

US LABOR RALLIES BEHIND SIU IN FIGHT TO KILL HOFFMAN PLAN



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Unions Protest Scuttling Of US Fleet

In an unprecedented mass demonstration of labor solidarity, hundreds of unions in all occupations have rallied behind the SIU in its fight to curb the Hoffman proposal to drop American ships from Marshall Plan bulk cargo carrying. Protesting telegrams and letters have been sent by these unions to President Truman; Senator Styles Bridges, chairman of the ECA "Watchdog Committee"; Paul Hoffman and members of Congress.

As the LOG went to press, word has been received from the following New York City and New York State unions announcing their participation with the SIU in fighting the move. The number is growing hourly and it is expected that the number of participating unions throughout the nation, will eventually rise to several hundred.

Pressmen's Union, Local 58
NY State Legislative Board, Locomotive Firemen & Enginemen
International Jewelry Workers Union
Permanent Fireman's Association Inc., Local 616
Undergarment & Negligee Workers, Local 62, ILGWU
NY Newsboys Union, Local 471
Retail Clerks International Association
Bakers and Confectionery Workers, Local 17
Teamsters Local 814
IATSE, Local 253
Office Workers Union, Local 153
Delicatessen & Restaurant Countermen Union, Local 60
United Financial Employees, Local 205
Carpenters, Local 546
National Federation of Insurance Agents, New York Organizing Committee
Municipal Transit Workers, Local 380
Registered Nurses Guild, Local 312
Dress Joint Board, ILGWU
Hotel & Restaurant Workers Union, Local 16
Teamsters District Council 16
Bakery & Confectionery Workers, Local 10
New York State Journeymen Barbers, Local 10
New York State Council of Sheet Metal Workers
Retail Clerks International Association
Metal Polishers, Buffers, Platers & Helpers, Local 38
Empire Typographical Conference
Uniformed Firemen, Local 94
Trades Union Council of the Liberal Party

Paper Box Makers, Local 318
United Hebrew Trades
New York Joint Executive Board of Hotel & Restaurant Employees
Association of Catholic Trade Unionists
Teamsters, Local 202
Office Workers, Local 141
Cafeteria Employees Union, Local 302
Brotherhood of Sleeping Car Porters
International Ladies Garment Workers Union
Display Fixtures Union, Local 21625
Wholesale Licensed Alcoholic Beverage Salesmen
Bartenders Union, Local 15
ILGWU, Local 142
House Wreckers Union, Local 95
Merchandise Drivers Union, Local 804
District Council 9, Painters Union
Union of CARE Employees
Association of Theatrical Press Agents
Hotel and Restaurant Employees, Local 325
Eastern Joint Board, Luggage Workers Union
Building Service Employees, Local 325
Newspaper Guild of New York
United Auto Workers, Region 9
United Auto Workers, Region 9-A
Department Store Workers, Local 25
Central Trades and Labor Council of New York
Central Union Label Council of Greater New York
Motion Picture Laboratory Technicians, Local 702
Carpenters, Local 301
Sand and Gravel Boatmen's Association, I.L.A., Local 340

The protest of organized labor against the move by Paul Hoffman, ECA head, to cut American ship cargoes under the Marshall Plan rose to a storm this week as AFL, CIO and independent unions of all trades joined with the SIU in blasting the scheme. With the SIU in the forefront of the drive to save the American merchant marine, the supporting unions, in telegrams to Paul Hoffman,

President Truman and members of Congress, added their opposition to the move which would mean the destruction of a vital industry in the American economy and national defense.

In New York City and New York State alone, sixty-odd unions have thus far joined in the battle, and unions in other cities throughout the country have taken similar steps to show their disfavor with the proposal.

Indications are that Congress will review the Hoffman move when it convenes early next month.

Intent to do further injury to the American merchant marine came this week when an announcement was made by the ECA office that in addition to dropping the 50-50 division of Marshall Plan bulk cargoes on January 1, American shippers would also have to drop their rates for carrying bagged flour, fats, lumber and fertilizer, if they wish to carry half of those cargoes destined for European countries under the ECA provisions.

Some observers see the squeezing of American ships from Marshall Plan participation as part of a plan to bring what remains of the merchant marine under the control of the military.

Their view is based on the recent order of Secretary of Defense Forrestal calling for the incorporation of Army Transport Service under the Navy.

This move comes at a time when the ATS is increasing its chartered fleet. It is expected that about 460 ships will go under the command of the Navy and be manned by Navy personnel. At present all are manned by civilian crews, 260 of the ships being chartered by the Army from private operators with civilian crews aboard.

Plan Postponed

As the LOG went to press, word was received from Washington by Paul Hall, Secretary-Treasurer of the A&G District, that through the efforts of AFL President William Green, AFL Secretary-Treasurer George Meaney, the many representatives of labor in Washington and the hundreds of unions that voiced their protests, the Hoffman order has been postponed for thirty days to permit Congress to re-examine the role of the American merchant marine in the Marshall Plan.

The SIU wishes to thank these unions, some of whose names appear in adjoining columns, for their support.

Commie Issue Still Problem To Torn NMU

The campaign of the job hungry National Union, CIO, to trim its heavily overloaded membership was directed this week at a second group — the communists within the organization.

In spite of Article 1, Section 1 of the NMU constitution, which permits members to follow political beliefs of their choosing, President Joseph Curran has ordered a sweeping purge of all followers of the communist party.

Curran says that the communists are not entitled to the protection of the Union constitution. In attempting to deny the communists constitutional protection, the NMU president seeks to effect his purge by interpolating a section of union law, which says that members ashore over 90 days, without acceptable excuse, must retire their books.

The communists, Curran charges, are not abiding by this provision. Critics of Curran, however, say that the purge list includes a number of active seamen, many of whom are now aboard ships.

Alongside the SIU's consistent stand against the communist party, the NMU's latest zig-zag maneuver appears decidedly weak and ineffectual. Throughout its history on the waterfront the SIU has recognized the role of the communists and repeatedly has called attention to the fact that the party and its followers were nothing more than betrayers of the working class, in maritime as elsewhere. The SIU holds that the communists can bring only chaos and confusion to the labor movement.

One of the mysteries of the latest NMU action is why it has

Stooge Admits CS Backs CTMA

By JOHN ARABASZ

Every legitimate union has had its beginning among rank and file seamen who, dissatisfied with conditions on their ships, banded together and fought for the improvement of their lot.

Nothing has ever been made to order for them. They built their unions themselves—up to now, that is. The men of the Cities Service fleet, however, are being offered a union as a gift—theirs for the asking.

But it is always a good idea to examine giveaways. Some of them have stingers, and the package offered Cities Service men is full of them. A union which pops up overnight, has no officers, no meetings, no constitution or by-laws and no rank and file beginning deserves some scrutiny.

Cities Service seamen might

find it interesting to learn of just a few of the activities of this union and its backers.

CTMA (Cities Service Tankermen's Association) sprung into life approximately two months ago. Its headquarters is given as 129 North Wood Avenue, Linden, New Jersey, a building occupied solely by the law firm of Dvorin & Margulies.

The tie-in between CTMA and the law firm of Dvorin & Margulies is one of the many unexplained mysteries surrounding the union.

FINE BACKGROUND

Its backers aboard, not quite so mysterious, have interesting backgrounds, notably lacking in zest for legitimate union organizing. As a case in point take David Furman, a Steward in Cities Service.

In early September, Furman

went aboard the Winter Hill, his first CS ship, as Steward. It has been learned that previously Furman had been:

1. Port steward for Barber Asphalt Company.
2. Was a friend of the Port Captain for U. S. Petroleum Company, who previously had served as Skipper of a Cities Service ship and was assistant Port Captain for Cities Service.
3. Was a friend of a Cities Service vice-president, from whom he purchased a home in New Jersey.

Furman stayed aboard the ship for approximately two months and then stayed ashore for one trip. When he returned to the ship he took aboard CTMA literature and, with the Skipper's permission, called a meeting of the crew.

He spent the entire meeting

praising the CTMA and distributing the literature to the men. No word against his actions came from the officers.

(The few CTMA men on other ships work at organizing without hindrance by the company and CTMA literature is allowed on bulletin boards. The men are also given help by company-minded officers.)

ADMITS STOOGES ROLE

At the meeting a pro-SIU man asked Furman bluntly if Cities Service was sponsoring the union, to which he replied, "Yes, it is company-sponsored, but I'm sure it will be a good deal."

With Furman's return to the ship, CTMA pledges were handed out to all the men. In line with the instructions of the SIU to pro-SIU men to sign pledges, the

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SEAFARERS LOG

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Merry Christmas

We doubt that anyone with the least bit of savvy will deny that seafaring is a tough occupation—one that requires a continual struggle to achieve the decent life to which all men are entitled.

Even at Christmas time, when most of the world is imbued with a feeling of "good will to all men," the sparkle of the holiday season is not enough to brighten the lives of those who sail the ships.

We wish we could say that "all is well," that everything looks rosy—even if just for the sake of Christmas spirit.

But seamen are realists. They have learned well the folly of viewing the scene through rose-colored glasses. Experience is a bitter but practical teacher.

At this very moment, when the spirit of fellowship and concern for the welfare of all men supposedly is at its height, the American seamen are faced with a peril, perpetrated by men of alleged good will; that may deprive thousands of their calling of the means of livelihood. We're referring, of course, to the outrageous scheme contrived by the Economic Cooperation Administration to ditch American seamen and ships in favor of foreign competition.

So Christmas, 1948, as virtually every other period throughout the year, finds the seamen battling to preserve their way of living.

One thing as sure as the swell of the tides is that we will be fighting hard. The Seafarers, especially, is in there pitching for all it is worth. No matter how grim the prospects, men of the SIU are determined to go forward. That, too, is a lesson of experience.

Meanwhile, as we are in the thick of our latest fight against those who seek to torpedo the American seamen, we still are able to say to our friends everywhere:

A Merry Christmas and A Happy New Year!

Last Call!

If any man hasn't yet cast his ballot in the Atlantic and Gulf District elections to determine who will serve our Union in the year just ahead, it certainly won't be for the reason that he hasn't been reminded often enough.

In all ports up and down the coast, in Headquarters and through the medium of the SEAFARERS LOG members have been reminded constantly, since the voting period commenced November 1, to use this direct method of choosing their officials.

On the basis of votes already cast in all ports, a record participation is practically assured. This would certainly indicate that Seafarers are vitally interested in the administration of their Union's affairs. But there are eligible members who have not gone to the polling places.

Only a week remains until the close of the balloting period on December 31.

Those of you who still haven't exercised this constitutional right are urged to go to the polls in the nearest port and vote.

If you don't do so by December 31, you will have missed the boat.



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.

BALTIMORE MARINE HOSP.

S. S. WILSON
F. BECKER
RAY O. NOACK
F. TEIGEIRO
C. SIMMONS
J. CHIORRA
R. FERRAFIAT
R. FREY
WM. HALL
J. P. LAVERY
J. D. BROWN
R. SMITH

NEW ORLEANS HOSPITAL

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

B. W. BIGGS
M. FIELDS
H. SWANN
S. LE BLANC
D. MC KINNE
G. MESHOVER
W. GARDNER
A. BLAIS
E. DEAN
D. FOICA
J. YOUNG

BOSTON MARINE HOSPITAL

JOHN J. GEAGAN
JOSEPH E. GALLANT
VIC MILAZZO
NORMAN J. MOORE

MOBILE MARINE HOSPITAL

S. HAFNER
E. PERRY
E. SMITH
T. BURKE
H. W. PETERS
J. CARDONA
D. L. BRANNON

STATEN ISLAND HOSPITAL

A. CASTILLO
J. C. BLAKE
W. HUNT
R. F. WENDT
J. McNEELY

Hospital Patients

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

Mimeographed postcards can be obtained free at the Social Service desk.

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.)

J. TUTWILER
A. NORMAN
J. GULLSTEIN
D. O'ROURKE
H. R. KREUTZ
C. FISHER
T. VELEZ
J. N. WOOD
M. J. LUCAS
E. C. EATON
N. H. LUNDQUIST

GALVESTON HOSPITAL

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

SAVANNAH MARINE HOSP.

A. C. McALPIN
MARVIN SWORDS
L. HODGES
A. N. ROBICHAUD
L. H. BARSH
R. J. FAGLER

Maritime Round-Up

America's merchant fleet is nearly fifty percent larger than it was before the war, according to a report of the Joint Committee for the American Merchant Marine. The committee reported that 1,546 vessels are now in operation as compared with 1,092 in 1939. The committee stated that 80,000 officers and seamen were manning the present fleet, with an additional 150,000 shoreworkers helping keep the ships on the seas. The pre-war fleet was manned by 52,000 officers and men.

Because of the hostilities of the Dutch in Indonesia, the Australian Waterside Workers Union is calling a special meeting to consider action against Dutch ships. There is a strong possibility that the Australian maritime workers may reimpose the "black ban" on Dutch shipping.

A freight embargo has been imposed on Philadelphia because of the port's longshoremen's strike. The longshoremen walked off their jobs on December 18 in a contract dispute involving pay on days when they are forced to quit work because of unfavorable weather conditions. About forty-five vessels are tied up in the port.

England's exports in November reached 148 percent of the 1938 volume and reached a value of \$599 million, thus setting a new record. The year-end goal of the British Board of Trade is 150 percent of the 1938 total. Principal cargoes were woolen and worsted goods.

American shipowners are looking to the new Congress to keep the United States merchant marine financially solvent. The National Federation of American Shipping will push bills in Congress calling for: 1—Full parity payments to U.S. shipyards which are in competition on new construction; 2—Limited liability for U.S. operators who are unable to make payments to the Government for vessels purchased. Other similar moves aimed at easing the shipowners costs were included. Also being pushed is a desire for the Government to equalize Panama Canal tolls among naval and merchant ships. Military vessels pay no toll at present; merchant ships pay ninety cents a ton. If equalized the average would run sixty cents a ton.

Ship arrivals in New York during November were 107 lower than in October, largely because of the eighteen-day longshoremen's strike. November arrivals totaled 513 of which 258 were foreign and 255 American. During October 620 entered the port. November is the second consecutive month in which foreign arrivals have outnumbered American ships. Great Britain had the greatest number of ships in port, followed by Norway, Panama, Denmark and the Netherlands. No Russian ships were listed.

For the second time the Maritime Commission has turned down a request that it support the Navy Department's bid for

authority to continue direct operations of 55 tankers. The Commission has urged, instead, that the Navy drop its operating of tankers and secure its products from private operators. When the Navy first began operating the vessels no objection was raised. Privately operated tankers at that time were busy in commercial service, and it would have been impossible to obtain as many as fifty from commercial sources. It is reasoned that if the Navy gives up tanker operations, the market would be lifted and private ships, now idle, would be put to work.

The conversion of military landing craft to commercial purposes is gaining headway after an interval after the war when the value of this type of vessel was discounted. The Farrell Lines is, at present, converting an LCT to operate along the West African coast. An LSM is being converted for service with the Norfolk, Baltimore and Carolina Line. The vessel will be used to carry large trailer trucks and palletized cargo. The company intends to operate six L-type vessels eventually.

The Propeller Club has recommended that the Merchant

Marine Act of 1936 be amended to provide that a vessel twelve years of age may be considered an obsolete vessel which may be purchased by the Government and the credit therefor be applied to the cost of a new vessel to be constructed and sold by the Government.

To eliminate all question about the purity of water the Refinite Corporation has developed for marine use the Refinite M-10 Marine Water Refining Unit. The unit does not convert salt water to fresh. It uses water secured from the usual sources ashore and treats it aboard ship prior to its use by the crew and passengers. In operation the unit permits the complete chlorination through a special baffled tank. From this tank the water is passed through filters which remove all foreign deposits. An absorption filter then takes out foreign tastes and odors, thus removing the greatest objection to the usual chlorinated water. Finally the water is passed through a softener which gives it qualities important to use aboard ship. The unit is reported to improve the taste of food cooked in the refined water.

New York Blames Stormy Seas For Slump

By JOE ALGINA

NEW YORK—Whether it's because of the storms at sea or not, shipping has slowed down a good deal from what it has been for the past two weeks or so. A good number of ships due in port this week didn't show up, so, because they haven't ducked into other ports, we presume that they've been held up at sea. As long as they hit port eventually we'll be satisfied.

The ships that came into port this week for payoffs are: Beatrice and Marina, Bull, Trinity, Carras tanker, Cape Mohican, Bessemer Victory, Waterman, Gadsden, American Eastern, and Robin Grey.

The Robin Grey came in to port in good shape with few beefs aboard. The crew was tip-top and all sober. An all-around good gang of guys aboard. The Chief Engineer had tried to pull a few petty maneuvers on the crew but he found that he saved no one money and only caused a lot of extra bookwork at the payoff. Mark up another topsider who has seen the light.

The Gadsden, this trip in, knocked off three and one-half hours from the regular unloading time for the heavy lift ship and set a new record. The crew on the Gadsden is a pretty solid bunch of men and have developed an attachment for the vessel and its locomotive hustling.

OUTWARD BOUND

In the sign-on column we handled the Frances, Helen, Bull, Alcoa Polaris, Steel Executive, Isthmian, Robin Sherwood, Cape Mohican. Good ships and good crews, all destined to spend Christmas away from home this year.

We have never claimed to be much at forecasting events; we're satisfied if we can see a week ahead on shipping, but last week

we outdid the weather bureau in calling the turn on this week's weather in this port. Last week we reported, "We're keeping our fingers crossed — it's just about time for a king-sized blizzard to hit this town." Came Sunday morning and the snow came piling down. We ended up with nineteen inches of snow, the third largest snowfall to ever hit this city. Thanks to the ever-efficient New York City Sanitation Department the Patrolmen had no need for their snowshoes, but there were grumbles aplenty. From now on I'll keep my predictions to myself. I'm retiring from the predicting racket as of now.

To go from the icy blows here to some blowing being done in the Pacific, we see where General MacArthur has put in a plug for a strong Japanese merchant fleet. He feels that the Japanese should have 129 Liberties. The ships would carry a good deal of the Asiatic trade and fifty percent of the Japanese-bound cargoes originating outside of that area. In other words they'd be digging into the present trade of American ships.

It seems that every guy wearing a star or carrying a brief case in the Government has his own little plan for wrecking the American merchant marine. Ship cargoes in foreign bottoms in ERP, give the ships away, build other country's fleets, anything at all as long as it knocks the skids from under an American industry.

A BEEF COMING

We've no kick against the Japanese having a merchant fleet. They have need for one in the inter-island trade and the runs in and around Asiatic waters, but when their ships (our ships, really) come nosing into U.S. ports for cargoes usually

Port Baltimore Expects Shipping To Boom For A Few More Weeks

By WM. (Curly) RENTZ

BALTIMORE — Shipping has been very good in the Port of Baltimore. And everything points to a good week coming up. Several payoffs are expected, and there will be a need for men to crew them up again.

Payoffs during the past week were SS Sweetwater, SS Coral Seas, SS Steel Admiral, SS Afoundria, SS Jean, SS Cubore, and SS Santore.

Most of the beefs and repairs on these ships were squared away before the payoffs.

The week's sign-ons were the Steel Admiral, Sweetwater, Cubore, Santore, Coral Seas, and the Afoundria. Next week we expect about six Isthmian sign-ons. Most of them will head out on the Far East run. So if any of you fellows want to get away from the cold weather, come on down to Baltimore and get one of these ships.

TAKES CAKE

The Ore line ships are coming in with very few beefs, overtime included. One beef of the past week that took the cake occurred aboard the Steel Admiral, which paid off in the shipyard.

First of all there were no lights on the ship for the payoff. And no heat, either. We had to use a flashlight to make out the receipts. Just when everything was about straight-

ened out, the black gang reported that all of the men in the department were short in their overtime.

It appears that someone made a pretty big mistake when the payroll was being made up. Whoever it was, he forgot to gather all the overtime books and add them to the payroll.

As a result the Patrolman had to go down to the ship for two days to get it all straightened out. He had to check slip for slip, sheet for sheet. However, the job was finally completed and all hands got what was coming to them. Most of them received their money aboard ship.

MONEY DUE

Since a few wanted to leave, however, it was arranged for them to pick up their money at the company's office in New York. These are the men who have overtime money being held for them at the Isthmian Steamship Company office, 63 Trinity Place, New York City:

J. De Abreu, FWT—112 hours; E. Vietk, FWT—130 hours; F. Diaz, Wiper—89 hours, and W. R. Baecht, Wiper—80 hours.

It is suggested that these men pick up their money as soon as possible.

The boys here in Baltimore are going to have a nice Christmas dinner. A few of the local tavern keepers have donated money for the purpose and have asked us to convey their season's greetings to all.

While we're wishing all hands a Merry Christmas and a Happy New Year, we'd like to take this opportunity to thank Headquarters in New York for the good work in getting that new wage increase for the membership and for all the other good work they have done.

It was with deep regret that we learned of the death of Brother Frank L. Becker, Book No. 36654, who passed away in the Marine Hospital Dec. 18. He'll be missed very much, for he was a good Union man who backed his organization to the limit.

Frisco Branch Calls For Men

By FRENCHY MICHELET

SAN FRANCISCO—Shanghaiing is back in vogue on the Barbary Coast these days. We have shipped every A&G man that we could beg, talk or cajole into taking a job—and still the jobs come in by the dozens.

Seventeen full crews in ten days—that's the score as of this writing, and there's still one tanker and six converted C-2s on which to ship full crews before December is gone. It all seems like wartime shipping in its heyday.

The trouble is there's no Paul Gonsorchik out here to do the shipping and no redoubtable Bull Sheppard to talk the guys into shipping. We certainly could use the old "Bull of Wall Street" around here for a few weeks.

Brother, if you can coil a line, oil an engine—or even if you can't cook any better than Shuler—come on out here and give us a hand before the operators get so desperate they ship out the piccards.

watch the LOG for the full story.

Slow Shipping Still Plagues Port Mobile

By CAL TANNER

MOBILE — The past seven days have seen some unusually slow shipping in this Gulf port. Two payoffs and three sign-ons, plus one ship that called in transit, were the extent of our activity on the shipping front.

Both payoffs were Waterman vessels—the Lafayette and the Morning Light. The Lafayette payoff was smooth right down the line. On the Morning Light there were a few minor beefs, but nothing to keep the payoff from being a good one. The beefs were settled to the crew's satisfaction.

These two ships signed on and were joined by a third Waterman vessel, the De Soto. In transit was the Alcoa Ranger, which came in from New Orleans. She was in good shape.

BLEAK PROSPECT

With both of the major operators operating out of this port having very little scheduled shipping, next week promises to be dead slow.

The second of the Waterman C ships enters the coastwise trade this week with the sailing of the De Soto. This is the second of four ships that are scheduled to take both cargo and passengers on a regular 26-day coastwise run.

A heavy fog covered the Mobile harbor for three days this week. It was so thick the Alcoa Corsair was forced to turn in the bay and head back for New Orleans so she could make her schedule. The next passenger wagon of this type is due on December 20, and we're expecting her to take quite a few replacements since Christmas is just around the corner.

While there weren't many permits shipped during the week, quite a few were able to make relief jobs—which helped them out considerably. In the course of the week, we had relief jobs for seven towboats and five deep-sea tugs.

The membership here is very much pleased with the quick action of Headquarters officials in getting on the ball on the wage differential existing between the West Coast and the rest of the industry.

Everyone is watching Washington to see the effects of Hoffman's plans for shipment of all Marshall Plan bulk cargoes in foreign bottoms.

We have contacted all labor organizations and many other groups and they have promised to keep telegrams, messages and telephone calls pouring out in protest of this sabotage of the American merchant marine.

AT HOLIDAY CELEBRATION IN SAN JUAN



The Atlantic and Gulf District Hall served as a setting for the Thanksgiving Day festivities attended by Seafarers in the Puerto Rican port. Guests dined on delectables contributed by friendly Island merchants. Surrounded by happy Union Brothers, Agent Sal Colls gets ready to carve while the camera records the scene.

New Orleans Reports Shipping As 'Fair'

By EARL (Bull) SHEPPARD

NEW ORLEANS—Business of this port is in good shape and shipping is holding its own.

In the past two weeks, we have had 11 payoffs and six sign-ons. All beefs were settled to the satisfaction of the crews on board. Also in here during this period were 26 ships in transit status.

For the coming two weeks we have 12 payoffs scheduled. Three of these are expected to wind up in the boneyard—the Thomas Nuttall, Alcoa and the Legion Victory and Oberlin Victory, Isthmian.

Voting still continues at a fair clip; there will definitely be a record vote cast here in New Orleans. Meanwhile, all hands are urged to get their ballots in before the deadline on Dec. 31.

SEATRAN CHANGE

Seatrains Lines has changed its schedule again and the new setup calls for the Seatrain New Orleans to arrive here on Mondays and sail on Tuesdays. She is on the New Orleans to Havana run. The Seatrains Texas and New Jersey are to arrive on Wednesdays and sail on Thursdays. They are on the coastwise run between New Orleans, New York and Texas City.

It is advisable for all hands to register their protests over the threat to the maritime industry in ECA Administrator Hoffman's plan to ignore the 50-50 provision of the Marshall Plan and give all bulk cargo shipments to foreign operators. This move would definitely ruin shipping for us and we must do everything in our power to stop it.

Wire your protest to President Truman, your Congressman and Senators, and to Hoffman himself.

All passenger-ship Stewards Department men in this port have been asked to submit changes they feel will be helpful in drawing up new working rules for these ships, so that meetings can be arranged with the company for this purpose.

Just let us know what you think and we will do our utmost to work it out to the satisfaction of all involved.

Recently a committee in this port acted on serious charges against a Steward and recommended a fine of \$100 and that he not be permitted to sail above chief cook for a period of three years. Subsequent developments showed that the Steward was not at fault and the matter was brought to our attention. It turned out that the ship's Captain was at fault and this was proved by the fact that he has been fired by the company.

FAIR PLAY

We, therefore, contacted members of the committee and they have recommended that the committee's report be rescinded and that the member be cleared of all charges and his money refunded.

They had based their decision, in part, on the fact that the member did not try to plead his case, saying that he felt that there was no use in doing so.

In view of the committee's recommendations and the opinion of the officials in this port, I recommended that the action taken against this Brother be

rescinded, that he be exonerated of all charges and his money refunded. This man has been active in all major SIU beefs and has proven beyond a doubt that he is a good Union member. It appears that he had just been a victim of circumstances and that the blame had been put on him, instead of where it rightfully belonged—on the skipper.

At the last regular port meeting, this action was unanimously approved by the membership.

Ontario Ends Year's Shipping

By FRANK FIORITO

PORT ARTHUR, Ont.—Greetings from this Canadian port, where the shipping season for this year has just ended.

We wound up with a large fleet awaiting final cargoes of storage grain for eastern ports. In the last 20 days of navigation, there were 118 ships in port.

Brother Hugo DiNichola, who was assisting us in organizing here, said he had never seen so many ships in one port, and as an old SIU man, he has been in quite a few ports.

However, that's all by the boards now and Hugo has continued on to Montreal where, he hopes, the weather is milder. We are enjoying below zero temperatures here—if anyone can enjoy that kind of weather.

GREAT LAKES QUIET

The Great Lakes situation is at a standstill for now with all ships being laid up for the winter. The sailors are holding on tight, hoping for success for the negotiating committee when it presents a new agreement to the shipping companies for the coming season.

Organizing will continue during the period of inoperation and as a result of the effort we're hoping for a larger membership before the reopening of navigation. So here's to a fair wind, full steam ahead and good sailing to all.

We take this opportunity to wish all Brothers the most joyous greetings for a Merry Christmas and a more prosperous New Year.

Port Galveston Has Slow Week

By KEITH ALSOP

GALVESTON — Shipping has been rough down in this Texas port, with only the Isthmian ship Steel Age signing on during the past week.

But things weren't as quiet as that single sign-on might indicate. A goodly number of ships in transit perked up activity around here. Among these were the Steel Fabricator, Seatrain Havana, Seatrain New York, Julesburg, The Cabins, Yankee Dawn, Del Alba, Royal Oaks and the Watch Hill.

BEEF

A beef arose when the Steel Fabricator came in. The men said they didn't like the rider to the agreement and wanted to tie up the ship and pay off. It was pointed out to these men that the rider to the Isthmian contract was ratified by the membership and was binding.

The contract provides that if the company decides to run the ship back to a port within the area of original engagement it must do so within a period of ten days of arrival in the first U. S. port. And if it does, the company can provide the men with transportation to that area on board the vessel.

That's pretty clear and reasonable. Let's bear in mind that there are two parties to a contract. We reserve the right to holler like hell if any company doesn't live up to the letter of our agreements. We must at the same time hold up our end of the contract.

ON BEACH

A few of the Seafarers on the Galveston beach at present are Brothers Mervin Brightwall, Ray Sweeney, Jack Kelly and Guy Whitehurst.

We still are getting some complaints about gashounds hanging around the front of our building here. Very few, if any, of these guys are SIU members. However, we have recommended to our men that these characters should be kept away from our quarters.

Port Wilmington Hums With Activity

By WARREN WYMAN

WILMINGTON — Shipping in this West Coast port has been very good for the past two weeks. Since the end of the 97-day strike we have shipped out 112 men.

Because of the urgent need for manpower here when the strike ended, we had to send to New York for 45 men. No payoffs are expected in here for awhile, but we do look for a few in-transit and intercoastal ships to call.

GOOD QUARTERS

The Atlantic and Gulf District Hall in this port is more than satisfactory. In fact, we couldn't ask for a better one. We have a large office and a large room which is more than ample to fill our needs. Plenty of games and books are on hand to keep the men occupied while they are waiting around to ship.

We'd like to take this opportunity to invite all Seafarers who happen to be in San Pedro, Long Beach or Wilmington to come over and look the place over. All wishing you all a Merry Christmas and a Happy New Year.

Shipping Takes Holiday In Port Savannah

By E. M. BRYANT

SAVANNAH — Things are mighty slow here in Savannah. The prospects for shipping in the next couple of weeks are not too bright. Nothing is due here until Dec. 27.

The only payoff in the past week was the SS Cape Race, South Atlantic. Everything seemed smooth aboard this vessel, with only one beef reported. The slopchest wasn't up to par.

The Cape Race signed-on again and we have a rider, in effect

that says if what we want in the slopchest isn't procured for this trip, anyone wishing to do so can pay off under mutual consent.

Nineteen men were shipped on the Cape Race, which helped out a little.

SOUTHWIND IN

Also in port during the week was the SS Southwind, which called in transit. We shipped four men to that job. One man was sent to the Alcoa Planter, also an in-transit caller.

Six of our Brothers are in the local marine hospital. They are A. C. McAlpin, Marvin Swords, L. Hedges, A. N. Robichaud, L. H. Barsh, R. J. Fagler.

Quite a few oldtimers are around the old Charleston beach, including John Sikes, T. C. Musgrove, M. J. Fitzgerald, W. J. Brantley, J. Martinsa, H. Henze, and H. E. Rountree.

That's about all for now. Except, of course, that we're wishing all hands a Merry Christmas and a Happy New Year.

Minutes Of A&G Branch Meetings In Brief

MOBILE — Chairman, Louis Neira, 26393; Recording Secretary, Philip Reyes, (Book No. not given); Reading Clerk, Harold J. Fischer, 59.

Minutes of previous meetings in other branches read and accepted. Telegram received from Headquarters outlining protest action against proposed plan to eliminate American ships from carrying Marshall Plan bulk cargoes. Under discussion Agent Tanner pointed out hardships the plan would impose upon the industry. Motion carried to accept Headquarters telegram. Agent reported that Mobile's shipping prospects for the next two weeks would be bleak because of changes in railroad rates by several companies which would cause diversion of goods to other ports. Brother John Hinter informed membership he is waiting for citizenship papers, which have been delayed repeatedly by immigration authorities. He appealed to membership to grant him privilege of remaining on shipping list until papers come through. Motion carried granting Hinter's request. Headquarters' telegram advising of demand for wage increase accepted. Under Good and Welfare: Agent spoke on the problem of performers who take jobs without



intending to report to ship, thereby beating some permitmen out of the jobs. Agent warned that policy and rules of Union will be strictly enforced in these cases. One minute of silence for departed Brothers.

NEW ORLEANS — Chairman, Leroy Clarke, 23062; Recording Secretary, James Tucker, 2209; Reading Clerk, Buck Stephens, 76.

Previous minutes of other branches and Secretary-Treasurer's report read and accepted. Agent Sheppard reported that business affairs of port were in good shape and that shipping is holding its own. Voting is still continuing at a fair clip, he announced. All hands were advised to send telegrams to Washington protesting transfer of Marshall Plan cargoes from American to foreign flag ships. Request was made for suggestions to aid in drawing up new working rules for passenger ship Stewards departments. Agent said that Union would do its best to work this out to satisfaction of all concerned. Motion carried to accept Sheppard's report. Patrolmen's reports accepted. Communications from absent members referred to Dispatcher for action. Motions carried to accept a committee's report recommending reactivation of three members. Eleven men took the oath of obligation. One minute of silence for departed Brothers. Under Good and Welfare: there was lively discussion on gas-hounds and performers aboard passenger ships. Since liquor is available to these men on board ship and they are unable to keep away from it, it was recommended that they not be allowed to ship on these vessels to avoid harm to the Union and the membership. Discussion on ginmill beefers who are militant over

A&G Shipping From Dec. 1 To Dec. 15

PORT	DECK REG.	ENG. REG.	STWDS. REG.	REG. TOTAL	DECK SHIPPED	ENG. SHIPPED	STWDS. SHIPPED	SHIPPED TOTAL
Boston.....	15	15	20	50	6	11	11	28
New York.....	245	198	192	635	250	193	153	596
Philadelphia.....	48	46	39	133	14	8	17	39
Baltimore.....	147	108	106	361	151	106	111	368
Norfolk.....	51	27	27	105	8	8	7	23
Savannah.....	27	14	21	62	11	6	8	25
Tampa.....	24	30	20	74	16	12	12	40
Mobile.....	48	49	45	142	58	53	40	151
New Orleans.....	128	106	140	374	129	108	163	400
Galveston.....	42	22	21	85	12	15	15	42
San Juan.....	15	10	13	38	15	7	8	30
San Francisco.....	(No Registration Figures Available)				88	83	85	256
Wilmington, Cal.....	12	10	2	24	49	35	36	120
GRAND TOTAL.....	802	635	646	2,083	807	645	666	2,118

their drinks but never open their mouths at meetings, the proper place to air their beefs. 275 members were present at meeting.

NEW YORK — Chairman, S. Cardullo, 24599; Recording Secretary, F. Stewart, 4935; Reading Clerk, L. Williams, 21550.

Motions carried to accept and file minutes of special meetings held in New York and regular branch meetings held in outports. Agent's verbal report accepted. Motion carried to elect a committee on ships' minutes at a special meeting to look over the minutes and report their findings at the next regular meeting. Communication from the crew of the SS Hastings concerning transportation rule read. Motion carried to table action pending referendum vote. New Business: Motion by Charles Oppenheimer that meeting not adjourn until at least five minutes have been devoted to Food and Welfare. Under Good and Welfare, matters of interest to New York membership touched upon. Meeting adjourned with 1,113 members present.

SAN JUAN — Chairman, H. Spurlock, 11101; Recording Secretary, J. Henault, 40353; Reading Clerk, P. Prokopuk, 39468.

Motions carried to accept and file the minutes of meetings held in other A&G ports. Great Lakes and Canadian Districts' minutes ordered filed. Agent reported on the rumor that Bull Line was not hiring shoregangs for work on its C-2's. Colls stated that Bull Line is trying to reestablish its trade which was harmed by the ILA stroke before calling for any more shoregangs. The company, however, has not discontinued the use of shoregangs in Puerto Rico. Agent predicted that shipping would improve in coming weeks. Comments were made by the membership and officials on the move by Paul Hoffman, ECA head, to chop off the shipments of goods in American bottoms. Telegrams were dispatched to Paul Hoffman, President Truman and AFL President Green urging that action be taken to halt such a move. Motion carried that \$10 be donated to the Church of Christ Orphanage at Caguas for its Christmas work. Motion carried that the San Juan Hall purchase a larger bulletin board. Motion carried to paint the Hall. Union seamen to be used for the job. Motion carried to send telegrams to General Hershey in Washington protesting the drafting of merchant seamen who sailed during the late war. Meeting adjourned with 94 members present.

GALVESTON — Chairman, Ray Sweeney, 20; Recording Secretary, Jeff Morrison, 34213; Reading Clerk, Keith Alsop, 7311.

Motions carried to accept minutes of the outports. Agent reported that shipping is expected to remain slow into January. Alsop reported a beef on the Steel Fabricator that arose over the crew's not understanding the rider which allowed the ship to sail coastwise after completing a foreign voyage. Agent cautioned gas-hounds that the local police were beefing about their conduct and would run them in if they did not straighten up. Agent reported 212 men had voted to date. Alsop also urged men to file for unemployment pay immediately upon paying off a ship. Communication from Headquarters on pay increase accepted. Motion carried to send telegrams to officials involved protesting the proposal to cut use of American ships in Marshall Plan. New Business: Motion carried to contact a contractor and see how much it would cost to improve the toilet facilities. Discussion on attempts to locate new hall. Motion carried to extend shipping cards until shipping improves. One minute of silence for brothers lost at sea. Good and Welfare: Members urged to write their congressmen to protest the move of Paul Hoffman, head of ECA. Meeting adjourned.

SAVANNAH — Chairman, J. Monteverde, 516; Recording Secretary and Reading Clerk, W. J. Brantley, 111.

Motions carried to accept minutes of meetings of outports, except that part of San Juan minutes pertaining to a new building. Motion carried to accept the communication from Headquarters regarding transportation. Motion carried to accept letters and telegrams from the Senators and Representatives of Georgia concerning the Marshall Plan cargoes. Motion carried to accept with thanks the letter from Secretary-Treasurer Hall on the raise of pay. Good and Welfare: Discussion on SUP-SIU rules of shipping through each other's halls. One minute of silence for brothers lost at sea.

TAMPA — Chairman, R. H. Hall, 26060; Recording Secretary, J. Jones, 6898; Reading Clerk, P. C. Carier, 48287.

Motion carried to read only New Business of branches holding meetings. Minutes of meetings held in outports accepted and filed. Communications: Headquarters bookkeeper sent money order from crew of Daniel Lowndale to be used for broth-

ers on beach at Christmas. Motion carried to accept money with a vote of thanks. Motion carried to send telegrams to AFL President William Green and two Senators from Florida protesting shipment of Marshall Plan cargoes totally in foreign bottoms. One minute of silence for brothers lost at sea. Good and Welfare: Discussion of various subjects relating to the members of the SIU. Several hands talked on the solidarity of the Union. Meeting adjourned with 88 members present.

PHILADELPHIA — Chairman, L. A. Gardner, 3697; Recording Secretary, Don Hall, 43372; Reading Clerk, 44445.

Motions carried to accept minutes of meetings held in A&G ports. Motion to accept communication from Headquarters on Hoffman ECA move. Motion carried that dispatcher get daily volunteers to help act as doormen to keep unauthorized persons from hall. Membership urged by Agent to send telegrams to their congressmen protesting move to scuttle American shipping in Marshall Plan. William Costello and Albert W. Tracy took Oath of Obligation. Good and Welfare: Discussion on transportation rule. Members agreed to split Christmas fund among needy brothers on Christmas Eve. Meeting adjourned with 173 members present.

NORFOLK — Chairman, Bullock, 4747; Recording Secretary, Rees, 95; Reading Clerk, Lupton, 7737.

Motions carried to accept and file the minutes of meetings held in other A&G District halls. Communications: Motion carried to accept and file report from Headquarters on wage boost.

Philly Bows To Currier Crewmen

By LLOYD GARDNER

PHILADELPHIA — Plenty of space is devoted to beefs and foul-ups. Not enough is said about the competent crews of Seafarers who are the backbone of our organization and whose shipboard performance is a credit to the Union.

So this week we're paying our respects to the crew of the Nathaniel Currier, which paid off in this port last week. Seafarers should be glad to hear about this ship and the able crew that mans her.

The Currier is just an ordinary looking old Liberty rust-bucket, but she had aboard a real hep SIU crew, with a good bunch of men topside. It all added up to a good ship that was a real pleasure to payoff.

Balloting Committee reported that 259 members have voted to date. Brother James M. Willetts took Oath of Obligation. New Business: Motion carried that all hospitalized members be given a \$10 Christmas present. Agent reported on port activities. Discussion was held on sending messages to Washington to voice dislike of the Hoffman proposal. Letter read from Representative Otis Bland stating his disapproval of Hoffman's move. Fifteen delegates reported receiving the support of the Norfolk Central Labor group in the fight against the ECA move. Meeting adjourned with 200 members present.

BALTIMORE — Chairman, William Rentz, 36445; Recording Secretary, Ben Lawson, 894; Reading Clerk, Al Stansbury, 4683.

Thirteen men given the Oath of Obligation. Minutes of all ports accepted and filed. Motion carried to post and file all West Coast and Great Lakes minutes. Motion carried to forward all ships' minutes to the LOG for publication. Twelve men excused from meeting. Motion carried to accept Headquarters' letter on boost in wages. Motion carried to accept telegrams from Senator Styles Bridges and AFL President William Green voicing their dissatisfaction with the Hoffman proposal to cut down American ships' participation in Marshall Plan. One minute of silence observed for brothers lost at sea. Meeting adjourned with 305 members present.

BOSTON — Chairman, E. Bayne, 13; Recording Secretary, J. Sweeney, 1530; Reading Clerk, R. Murphy.

Motion carried to accept minutes of all branches except that part of Philadelphia minutes wherein they non-concur with New Orleans motion to non-concur with motion on the seamen's bill of rights. Agent reported fairly good shipping and noted that port had to send to New York for rated men. Motions carried to accept Headquarters report and the Secretary-Treasurer's weekly financial report. Motion carried to accept communication on Paul Hoffman's attempt to ship all Marshall Plan bulk cargoes in foreign bottoms. New Business: Balloting committee elected from floor. One minute of silence observed for lost brothers. Meeting adjourned with 65 members present.

The crew was sparked by a number of oldtimers: Ray Sweeney, Oiler; Roy Truly, DE; C. O. Smith; Rebel Fuches; J. Kane; H. Hansen; T. Meyers, and E. Ericksen.

The brothers in the Fort Stanton will soon hear of the Currier crew. The men, at the payoff, gave \$100 to the men in the New Mexico hospital, and at the same time they pooled \$73 to go to the feeding of men on the beach here at Christmas.

After putting about ten replacements on the Currier, we signed the crew aboard and watched her head out to Germany. We hope the boys have a fine trip, a Merry Christmas and return to port in the same SIU-style.



SHIPS' MINUTES AND NEWS

Coup In Venezuela Exposes SIU Crew To 'Sharpshooters'

The Venezuelan army revolt last month was ill-timed—at least where the welfare of SS Stony Creek crewmembers was concerned. Not only did the coup cost President Gallegos his job, indirectly it dug deep into the pockets of some of the ship's crew, according to John Wunderlich, the Stony Creek's Bosun.

Hopping-mad, Bosun Wunderlich recalled the costly Venezuelan expedition this way:

When the Stony Creek arrived in Las Pedras, after leaving Paulsboro, Pennsylvania, Nov. 19, the revolution was in full swing. Normal activity in the port city was halted and there was nowhere the Stony Creek

lads could go. They just had to sit around and wait for the local situation to settle.

Pretty soon, however, a woman wearing the rig of the United Seamen's Service came aboard. She announced that she was going to open a club in Las Pedras. Permission to use the USS name had already been obtained, she said.

Meanwhile, continued the woman in USS clothing, she had a place where she was selling souvenirs and refreshments, and business was going on as usual during the revolution. This project had also the USS official stamp of approval, she assured the Stony Creek Seafarers. Helping to run the establishment was a guy who claimed to have worked for USS in Europe.

All hands were welcome. So several of the boys, interested in purchasing some souvenirs and drinking a few colas went down to the spot.

When the crewmen arrived at the place they saw they were in the thick of some sharp sniping. Prices were higher than a fiddler's witch on a Saturday night. Some samples of USS benevolence were these:

Women's alligator handbags, \$35. Small pocketbooks, \$12. Coca-cola, which was sold in town for 25 cents, cost 50 cents for the bottle. Nobody was very thirsty at these prices. Some of the boys thought the price included a share of ownership in the coke company.

There was also a letter-mailing service—at a nice, juicy profit for the uniformed dame.

Revolution or no revolution, all hands agreed they had seen enough and shoved off for the comforts of the Stony Creek.

Wunderlich's bubbling blood pressure cooled long enough for him to say that outside of the Las Pedras lash-up the trip on the Stony Creek was mighty fine. There were no kicks with the food, or the overtime, either. The ship paid off in Boston Dec. 4.

Rites Held For James Millican In New York

James Joyce Millican, a member of the SIU since 1941, who died of natural causes Dec. 7, was buried in St. Mary's cemetery, Yonkers, N. Y.

A group of Seafarers attended the rites, and a floral wreath from the Union was placed on the grave.

Brother Millican was born in Massachusetts October 10, 1915. He joined the SIU in the Port of Baltimore Dec. 3, 1941. He sailed in the Deck Department. Millican last shipped aboard a Robin Line vessel on the South African run. The late Seafarer is survived by his wife, Christine, with whom he made his home in New York.

Brother Millican was in good Union standing at the time of his death and funeral benefits were paid to his wife.

Seafarers who attended funeral services for a seaman in Guardian Angel Church in New York drew a word of praise this week.

Frank Kelly, Welfare Director of the Catholic Maritime Center, said that several SIU members were among the seamen attending the rites for Edward Haley last Saturday morning.

Kelly asked the LOG to convey his thanks "to all the boys who were present to pay their respects."

Cabins' Carvings

Living was especially cozy in The Cabins on Thanksgiving Day.

The lads aboard the SIU-contracted tanker enjoyed a sumptuous holiday meal "prepared by two of the finest cooks it has been our pleasure to sail with—J. Winters and E. A. Cooley."

Minutes of the SS The Cabins say "these boys really know their business." The crew gave them the customary vote of thanks.

Robert Landry, Third Cook, is proud to state that his whole family is SIU. His mother and dad carry SIU books. Mrs. Carmelia Landry and Leonard Landry work in a cannery at Bayou La Batre, Alabama.

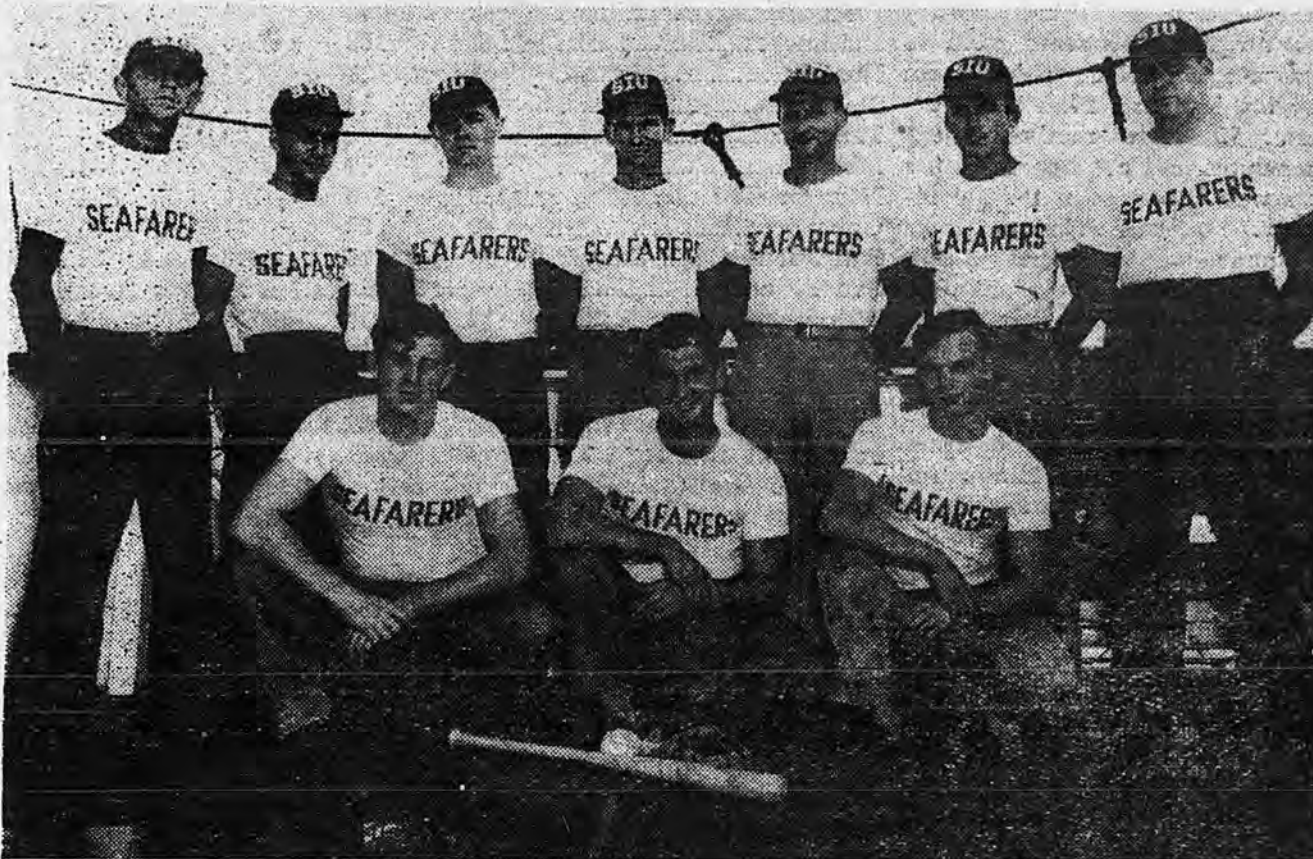
I'll never forget Joe Pacheco, Steward. He once told a story about a rat that was eating the crew's chow. One day he set a trap and the rodent was caught. It turned out to be a sailor from the armed guard. He was caught stealing in the big box. For his theft of the fruit he was left

in the box to cool off for two hours. He learned his lesson.

Did you know that the SEAFARERS LOG is read all over the world? Very few newspapers can make that claim...I wonder whatever became of Mac. He was the Baker on the Robin Sherwood in 1942. He was a good dough mixer...Dwayne Lassen, recently married, wants his bride to read the LOG while he's at sea.

Did you see the picture in the LOG called "Morning after twen-

BATTING FOR THE SEAFARERS



The crack softball crew of the SS Alcoa Corsair has been playing heads-up ball. Team members in photo above are (left to right),

kneeling: Goddard, Boudreaux and Jarvis; standing: Kendrick, coach, Dallas, Schooler, Cave, Kreig, Richard and Cambrell.

SIU crewmembers aboard the SS Alcoa, Corsair are getting first-rate representation on the softball field. Their team, the Corsair Seafarers, has run up an enviable record, whipping all but three of its opponents in competition to date.

Of the nine games played by the Corsair aggregation, six have been scored as victories. The only outfits to take their measure were Kenral, which nosed out the SIU softballers in a free-hitting contest, 14-10; Mino Grande, which won by an identical score, and Santa Ana, which eked out an 8 to 5 win. The Corsairs defeated Santa Ana twice in subsequent games.

Among the Corsair victories are three registered over teams representing oil company tankers.

The Corsair's softball record follows:

SIU Corsairs—16,	Sun Oil Company—10
SIU Corsairs—13,	Creole Oil—11
SIU Corsairs—3,	Creole Oil—2
SIU Corsairs—5,	Santa Ana—8
SIU Corsairs—9,	Santa Ana—6
SIU Corsairs—10,	Mino Grande—14
SIU Corsairs—17,	Santa Catalina—10
SIU Corsairs—5,	Santa Ana—3
SIU Corsairs—10,	Kenral—14

Member Terms Hawaii Army Hospital 'Sheer Paradise'

Three weeks in an Army hospital in Hawaii convinced Seafarer Paul Hellebrand that although the Army may not be so wonderful in many ways, its Tripler General Hospital in Honolulu is sheer paradise.

Brother Hellebrand, who hit the Army drydock Oct. 6 when he left the Isthmian Steel Architect in Honolulu for treatment of a glandular disorder, found the set-up more like a country club than a hospital.

The doctors, nurses and medical technicians were found to be a pleasant bunch, and the chow got a rating of "excellent" in

Brother Hellebrand's log.

Better than the first rate care and chow, Hellebrand found that the Army was on its toes with entertainment, and recreation. Each bed, Hellebrand reported, was equipped with a radio receiver, hooked up to the hospital's own radio station. From 8 A. M. until 10 P. M. the patients were beamed music and programs, but no commercials. If they wished, they could also tune in the regular Honolulu station.

For the patients who could get around (Hellebrand was bed-bound for a week), movies were shown daily. Also available

were games, books and outdoor sports.

So far the Army has spent \$64 million on the hospital and it is still far from completed. Many more outdoor athletic facilities are to be constructed.

DELUXE VIEW

What pleased Hellebrand more than the host of time-whiling sports was the view afforded from the hospital grounds. Set in the mountains between Pearl Harbor and Monolulu, one could see the country and sea for miles around. Diamond Head, the Pacific and Pearl Harbor spread out below the hospital. Brother Hellebrand, watching the ships come and go in Honolulu, saw his ship, the Steel Architect, leave port for the United States.

Prior to leaving the Architect, Hellebrand has been aboard the ship since she first signed articles in New York in July. After hitting Newport News and Frisco, she touched at Manila, Shanghai, Hong Kong, Saigon, Singapore, Belawan, and Penang. When Hellebrand was discharged from the hospital on October 30 he finished out the trip by returning to the States on another Isthmian, the Steel Scientist.

Back in the States, Brother Hellebrand is loud in his praise of the Army's Honolulu installation, but he's still resisting the recruiting posters. He prefers the life of a seafarer.

'The Voice Of The Sea'

By SALTY DICK

Robert Landry, Third Cook, is proud to state that his whole family is SIU. His mother and dad carry SIU books. Mrs. Carmelia Landry and Leonard Landry work in a cannery at Bayou La Batre, Alabama.

I'll never forget Joe Pacheco, Steward. He once told a story about a rat that was eating the crew's chow. One day he set a trap and the rodent was caught. It turned out to be a sailor from the armed guard. He was caught stealing in the big box. For his theft of the fruit he was left

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Did you see the picture in the LOG called "Morning after twen-

ty nights in a barroom?" To me, the only thing that looked good was the girl...I've read where optical plans save plenty of money for Seafarers. How about other plans?

Kermit Robertson just returned from the Far East on the Steel Chemist. He didn't care for the girls there; he's now headed for South America. Alvin L. McDowell has joined the army and would like to have his shipmates write to him. All these seamen entering the service should receive the LOG.

Digested Minutes Of SIU Ship Meetings

PONCE DE LEON, Oct. 26— M. Hanson, Chairman; M. C. Gaddy, Secretary. After several members declined to run for ship's delegate, Thornton volunteered for the job. Motion by M. Hanson, seconded by B. F. Grice, that a letter be written Secretary-Treasurer Paul Hall, asking for clarification of Waterman special rider. Under Education Brother Hanson spoke on Union obligations of permitmen and showed them SIU booklets that outline what is expected of them while carrying a permit. He also spoke the on the tasks involved in organizing work and recommended the reading of the pamphlet prepared by the SIU Education Department on this subject. Hanson said that while drinking ashore is okay, all hands should turn to the next day in good shape in order to get the job done the SIU way and protect the Union agreement. One minute of silence for departed Brothers.



DEL MUNDO, Oct. 25—Charlie Swayne, Chairman; James Bell, Secretary. After delegates gave their reports, Louis Cauble was elected ship's delegate by acclamation. Moved by George Smyra that men leaving gear in messhall should be fined 25 cents. Following discussion under Good and Welfare: Membership went on record to: 1) Help keep messhall clean; 2) Keep washtubs clean and pick up all trash around tubs; 3) Keep passage-ways clean; 4) Change position of the clothes line as it is in way of the meat block and ice boxes. Members stood for one minute in memory of departed Brothers.

ELIZABETH, Oct. 10—Julio Evans, Chairman; C. W. Maynard, Secretary. Minutes of previous meeting and delegates reports read and accepted. Crew decided to let Patrolman settle issue arising over gangway watches. Motion by Vaga to stop meeting until electricians attend. Electricians reported to meeting and were excused because they were working on parts for winch laying on deck. In an amendment to a motion, Bierman, Wiper, said that ship should not be held up because of lack of repair work, but that pressure should be put on Patrolman to see that jobs were done. This was seconded by Sojka and approved by the crew. One minute of silence for Brothers lost at sea.



EVELYN, Oct. 17—E. O'Neill, Chairman; C. Mitchell, Secretary. Everything was reported in good order by the department delegates. Motion by Brennan, carried, that members of all three departments keep sober and stand all their watches or action will be taken at the next meeting. Motion carried that ship's delegates are not to be interrupted by crewmembers when discussing Union business with Patrolman.



CHARLES NORDHOFF, Oct. 10—Dickey, Chairman; S. Sczyhran, Secretary. No beefs were reported in Deck and Stewards departments; Engine department reported all okay with exception of a few hours of disputed overtime. Delegates reports accepted by acclamation. Motion carried to donate money from fines to Mrs. Hass. Motion carried to delegate Dickey and Jones to deliver the money and post receipt in the Baltimore Hall. Under Good and Welfare: it was moved and carried to post combined departmental repair list at end of voyage. Minute of silence for departed Brothers.

DOROTHY, Oct. 10—Maurice Hierstad, Chairman; Philip Day, Secretary. Delegates made their reports. Motion under New Business to instruct Patrolman to speak to Captain about condition of number one and number two lifeboats. Crew had difficult time swinging out boats and balls. If action is not taken before ship leaves Baltimore, Coast Guard will be notified. Life preservers are also in bad shape and crew wants an inspection. Motion by Riley for an electric range in galley. Motion by Rale to get proper soap on board, in accordance with agreement. Cabrera elected ship's delegate by acclamation. Allrotd called for \$25 fine on anyone violating sanitary rules in engine room head. One minute of silence for Brothers lost at sea.



BETHORE, Oct. 10—Raymond Perry, Chairman; Ernest Black, Secretary. Steward Department delegate reported that only beefs were of personal nature and had been settled by the crewmembers. Engine and Deck delegates said disputed overtime would be discussed with boarding Patrolman. Motion carried that succeeding crew should not sign on until a delegate has checked all supplies placed aboard in preparation for the coming voyage. Because of shortages in supplies requisitioned, it was suggested that list, with Steward's permission, be shown to the Patrolman.

SOUTHLAND, Oct. 11—John Harris, Chairman; A. L. Fricks, Secretary. Delegates reported that there were no beefs in any of the departments. W. J. (Chubby) Morris elected ship's delegate by acclamation. Good and Welfare: It was requested that Patrolman clarify regarding cheese dishes as substitutes in lieu of second meats. A more varied menu was requested.

Recommended that crew must back Steward in checking of food stores before sign-ons. Also suggested that crew not accept meat unless government inspected and graded. One minute of silence for departed Brothers.

NEW LONDON, Oct. 11—W. Lawton, Chairman; D. J. Sheehan, Secretary. Previous meetings' minutes read and accepted. All delegates' reports accepted. Under Good and Welfare it was suggested that messroom be kept clean at night. There was pro and con discussion on painting by members of the Stewards Department. They are to do no painting, according to an article in a recent LOG. It was suggested that ship be fumigated in next port. There was much discussion on getting new windchutes. Delegates are to check on the number needed. One minute of silence for departed Brothers.



DEL AIRES, Oct. 27—Jim Matheson, Chairman; Jerry Palmer, Secretary. Deck delegate Palmer reported that room allowance submitted by several of deck gang for not receiving linen on day of arrival had been disputed. This is to be clarified on payoff in New Orleans. S. L. Woodruff, engine delegate, said that Chief Engineer had given orders for Paul Dayton, Oiler, to be fired, without any reason for the order. P. Woodruff and black gang asked all hands to stand behind Dayton, who had delegate on last trip. No beefs in Stewards Department, delegate Philip Swing reported. Benjamin Steward was elected ship's delegate. Under Good and Welfare, all members were requested by delegates to stick by at payoff to see that all repairs were made, overtime beefs settled and Dayton's case cleared up.

TOPA, TOPA, Oct. 10—John Marshall, Chairman; John Lincoln, Secretary. All delegates reported everything ship-shape. Lincoln was unanimously elected ship's delegate. Motion by Maloney that a garbage receptacle be placed aft because presence of flies. Motion by Thornton that mattresses be inspected by ship's delegate and Steward before vessel arrives in the States. Amendment to motion called for inspection of pillows, too.



DEL VIENTO, Oct. 9—Herman Callaway, Chairman; M. D. Baxter, Secretary. Minutes of last meeting accepted as posted. Delegates reported some disputed overtime in each of the three departments. Under Good and Welfare: Steward was asked if it was possible to have a better variety of jams and jellies. Motion by C. W. Field, seconded by several that all crew boys be kept out of mid-ship housing after working hours. Meeting observed one minute of silence in memory of departed Brothers.

SEAFARER SAM says:



ALL BRANCHES OF THE A&G DISTRICT ARE CONDUCTING EDUCATIONAL MEETINGS, WHICH COVER EVERYTHING FROM HOW TO CONDUCT A UNION MEETING TO WHAT'S BEHIND PAUL HOFFMAN'S ATTEMPT TO SCUTTLE THE U.S. MERCHANT FLEET. ALL MEMBERS ARE URGED TO ATTEND — AND BRING YOUR SHIPMATE WITH YOU!

CUT and RUN

By HANK

To our brothers aboard ships, in the union halls, hospitals, and home towns, we wish them (and their families and friends) a Merry Christmas, good health, true friendships and happy voyages. And we wish the same to the proprietors of establishments all over the world, who have been kind enough to receive weekly bundles of our union newspaper... A Happy New Year to Brother Greenlee, who sent Christmas greetings and said SIU-brothers are always welcome in Huntington, West Virginia.

To Brother G. E. Parker aboard the SS Cubore: A weekly bundle of LOGs is being mailed to the steamship company's agent in Cristobal, as you requested. Have you picked them up? Let us know... Dan Fischer and "Madhouse" Lambeth are in town from Mobile. We'd like to ask Brother Lambeth if his shipmate's nickname could be "Full House"—just for a laugh... Salted Fiction Dept.—The Sea Chase, by Andrew Geer, published by Harpers Co., \$3.00.

The weekly LOG will be sailing free of cost to the homes of the following brothers: Walter Busch of California, T. E. Maynes of New Jersey, John Kealy of Pennsylvania, Edward Czosnowski of Maryland, Lyle Brannan of Ohio, Stephen Seeviour of Louisiana, George Diehl of Pennsylvania, Stephen Homko of New Jersey, James Miller of New York, William Daniel of Maryland, Ernest Bell of Virginia, John Davis of Illinois, Steve Chantelois of Wisconsin.

Brother Omar Ames is still in town... The following brothers are splicing away that old saying "shipping together soon": Steward Earl Spear, Ray Duhrkopp, Alex Kingsepp and Pete "Sunnyside, Long Island" Latorre... About two weeks ago Brother Leon "Chink" White stated he was being drafted into the Army. Well, smooth khaki landlubbing to you, Brother White... Joe "Frenchy" Marcoux is in town on crutches after some Canadian hospitalization... John "Lucky" Gillis is anchored in town with his mustache after "mucho" absence from New York.

Brother John Jelllette informs us from Portland, Oregon, that he and Brother Sam Foss are hospitalized after their bus had an accident en route to the pier where the Purdue Victory was berthed. Of all things, John says, it happened on his birthday. Well, happy birthday, John, and speedy recovery to you and Sam while you're drydocked in the Physicians and Surgeon's Hospital, Portland, Oregon. P.S.—Merry Christmas and a Happy New Year... Brother Wallace Hussey is still in town and keeps getting that happy item, called mail.

Facts Dept.—One-way fares New York to Europe aboard Waterman passenger-freighters are from \$200 to \$285 and from New York to the Far East the prices are from \$400 to \$475. We doubt if any brother ever made a trip as passenger on any SIU ship. If any brother has, let's have the story... Brothers, as the SIU is headed for a new year, let's all turn to in protecting our union and our jobs. And wherever you are in the world, look around for those LOGs—they're for your benefit. Hold those shipboard meetings, do your jobs as SIU men and shipmates and keep the ships clean and happy. May the New Year be prosperous, in jobs, for the SIU membership.

THE MEMBERSHIP SPEAKS



Irate Seafarer Tells Congressmen ECA Move Will Scuttle Industry

To the Editor:

The other day I read an article in a New York newspaper that jolted me into action. It concerned the statement of Paul Hoffman, director of the European Recovery Program, with regards to the use of American vessels as carriers of bulk cargoes.

I say that I was startled to action. My home state has fourteen Representatives and two Senators. Each one was the recipient of a letter from me asking him to consider all the angles in the case before approving or disapproving any legislation for the elimination of American ships as bulk cargo carriers.

The American merchant marine has been crippled rather badly since the end of the war by continued lay-ups of ships and the unregulated sale of our "mothball fleet" to foreign operators. Lately there have been what amount to outright gifts of ships to Marshall Plan countries.

This may be mere scuttlebutt, but I understand that the Maritime Commission is selling ships of the T-2 type to foreign operators for \$100,000, while our own American operators are required to pay \$400,000 more for the very same type of ship. The same applies to ships of all types.

AMERICAN-MADE

Is this fair? American sweat and American money built these ships. Are foreign operators to benefit while American ship-owners are forced out of business by this unfair competition?

Mr. Hoffman stated, according to the news item, that coal, for instance, costs \$4.50 a ton more to ship in American ships than in foreign bottoms. I don't question Mr. Hoffman's statement, since I don't know all the facts, but I wonder if he ever took into consideration the severe damage that will be done to our economy if three hundred more ships are laid up. Ships, on the average, carry crews of fifty men. That automatically puts 15,000 seamen out of work. Ships make approximately three trips a year. Plain arithmetic gives the result that 45,000 jobs are immediately lost.

There are approximately 200,000 men whose livelihood is seafaring. I estimate that at present there are some 150,000 jobs for these men, making a ratio of four men for three jobs. I don't know just how accurate these figures are at present, since those were the statistics of a year ago. However, in all probability the ratio is much greater now.

Now, along comes an arbitrary ruling by a high government official calling for the elimination of 45,000 more jobs. Can you visualize what happens to that ratio?

OTHERS HARMED

These figures just involve active seamen. Merchant shipping is a large business. It requires

the services of food producers and packers, ship's chandlers, equipment manufacturers, rope makers and many other industries, such as shipyards, grain storage, coal storage, petroleum industries and so on.

Just picture in your mind the serious unemployment problem that would face workers in these industries.

Foreign operators get away with murder. They seriously underman their ships to the point of endangering men's lives. Food and quarters are abominable, and the pay and working hours are greatly inferior to American standards. As a consequence, they are able to offer cheaper freight rates. With Am-

erican built ships they are able to guarantee as rapid delivery as U. S. shipping. This has done much to replace the merchant marine of the United States as the leader on the high seas.

Therefore, I urge you all, my union brothers and seamen of other unions, to contact your congressmen, as I have done, to protest this ruling. It's your job as well as mine that is jeopardized.

Leonard Furman

Holiday Greetings

From Brothers on the shore and on ships in all the oceans, best wishes to all for a Merry Christmas and a joyous New Year have arrived in the LOG office. Greetings of the Holiday season to the men of the SIU have been received from the following brothers and friends:

Augustus H. Cottrell, George H. Seeburger, LeRoy Nicholas, Lester C. Long, H. W. Greenlee and family, Doctor Joel Dasch, Joseph A. Spaulding, George Reoch, Jackie (Kid) Berg, Fred Barthos, Jerry Palmer, Uncle Otto Pruessler, Ed Larkin, Edmund Edgington, the Seafarers in N. O. Marine Hospital, Charles Oppenheimer, Matt Fields, Luis Ramirez.

Also: Paul Gonsorchik, Joe Alguna, Al Kerr, Joe Volpian, Ray Gonzales, Hank Piekutowski, crew of Steel Surveyor.

Best wishes, too, from the staff of the SEAFARERS LOG.

Crew Hopes Others Enjoyed Thanksgiving

To the Editor:

Just a line to say hello and to hope that you boys have had a dinner on Thanksgiving that will compare to the one we had on this scow, The Atlantic City.

The entire Steward Department deserves a hand and a vote of thanks for keeping this ship up to the SIU standard that we have all fought for.

Some of the boys responsible were the Chef, Ferdinand Fletcher; Second Cook and Baker, E. Godrery; Third Cook, Louis Lowe, Messmen Stanley Johnson and Charles Renolds; and Utility Men James Jones, and William Brown—and of course the Chief Steward.

Crew of Atlanta City

SO ROUND, SO FIRM, SO FULLY PACKED



Letting themselves go, crewmembers of the Robin Goodfellow answer the question, "How's the food?" Left to right: A. Jensen, FWT; J. Graves, Third Assistant; E. J. Nooney, OS; V. L. Meehan, Oiler. Picture was submitted to the LOG by John R. Jones.

Everyone's On Red's List — Christmas List, That Is

Hiya Fellas:

Wherever you are I hope you are not as cold as I am. For the past few days I've been wearing three sets of winter underwear. By the end of the week I'll be flap-happy. New York these past few weeks is a definite mirror of the Yuletide spirit, reflecting friendship wherever you go. I saw one landlord chatting with a tenant at the curbside — right next to the furniture. Macy is speaking to Gimbel. Durocher was seen dining with an umpire. Subway attendants are removing their shoes before kicking you through the door.

Business, too, is on the upswing. I saw a panhandler on South Street with a hat in each hand. He said that business was so good that he was opening up a branch office.

As for the holiday shopping, the women are in complete command. It isn't Christmas shopping anymore it's a "counter-revolution." The female, or bargain basement fullback, reigns supreme. They'll ruin a \$20 dress to get a dish towel. Having viewed the scene from all

angles, mostly from my back on the floor, I'd say they're drafting the wrong sex.

Many new items never seen before are appearing in the shops. Kleins' is featuring ladies dresses made of spun glass. With each dress you get a recording of "I'll Be Seeing You In All The Old Familiar Places."

Liquor stores are advertising "what the woman of distinction is drinking." Drug stores' incomes have boomed with the sale of a new hair tonic, called "No-Gro"—it's for bald headed men who want to stay bald. These same people are pushing a new one thousand piece toilet set—all in one roll.

A local slopchest dispenser has introduced a new type winter underwear, ideal for the North Atlantic. It contains no eyes, no hooks, no buttons, no zipper—you just put in the rivets and leave it on.

I purchased a dozen double-headed electric razors—perfect for the two-faced Mate. For company officials I'm planning a Christmas dinner—consisting of two-way meat balls (they melt in your mouth and harden in

and six C-2s of special design.

The C-3s are the Robin Hood, named after the principle character; the Robin Gray, after (I believe) the Gray Friar, a character in the story, and the Robin Goodfellow, which must have been named after Robin Hood's good fellows. Robin Locksley is named for the believed real name of Robin Hood.

Then there are the converted ships, the Robin Kirk and the Robin Mowbray, named for towns in the story. I was unable to locate any reference to Trent to explain the Robin Trent.

TOWNS AND HAMLETS

This leaves the C-2s. The Robin Tuxford, Robin Doncaster and Robin Kettering were named for towns mentioned in the story, and the Robin Sherwood after Sherwood Forest where Robin Hood stashed his loot. Maybe someone else can find out about the Robin Wentley.

I hope this letter makes somebody happy. Also I hope they appreciate it—all my effort, I mean. It cost me a three-cent stamp, years of finding out, and I also had to drop what I was doing to write it. (I was taking in the slack up in Maine.)

Al Whitmer

(Ed. Note: For further information on the Robin names see the LOG of April 16, 1948).

ATTENTION!

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

MOON QUERIES DON'T FAZE OLD PERCY

To the Editor:

Brothers, I've been kidnapped, shanghaied, kicked, beat-up, held-up, held down, shot at, rolled, cussed, cheated, lied to, lied about, married and divorced; so go ahead—I'm immune—keep asking me questions about Moon Kouns!

Percy Boyer



LOG-A-RHYTHM

Two Weeks Before The Mast

By WILLIAM H. TRADEWELL

The Royal Oak was the tanker's name,
For Lake Charles she was bound,
Where mosquitoes all grow oversize
And bark like full grown hounds.

Full speed ahead, cried Hurricane Bill,
As we passed old Sandy Hook;
I'll break all records on this run,
I swear by the bell and book.

For Cities Service you'll give your all;
Turn out all hands on deck;
Now hit the ball from bell to bell
Or get it in the neck.

Four hours in port to empty or load,
With gear up or stow lines below;
Strong backs, weak minds are needed here,
From these all records flow.

We headed south in a torrid hell,
As from the furnace blast
The sweat poured down into our eyes,
Each hour and eon did last.

The burning sun shone overhead,
As we scraped and chipped our way;
Our ship now gleamed in pristine white,
And thus we earned our pay.

Lines up, lines down, and on the run,
Chief Mate be on the go;
Two bosuns are better on the deck,
Turn out the watch below.

There is no Sunday or day of rest
Upon the Royal Oak,
A yacht-like tanker on shuttle run,
And men must bear the stroke.

We pay your wages and feed you well,
All else goes by the board;
And if the pace is a rate that kills,
Why, men we can well afford.

From god-forsaken outlandish docks
To others of the same,
As castaways on a floating jail,
As pawns in the profits game.

Lost to all towns and cities,
Lost to our next of kin,
Lost to the arms of our loved ones;
A race against time to win.

Our tanks are filled with precious fluid
That turns the nation's wheels;
We are the power that moves the whole,
The throne where power kneels.

Heat, power, lights are in our holds,
The keystone of our time,
As we toil in heat and weariness,
The subject of this rhyme.

The Royal Oak will load once more,
And fresh crews will replace
The driven men on the driven ships—
No slowdown in its pace.

Union's Payoff Rule Draws More Members' Comments

Below are letters from the membership giving their views on the Union transportation rule. In line with the SIU policy of full discussion on all matters of policy, the LOG for the past several weeks has devoted space to the opinions of the membership, both pro and con. All letters on the matter of transportation will be printed in the LOG during the coming weeks to give the membership ample time to form opinions on the rule. All possible steps are being taken to devote equal space to both side of the controversy.

In brief, the rule calls for men to take transportation money and pile off their ship when it pays off at a port other than the one in which the crew signed on. This applies in cases where the vessel does not start for the sign-on port within ten days.

Pro:

Okays Benefits

To the Editor:

The present transportation ruling is a step in the right direction. It's not perfect—or let us say it is regrettable—in that it sometimes works a hardship on a man who makes (for example) a short European run and has to get off the ship. In this event, I think the individual has a beef.

However, the benefits derived from the present rule more than offset this somewhat petty drawback.

Actually, job security, in the sense of job-permanency, does not weigh too heavily with most seamen. The advantages are evident; but I want to stress the rule's bearing on the all-important and burning issue of Union militancy. Today there is a tendency for many of us to homestead ships, and to make ourselves a nice comfortable and permanent home.

This attitude is worse than bad. It stinks. The prerequisites of the typical "homesteader" is his ability to "play ball" and "sugar up to" his superiors. He reduces his Union to a minor quantity. Any move that results in separating these characters from their "home" is of positive value to the Union!

This rule also serves a useful purpose in accelerating the rotation of jobs. A faster turnover of jobs benefits the majority.

All in all, I am firmly convinced that any move that tends to reduce the opportunities for men to "go company," and at the same time exposes these men to our educational facilities, is definitely advantageous.

M. Sterne

Con:

Hastings Veto

To the Editor:

We, the crew of the SS Hastings, at our ship board meeting on November 20, took the following stand on the transportation rule:

It was brought out that the new ruling on transportation was not keeping our job security. It was also pointed out that when a ship pays off, some men will always get off leaving openings for men on the beach. The crew of the SS Hastings, all book men, hereby recommend that the rule revert to its original wording: Men can accept transportation money and pile off or stay on, whichever they choose.

32 bookmembers
SS Hastings

Disputes Booster

To the Editor:

Concerning the new transportation ruling: I am 100 percent against it as are about 90 percent of the sober, upright, ambitious brothers with whom I have sailed. It is ridiculous and unfair.

In the December 3 LOG, Brother T. White gave three reasons for supporting the rule:

1. Turnover. Every book man has the same privileges with or without the ruling—except that without it a man has some security and something to look forward to besides being replaced in a matter of weeks.

2. Homesteaders. Since when does the SIU discourage the practice of men keeping on their ships in order to get ahead. If newcomers find that the homesteaders think that they own the ship all that is required of the newcomers is to point out anti-union activities and they will have some justification in this charge.

TAKE ACTION

3. Company men. Is Brother T. White not aware that officers too are men, union men at that. Again, if the alleged "buddy, buddy" activities do in any way provoke any infraction on the constitution of the SIU let the newcomers take note and report such infractions. It is his duty.

In conclusion, even if I am married I sure as hell can't afford to stay on the beach a couple of weeks now and then, and I doubt very seriously if any other married brothers can do the same. I support wholeheartedly the recommendation of the SS Mae crew that the matter be put to a vote for a period of not less than thirty days.

William H. Powell

ECA Proposal To Cut Cargoes Branded As 'Treason'

To the Editor:

Paul G. Hoffman, Chief of the ECA, is allegedly in the employ of this government and the American people. That is what we have been led to believe, but we are beginning to wonder. Mr. Hoffman has made statements that are just as treasonable as those made by some "patriots" in the Revolutionary War: that we scrap our merchant fleet and turn the business over to foreign nations, particularly England.

Aside from the fact that such

a move would cause widespread unemployment to hundreds of thousands of American workers, and bankrupt American steamship operators, other outfits would suffer: trucking companies, import and export firms and countless small concerns which are dependent for their livelihood on the American merchant marine.

FIRST DEFENSE

Mr. Hoffman seems to forget (as many people have) that the American merchant fleet was our

first line of defense in the last war, and has served in that capacity in every war and every crisis since our country was founded.

Does Mr. Hoffman really believe that Russia is just fooling? Why the sudden interest in the British merchant marine and the fleets of other European nations? Most of their ships were built by American labor with American capital.

Mr. Hoffman's actions and statements cause me to wonder whether he is trying to get into the spotlight. Maybe he, too, has a pumpkin—under his hat.

William McKay

BOSUN TELLS OF HAPPY ENDING TO RUGGED TRIP

I read Scotty Aubusson's story in the LOG about the recent trip of the SS Montgomery City to the Far East with a good deal of interest, for I was the Bosun at the time.

I would like to mention the very happy ending to the whole affair. The Captain, the Mate, and all the Engineers were fired; while the crew were told that they were all welcome to stay on if they cared to.

The Patrolman who paid off the ship in New York did a fine job. He discovered that two men who had log money deducted from their pay by the Purser, had never been entered in the official ship's log; and in all, out of eighteen logs, all but two were finally lifted.

Pete Blum



Taken during the shakedown cruise of the Stony Creek, American Tramp Shipping Development Company, newly-contracted ship, five Seafarers pose before the company's stack emblem. Left to right—John Wunderlich, Bosun; Vrettos, OS; Chris, DM. Kneeling are unidentified AB and Wiper.

Norfolk Hospital Gives Friendly Care



An estimated 6,000 patients will have been admitted to the Norfolk Marine Hospital by the end of the current fiscal year in July 1949. Currently undergoing treatment is Seafarer John F. Kearney (above), whose recovery has been greatly aided by 12 blood transfusions from SIU Brothers.



Convalescing under the competent care of the hospital's well-trained staff is SIU member Macon Welch (left). According to hospitalized Seafarers, the Norfolk institution is a "model example of what an SIU man wants when he has to go into drydock for repairs."



Here some of Norfolk's crack nursing staff are grabbing a quick lunch in their own messhall.



Brother Edward Harrison (right) has shot many photos, including those on this page, but this is his first personal appearance in the LOG. At left is Norfolk Port Agent Ben Rees, who accompanied Harrison on hospital tour.



Dr. F. Thweatt, Jr., Norfolk's medical director, gives a memo to his secretary, Mrs. Florence Taylor. Dr. Thweatt, a veteran of 20 years at sea, heads a staff of 33 medical and dental officers and a large nursing corps.



Among the many seamen who acclaim the treatment available in Norfolk are these two unidentified patients. Norfolk also maintains two out-patient departments which last year treated more than 19,000 sick and injured.



Canteen clerk looks over the latest issue of the SEAFARERS LOG left by SIU representative. Union paper is always on hand for patients.



Shown eating in photo above are some of hospital's doctors, who are friendly and understanding. Among friends cited by Seafarers are Drs. Blade, J. V. King, Alvin Cane, and Paul E. Walker, head surgeon.

PERSONALS

PAUL DAVIS

Communicate with R. E. Davis, Box 51, New Burlington, Ohio.

ROBERT LANSDALE

Get in touch with Harold Guttman, attorney, 66 Beaver Street, New York City.

LES AMES

Contact your father through the New York Hall. Important.

CLAUDE DAVIS

You are asked to communicate with Mrs. Ruth Hall, Box 36, Galveston, Texas.

FRANK PHILBIN

David S. Kunian, attorney, asks you to get in touch with him at 49 Federal Street, Boston 10, Mass.

BILL JORDAN

Write to Eugene Belz, La Sierra Station, Arlington, California.

CHARLES FLAHERTY

Write to John R. Chaker, SIU Hall, 51 Beaver Street, New York.

JAMES TUCKER

Contact Martin A. Machel, SIU Hall, 51 Beaver Street, New York.

HUBERT LENERE

Lonnie V. Hargesheimer asks

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Elgin 5719
VICTORIA, B.C.602 Boughton St.
Empire 4531
VANCOUVER565 Hamilton St.
Pacific 7824

you to send the \$50 to him at General Delivery, Mitchell, Indiana.

WILBUR IRVIN

You are asked to communicate with Droisen and Marcus, 285 Madison Avenue, New York 17, N. Y.

Facts On CTMA

Because of numerous letters received from rank and file crewmembers riding Cities Service ships, protesting the misleading and mudslinging tactics of Cities Service's CTMA, the organizing staff of the SIU is writing a series of articles for the LOG, giving the true facts of this organization.

The cowardly, perverted minds responsible for drafting the truth-twisting leaflets attacking the SIU (see December 17, LOG for an example) will no doubt get great enjoyment from these articles.

Stooge Admits CS Backs CTMA

(Continued from Page 1)

entire crew, pro-and anti-CTMA, signed up.

The true methods of CTMA then showed themselves.

Telegrams were sent to all Cities Service ships announcing that 100 percent of the Winter Hill unlicensed crew had signed up with CTMA, and the crews of the other ships should join CTMA immediately.

The CTMA, the telegram then went on to say, "will then petition National Labor Relations Board for prompt election."

The claim that the CTMA would petition for an election is sheer nonsense. When the telegram was sent, it was known that CTMA could not petition or receive recognition from the NLRB as long as the SIU case was in the hands of the NLRB.

The SIU's entire case of petition and election must be disposed of before any action can be undertaken by the NLRB on behalf of CTMA. Cities Service's union knew this, but the dodge was to confuse the men on the ships.

Even the signatures on the telegram tell an interesting tale. Three men, identified as the CTMA Organizing Committee, signed the telegram. Actually the three men had no official connection with CTMA. They were crewmembers of the Winter Hill.

Until Furman came aboard the ship, the men did not even know that the CTMA existed. In fact, one of the signatures was that of Pepe, Chief Cook, a pro-SIU man who had been fired before the telegram was sent and who had no knowledge of Furman's using his name.

CTMA cards for membership were then sent to men aboard all ships, their names taken from the company's official crew lists.

With these facts known of the CTMA's background, and its hard to dispute tie-in with the company, it is easy to see why CTMA came into existence.

COMPANY MANEUVER

It was not interested solely in establishing itself as a company-dominated union—time was too short for this.

If the Cities Service Company

were interested in sponsoring a company union, steps would have been taken long ago. Instead, Cities Service hoped to achieve two purposes through CTMA:

1. By circulating CTMA pledges among the crew, the men who refused to sign would immediately identify themselves as being pro-SIU. These men would swiftly be weeded out before the NLRB election was held.

2. By introducing a new organization into the scene at the last minute, they hoped to sway some of the men from voting for the SIU in the belief that CTMA would possibly do something for the Cities Service men.

The strategy of the company, was to wait until the last minute, start a new organization, weed out the pro-SIU men and then, before the backers of the new organization could be exposed, the election would be over and the SIU would be defeated.

CTMA would then quietly go our of existence.

DIDN'T WORK

The plan was a smooth one, but it didn't work out according to schedule. The SIU, seeing the company's motive in circulating pledges, asked its supporters to sign anything given them by CTMA.

Moreover, the NLRB order for an election was delayed and has not yet been announced. The extra time gave the men in the Cities Service fleet time to learn the facts about the CTMA and its background.

Every day that the NLRB election announcement is delayed, new evidence of the hollowness of the CTMA comes forth. The coming days will find the men of the Cities Service fleet baraged by CTMA propaganda.

Its campaign of distortions and mudslinging will be intensified, but it is too late—the true character of CTMA and its founders is being learned by the men of the Cities Service ships.

CTMA's last minute flurry of activity is the frenzied labor of the doomed.

(Future articles in the SEAFARERS LOG will continue the expose of CTMA.)

NOTICE!

SS CLYDE L. SEAVEY

Will "Big Ed," AB, and Ship's Delegate on this vessel between April 30 and Sept. 5, get in touch with Micky Lenehan, 1-B, U.S. Veterans Hospital, Kingsbridge Road, New York City.

Commies Get Works From NMU

(Continued from Page 1)

chosen to dispose of the communist problem in the manner it has when a more direct and more democratic method is available. No explanation was given for the failure of NMU officials to prefer charges against the communists for the real crime they have committed—the crime of selling out the membership of the NMU to the government and the shipowners, especially during the late war period.

The NMU has ample ammunition for preferring charges against Joseph Stack and other CPers in the NMU who are currently under fire, for selling out to the Coast Guard, WSA, RMO and other government agencies. Likewise, there is good reason for charges based on the communists' wartime policy of collaboration with the ship operators. During the war—and after—the communists adopted a stand that prohibited use of the strike—the union's most powerful and reliable weapon.

THEY CAN'T TALK

In the light of earlier NMU history, however, the reason for the NMU's current stand in place of the more realistic and practical solution of placing the communists on trial, in accordance with constitutional methods, emerges clearly.

That reason is that the NMU officials who are now directing the purge of the CP members would be placed in an embarrassing light because many of them are the men who worked with the communist party during the period of the sell-outs. In effect, they would be indicting themselves for collaborating with and upholding the policies of the communists.

Alien seamen in the NMU are one of the groups who are feeling the brunt of the latest switch in policy.

In October, the NMU began cutting loose a large section of its foreign-born membership. At that time the National Council, headed by Curran, advised alien seamen taken into the NMU during the post war years that their shipping chances were nil and the best thing for them to do was

"to seek jobs on foreign flag vessels, particularly Honduran and Panamanian flags."

In what obviously was a violation of the shipping rules, the NMU announced that aliens with war service would be given preference over other aliens, even though the latter held books in good standing. Under democratic administration of the rotary system of shipping, all bookmembers, regardless of their date of entry into the union, are entitled to the same job consideration.

According to a letter from an NMU member published in last week's LOG, many of the jobs on the Dispatcher's shipping board are marked "No Aliens."

COMMIES IN COURT

The NMU attempt to dump the communists, without allowing them to be heard by trial committees, had legal overtones.

Curran has been ordered to appear in the Supreme Court of New York to answer charges that he interfered with the union rights of his one-time ally in the NMU, Joseph Stack, and two others, former Seattle Port Agent Jack Smith and Leonard Lamb, a member in good standing.

Stack, an admitted member of the communist party and a former union official, and the other two NMUers charged the NMU administration barred them from membership meetings, refused to accept their union dues and deprived them of the right to obtain employment through the union hiring hall.

Stack said he registered for employment Oct. 11 and was told by the Dispatcher on Dec. 1 that a stopper had been placed on his registration. He was informed that the order came from New York Port Agent David Drummond, pending charges.

When no charges were filed by Dec. 4, Stack said he went to Drummond, who told him the national office gave the order. Stack then appealed to Curran and challenged his right to deprive any member in good standing of his right to ship through the hiring hall.

According to Stack, Curran answered:

"You are not a member of the union any longer. There are no charges. You are finished. You have violated the constitution for five years and I am tired of it."

The NMU's current drive to lop off large groups of its membership without benefit of constitutionally required hearings is a source of considerable fear to many elements within the union.

Greatly concerned over the present turn in events are those "splinter" groups in the NMU who fought long and hard, by democratic means, to help Curran in his fight to oust the communies from control over the organization.

Their fears are based on the possibility that Curran's purge may get out of hand and may eventually include all those who take issue with the NMU head.

Should the NMU program of purging continue these splinter groups may find that they have helped create a pattern that will finally spell their own liquidation.

Meanwhile, the real victims of the new policy are the rank-and-file membership, a large section of which is composed of minority groups who are wondering if they are next on the list.

San Juan Shipping Favors Deck

By SAL COLLS

SAN JUAN—Shipping in the Port of San Juan continues to favor the Deck Department. As a matter of fact, for the past week the Deck Gang has been getting all the gravy, with not a single man being shipped from the Stewards Department. Only four have been dispatched to engine jobs.

Replacements were sent to the following scows: the Hilton, Dorothy, Kathryn, and the Arlyn, all Bull Line ships. The Hilton alone took practically an entire new deck force.

SHOREGANG SLOW

The shoregang for the past week, in the face of so many Bull Line arrivals, has been unusually slow. A rumor was buzzing round that the New

York ships, the C-2 types, had received orders from their office in New York to discontinue taking shoregang workers in San Juan until further notice.

We contacted one of the Bull Line Skippers and asked him about this. He replied that he did have orders to lay off hiring shoregangs in Puerto Rico, until such time as the New York vessels got back on their regular schedules, which might be from three weeks to a month, the Atlantic coast strike having, of course, upset everything.

As you may well imagine, they breathed deep sighs of relief when reassured that there would be plenty of shoregang work for all willing hands in the near future.

THIS IS WHAT A BOOK IN THE ATLANTIC & GULF DISTRICT OF THE SIU MEANS —

DEMOCRATIC CONTROL
OF YOUR OWN
ORGANIZATION

ROTARY SHIPPING —
YOU DON'T HAVE TO
LICK ANYONE'S BOOTS
TO GET A JOB!

BEST CONDITIONS
IN MARITIME!

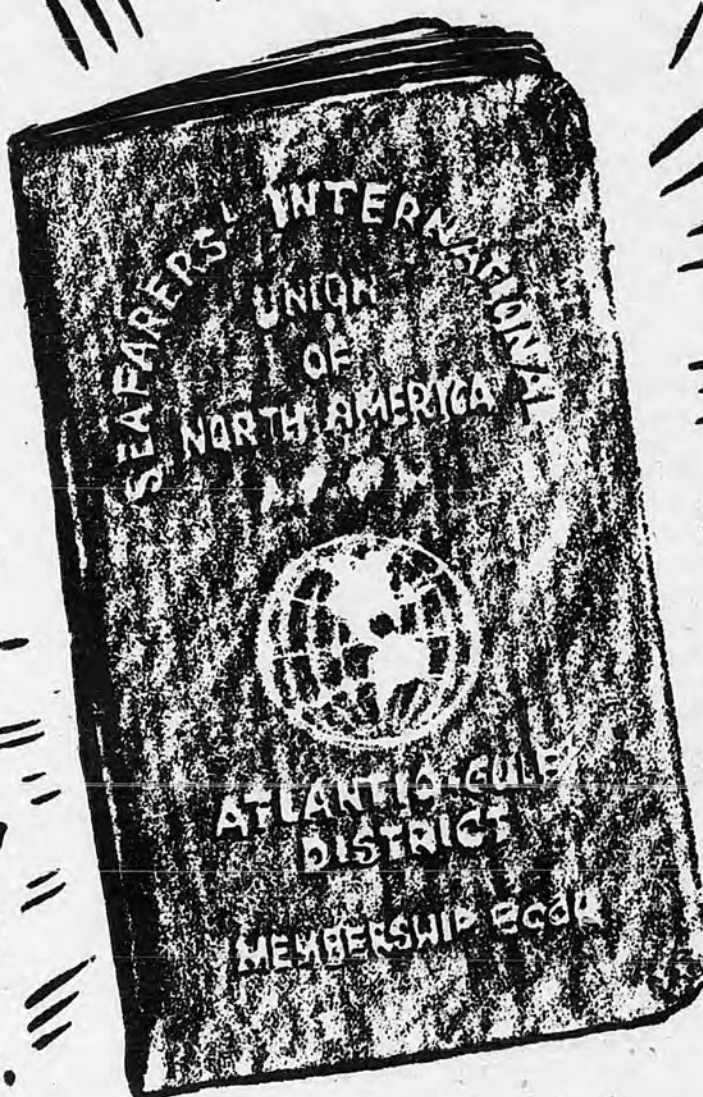
YOUR CHOICE
OF THE JOB YOU
WANT — TANKERS,
DRY CARGO, TUGS,
PASSENGERS

WEEKLY BENEFITS
IF YOU ARE
HOSPITALIZED

A JOB FOR EVERY
BOOK MEMBER —
MEMBERSHIP IN THE
A & G DISTRICT DOES
NOT EXCEED THE TOTAL
NUMBER OF JOBS
AVAILABLE

SUPPORT OF THE AFL,
THE AFL MARITIME
TRADES DEPT, THE
INT'L. TRANSPORT
WORKERS FEDER'N.

FULL-TIME UNION
REPRESENTATION



AND THAT IS WHY IT IS THE MOST SOUGHT-AFTER BOOK IN MARITIME!

Cities Service Tankermen — If asked to, sign the petitions of the company union, CTMA, so that you can vote for the SIU when the NLRB elections take place.