to send in accounts of the weather they've seen on the world's oceans. In addition, the LOG will do its best to answer questions about the weather.)

A storm is a very complicated mixture of wind and moisture. Moreover, a storm is a mechanism that moves, sometimes traveling half-way around the world from its point of origin, crossing continents and oceans, venting its fury on ships and cities and men.

A mass of cold, dense, dry air slides south from the North Pole. At the same time, a mass of warm, moist air spreads north from—say the Caribbean Sea.

When these two air masses meet, the thinner warm air rides up over the cold dense air from the pole. A line of cloud develops along the "front" between the two masses because as the warm, wet air is forced aloft it cools and some of its moisture condenses.

The two air masses are "high pressure" systems, and, in the northern hemisphere, the winds blow around the high-pressure centers in the same direction that the hands of a clock revolve. The pressure and the direction of the winds are a result of involved mechanical in-

fluences including the fact that the earth itself revolves on its axis.

In between the air masses, along the front, is a trough of low pressure which also is the result of mechanical forces too involved for description here. On this front the bad weather occurs, the front being what is sometimes called a "squall line." Bad weather is apt to occur more especially in the extra low pressure centers that are formed around waves that develop on the front. These waves are storms.

As long as the cold air does all the pushing, the front acts as a "cold front." However, suppose this cold front in its southward drift hits an obstruction. To make it easy to see, suppose the cold front bangs into a mountain range.

The front will "catch" on the mountains and be held up, at



Front "catches" on mountains. Storm results.

least enough for a storm to form. The whole low-pressure center When this happens, the warm is the storm and it may be air gets the upper hand along hundreds of miles in diameter a part of the front. This warm air rolls vigorously up over the cold air and tends to push it back. This is a "warm front." In the northern hemisphere, the warm air flows up from the south around the point where the cold front is caught on the mountain then twists toward the west.

Meanwhile, the cold air blows down from the northwest and the classic "counter-clockwise" flow of a low pressure center is set in motion.

Where the warm front and the cold front are joined is the crest of the wave and the low pressure center.

Along the warm front, the moist air flows out in a great blanket, extending perhaps a thousand miles ahead, and giving two-day rains and expanses of fog. The cold front gives the more violent weather, but the warm front fog can give a lot of trouble to an airplane or a steamship.

SIU Ships' Minutes In Brief

DEL MUNDO, Dec. 28—Chairman Cliff Treuil; Secretary W. T. Hersfall. New Business: Motion by Treuil that Brother Smith not be allowed to ship as acting AB and trip card be so identified. Smith admitted to not being able to perform AB duties. Good and Welfare: Suggestion that the ship's delegate contact the Patrolman to have the deck workmen's office moved back aft and the inside office be turned over to the Stewards Department for a linen locker. Back to New Business: Motion by Bob Roberts that a repair list from all departments be turned over to the Patrolman and new crewmen. One minute of silence for Brothers lost at sea.

ALCOA CLIPPER, Jan. 15—Chairman Stough; Secretary Eckholm. Ship's Delegate reported that there will be no blanket overtime in the Stewards Department. Reported need for competent doctor aboard. Good and Welfare: Second Steward reported that trip card men are fouling up. They were warned to behave themselves or they will find it difficult to get a book. Suggestion that manning scale be enlarged per provision for such in the agreement.

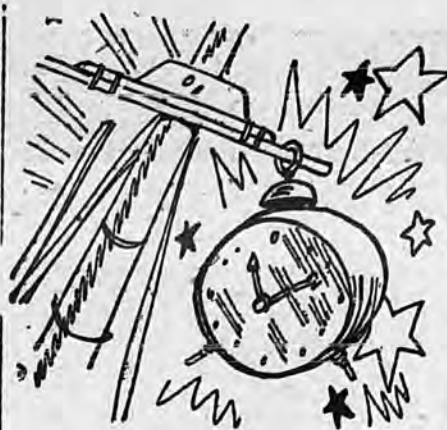


AFOUNDRIA (Date not given)—Chairman Alfred Zalewski; Secretary Byron Faanes. Good and Welfare: Discussion over friction in the saloon crew due to division of work. After argument a compromise was agreed upon. Great deal of discussion concerning the agreement between the saloon messman and the captain for the serving of passengers with coffee and tea outside of meal hours. Question was whether it was proper union procedure or detriment to the Union. Point made that agreement provides for overtime pay for all work outside regular hours and thus this is a violation. Final agreement: Brother will continue serving passengers outside of hours until ship reaches Germany but that will be the end.

JULIETTE LOW, Dec. 14—Chairman Henderson; Secretary Rustad. New Business: Questions raised over soap distribution, lockers needing repairs, new mirrors, mushroom vents and benches for crew's quarters. Good and Welfare: Request made for person making coffee to remove bag immediately after brewing coffee. List of fines for various offenses drawn up and approved. Request made that Steward inspect the iceboxes regularly. One minute of silence for Brothers lost at sea.



EDWARD G. JANEWAY, Jan. 4—Chairman Bill Sraven; Secretary Walter Mrozinski. Delegates reported on number of bookmen and permits in their departments. Good and Welfare: Deck and passageways to be painted. Anyone making unnecessary noise in the passageways may be brought up on charges for conduct unbecom-



a Union member. Education: Agreed that no work is to be done calling for overtime without first having a direct order. One minute of silence for Brothers lost at sea.

MIRABEAU B. LAMAR, Dec. 9—Chairman Tom Freeman; Secretary Chad Galt. New Business: Motion carried to have minutes and pictures mailed to LOG from Trieste. Good and Welfare: Complaints of too much noise at night. All hands requested not to slam doors. One minute of silence for Brothers lost at sea.

STEEL ARCHITECT, Feb. 6—Chairman Edward Bloom; Secretary Rosalio Laya. Delegates reported no beefs. New Business agreed to see if Captain can stop allotment for overdraw. Steward agreed to issue double set of linen to men sleeping and those on 12-4 watch. Good and Welfare: Steward reported sufficient stores for voyage.

MONARCH OF THE SEAS, Dec. 12—Chairman F. Holcombe; Secretary W. M. Douglas. New Business: Motion carried for repair lists to be made up by each delegate for his department. Motion carried that standby men be instructed to tidy up messroom after each watch. Good and Welfare: Talk on conduct not becoming to Union members and measures Union was taking to stop performers.



STEEL MAKER, Feb. 4—Chairman Sam Jones; Secretary John (Lucky) Gillis. Departmental reports accepted. No beefs. R. D. Sanders elected ship's delegate. Secretary read sections of Isthmian agreement. One minute of silence for Brothers lost at sea.

ATLANTIC CITY, Jan. 1—Chairman D. Fuschillo; Secretary not named. Deck Delegate R. Gribben, Engine Delegate H. L. Thomas and Stewards Delegate G. E. Murphy had no beefs to report. Elected a committee of two to draw up and post trip rules. Voted to press First Mate for thorough cleaning and painting.

MARQUETTE VICTORY, Feb. 11—Chairman William Burkhardt; Secretary W. M. Stark. Voted to see Patrolman about changing quarters for watches. Discussed repair list. Delegates reported that most of the repairs and new equipment had been ordered. Deck Delegate Leon Malchzyk, Engine Delegate Rolf Sommer and Stewards Delegate Ray Austria reported slopchest would

be checked. Men cautioned not to sign on until okay given. Bookmen voted to accept all trip cards.

STEEL WORKER, Jan. 31—Chairman K. Forsier; Secretary H. Nicholson. Crew elected Frenchy Ruf Ship's Delegate. Voted to have Stewards serve in white coats and for all men to be fully dressed for meals. Decided ask Captain to fill slopchest at last U.S. port, and not to sign foreign articles until he had done so and the Ship's Delegate had approved slopchest. Voted asked delegates to make up repair list. Voted to study Isthmian contract.

NOAH WEBSTER, Feb. 15—Chairman B. Adams; Secretary F. Stevens. Voted to accept repair list and give it to Patrolman. Also voted to do extensive painting, and for a fifty dollar draw. Gave a vote of thanks to Steward Dan Ayers and Chief Cook Frank Kubak. One minute of silence for Brothers lost at sea.



EVANGELINE, March 24—Chairman Skippy; Secretary L. Galuska. Voted that Ship's Delegate see Mate about time off. Also to check on working hours of day men. One minute of silence for Brothers lost at sea.

SOUTH STAR, Feb. 7—Chairman Duke Livingston; Secretary J. R. Mullan. Meeting called by Ship's Delegate Brown. One beef reported on overtime in Stewards Department. Voted repair list, and to see company for washing machine. Decided to bring Messman up before Patrolman for lack of Union responsibility. Voted to straighten out painting situation. Education talk by chairman. A minute of silence for Brothers lost at sea.

WINTHROP MARVIN, Jan. 15—Chairman George Stone; Secretary Roy Blainey. No beefs reported from departments. Voted that departmental delegates ask Captain to serve new butter, use old for cooking. Men discussed laundry and recreation room, and the problem of keeping them clean. Decided 4-8 watch should have main responsibility for recreation room, the OS and Wiper for the laundry. Voted to hand in repair list.



BLUE ISLAND VICTORY, Jan. 28—Chairman Cy Kean; Secretary Bob Park. Delegates had no beef to report, but Deck Delegate said that Captain would put out a draw. Voted motion by Grantham, seconded by Mullins that Union be notified that guns were being pulled on crewmembers. Carried motion by Powers that ship be forced to carry three months stores and motion that Steward keep close check on Chief Cook and that if latter did not improve he be brought up on charges.

SEAFARER SAM says:



CUT and RUN

By HANK

The New York SIU-SUP membership really opened up the eyes of all labor unions and the public by giving spirited, sensational all-out support to the AFL United Financial Employee's union's strike against the labor-hating Wall Street bosses. This time there were plenty of scabs—The police, the scabs who didn't join the union and the Wall Street bosses tried to break up these legitimate picketlines by using rotten, bloody tactics. The police were really in their glory banging their clubs against the heads of our AFL pickets—even hurting some AFL women on the picketlines. This showed how far the union-hating Wall Street bosses will go in denying labor people in getting decent wages, job security, etc., and in denying them the right of peaceful picketing the billion-dollar business of the Stock Exchange and the Curb Exchange. The police—by their bloody tactics—have shown their cards and how easily they obey the savage-hearted bosses. When honest union people have to fight against the biggest odds—the billion dollar bosses as well as the police with their swinging clubs—it proves one thing: a black day for labor unionism in our democracy. Labor unions will now fight so much harder to win the right to exist.

While the rest of the LOG carries photos and stories about this strike, here are some peaceful items about the membership... Steward Aussie Shrimpton, the Seafaring poet, is in town right now after 19 trips aboard the Evangeline... Brother Clyde "Coffee-drinking" Morgan just came in after three trips to Europe on the SS Frank Spencer. A swell Captain aboard the ship he turned himself to in helping a SIU crewmember fight pneumonia for three weeks... Brother Morgan mentioned that his shipmate, Henry Gillot, the baker, is in town, also... Steward Mike Gottschalk, Carpenter Einar Hansen and Deck Engineer Fred Johnson—all oldtimers—are in town—doing their share of strike duty... That Massachusetts Seafarer, Brother "Blackie" Saliba, just came into town—right in the middle of this big strike... It must be an honest job being a police officer. You can bang your club on some union man on the picketline and legally get away with it. It's a lot of fun—especially when the union pickets don't have, and can't have, clubs to make it fair and square.

The weekly LOG will be traveling all over the nation to the following brothes: R. A. Eden, of Alabama; Arthur Hillary, of Maryland; W. A. Brown, of Florida; Norman Ace Mendelson, of Georgia; Felix Serrano, of New York; John Rubery, of Massachusetts; Andrew Prounchick, of Pennsylvania; Lonnie Carden, of Pennsylvania; Robert Bliss, of Ohio; Jessie Hill, of Alabama; Floyd Kelly, of Texas; Howard Lamm, of North Carolina; J. A. Wilkerson, of Texas; Stanley Proud, of Pennsylvania... The following oldtimers are in town: M. J. Brown, William Philip, C. Doroba, H. Beckman, L. M. Mitchell, J. C. McIntyre, F. Peralta, A. Watson, Gulfer A. Garcia, L. Martonesik, J. B. Gardner, J. S. Hilton, S. Yodris, P. Falemeno, R. Barcelona, J. Bos, E. Danbach.

Brother Jack Thomason, Jr., of Florida, wrote in that he's been out in the world since June 1947. Did you get those LOGS, Brother Thomason?... Many Seafarers have headed out for long trips aboard tankers belonging to many of the brand-new tanker companies contracted to the SIU. We wish these brothers smooth journeys and hope they can pick up copies of the LOGS in various ports of the world which receive LOG bundles every week.

THE MEMBERSHIP SPEAKS



Electrician Airs His Woes, Says Beefs Need Clearing

To the Editor:

I, like many others, have encountered practically everything Brother Wiley E. Parrott the befuddled Electrician, mentioned in the LOG a few weeks back—possibly a lot more.

Some Mates run around with fuse pullers in their pockets and change light bulbs all over the ship. When called on it they say, "Hell, I was told to do it by the port engineer." Funny thing, during the war these same Mates wouldn't change their own desk lamp.

My last two Chiefs said that it's not going to be long before Waterman will not carry Electricians as it was only a wartime job.

Maybe so but anyway here are a few of my recent experiences:

One Sunday, leaving dry dock in Staten Island, we went direct to Philadelphia and changed

day dinner on it. I shut it down and reported the condition to the Chief who said, "Put it on hand control. We will not order any freon for it again as we do not need it."

The tool problem is another gripe. A carpenter draws tool pay of seven dollars a month. He carries a hammer, saw, screwdriver and a one inch wood chisel. All together they cost not over \$15.

An Electrician, if he wants to do the job right, should have a tool box with at least \$100 worth of tools. I have more than that amount and used to take them with me.

On two different ships I signed on in New York and paid off in the Gulf. Each time I paid at least \$10 to have my tools sent back to New York. Now I leave the box at home and travel light. As a result I find the ships do not have the proper tools to do the job correctly and I lose much time hunting for company tools scattered all about the ship.

NO EQUIPMENT

My present ship has no ohm meter. The radio operator has one so if I need it I have to go up to the radio shack for it. If the operator is asleep I have to wait until he gets up.

I approached the Chief about one and he said the Electrician is supposed to carry his own and one would not be ordered.

I believe those are enough examples. I suggest, as does Brother Parrott, that a committee of Electricians should be appointed to draw up a proposed agreement for presentation to the companies.

The present Electricians agreement is not clear enough to eliminate beefs aboard ships. These beefs come up time and time again and as a result we are losing our best electricians. These men have become tired of fighting and arguing all of the time to get what is rightfully theirs. A change in the contract will eliminate the majority of Electricians' headaches.

George S. Velie, Jr.

FOUR TRAVELING TROUBADORS



Rhythm rocked the SS Francis when these Seafarers got together on the down beat. From left to right, with their instruments, are: Brothers Tutina, J. Villafane, P. Agosto and W. Garcia. They paid off in New York on Feb. 20.

Goodhue Seafarers Prove Good Crew Makes Good Ship

To the Editor:

Just a few lines to let you know how the situation stands on the SS Bertram G. Goodhue. We signed on this scow Jan. 5. The ship was in terrible shape. The last Chief Mate left her without a line or tool on deck.

All the gear was fouled up. However, we soon put things in shape, ordered all new gear and put out to sea. Before we sailed all books were checked and all those who were in arrears on dues paid up before signing on.

SUGAR RUN

We sailed for Cuba Jan. 9 to pick up a load of sugar for Germany. At the time of this writing, it looks like a new ship. The Captain and the Mate were so pleased, they gave the Bosun the run of the ship. The Skipper has nothing but compliments for the crew.

We are holding a meeting

every other week and so far these hasn't been a single beef. All hands are well satisfied and happy. That goes for the officers, too.

The skipper has given the boys all their money asked for on the draws. In fact, he is trying to keep the boys broke so they will have to make another trip with him. But I think everyone will sign on again. Everyone agrees this is an ideal crew.

Well, that about winds up this tale. If anyone does sign off this ship, I would advise the membership to crawl aboard, as you will have to go a long way to find a better Captain or Mate.

We expect to be back in the States around the last part of May, so watch for her, boys.

Thomas Colburn
Ship's Delegate

Midwest SIU Man Suggests Meeting Rule Be Eased

To the Editor:

I would like to bring to the attention of the membership the difficulty of attending Union meetings when your home is a considerable distance from the Union Hall.

I live in Marion, Indiana, and my time at home is limited as I have to return regularly for the meetings.

I would like to suggest that after a member makes a trip he be granted absence from one meeting upon presentation of concrete evidence that he was home the day of the meeting. Say a letter to the Hall with the postmark for evidence.

On another subject: I have been following the letters pertaining to the Assistant Electrician's job. I don't think the rating should be forced to put in three years sea time in the Engine Department because electricity is not similar to anything else in the engine room and the Assistant Electrician's rating is equal to that of a Wiper, at least that is what the Coast Guard told me when I received mine.

George Johnson

POINTER SKIPPER LAUDS SIU CREW

To the Editor:

The voyage is coming to an end and I take this opportunity to say that it has been a pleasure to have been shipmates with a crew such as you have represented.

All of my Officers join me in hoping that you will stay aboard as a body for another voyage and wishing to those who cannot do so "Good luck and good sailing."

F. C. Assmus, Master
SS Alcoa Pointer



over to ship's power with a shore Electrician aboard. They didn't call the ship's Electrician on the excuse that they didn't know I was aboard. However, if it had been a regular work day they would have made sure I was turned to.

MEANT OVERTIME

Due to the loss of oil pressure in the main generator, three bearings had to be changed in Philadelphia. The Engineers in starting it up for a trial run after 5 P.M. didn't think it was necessary to call the Electrician.

They started it up by cutting in on the main board, but she kicked out. They had forgotten that the first had given orders to drain the emergency. They did not take off the automatic controls so it took off without their knowledge.

This woke me up to the fact that some one was musing around. I checked up and found that the emergency diesel was so hot you could cook your Sun-

Membership Rules

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



Some of the crack crewmen aboard the SS Bertram G. Goodhue are shown here splicing grommets for shipboard game. Front row, left to right: George Jacobs, AB; Tom Colburn, AB (Ship's Delegate), and Joe Pehm, AB. Rear row: Masterson, FWT, and Howie Rice, FWT.

Log-A-Rhythms

NEVER CONTENTED

By DON D. BROWN

Why is it it's always the traveler
who is always wanting a home;
And people who always stay put
are always wanting to roam.

Now if the stay-at-home could travel
and the traveler could stay home by the fire,
In six months they would both be unhappy
because they had had their desire.

Some people are never contented
for things to stay as they are,
For the lot of some is a plot of ground
and for others to follow a star.

So if you're a traveler, be contented,
and adjust yourself to your fate,
And if you're a stay-at-home, you're lucky—
you'd better not stray past your gate.

ABOARD THE SS MATTHEW, BOUND FOR NORFOLK



In photo above taken while enroute from Antwerp are, top row, left to right: R. Glenn, Purser; Ed Polchares, Stewards Delegate; Bob Polchares, Ship's Delegate and Fred Minco. In bottom row, left to right, are the Steward, Victor Bonet, and George Smith.

Asks Brothers To Avoid Use Of Log For Personal Beefs

To the Editor:

The SEAFARERS LOG was originated to give news to the seamen and for the seamen's benefit. The seamen have been using it for their beefs and journeys and what-not for the past few years and have found that without it in many instances they would have been lost.

In expressing our beefs, beliefs and such to the LOG we should not use it for personal grudges, quarrels and debate, but should be used only if it helps the membership as a whole.

Stories of voyages, pictures and beliefs, in my estimation, are always a joy to a brother, but personal condemnation and perpetual griping should be left out of the LOG.

Whenever you have something personal against a member it is not the membership's problem, but your own. The brothers, I am sure, do not want to hear griping but would rather see good news and contracts.

If a man is guilty of something that is contrary to Union beliefs or constitution, have him attended to immediately through Union procedures instead of getting at him by slamming a piece in the LOG.

EASY ON THE PEN

If he has not been guilty of an infraction don't do anything, much less try to smear his character by personal attack.

It is my belief that everyone in this Union owes it to himself to help uphold, in every way, everyday, his brother. We are a band of men that has too much in common to adhere to any crackpot or sorehead attempting to degrade a brother who has not been proven guilty by a rank and file trial committee.

Let us uphold, educate and befriend each other within the pages of the LOG. The pages can be used for harmony in our midst. Stories of nice voyages, pictures, contracts, organizing information and such things are good for us. Let's not clutter the pages with nonsense and trivia.

Paul Parsons

Steel Fabricator Saga Reveals Harmony, Except—

To the Editor:

This is the saga of the Isthmian ship Steel Fabricator, which left New York in November for the Far East. Some of us had been aboard for the coastwise trip which, to put it mildly, was hectic.

However, after having a hot and heavy with the old man, we bested him with the help of Patrolmen in the various ports. We hoped we had squared him away, but permanently. In this we found we were mistaken.

The trip out was harmonious enough except for the Mate insisting upon working on deck (for which we hope to collect overtime). Aside from this there were no beefs.

Arriving in Singapore, however, our beloved skipper snapped out of his lethargy and

promptly proved himself the same KO Bornson of old. This character is well known to those who have shipped Isthmian for any length of time. He is met but once and his ships avoided as one would avoid the plague.

DOUBLE STANDARD

In the "good old days," his own words, he was affectionately known as "Chicken a day Bornson," because of the two-pot system he sponsored.

Well, getting back to our arrival in Singapore. We were informed by the mate that the master insisted upon a bell-to-bell day despite the fact that most ships in this part of the world have a less rigorous day. This and the heat quickly knocked the morale out of the crew.

From Singapore our next port was Batavia, Java. It so happens that the official rate of exchange of two-to-one is very unfavorable. To circumvent this most skippers give their crews a draw in American money which has the value of twenty to one ashore.

What does our skipper do? You guessed it—he puts a pad lock on the slopchest and deprives the smokers of their legitimate quota of cigarettes. This, of course, was to protect us against the custom officials, so he says.

Batavia behind, a few of the boys had cause to see the Purser for medical treatment. Well, it so happened that this treatment required the Purser to give medications after hours. The Purser, not receiving pay for his

duties as pharmacist, had been assured by the Captain when signing on that this would be compensated for by overtime.

NOT NUFF, SUH

The Purser, incidentally, had served as Purser-Pharmacist on several ships of the same company previous to this, but this wasn't enough for K.O. Bornson.

Our skipper then proved himself a man of honor by attempting to have the Purser collect his rightful overtime from the men. This Purser, not to be brow-beaten, then informed the Old Man that they were bound by a gentleman's agreement and despite the fact that there was but one gentleman in the room he would collect overtime as per agreement.

Well, the old rascal, recognizing defeat, gave in—or rather, adhered to the original terms with reservations.

We believe our time will come at the payoff. If we knock off all our beefs then I'll understand the K.O. before the old man's name. The winnah and still champeen, the SIU.

Edward McInnis

Thinks Guy In LOG Photo Was Buddy; Asks Him To Write

To the Editor:

In the March 5 issue of the LOG there appears a picture of crewmembers of the SS John Gallup in Lisbon, Portugal, but the names of the men were not given.

I believe one of them is my old buddy and shipmate, "Bourke" or Bob Zwerver, who served with me in the Navy during the war. At that time he was a Watertender 3rd Class.

I have not seen or heard from him since being discharged in October, 1945, and I am most anxious to get in touch with him as I have some news which may be of great interest.

I would be very grateful if you could print this in the LOG so that he may get in touch with me. He knows me well, and has my address. I hope this letter will do the trick.

John "Irish" Sullivan
212 River Street
Hoboken, N. J.

(Ed. Note: Can't help you here as no names were enclosed with photo.)

Change The Watch, Lads — And Thumbs Up

To the Editor:

On that raw Good Friday morning, off Cape Horn when we, the crew of the ship Westgate—refused to scrub, with sand and canvas, the teak wood at the break of the poop; and when Captain Jock Davidson shook his fist at us and swore that if he had us twenty years ago he would have us hanging from the main yard, "hell raising Jock" did not mean that he would hang us by the neck till we were dead—Jock had in mind a different kind of punishment.

He would have us, with our hands triced above head and made fast to gantline, sitting in a bowline, hanging below the main yard for the four hours of the watch.

It was a common practice to punish sailors that way for refusing to comply with the commands of the commodore captain in the company. Needless to say, when the sailor was lowered down on deck after the four hours of being strung up, swinging on gantline aloft, he was so weak that he could not walk.

It was still practiced in 1909.

When I was AB on the full-rigged ship Glenlui, there was, in Bristol, an Italian bark. Its captain had punished his "No-stromo" that way, during the passage from Nova Scotia.

"Hell raising Jock" treated us differently. In tropics, when in the deck seams the pitch bubbled, Jock would send us down in the lower forepeak, to



chip rust with a duck light in one hand and a chipping hammer in the other. The duck light, with its open rope wick smoked like a torch, of course, and would drive us on deck for a breath of air.

There we hung on to the pin-rail, dizzy, and spat in the scuppers black spittle from the soot.

The treatment to which the sailors were subjected was done to drive them to desert the ship in port and leave behind, in the commodore's hands, their hard earned pay.

NOT WORTH IT

The Glenlui, for instance, carried before the mast 16 ABs. All 16 of us deserted her in Newcastle, Australia, in 1910. On the average, each sailor left behind in the ship about 6 month's pay.

In 1912, I was AB in the brigantine William Dwyer, commanded by a captain whose name was Friend. He was so friendly that sailing coastwise he hadn't paid off a man in six months! Captain Friend, the brigand, owned the brigantine on promissory notes to a bank and, consequently, ran the old Dwyer on a shoe string in order to pay off the notes. That is why he did not believe in paying his crew. He usually made them run away and leave behind their pay. He paid us, though.

R. J. Peterson



URGES HALLS TO PROVIDE TEXTBOOKS

I think it would be a good idea if we secured a few technical books on engineering, electricity, etc. for the use of the membership while waiting around the Halls for jobs.

Also once we get the books some means should be devised for holding onto them. A good idea would be to have a closer shelf where the books could be kept and the men, when borrowing the books, could leave some sort of security thereby assuring their return.

Nicolo Zevenini

Brother Zevenini's excellent suggestion has now been put in effect in the New York Hall. Books are available on electronics, carpentry, and other technical subjects. Also available are books with questions and answers to tests for various ratings. As security members are requested to deposit their union books.

Palmer Calls At Gibraltar, Sicily, Almost Makes U.S.

To the Editor:

Sailing out of the chilly Gulf of Venice aboard the SS Emery Lewis Jr. and down the sunny coast for two days we saw nothing but the lake-like sea. The sun set behind Mt. Etna, surrounding the black peak in a halo of orange.

It reminded me of another ship, that took me to Augusta Bay; our ship anchored at the foot of this great mountain in Sicily. Where every day God created a beautiful picture around this nature setting with, splendid sunrise; gold gilded, snow capped Etna at noonday, and silhouetted in a million different hues when day was done.

Five days later, our speed timed to make a dawn arrival, I saw the blinking of Gibraltar light house and the giant hump getting larger and larger. Then the sunrise at just the right time. I said to myself, "Get the camera, Bub, and get a shot of that one."

If it took, it'll be the best one yet, cause you're right up on her and can see in detail the big gun installations, radar screens, building and low morning clouds that drift swiftly by in multicolors reflected from the rising sun cutting the big rock in half.

One of the guys took the words right out of my mouth, "Gee, the top looks like an island by itself floating on the clouds".

"Hard right" I told 'em as I saw her stern swing around and throw her bow toward the harbor entrance. Then someone remarked, "It's Spanish," "Hell no, that's a Limey" meaning the flag on that little speck that soon became the pilot boat.

The Jacobs ladders out and the old boy grunts his way up the ladder, weighted down with all that gold on his sleeve. Some one says, "the pilot's as bad as the Old Man, isn't he. They ought to hit it off swell."

All of us are aware of the fact that our old square-head Skipper was hit by the uniform bug during the war and could not get over it like the rest of the skippers are doing nowadays.

Up goes "How," the pilot flag, and full ahead, she turns right some more to share the harbor channel with a brightly painted Liberty ship, that is steaming out to sea. On her stern as she passes close by I read: SS Lewis Pasteur, Naples. The oldtimer at my side curses Lend Lease—another American built ship given away, which means fewer jobs for American seaman.

No one doubted his word, he'd seen it after the last war. Yeah, now I remembered where last I saw the SS Lewis Pasteur: anchored in Oran, North Africa, in 1945 next to the Abraham Lincoln, Liberty. Gee, she was a rust pot then.

Out from behind the great rock of Gibraltar, a big black bomber came roaring out into the dawn-filled sky—some sort of patrol duty. It didn't seem so long ago that big British PBY flying boats flew constantly back and forth, each going in the opposite direction meeting in the middle of that narrow neck of water that separates Spain from Spanish Morocco.

Then one saw big battle wagons standing by to take over if the depth charges of the flying boats missed their goal. They completed their mission a long time ago, those men, most of whom are directing their ener-

gies toward other goals back in England.

At the noon hour I went to the bridge and took a careful shot of the Rock with my last bit of film; trying to get in the small sights, all of Gibraltar, the five-masted sailing ship in the bay, which is lost among a horde of dead Liberty ships anchored there.

Just finished, when the Old Man came up behind me, leaned over the rail of the flying bridge and let go with a bellowing order, "Fore and Aft". I damned near dropped my camera.

My station was at the wheel where I stood by until all lines were clear; then swung her hard left. The engines responded to the telegraph with a shudder that shook the whole ship and sent the propeller blades, which were half out of the water, slapping the foam with a thunderous pounding.

Full astern. "Wheel Amidships," "Steady as you go." "How does she head?" "270", "Fine, keep her so. Well she's all yours, boy, think you can make it from here?" The pilot then bids the skipper, "Cherio," and we drop him off. Then, full ahead, out of the Med and into the Atlantic.

—November 23, 1947 SS Lewis Emery Jr. proceeding toward New York.

—November 24, 1947 SS Lewis Emery Jr. Mid-Atlantic.

—PROCEED TO BUENOS AIRES, ARGENTINA, FOR CARGO. POPE & TALBOT AGENCY N.Y.C.

Mate to Quartermaster: "What's your course?" "270", "Make it 180, we're on our way to a South American Christmas."

Jerry Palmer

Proffers Plan To Improve Efficiency Of Rated Men

To the Editor:

I see by the LOG that the Agents Conference reiterated the rulings on qualifications of key men back to the committees in the various branches.

I think the main thing is not so much how to go about giving a man an endorsement in his book but how to cancel it out in case he is no good. Most of the fellows that ship in these ratings

Liked Conference Reports; Says Keep Her Between Anchors

To the Editor:

After reading the issue of the LOG which carried the proceedings of the Agents Conference and the various recommendations and reports which were made by our accredited elected committees and Agents, I want to say that material of this nature is highly beneficial to the membership as a whole.

It gives all of us an opportunity to become acquainted with and familiarize ourselves with the manner in which our organization functions.

In conclusion, it makes clear that the dictates of the membership are final.

Steady as she goes—right between the anchors.

A. (Blackie) D'Ambrosio (SUP)
Boston

have the required seetime that has been suggested in the past.

To give a man an examination would require a committee of men of that particular rating, which would be almost impossible in most ports.

I think we should give the Agents the right to cancel these endorsements if there is a beef against the man in question and if, in his opinion, the man's ability is not what it should be.

WON'T WORK

If it is left up to the crew to bring Electricians and Reefers up on charges for the purpose of canvassing their endorsements, it just won't work, because if these men don't do their work it doesn't inconvenience anyone of the crew.

This is a long step in the right direction, and if it is done right will eliminate a lot of deadwood from the key positions.

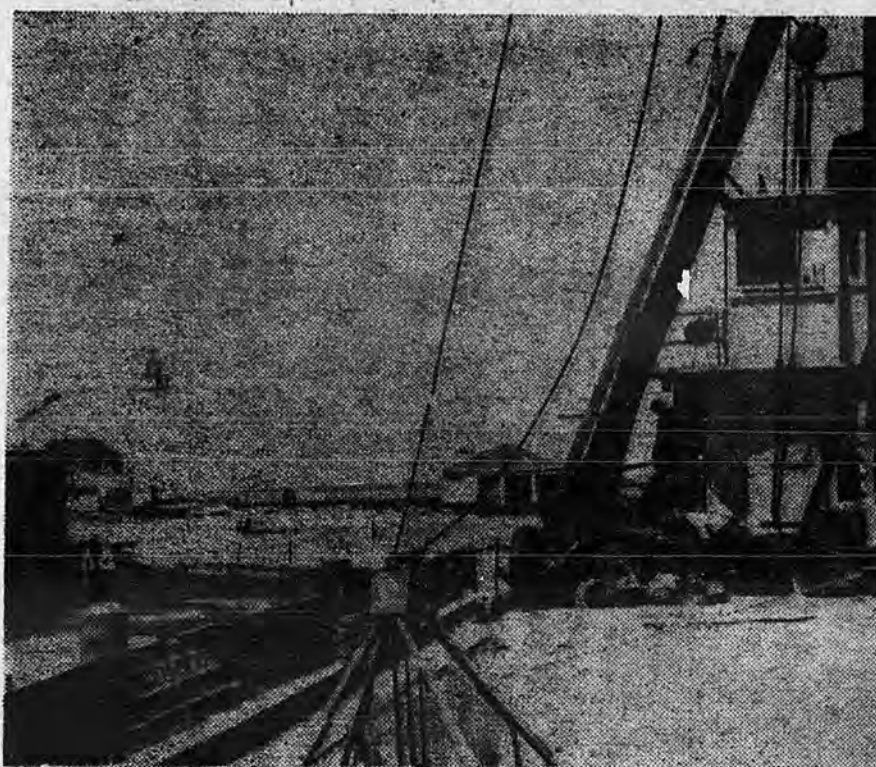
If we rely totally on the requirements for obtaining endorsements, it won't do much good as the characters that have made the move necessary have been sailing in their ratings for a long time.

From my own experience, seetime itself doesn't tend to make you intelligent.

I think there should be something put into this ruling to put the skids under these fellows who can't do the job after they have gotten an endorsement.

Jerry Jensen

LIGHTER MOMENT ON THE LAKES



It won't be long now. Scenes like this will shortly be reenacted on the Great Lakes when the sun gets higher in the skies. Taken during the 1947 shipping season, the sand-sucker Emery is tied up at the mouth of the St. Clair River taking on 50-50 buckshot.

While at her home pier at the foot of Third Street in Detroit, Donald Morrow decided it was just too hot aboard ship and so lowered himself through the escape hatch for a quick dip. Looks like he made it (below). Looking on are Jack Swanson and Seafarer Shields.

Photos were submitted to the LOG by Chuck Bousquet, OS.



Chief Mate Thanks SIU For Crew, Hopes They'll Stay

To the Editor:

I wish to thank the SIU for the excellent seamen you sent aboard the SS Morton M. McCarver. I have not been with a better gang since receiving my license.

The SIU men have shown the proper union spirit throughout in trying to better conditions and still give an honest amount of work. The majority of the gang has made two trips and I am hoping they stay aboard for another voyage.

Bosun W. Mason, Carpenter L. Decker, and Delegate E. Swanson, deserve special mention as being credits to the Union and any ship they go aboard.

J. Miver (ex-SUP)
Chief Mate

Double Strike, Building Funds, Says Seafarer

To the Editor:

It seems apparent that some of the Congressmen on the national capital are going to be rather sorry they ever heard of Messrs. Taft and Hartley, when American labor including seamen go to the ballot boxes this coming fall and rid both houses of anti-labor politicians.

The Coast Guard, too, should have wised up a bit or is it possible they have forgotten what happened to the Wage Stabilization Board once the SIU had the decks cleared for action.

That outfit may be all right in fighting the nation's enemies but the way they go about doing anything you'd believe the American seamen were number one on their enemy list.

DOUBLE FUNDS

I would like to see the new strike and building fund doubled. More and better buildings and more and better chow in the event of a strike in the future.

We should aid our officials and in the rank and file membership eliminating labor-hurting performers found, I regret to say, on some of our contracted vessels. The sooner we get rid of these guys the better more pleasant voyage we can anticipate.

I wonder how you brothers feel about a \$5.00 assessment designed to aid solely our SIU brothers who have been so unfortunate to contract tuberculosis? I don't believe in shaking a tin can but all too often these men have been overlooked and the \$3.00 a week and a few small donations, although helpful and appreciated, do not feed their families.

PIGEON POLITICS

Evidently the politicians have pigeon-holed the Seamen's Bill of Rights, the four-watch system and the improved foc'sle cards. If these guys would do something for seamen I guess most of us would reel over from the shock.

Just because our negotiating committee has obtained new increases is no sign that the membership should take any backward steps and let things slide, expecting our officials to do everything for us.

We must in the future, as we have in the past, give them our earnest cooperation as organizers, good seamen and good union men, who believe in all that solidarity stands for.

Thomas (Aussie) Dawes

Former Newsmen Compliments LOG

To the Editor:

For some time you have been good enough to send me copies of the SEAFARERS LOG, which I have read with great interest. Since I have been transferred to the London Embassy, to which the LOG also comes; and since the copy which comes here is routed to me, you may, if you will, remove me from your mailing list.

As a former newspaperman and seaman, I want to compliment you on the job you are doing. The LOG is well put together, well written and filled with the sort of personal items which a sailor likes to read.

Harvey Klemmer
Shipping Attache
London, England
American Embassy

ALL ENDED WELL



Three crewmen and their pup, who was the ship's mascot, aboard the Augustine Victory. Despite stories in West Coast newspapers of "mutiny" the trip ended on a good note, with the skipper and crew emphasizing their good relations.

Seatrain Man Gave Weaver Square Deal During Illness

To the Editor:

I am Henry C. Weaver, the OS on the Seatrain Havana, who was taken ill with pneumonia aboard this vessel the night of Feb. 14.

I saw the very nice write-up in the LOG about the Chief Steward, Fred Shaia, who nursed me back to life, and the person to whom I will be always grateful. I am now back on board ship having just come out of the hospital.

There is someone else who is a grand guy in my book. Other people who have had dealings with him will probably verify

this. He is R. C. Chapdelaine, personnel manager for the Seatrain Lines, Inc., of 39 Broadway, New York City.

VISITED HIM

As soon as our ship arrived in port, he came aboard to see what my condition was. The first thing he did was send me down to Hudson and Jay Clinic to see if I could be able to remain on board.

The doctor's report was that I should be hospitalized for at least two weeks more. So he had me checked into the hospital. But first he asked me if I had any money. I said I had a little.

He then took \$20.00 from his own pocket and handed it to me. While I was in the hospital he checked regularly to see how I was coming along.

SETTLES CLAIM

After I was discharged from the hospital, I called his office and then went over to see him, when he again asked me how I was fixed for cash. He gave me more money, stating that I could pay him back after the insurance claim was settled.

While waiting for the Seatrain Havana to return and also for the insurance claim to go through, the claims man was taken sick, so Mr. Chapdelaine himself handled my case for me. The result was that the claim was paid in two days instead of two weeks.

That's about the story as best I can explain it. I think Mr. Chapdelaine is a grand fellow and I hope you see fit to mention this in our LOG.

Henry C. Weaver

Log In Recife

To the Editor:

I am willing to distribute the SEAFARERS LOG to crews of SIU ships that call at this port of Recife, Brazil. As far as I know there is no place in Recife where the men can obtain news of the Union.

If you would be kind enough to put me on your mailing list I'll gladly see that the men get the papers.

Also, I am seeking information concerning advertising rates in your paper.

Jack Elgrably
The Texas and
Union Bar
Recife, Brazil

(Ed. Note: Sorry, the LOG does not carry any advertising. We've put you on the mailing list and the LOGs should begin arriving shortly).

Newsman, Stooging For Owners, Paints Hollywood View Of Sea Life

To the Editor:

I'm enclosing a "burp strip" from the Boston Sunday Post of February 29 written by some overstuffed stooge of the shipowners, no doubt. It cries to heaven of fink.

I joined the SIU during the war and sailed approximately 26 or 28 SIU ships. It burns me up every time one of these landlubbing jerks thinks he can capture the sentiment of the American public and make the front page ahead of Joe Stalin.

I think this guy should have been named "Pester" instead of Lester Allen. It would suit him better.

I'm retired at present and working in a power plant, but I get the LOG every week and am sure glad when it gets here.

See if you can't give this phony an answer. Give my regards to the boys and tell everybody I'd like to hear the news.

E. J. (Red) Duffy
Burkitt Street Extension
Portsmouth, New Hampshire

The article to which Brother Duffy refers is a wild blast at the maritime unions by a Boston newspaperman named Lester Allen who has some mighty strange notions of shipboard life.

PALACE LIVING

Allen doesn't confine himself to the unions, however, at least not completely. He does a little blasting at a few other things. But his main thesis is that union wages and union conditions are destroying the U.S. shipping industry.

Trouble is, says Allen, that American seamen not only get pretty good wages but they get overtime and live in seagoing palaces. To hear him tell it, you would think that no seaman does a lick of work without collecting at the overtime rate.

Things, of course, are a lot better than they were, but Allen can't have too much sea time of his own to reach the conclusions he reaches.

Here is a sample of the Allen view.

"Pity the poor sailor on a night like this." Don't waste your pity. He is snugly drawing overtime pay for doing far less than he would be doing ashore behind a grocery counter.

ing ashore behind a grocery counter.

The captain of a ship isn't captain of his ship anymore. He's a poor harassed individual, caught between the owners and operators, and the union stewards on his ship. He takes all the blame and earns every penny he is paid.

There is plenty more of the same, and Allen seems not to have looked into the SIU contracts which state explicitly that the authority of the Master and other officers is in no way limited by the Union agreement and that a lawful order must be obeyed. Nevertheless, this "authority" on maritime labor goes on to say:

An order isn't an order any more. If a captain or chief engineer issues an order the crew doesn't like, they call a union meeting then and there to discuss the grievance—even if a hurricane is working up to southward.

FROM A SIU ARTIST'S SKETCHBOOK



Seafarer Homer Spurlock has been making pencil portraits of his Union brothers in Puerto Rico. This is the way he saw Sal Colls, San Juan Port Agent.

The meeting is not in a smelly foc'sle—not at all. It is in the crew's recreation room, equipped with a library, radio, record player and easy chairs. There are no foc'sles in modern American ships.

IGNORES FACTS

Mr. Allen is obsessed with three things, wages, overtime and a personal belief that there is nothing hazardous about seafaring as a job.

He completely ignores that studies, including several inquiries made by dollar-a-copy Fortune magazine, have demonstrated that seamen's pay comes to barely 10 to 15 per cent of an operator's costs. Compared to the cost of bunkering, loading and unloading, the crew payroll just doesn't amount to much.

He also ignores study after study showing seafaring to be just about the most hazardous line of work a man can take up.

In fact, the number of merchant marine accidents is fully 500 percent above the average of all other industries combined, a figure substantiated last year by Rear Admiral Edward H. (Iceberg) Smith who reported the fact in no less a capacity than Commandant of the Third Coast Guard District.

But it is not unusual for the facts to be ignored in a strictly fink article in a publication like the Boston Post which takes a strong anti-union position at every opportunity and accordingly misleads its Boston readers.

Forbes Crewmen Like Ship; Grab It, They Urge

To the Editor:

For the information of our brother Seafarers, this scow, the Robert B. Forbes, American-Hawaiian, is really tops from bridge to engine, stem to stern. We have a fine crew and a good bunch topside.

Our skipper is a good navigator in addition to being a good egg. He rallied a storm for some six days after leaving Hamburg on our homeward trip. All during the storm he was as cool as could be. He's really tops, not like some of the others who blow their tops during a storm.

The Steward, too, is a good shipmate. He gives us a well balanced menu and not one of those hospital types. Nothing escapes his eye. Last week was Sam the Oiler's birthday, so he told us the 2nd Cook to bake a birthday cake for dinner. It was terrific and really appreciated by Sam and all hands.

UP TO SNUFF

Everyone aboard lives by the SIU slogan: an SIU ship is a clean ship. We'll bring this scow in clean and with no beefs.

There's plenty of overtime if you want it, so, brother, if you ever see this baby on the board, throw in for it.

In closing a word about the passenger we picked up in Hamburg. Brother C. V. Vieira came aboard after leaving the Fairisle due to illness. He proved himself to be a good egg and a good shipmate. Hats off to Brother Vieira!

James Oliver
Deck Delegate

All Districts Of Seafarers Approve Aid To UFE Strikers

Savannah, Ga.
Keep up good work at the Stock Exchange and Curb Exchange and you will help the UFE win the beef. Pictures of women being dumped show what you're up against. Wish we could be there to help.

Charles Starling, Agent

Detroit, Mich.
Newspaper accounts of the beatings administered Wall Street workers and SIU men have made all SIU Brothers in this district sore as hell. SIU members here are with you in spirit and are positive storm trooper tactics of police will spur all Seafarers and financial workers forward to the successful completion of this beef.

Fred Farnen, Sec'y-Treas.
Great Lakes District, SIU

Baltimore, Md.
UFE beef in New York great job. All hands here proud of SIU's trade union position. Hold that line and you can't lose.

Al Stansbury, Patrolman

Boston, Mass.
Your being on the bricks with brother unionists of UFE makes us wish we were there. Keep plugging for them in their good beef. The SIU always wins.

Ray Queen, Patrolman

San Juan, P. R.
Nice going on Wall Street. SIU is living up to its reputation of helping out good unions with legitimate beefs. Good to see militancy of the financial workers. A good job all around.

Sal Colls, Agent

Galveston, Texas
Time white collar workers got a break. We're all for them 100 per cent. Glad SIU is in there with them. Best luck for successful fight.

Keith Alsop, Agent

Philadelphia
Seeing white caps on UFE Wall Street picket-lines in newspapers here made us proud. Men in this port wish them best of luck. Wish we could be there.

Membership of Phila.

New Orleans, La.
Wish we men down here were in New York to do our part in helping the Financial Employees win their beef with the Stock and Curb Exchanges. You are doing a wonderful job and you are carrying on the SIU tradition. Keep going and good luck.

C. J. Stephens, Acting Agent

Mobile, Ala.
The SIU is just the right Union to help the Stock and Curb Exchange workers win their strike and you are doing a wonderful job. Keep those lines going and you'll get the Wall Street moneybags to head in. Wish we were there.

Jeff Morrison, Patrolman

Norfolk, Va.
The SIU is on the march again. Trouble is we can't all be in New York to do our part in wrapping up the Stock and Curb Exchanges. Tell the United Financial Employees that we are behind them to the man.

Ben Rees, Agent

Tampa, Fla.
Your great work backing up the United Financial Employees is in the SIU tradition. If we could make it you know we would be there. Call on us if you need us.

C. Simmons, Agent

San Francisco, Calif.
Congratulations on your wonderful effort in behalf of the United Financial Employees and their strike at the Stock and Curb Exchanges. Your magnificent stand is in line with the Seafarers International Union's traditional forthright and progressive policy of helping other unions in their struggle for better wages and better conditions. Out here our only regret is that we cannot be in New York to help. Keep her steady as she goes.

Harry Lundeborg, Pres. SIU

San Francisco, Calif.
Wishing a speedy success for the UFE at the Exchanges. Congratulations on job you're doing. Steady as she goes.

Steve Cardullo,
West Coast Representative

Shipping In Norfolk Goes Bad As Coal Movements Are Stopped

By BEN REES

NORFOLK — Shipping went bad here and there is no other word to describe it. The reason was that coal shipments just about stopped.

However, we did have 13 pay-offs, which was pretty good, and we squared a plentiful assortment of beefs. However, there were no beefs which were important enough to warrant the space to give you the details.

A good deal of the discussion at the last branch meeting centered around Union education. In addition, we are conducting special classes in the responsibilities and duties of permitmen.

Included in this program are practice shipboard meetings held in the Hall to acquaint permits with meeting procedure, and to show them how to elect ship and department delegates.

The local scene is pretty quiet

at present. Everybody is up in the air on state political issues, and there will be some interesting stuff to tell you when we get the time to straighten things out.

There are quite a few men around the port. Among them are the following: James Hunsuck; A. L. McDowell, Lloyd Richardson, Carl Carlson, William Newby, John Hite, Harlin Pratt, Orvall Daniels, James Maistri, Albert Colditz, Jack Wooten, and Chester Sawyer.

Galveston Shipping Goes On Slow Bell

By KEITH ALSOP

GALVESTON — Shipping is pretty slow right now and there aren't any very solid prospects of its picking up.

We did pay off three ships, the Lyman Abbott, a Pope & Talbot scow, the Richard Davis which belongs to Luckenbach and the James Jackson, Waterman. The Davis and the Jackson crewed up against right away.

There was a small beef on the Jackson but it was quickly disposed of. We just had to see that an amply supplied slopchest was placed aboard.

We received a proposal for a small raise for the men on the G&H Towing Company tugs, but we think we can do a little better than what the company is offering. These boys belong to the Marine Allied Workers, the SIU affiliate.

Meanwhile, Warren Wyman is still over in Lake Charles hammering away at those unorganized tankers. He hits everyone that comes in. That's the way we'll get those ships eventually.

PERSONALS

JAMES MILLICAN

Your wife is in the hospital and you are urged to get in touch with the Department of Welfare, Children's Bureau, 779 8th Ave., New York City, regarding your children.

BILL HOLLADAY

Please contact your family. Dad is ill and worries about you. Mrs. W. O. Holladay, 508 So. 2nd, McAlester, Okla.

CHARLES PIMENTAL

Would you please write home and let the family know where you are. We haven't heard from you since you left to sail. Love, Mother, 223 Metacom Ave., Warren, R. I.

Text Of Regional Director's Report To NLRB

United States of America
Before The
National Labor Relations Board
Second Region
CITIES SERVICE OIL COMPANY OF PENNSYLVANIA
(Marine Division)

Employer
and
SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA, AFL

Petitioner
Case No. 2-R-7244

REPORT ON OBJECTIONS

On February 11, 1948, CITIES SERVICE OIL COMPANY OF PENNSYLVANIA, herein referred to as the Company, filed Objections to the Conduct of Election and to Conduct Affecting The Results of the Election held pursuant to a Decision and Direction of Election issued by the National Labor Relations Board, hereinafter referred to as the Board, on October 20, 1947, and amended November 19, 1947 and January 20, 1948, the results of which were sent forth in a Tally of Ballots issued February 9, 1948. The Tally of Ballots was as follows:

Approximate number of eligible voters	240
Valid ballots	6
Votes cast for Seafarers International Union, AFL (herein called the Union)	153
Votes cast against the Union	30
Valid votes counted	183
Challenged ballots	1
Valid votes counted plus challenged ballots	184

The undersigned recommends that the company's said objections be overruled for the reasons stated below:

OBJECTION No. 1. The Company objected that the counting of ballots was ultra vires, illegal and void because a motion to stay the counting was then pending before the Board. The Board disposed of this objection in its Order of February 12 and March 5, 1948.

OBJECTION No. 2. The Company objected that on February 9, 1948 when the ballots were counted the election had not been completed, since (a) one vessel in the unit, the "Lone Jack" had not been voted and (b) subsequent to the issuance of the Direction of Election the Company had acquired other vessels who personnel were in the unit. The Board disposed of the objection with respect to the "Lone Jack" in its Order dated March 5, 1948. So far as the newly acquired vessels are concerned, their personnel were clearly ineligible under the terms of the Direction of Election.

OBJECTION No. 3. The Company objected that the entire crew of the "Lone Jack" and the majority of the crew of the "French Creek" both owned and operated by the Company at the time of issuance of the Decision and Direction of Election were precluded from voting, although eligible. The Board in its Order Denying Motion, dated February 12, 1948, directed that the appropriate unit should be confined to all unlicensed personnel on the 7 vessels which had voted, as of that date, thereby eliminating the eligibility of the crew of the "Lone Jack". With respect to the "French Creek" the facts are as follows: She arrived in port, near Philadelphia, after the time for voting had expired. Application to the Board for an extension of voting time was then pending, and Board Agents attempted to vote the employees provisionally, their ballots to be counted only if the extension was granted. The Company refused to permit the Board Agents to go aboard the vessel for that purpose and most of the crew were then paid off and dispersed. The extension of time was subsequently granted and the remaining eligible crew members voted at the vessels next port of call, Jacksonville, Florida. Moreover, the figure 240 in the Tally of Ballots indicating the number of eligible voters included the crewmen of the "Lone Jack" and the "French Creek" and the Union received a majority of that figure. The votes of the crew members of these two vessels therefore could not possibly affect the results of the election.

OBJECTIONS Nos. 4 to 7, inclusive: These objections are in effect mere restatements or elaborations of Objections 2 and 3 and the arguments offered in support thereof. They are thus disposed of above.

OBJECTIONS Nos. 8 to 11, inclusive: The Company objects that, due to its acquisition of 8 additional vessels after the issuance of the Decision and Direction of Election herein and the facts stated with respect to the "Lone Jack" and the "French Creek" only 12% of its present personnel had an opportunity to vote and only 22% of the eligible voters are still employed. These Objections were disposed of in the Board's Order of March 5, 1948.

OBJECTION No. 12: The Company objected to the voiding of four blank ballots, contending that these ballots should have been counted as "No" ballots. This Objection is patently without merit. Moreover, these ballots cannot possibly affect the results of the election.

OBJECTION No. 13: The Company objected to the counting as a "Yes" ballot, a ballot with markings in both the "Yes" and "No" boxes. Examination of this ballot clearly reveals that the voter, using a soft lead pencil had inscribed an "X" in the box marked "Yes" and when the ballot was folded a considerably lighter imprint was made in the "No" box. In any event, this ballot cannot affect the results of the election.

OBJECTION No. 14: The Company objected to the counting of ballots on the ground that allegedly only 53 individuals who had cast ballots were in the Company's employ at the time of the counting and thus only 53

ballots could be counted. All ballots counted were cast by persons eligible to vote at the time of voting.

OBJECTION No. 15: The Company objected to the election, generally, because allegedly the union threatened, coerced and intimidated voters to cast ballots for the union. Although the company has been given an opportunity to do so, it has failed to submit evidence substantiating this allegation. The Company has stated that it will not submit any evidence to the examiner assigned to the investigation. It has further stated that if it submits "proof", it will not submit the names of witnesses.

OBJECTION No. 16: The Company objected to the election, alleging that the examiner who conducted the investigation was arbitrary and biased. This allegation is completely unfounded in basis of fact.

It is the opinion of the undersigned that the objections do not raise substantial or material questions regarding the conduct affecting the results of the election, and it is recommended, therefore, that the objections be overruled and that the union be certified as the exclusive bargaining agent for the unit found by the Board to be appropriate.

/s/ Charles T. Doubs

CHARLES T. DOUBS
Regional Director
Second Region
Dated: March 28, 1948
New York, N. Y.

Rumberg, Hans	21.19
Rumme, Frank M.	84.70
Runchey, John A.	1.37
Runsberg, Hans	32.66
Runtz, Joseph E.	.80
Rupp, Wm. S.	1.37
Rusca, John	24.80
Rush, Ben	18.33
Rushing, E.	1.99
Rushing, Jim L.	10.51
Russ, J.	.84
Russel, Howard G.	1.39
Russell, C. A.	20.96
Russell, Delmar	.79
Russel, Douglas S.	58.59
Russell, E.	9.39
Russell, E.	5.92
Russell, James A.	14.69
Russell, J. C.	5.94
Russell, Joseph	28.42
Russell, Joseph A.	.46
Russell, Mirle L.	1.04
Russell, Raymond A.	9.30
Russo, Orlando	3.26
Ruth, L. A.	20.52
Rutkoski, F.	6.73
Rutkowski, Andrew T.	7.59
Rutkowski, Boleslaw	9.04
Ruttala, Hgimo A.	11.87
Ryall, Charles R.	3.96
Ryall, Horace S.	.33
Ryan, James B.	22.03
Ryan, John P.	3.70
Ryan, Peter J.	14.24
Ryan, Peter P.	13.58
Ryan, Donald F.	2.23
Ryan, Walter A.	12.03
Rybak, Edw. Alfred	6.69
Rydalch, Wm. J.	.89
Byrdalch, Marvin L.	59.68
Ryminger, G. P.	2.34
Rynes, Lawson P. J.	5.51
Ryniker, Loren Fred	3.44
Ryninger, George Paul	4.20
Ryon, Oscar F.	22.03
Ryopponen, Viikko A.	7.28
Saar, Julius T.	.84
Saar, Lembit	9.07

SIU HALLS

SIU, A&G District

BALTIMORE	14 North Gay St.
William Rantz, Agent	Calvert 4539
BOSTON	276 State St.
Walter Siekmann, Agent	Bowdoin 4455
GALVESTON	308 1/2-23rd St.
Keith Alsop, Agent	Phone 2-8448
MOBILE	1 South Lawrence St.
Cal Tanner, Agent	Phone 2-1754
NEW ORLEANS	339 Chartres St.
E. Sheppard, Agent	Magnolia 6112-6113
NEW YORK	51 Beaver St.
Joe Algina, Agent	HAnover 2-2784
NORFOLK	127-129 Bank St.
Ben Rees, Agent	Phone 4-1083
PHILADELPHIA	614-16 N. 13th St.
Lloyd Gardner, Agent	Poplar 5-1217
SAN FRANCISCO	105 Market St.
Steve Cardullo, Agent	Douglas 2-5475
SAN JUAN, P.R.	252 Ponce de Leon
Sal Colla, Agent	San Juan 2-5898
SAVANNAH	220 East Bay St.
Charles Starling, Agent	Phone 3-1728
TAMPA	1809-1811 N. Franklin St.
Claude Simmons, Agent	Phone M-1323

SUP

HONOLULU	16 Merchant St.
Phone 58777	
PORTLAND	111 W. Burnside St.
Beacon 4336	
RICHMOND, Calif.	257 5th St.
Phone 2599	
SAN FRANCISCO	59 Clay St.
Douglas 25475	
SEATTLE	86 Seneca St.
Main 0290	
WILMINGTON	440 Avalon Blvd.
Terminal 4-3131	

Gt. Lakes District

BUFFALO	10 Exchange St.
Cleveland 7291	
CHICAGO	24 W. Superior Ave.
Superior 5175	
CLEVELAND	2602 Carroll St.
Main 0147	
DETROIT	1038 Third St.
Cadillac 6857	
DULUTH	531 W. Michigan
Melro 3110	
TOLEDO	615 Summit St.
Garfield 2112	

Canadian District

MONTREAL	1440 Bleury St.
VICTORIA, B.C.	602 Boughton St.
Empire 4831	
VANCOUVER	565 Hamilton St.
Pacific 7824	

Unclaimed Wages

Mississippi Steamship Company

501 HIBERNIA BLDG., NEW ORLEANS, LA.

The following is a list of unclaimed wages and Federal Old Age Benefit over-deductions now being pa'd by the Mississippi Steamship Company covering the period up to December 31, 1946.

Men due money should call or write the company office, 501 Hibernia Bldg., New Orleans, La. All claims should be addressed to Mr. Ellersbusch and include full name, Social Security number, Z number, rating, date and place of birth and the address to which the money is to be sent.

Saari, John F.	11.87	Saunders, Parker A.	7.91	Schumacher, Wm. J.	1.00
Sabitino, Florida	20.38	Saunders, Raymond W.	4.22	Schupstick, J.	2.23
Sabogo, Enrique	3.22	Sauviac, James T.	1.91	Schutsky, Leo H.	17.28
Sacco, James V. Jr.	60.00	Savastio, D. S.	10.40	Schwar, Frederick Henry	16.15
Sache, Irwin L.	4.32	Saville, W.	7.12	Schwall, J.	.33
Sachs, Erwin	31.82	Savoca, Joseph	.79	Schwaner, Clinton W.	37.09
Sachuk, Nicholas	2.75	Sawin, Robert W.	22.01	Schwartz, Henry	5.72
Sada, Luis F.	15.32	Sawyer, Alfred R.	2.18	Schwartz, John	23.10
Sadler, P. D.	5.46	Saxon, Walter	.11	Schwartz, Karl H.	2.97
Saffron, Haskel	5.80	Saxvik, Olaf F.	16.00	Schwartz, S.	6.34
Sager, O. E.	4.76	Saya, C.	6.94	Schwarz, Milton G.	1.25
Saillard, Gaston	27.81	Saye, Ross	.01	Schwatka, Fred	7.38
Sakter, Samie	1.58	Sayres, Harold	5.30	Schwed, Andre	28.46
Salak, Jerry E.	1.87	Scaffidel, Charles	2.34	Schweikhardt, Casper K.	7.92
Salatich, B. P.	6.53	Scales, Clifford R.	.71	Schweinefus, Joseph B.	26.25
Salberg, Alfred	3.46	Scanlon, Stanley	14.65	Schweizer, Ernest R.	13.71
Sales, Anthony	5.64	Scara, John A.	2.79	Schwell, L.	2.00
Saliba, James	2.40	Scarsborough, R. C.	12.90	Scirlpi, Itter M.	5.35
Salisbury, Kenneth L.	98.75	Sceviour, Stephen J.	14.46	Sconza, Edgar J.	1.24
Salmon, Sidney	1.50	Schafer, Jack M.	3.73	Scoper, Thomas A.	15.98
Salter, Barney C.	11.55	Schafer, Marvin P.	31.26	Score, Donald Lee	.46
Saltis, Michael P.	15.93	Schafre, William J.	28.00	Scott, Claude S.	35.64
Sama, Walter M.	17.72	Schaffer, Edison	12.28	Scott, Earl R.	6.93
Samanen, Oiva B.	1.00	Schaffer, Ray	6.52	Scott, Harold	5.00
Samford, Toxie	61.60	Schallenberger, E.	3.26	Scott, Henry Lester	6.34
Samstay, August J.	.01	Schallenberg, L. C.	1.37	Scott, James	2.23
Sanborn, George B.	4.69	Schank, Loree H. C.	47.51	Scott, John D.	23.25
Sanchez, Antonio J.	19.74	Schattel, Emil J.	.01	Scott, John L.	4.32
Sanchez, Frederico G.	1.78	Schatten, H. J.	3.96	Scott, P. P.	5.05
Sanchez, John	86.34	Schaultian, Melvin	26.27	Scott, William C.	12.68
Sanchez, Louis	8.26	Scheel, Kenneth	24.73	Scott, Wm. R.	43.18
Sanchez, M.	4.00	Scheib, Duane W.	12.81	Scrimsher, Wm.	5.92
Sanchez, Thomas Diaz	20.72	Schein, Bernard L.	16.65	Scruage, Clarence H.	27.45
Sand, Eddy M.	2.04	Scheller, Charles F.	.45	Scully, Jos. E.	15.50
Sande, Nils J.	2.24	Schenk, C. L.	14.93	Sczepaniak, George H.	40.53
Sandfer, Daniel D.	21.33	Schenker, Arnold	7.94	Seabridge, Albert	.49
Sanden, Conrad G.	9.23	Schenkman, Edwin Joseph	47.52	Seall, S.	5.32
Sanders, Alwyne S.	1.78	Scherdin, Francis L.	1.04	Seago, Arthur A.	7.20
Sanders, Curtis E.	8.95	Scherffius, Robert	5.49	Seamens, Harold L.	28.65
Sanders, Douglas E.	.59	Scherrebeck, Kay	.69	Seano, Mariano	1.40
Sanders, Eugene B.	10.25	Scherrer, Thomas H.	.69	Searcy, R.	5.12
Sanders, Forest E.	61.63	Schesnel, Bruno	3.55	Sears, William N.	11.15
Sanders, Gilbert W.	8.59	Scheuffele, David O.	4.66	Seay, Thomas E.	2.23
Sanderson, George F.	21.33	Scheurman, Geo.	7.94	Sebastian, George S.	35.74
Sanderson, Luke C.	12.80	Schiavone, Guy Tom	5.76	Sebolewski, Frank J.	2.23
Sanderson, Robert T.	6.93	Schierenbeck, John	1.50	Seda, D.	1.90
Sandgreen, G.	4.13	Schindler, F.	1.00	Sederholm, Jack R.	117.50
Sandlin, John Henry	2.67	Schindler, F. J.	.99	Sederquist, Howard A.	.43
Sands, Charles F.	35.34	Schindler, T.	15.58	Sedihu, John F.	11.20
Sands, Leroy E.	3.46	Schindler, Theodore	53.68	Sedlack, Eugene	.45
Sandy, Archie C.	.79	Schleicher, James E.	74.51	See, Lester D., Jr.	41.02
Sanford, E. C.	103.71	Schliefer, R. G.	.82	Seebacker, Alfred	.94
Sanford, Paul T.	8.62	Schlin, Ole J.	4.46	Seeg, Rachard	1.14
Sangiolo, Louis J.	.79	Schlosser, Gerald L.	.59	Seeger, Evereth	1.10
Sanner, John	10.26	Schluep, Allen	9.60		
Sanner, William H.	5.23	Schmidt, Dewey, Jr.	4.66		
Sansier, Geo. P.	11.59	Schmidt, Emile	2.09		
Sansoci, Eugene	4.76	Schmidt, George	2.23		
Sansone, Dominick	.11	Schmidt, Ralph H.	9.46		
Santa Maria, Eduardo	.03	Schneider, John R.	17.39		
Santana, Joseph	13.09	Schneider, L.	12.87		
Santiago, Antonio	53.34	Schniere, Erwin	25.92		
Santiago, Frutto J.	4.13	Schnitzer, E. W.	4.82		
Santon, E. C.	3.70	Schnitzius, Harry E.	15.83		
Santos, Daniel A.	4.98	Schill, David H.	1.17		
Santos, John S.	5.77	Schommer, Edward L.	1.58		
Santos, Jose	29.57	Schop, Lloyd A.	.46		
Santos, Walter M.	18.59	Schori, William Adolph	15.14		
Saragosa, Felice	29.17	Schott, Ernest L.	3.05		
Sardico, A.	19.08	Schoutz, J.	10.41		
Sarg, Alexander	24.80	Schouweiller, Warren D.	3.48		
Sargent, Kermit	7.13	Schrade, Melvin L.	3.00		
Sari, Alex	73.44	Schrank, Charles E.	2.97		
Sarokac, John	12.02	Schreiber, Arthur F.	110.53		
Sarri, John F.	27.55	Schreinol, E. P.	4.39		
Saska, E.	4.21	Schreiner, H. J.	14.90		
Sasser, Lawrence	.45	Schreyer, John E.	60.00		
Sasser, Molton B.	21.35	Schroeder, Albertus	.60		
Sasseville, Burton	3.75	Schroeder, Dale L.	1.37		
Saupe, F.	10.52	Schroeder, Donald L.	47.11		
Saul, P.	10.26	Schroeder, Royal G.	1.40		
Sauls, A. A.	12.14	Schroeter, August A.	7.60		
Saunders, Albert J.	3.17	Schrum, Ray E.	11.56		
	1.58	Schultz, Chet B.	9.59		
	2.13	Schultz, Oscar A.			
	42.78	Schulze, George E.			
		Schulze, Wm.			

Seeno, Salvatore	6.65
Segard, Cris P.	2.49
Segers, Oscar	.41
Sehon, Harrison	1.63
Sehorn, William	3.23
Sehreyer, John E.	7.52
Seibel, Floyd	1.37
Seibert, Fred M.	5.43
Seidel, Aristid A.	8.80
Seidenberg, Paul W.	1.07
Self, Berry H. P.	8.08
Self, Jack	1.49
Self, Mitchell G.	20.99
Selinskie, Alex	6.44
Seliste, Bruns, N.	.94
Sellers, Benjamin F.	2.67
Sellers, Donald	15.02
Selsvik, Marvin B.	23.34
Semerjian, Nassy M.	.89
Sempreviva, Rudolfo V.	11.61
Senak, Michael	19.47
Sendrowski, Edmund G.	.71
Senior, Paul J.	.69
Serio, Salbata	23.82
Serna, F.	.25
Serna, Philip	5.94
Serraco, F.	23.86
Serrano, Mario	1.00
Sesta, John James	11.66
Seufert, Fred T.	9.90
Sevinsky, Paul	1.37
Seyler, John Frank	5.60
Seymour, Chester J.	8.14
Shack, Stephen	4.37
Shadov, Kenneth R.	11.90
Shaffer, E. C.	1.51
Shaffer, George	3.12
Shaffer, Marion E.	2.06
Shaffer, Roy	8.27
Shahan, Orville Smith	23.86
Shakespeare, John C.	17.26
Shamberg, H.	.99
Shannon, Donald W.	4.20
Shannon, G. R.	9.74
Shapico, Max	.45
Sharp, James C.	1.22
Sharpe, Donald S.	18.51
Sharpe, John	.81
Shattuck, Roy	1.44
Shaughnessy, R.	.86
Shaver, Neil S.	6.27
Shaw, Charles D.	2.56
Shaw, Charles G.	2.47
Shaw, Charles H.	12.89
Shaw, Dewey	5.00
Shaw, Duraed	.01
Shaw, Durard	3.00
Shaw, Joseph H.	.71
Shaw, R. J.	11.48
Shaw, Truman W.	2.62
Shea, J. E.	.33
Shea, J. N.	1.09
Shea, J. P.	2.80
Shea, James A.	7.52
Shea, Mortimer	6.20
Shea, Terrence B.	.94
Shea, Thomas	4.78
Shea, Wilfred R.	5.60
Shearer, Leonard A.	1.50
Shearer, Robert G.	18.13
Shearer, Robert W.	13.60
Shears, Lindsey	6.86
Sheather, Jack D.	48.18
Sheehan, Jeremiah	13.07

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New York Cops 'Protect' Exchange Strikers



ROBERT MELOY, Oiler —

Somehow I found myself in the middle of the surging bunch and tripped over a falling picket. Lying face down, I looked up once and got rapped on the back of my head. No one said "Get up" or anything. A cop started beating me on the head again, and he must have hit me 30 or 40 times. I had my arm around another fellow so the cop hit me on the elbow—it seems they like to hit on the bone. His blow took all the strength from my arm. Four cops tried to lift me to the wagon. Finally one grabbed me by the hair and neck and dragged me. The hospital told me the elbow nerves may be crushed.

CLAIRE JOHNSON, UFE —
I am a member of the UFE and was supposed to join the line in front of the Stock Exchange where there were three other girls picketing. As I went to the line, a cop stood in front of me and wouldn't let me by. I moved to one side and so did he. Then he moved to the other side when I did. I tried to get around the cop but he bumped me. This went on several times and finally I was thrown against a pillar, and hit it hard. Then another cop got into the argument. He said, "Take her away." So they took me away, and I was at the station house when the cops slugged the pickets.



JOHN WARD, Fireman —

When the first upsurge ended, I found myself lying on my stomach in the middle of the group. I was about four men from the door of the Exchange. In the noise and turmoil I couldn't hear anyone yell at me, and I'm sure no attempt was made to do so. The first feeling of what was going on came when I felt someone beating me about the back and legs. Some cop rapped a tattoo on my back and I felt a sharp stab when his stick cracked against my ankle bone. I don't think I could have risen then if I'd wanted to. Finally four cops grabbed me and dragged me to the wagon.



Grim-faced policeman stands over the body of UFE member Maggie Brady, while her sister union member Joan Cabella stands watching over her. Hovering around are more of "New York's finest," menacingly fingering their nightsticks. A moment later Joan burst into tears when she realized that her friend had been badly injured.



Swinging their sticks savagely, the police unmercifully beat the prostrate bodies of picketers. So vicious was the attack that the American Civil Liberties Union pointed it out as "reckless and almost maniacal zeal of the police," and reported that even plain clothes detectives in the crowd were beaten over the head by the police. However, it takes more than police clubs to discourage the UFE-SIU-SUP picketers.