

Says CTMA Head Organized Esso Company Union

The collective bargaining election on ships of the Cities Service Oil Company moved a step closer this week when the National Maritime Union announced that it "had withdrawn its interest" in the case.

The NMU decision to step out of the Cities Service picture was revealed in a telegram sent Wednesday to the regional office of the National Labor Relations Board by Jack Lawrenson, vice-president of the NMU.

Text of the telegram follows: "In the interests of establishing legitimate trade unionism, and to assist the Seafarers International Union in smashing company unionism, the National Maritime Union has withdrawn its interest in the Cities Service Oil Co. Case No. 2-RC-512."

RESPONSE

According to Lawrenson, the telegram was sent in reply to an NLRB query asking the CIO union if it had an interest in the Cities Service case.

Acting on the petition of the SIU, the National Labor Relations Board in Washington recently ordered that a collective bargaining election be held on the ships of the Cities Service fleet not voted in the election won last winter by the Seafarers.

The date for the election is to be set by the regional office of the NLRB, and is expected to be announced shortly pending disposition of the company's latest stalling tactic.

Lawrenson also informed the SIU that the Esso Tanker Men's Association, the Standard Oil Company of New Jersey's Company union, was developed "with the active help of the character that is now blocking your efforts" in the Cities Service fleet.

The "character" referred to by Lawrenson is the so-called head of the Cities Service Tanker Men's Association (CTMA), the company-controlled and dominated puppet organization.

This character "is evidently the expert," the NMU letter continues, "and has moved from Esso to Cities Service to help found the new outfit and prevent legitimate trade-unionism."

SEAFARERS LOG

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HQ Proposes Membership Referendum

A Headquarters recommendation calling for a referendum on the question of transportation was adopted unanimously by the 1,113 members present at the Jan. 26 meeting in the Port of New York. The recommendation will be presented for action by the membership in other ports at the next regular Branch meetings on Feb. 9.

In calling for the referendum, Headquarters urged that a sample ballot be drafted subject to membership action which would allow the membership to express its choice of a transportation rule. The balloting, Headquarters pointed out, once set, would be conducted for a period of 60 days and would begin at a date to be announced at the next meetings in all ports.

HOT ISSUE

Commencement of voting on the transportation question will bring to a close one of the most controversial issues to be discussed within the Union in many years.

In order to give as wide a hearing as possible to members wishing to present their points of view on the transportation rule, the SEAFARERS LOG invited the membership to submit letters for publication both for and against the rule currently in force. Hundreds of Seafarers responded and their preferences on the transportation question have appeared in the Union newspaper during the past three months.

The rule now in force, which was adopted by the membership last fall, provides that whenever transportation money is due a crew under terms of the contract all hands must get off the ship and replacements are to be shipped from the Union Hiring Hall.

CHOICE

Subject to membership approval, the ballot will offer a choice of two propositions. The first proposition would retain the present transportation rule. The second would allow those men who so desire to remain aboard the ship, providing they do not collect transportation money. Those who accept the transportation money would be required to get off the ship and replacements are to be shipped from the Union Hiring Hall.

The Headquarters recommendation for the referendum was made in view of the fact that the transportation question has been very thoroughly discussed and that all hands are fully acquainted with the issues involved. The next logical step will be to put the question before the entire membership.

Hoffman Okays 50% Rule Before House Group

WASHINGTON, Feb. 3—ECA Administrator Paul G. Hoffman told the House Merchant Marine Committee today that he, too, wanted 50 percent or more of all foreign aid cargoes to go in American flag vessels, but that he wanted a law with no loopholes in it, the SIU's Washington representative reported. Hoffman was testifying on the Bland-Magnuson bill, now being considered by the committee.

The only reservation on the bill which Hoffman voiced was a criticism of its provision that the 50-50 or better cargo allocations be "computed by countries." He said that this stricture would create difficulties in administration, and he hoped that the bill could be amended to give ECA greater flexibility in this respect, without endangering the overall 50-50 stipulation.

Congressmen expressed the hope that American ships could get more of the expensive cargoes than they have been carrying as well as the cheap bulk cargoes.

When Hoffman announced

early in December that after January 1 he would start allotting extra bulk cargoes to foreign ships because American freight rates were too high, and backed up his order with the claim that there was a loophole in the law permitting his proposal, European interests, who had deliberately depressed their own rates, were jubilant. But Hoffman's proposal would have thrown 10,000 or more American seamen and other American workers out of jobs by forcing the lay-up of 120 to 150 Maritime Commission ships.

SIU PROTESTS

The Seafarers protested vigorously, and rallied the entire labor movement to its cause. Other maritime unions and the industry acted. Letters and telegrams began to pour into the offices of Senators and Congressmen already indignant at Hoffman's action.

Hoffman told the committee he personally wanted a large American merchant marine and always had.

Just before Christmas, Hoff-

man postponed his order until February 1. Then he postponed it until April 1.

Congressman Bland of Virginia, chairman of the House Merchant Marine Committee and principal author of the Merchant Marine Act of 1936, introduced his bill to save the American flag ships. Early action on the bill is expected. Senator Warren

G. Magnuson of Washington, who introduced the bill into the upper house, wrote to the SIU this week as follows:

"Your letters and the copies of your Union's publication, the SEAFARERS LOG, which you have been forwarding, are most helpful to me in my efforts on behalf of the American Merchant Marine."

Election Report Accepted By Membership

The Official Tallying Committee's report announcing the successful candidates in the annual Atlantic and Gulf District elections was accepted unanimously by the membership in all ports at the Jan. 26 regular meetings.

All newly-elected officials will be formally notified at the next regular A&G Branch meetings—Feb. 9—and will assume office for the current year "within at least 3 days after notification," as provided in Article 13, Section 8 of the Union Constitution.

Among the 33 District Head-

quarters and Port officeholders are several who are new to the positions to which they have been elected. These men and the posts they are taking for the first time are:

Ernest B. Tilley, Boston Agent; Ben Lawson, Boston Patrolman; Carl Gibbs, New York Deck Patrolman; Teddy Babkowski, New York Joint Patrolman; Jimmy Sheehan, Philadelphia Agent; Leon Johnson, Baltimore Deck Patrolman; Walter Siekmann, Baltimore Engine Patrolman; Bennie Gonzalez, Baltimore Ste-

wards Patrolman; Ray White, Tampa Agent; W. Morris, Mobile Joint Patrolman; R. Jordan, Mobile Joint Patrolman; Jeff Morrison, Galveston Patrolman, and Leonard Craddock, San Juan Agent.

The Committee members were elected at the January 12 meeting of the Headquarters Branch, and consisted of Sam Luttrell and Milton Williams, Deck; Pete Larson and Matt Fields, Engine, and Eddie Mooney and Don (Tiny) Mease, Stewards.

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Ten Years Of Progress

Almost ten years ago to the day, on February 10, 1939, the Atlantic and Gulf District of the Seafarers International Union ran off the first edition of the SEAFARERS LOG. The Union was only a few months old when the four-page paper was circulated on the waterfront for the first time.

The growth of the A&G District's official publication since that time is significant of the development and success of the Union, which has forged a reputation as an aggressive organization of seamen vastly respected throughout the organized labor movement.

In the early days, the LOG appeared only every other week as the Union struggled to build a structure of security for its membership that would withstand the most vicious onslaughts of the seamen's enemies.

Much has been accomplished since our humble beginning, and the LOG has been a reliable barometer of the advance made by the SIU in behalf of its membership in our first decade as an organization. From the four-page bi-weekly, with a circulation of only a few hundred copies, the LOG has jumped to a weekly publication of 12-16 pages and a circulation of more than 30,000.

The progress of the Union itself is just as noteworthy. Its membership now ranks as the best paid group of maritime workers in the world. Ten years ago ABs drew \$75 per month. Today the SIU scale calls for \$226.01 a month in this rating. Under terms of the highly respected SIU contracts, Seafarers perform their shipboard duties protected by top working conditions. Moreover, SIU men are recognized everywhere for their militant contribution to the cause of organized labor.

Principally, the progress of the SIU is the reward of foresight, militancy, alertness and struggle. The SIU has always approached the problems of the merchant seamen with a realistic eye. It never did, for example, fall for any false promises, such as were heaped upon the "heroes in dungarees" by temporary patriots during the rugged war years. The SIU knew—and pursued a program that showed it knew—that anything won for the American seamen would be the result of nothing less than the blood and sweat the Union spent in its own efforts.

It was on that basis that the SIU went out into the field to bring hundreds of unorganized vessels under the Union banner and set the pattern for the industry in wages and working conditions.

But the relative security enjoyed today by the American seamen, who not so long ago were the most exploited workers among the nation's wage-earners, does not satisfy the SIU. Much remains to be done in maritime. For one thing the Union contends that the men who follow the rigorous seafaring profession are entitled to look forward to the comfort and security of an independent old age when they are no longer able to meet the exacting physical requirements of life on the bounding billow.

The old age benefits of the Social Security program, as they now stand, are totally inadequate for seamen, who receive even less than shoreside workers as they turn 65. Medical aid provided for seamen in the Marine Hospitals, though excellent, is available only under limiting conditions.

American workers in every field are entitled to a full measure of security—and the SIU is now studying the ways and means to insure that security for its membership.

"That's a joke, son!"



Men Now In The Marine Hospitals

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

BOSTON MARINE HOSPITAL

GEO. COLEMAN
FRANK ALASAVICH
VIC MILAZZO
JOSEPH E. GALLANT

MOBILE HOSPITAL

E. A. McGUFFEY
W. O. WILLIAMS
M. CARDONA
W. ROSS
P. HENDERSON
E. LEARY
J. GREY
J. C. WECK
I. SMITH
W. C. BOYD

BALTIMORE MARINE HOSP.

R. FREY
J. B. PURVIS
J. A. CARROLL
T. THOMAS
R. POSTON
L. SWOBODA
G. PAGANO
O. HARDEN
H. GJEDRE
T. MASTANUNO
S. WILSON
D. MCCARTHY

R. WEIKEL
W. ROBERTS
R. COOTE
P. BUSH
C. SIMMONS
J. PUZALEWSKI
R. MOACK
G. CARROLL
J. McFARLIN
F. CHRISTY
V. LYNCH
E. KING
E. LAWSON
J. BOURGEOIS
J. MARTINEZ
A. FASE
A. KASTINA
C. LAWSON
C. VIKIN
C. LAWSON
J. MALINOWSKI

SAVANNAH MARINE HOSP.

M. BLUM
W. FRANQUIZ
L. C. COLE
A. C. McALPIN
R. C. SHEDD
W. F. PANEWICZ
J. CARENDER
T. C. MUSGROVE

Hospital Patients

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

Staten Island Hospital

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

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

R. E. PIERCE
S. J. KASIRSKI
E. G. BREWER
HUGH THOMAS

STATEN ISLAND

M. J. LUCAS
N. DORPMANS
J. W. TAYLOR
W. HUNT
O. O. AMES
J. P. WETZLER
F. STOKES
J. J. O'CONNOR
J. GRANGAARD
G. STEPANCHUK
R. PENNINGTON
L. DWYER
J. R. MARCOUX
K. JENSEN

GALVESTON HOSPITAL

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

Union Welfare Plans: Labor's New Goal

In recent years members of forward looking trade unions well established in their industries have been driving toward a wider form of economic security than wages and conditions alone can provide.

This security is achieved through broad and ingenious insurance programs yielding medical and surgical care, sick benefits, vacation benefits and in many instances old age pensions for union members.

These programs, which can be set up in a number of ways, are generally called "welfare plans." The unions have won most of them through collective bargaining.

SIU STUDY

Recognizing the progressive nature of such plans, Seafarers present at the Headquarters meeting in New York on January 26 enthusiastically adopted a motion instructing Union officials to make a thorough study of the subject and to demand a welfare plan at the next meeting between the Negotiating Committee and the shipowners.

Although emphasis on welfare plans and the obtaining of them through collective bargaining are new developments for most unions, labor historians point out that a number of such plans were operated in the early years of the trade union movement.

According to accounts, the Journeyman Barbers established a system to provide sick benefits as early as 1893. The Tobacco Workers followed suit in 1898. The historians say that by 1903 a total of 28 unions had sick benefit plans.

However, these plans, which were union financed, did not work very well and union after

At the Headquarters meeting in New York on January 26, the membership present unanimously adopted a motion directing Union officials to study the question of a Union welfare plan, to analyze the welfare plans now benefitting other unions and to demand a welfare plan the next time the Negotiating Committee meets with the shipowners. The following article is the first in a series. Subsequent articles will explain in detail how the plans of the United Mine Workers, the International Ladies Garment Workers and other unions work, and will develop a plan believed feasible for the SIU.

union abandoned them. As recently as 1943, only 18 unions were reported to have any plans at all. But a number of companies, perhaps with the notion of standing the unions off, did introduce various kinds of sickness, disability, life insurance and pension plans of their own. Organized labor had little or no voice in their administration, and they were a form of paternalism.

It was during World War II that unions began to campaign strongly for collective protection beyond that offered by union wages, conditions and job security.

That they did so was in some measure accidental. In decision after decision the War Labor Board denied wage increases above those permitted under the Little Steel Formula. At the same time the Board more or less encouraged "fringe improvements", as welfare elements in a union contract were sometimes described.

UNIONS ACT

Unions saw the chance to score unexpected gains and sought employer financed fringe benefits vigorously. So vigorously, in fact, that last September it was reported in the Monthly Labor Review that more than 3,000,000 American workers were covered by one kind of health or pension plan or another under collective bargaining agreements. This was twice the number covered the year before.

Had it not been for the near disastrous inflation of 1947 and 1948—not to mention the Taft-Hartley Act, the spread of welfare plans might have been the most important development in labor during the wartime and postwar years. In the long run it still may prove to be.

BROAD PROTECTION

Of the 3,000,000 workers covered by welfare plans, about 45 percent are protected by health and welfare funds which provide sickness and accident benefits, hospitalization, surgical, maternity and medical care, accidental death or dismemberment benefits and life insurance.

Another 44 percent are protected by one or more of the above benefits plus pensions. The remaining 11 percent have pension systems only.

Because the Government long ago recognized the rather special position of merchant seamen by founding the Marine Hospitals in 1799, active Seafarers may have scant interest in some of the health plans. However, they should not overlook the health programs completely.

The Marine Hospitals do not provide cash sick benefits along with their surgical and medical care. Nor do they treat seamen's families. Moreover, there is a time limit after leaving a ship within which a seaman must enter a Marine Hospital if he requires treatment. A welfare plan for Seafarers might well include some health benefits when it is drafted.

Certainly Seafarers would be interested in exploring life in-

insurance and retirement plans.

Retirement plans supplement the Federal Social Security available to workers over 65. The Federal payments make for pretty slim living unless a man has something else to go with them. A pension provides that something else.

Life insurance to the man who holds it means that he need never be haunted by fear that he will go to his grave leaving wife and children completely destitute.

Some welfare plans are union- and industry-wide. Such is the case with the overall plan of the International Ladies Garment Workers Union, parts of whose present system go back nearly 40 years. And such is the case with the plan of the United Mine Workers who did not obtain theirs until 1946.

Other plans, in fact the majority of them, are confined to regional groups of local unions. For instance, a group of painters locals in Manhattan and the Bronx in New York are organized into a District Council for bargaining purposes, and the council has a welfare plan covering the painters in the two boroughs.

MANY COVERED

Large numbers of workers in the following industries are now covered by health or retirement plans obtained through collective bargaining:

Men's and women's clothing, textiles and hosiery, millinery, coal mining, building trades, machinery, rubber, office and professional work, paper, furniture,

shipbuilding, steel making, public utilities, retail and wholesale trade, local transportation, fur and leather working, cleaning and dyeing, hotel and restaurant trades, communications, toy manufacturing and jewelry making.

In subsequent articles, the LOG will tell in detail how some of the plans work.

Sick benefits, life insurance policies and pension arrangements are not given away for nothing. Although funds for paying them can be set up in a number of ways, somebody has to put up the money in the first place.

PLANS VARY

Most of the plans won through collective bargaining are completely financed by the employer. However, in some cases the membership contributes a portion of the premiums. A 100 percent employer-financed plan ordinarily calls for the company to kick in from two to three percent or perhaps four percent of his payroll. On the other hand, the employer may have to make an outright purchase of insurance policies.

A plan may be administered (1) solely by the union concerned, (2) jointly by the union and the company, (3) by the union, the company and a third party, (4) by an insurance company.

The Taft-Hartley Act restricts the manner in which a union can be the sole administrator, but the National Labor Relations Board has ruled on several occasions that an employer can be compelled to bargain on the welfare question.

The recent increase of welfare funds under collective bargaining is a tremendous step forward by trade unions. By obtaining welfare plans they have been able to win economic protection for their members away from the job as well as on it. In some cases, they have won full insurance from the cradle to the grave.

Hearings Open On New Bill To Replace Taft-Hartley Act

Hearings began this week before the Senate Labor Committee on the new labor bill designed to eliminate the Taft-Hartley Act and reinstate the Wagner Act with amendments.

The Administration-sponsored bill, approved by President Truman and drawn up with the aid of labor attorneys, scraps the government's power of injunction and provides instead for a voluntary 30-day cooling off period in disputes affecting the nation's economy.

Greatly bolstering the Wagner Act is one of the amendments which would circumvent state laws against the closed shop, by providing that any employer engaged in interstate commerce may sign a closed shop agreement.

Expectations that the bill would spend endless weeks in committee, and be slashed to ribbons, were ended when the Senate Committee adopted a resolution that allows hearings only on the amendments to the Wagner Act and calls for the hearings to end on February 10.

The bill will then be reported out onto the floor of the Senate for debate. The resolution, offered by Senator Pepper (D.,

Fla.), throttled all efforts of Taft-Hartley supporters to bottle up and rewrite the bill in committee.

The most rugged going in committee is expected to center around the amendment abandoning the injunction weapon, which provided for an 80-day cooling off period. The bill, in fact, restores the full force of the Norris-LaGuardia Anti-Injunction law.

EASY GOING

Other amendments, which are not expected to draw much fire, call for certain unfair labor practice curbs on unions. These are "unjustifiable" secondary boycotts, jurisdictional strikes, strikes to compel an employer to bargain when he is under some obligation of law to bargain with another union, failure to give notice of contract termination, and transfer of the Conciliation Service to the Department of Labor.

Conspicuously absent from the proposed amendments are the Taft-Hartley provisions calling for non-communist affidavits from union officials, the ban on political spending, the ban on strikes by federal employees and the provision relieving employers from bargaining with supervisory employees.

Maritime Round-Up

Two more 30,000-ton ore carriers are to be built in Bethlehem Shipyards for Ore Line. The vessels will bring to a total of ten the number of giant new ore carriers built to import iron ore from Cruz Grande, Chile. Work is not expected to begin before 1950.

Waterman has expressed its opposition to the continued chartering of ships by the government. At hearings held in Washington, the company maintained that chartered ships are taking business away from operators who have invested large amounts of money in their modern vessels. The spokesman for the company added that, if the chartering had been halted, at least 250 more ships would have been bought by U.S. operators than were purchased.

Lack of ships, because of the uncertainty of the future of the Maritime Commission's chartering authority, is given as the reason for the failure of the Department of Agriculture to

meet its January grain shipment quota to Marshall Plan countries. The program for February and March is also seen threatened.

A new lighting system which will permit a greater number of vessels to use the Chesapeake and Delaware Canal on a twenty-four-hour basis soon will be completed, Army engineers have announced. The project has been recommended by shipping interests, since the canal saves time and fuel, and contributes substantially to the reduction of operating costs.

The entire Iranian merchant fleet is tied up at Port Houston this week. The fleet—one ship, the Iran—is manned by fifty-one men, of which only seven are Iranians. The 10,000-ton vessel was a gift to Iran from the United States.

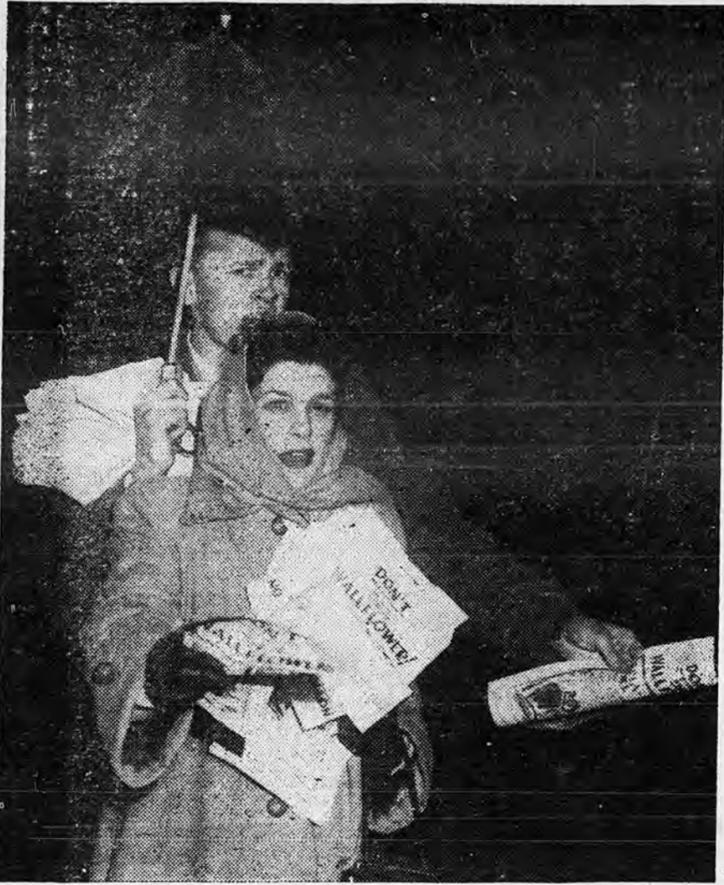
America's postwar fleet is larger, speedier and newer than the prewar tonnage which flew the American flag. A report by the

head of the American Bureau of Shipping notes that the average age of the American merchant marine has dropped from twenty to approximately eleven years. The one weakness in the postwar fleet is the lack of passenger-cargo vessels. Prewar ships of this type numbered 151, at present the total is only 52. The report also listed the make-up of the reserve fleet as being 1,395 Liberty ships, 235 Victory ships, 11 Liberty-type tankers, 14 small coastal tank ships and 3 old prewar built tankers. All but 62 in the reserve fleet were built during the war.

The once proud North German Lloyd liner Bremen is being scrapped at Nordenham on the Weser River. The Bremen was bombed and burned during the war, and was left ashore near Nordenham in about fifteen feet of water. The big liner now shows only about ten feet of her hull above water. The rest of the hull and superstructure has been cut off and scrapped.

(Continued on Page 11)

No Miracle On 34 St. — SIU Helps AFL Clerks



A steady downpour failed to block the Retail Clerks' operations, thanks to the chivalry of volunteers like Seafarer Gene Sinclair, who held umbrella over head of Elaine Gale, organizer for the salespeoples' union.

For the second time within the past few months, Seafarers journeyed up to New York's teeming 34th Street area in response to a request for aid from an AFL union. On this trip, 40 volunteer SIU men were lending a hand to the AFL Retail Clerks. They were displaying the same union consciousness displayed by their Brothers who had appeared on the International Ladies Garment Workers Union picketlines in the fight against the open-shoppers.

In line with the SIU's traditional policy of helping other trade unions whenever possible, the volunteer Seafarers joined members of the AFL Retail Clerks International Association as they began a drive last week to bring New York department store employees under the banner of the AFL.

UNION EDUCATION

Last week's operation was aimed at the 8,000 employees of R. H. Macy and Company, "the world's largest department store." Purpose of the Macy operation was to acquaint the stores' employees with the existence of the AFL Retail Clerks and thus pave the way for their eventual organization within the AFL framework.

Thousands upon thousands of

pieces of union literature were distributed daily to Macy employees at the store entrances by the 40 Seafarers and the Retail Clerks organizing committee who started out each morning from the AFL union's headquarters at 1440 Broadway.

In addition to the support given the Retail Clerks by the individual volunteer Seafarers, SIU Headquarters placed at the Clerks' disposal its facilities for producing the vast amount of educational and organizational literature that was distributed to the employees of the Macy department store.

NEW EXPERIENCE

It was the first time that the great majority of Macy employees "had ever seen Seafarers close up," as one of the main floor salesgirls put it.

For years, Macy workers had been organized in a CIO organization. Sometime ago the Macy group seceded from the CIO and founded an independent organization, Local 1-S, unaffiliated.

A few weeks ago, RCIA organizers secured enough pledges to qualify for the ballot in competition with the CIO union and the unaffiliated 1-S in a collective bargaining election to be conducted by the NLRB.

The AFL Retail Clerks faced a herculean task, since in view of the imminent balloting they

had to reach 8,000 workers in the discouragingly short space of a few days. But the primary purpose of the drive was educational in nature—to acquaint the Macy people with the AFL Retail Clerks union.

As the voting date drew near, the CIO union dropped out of the picture, leaving the AFL Retail Clerks in competition with the unaffiliated 1-S.

Regardless of the outcome of the election, the RCIA—an organization of more than 250,000 members with locals in almost every state of the nation—is de-



termined to go forward in the department store field.

Among the most recent successes scored by the AFL department store union is the contract signed with Oppenheim, Collins and Company and the absorption of the independent union of the John Wanamaker store whose employes voted to affiliate with the AFL.

LAUDS SEAFARERS

For the support so enthusiastically given to the drive by the volunteer Seafarers, the Retail Clerks hailed the SIU members "for their magnificent record and for being ever ready to come to the aid of a sister union."

Of the Seafarers, the Retail Clerks union said further:

"This unselfish record in supporting other unions and the intelligence and courage of their members have built moral support in the labor movement and have helped to wip many labor battle for better wages and working conditions."

The AFL Retail Clerks, incidentally, was one of the many units of the organized labor movement which publicly announced its support of the SIU's stand against the Hoffman plan to ignore the 50 percent provision of the law governing shipment of bulk cargoes to Marshall Plan countries.

SENT PROTESTS

The Retail Clerks backed the SIU position in protests sent to Congressmen, Senators, ECA Administrator Paul Hoffman and other government officials.

In a telegram to Hoffman, the Retail Clerks said:

"Vigorously protest your proposal. This is contrary to law and will disemploy many thousands of American seamen."

It was this type of support which has been instrumental in the success achieved so far in the fight to knock aside the dangers to the American merchant marine industry inherent in the Hoffman plan.

Those Seafarers who volunteered their aid to the Retail Clerks last week no doubt were bearing in mind the stand taken by their fellow AFL unionists when the chips were down.



ABOVE — Some members of the Retail Clerks who distributed organizational literature to their co-workers at one of the entrances to the "world's largest department store."

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ABOVE RIGHT — Coffee time on the lines. Cold, wet weather didn't dampen the spirits of these Seafarers and Retail Clerks shown as they observed a Union-won shipboard rite on 34th Street.

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RIGHT — Volunteer Seafarers who take seriously the SIU policy of lending support to other trade unions, shown shortly before they left headquarters of the AFL Retail Clerks to aid in distribution of union literature to working men and women of the Macy store.



Shipping Still Holds Up Well On West Coast

By FRENCHY MICHELET

SAN FRANCISCO—Shipping remains excellent on this coast. However, we finally have balanced the manpower supply against the jobs, and we are not crying for men to head this way any more.

There are about 150 men out here now. Many of them are permits from East and Gulf ports. They will be plenty to take care of the ships for a while.

In Tacoma, where we just opened a new Hall at 1519 Pacific Street, shipping will be very good through the month of February at least. Waterman will take a new C-2 from the Everett yard and there will be several ships paying off from the Far East run in the northwest area.

In contrast, we expect Wilmington, where we now have a Hall at 227½ Avalon Boulevard, to be pretty quiet for a while. We won't be paying anything off in southern California in the near future so we won't be shipping anybody there but a few replacements.

QUORUM AT LAST

Here in San Francisco, we have two new ships scheduled to crew up this month and we know that there will be at least one Far East payoff.

However, the main rush is over out here. An indication is the fact that we finally were able



to get together a quorum of bookmen for a meeting the other. It was the first time in six weeks that we had been able to hold a meeting.

So we are changing our advice. We are not urging permitmen to come out here any more. The permitmen already here are plenty since the bookmen are beginning to pay off the ships.

But shipping on this Coast looks pretty good.

Port New York Getting Brushoff

By JOE ALGINA

NEW YORK—It's never been hinted around that we suffer from halitosis, falling dandruff, or any other taboo, but maybe that's the trouble.

We just aren't popular for some reason. Ships just don't seem to want to pay us visits. We've wound-up another week of slow shipping and we're baffled.

Other ports aren't suffering the way we are, so maybe we should see our dentist.

We found the Angelina to be in fine shape following her arrival from a three-months foreign voyage, a little off the beaten track for an old sugar-runner like the Angelina.

On the Steel Vendor the crew was found to be excellent and the ship's Delegate an able man who made the payoff sheer pleasure for the Patrolmen.

That pretty much totals the activity along the waterfront for the week. A few in-transit SIU ships were visited, of course.

Last week the trustees of

FIRST-RATE CREWMEN ON STEEL AGE



The complete harmony among all hands was just one of the many reasons the Isthmian ship paid off clean in New Orleans recently, says Patrolman Johnnie Johnston. He added that every man attended all shipboard meetings and, consequently, knew the score. The Steel Age crew, some of whom appear in photo above, unanimously approved retention of the present transportation rule.



Identified only as the "Long and Short of it," these two Steel Age men kept their shipmates entertained throughout the voyage.



Port Baltimore Has Active Week With Sixteen Payoffs, Sign-Ons

By WM. (Curly) RENTZ

BALTIMORE — This port was kept hopping this past week keeping up with a flurry of payoffs and sign-ons. As a result of the activity a considerable number of men were shipped from the Hall and we're hoping that the week ahead will bring jobs for all hands here.

The payoffs for the week numbered 16. These were the Morgantown Victory, Robin Hood, and Marine Runner, Robin Line; Cubore, Baltore, Marore, Feltore

and Venore, Ore Lines; Mae, Carolyn, Evelyn, Dorothy and Frances, Bull Lines; Montgomery City, Isthmian Line; William Carson, South Atlantic, and Nathaniel Currier, Waterman.

BEEFS SETTLED

With such an array of vessels paying off, it is only natural that overall there were quite a few beefs. All, however, were squared away. From the individual standpoint, the ships were all in fair shape. Repairs were taken care of wherever necessary.

There were approximately the same number of sign-ons as payoffs. In addition, several vessels called in transit, among them Alcoa, Isthmian and Waterman jobs. Most of the transit callers came in to load or unload, then head for other ports.

A few Isthmian ships are still in the repair yard here and they should be ready to go out in three weeks or less. Orders have been received for the Bull Line ships that were standing by. These scows are slated to resume sugar runs.

IN GOOD SHAPE

Everything in this port is in good shape. The membership has given a vote of thanks to Ben Lawson, Deck Patrolman,



New Company Signs Contract In Mobile

By CAL TANNER

MOBILE — Shipping in the Port of Mobile centered around five payoffs and four sign-ons during the past week.

In addition, there were several ships in transit, among them the Alcoa Patriot, over from New Orleans; the Iberville, Waterman,

also from New Orleans, and the Jeff Davis, Waterman, which came in from the Coast. All of these ships reached here good shape.

Payoffs for the week were the Morning Light, Waterman, which completed another Puerto Rican run; the Alcoa Corsair, back from a passenger run to the islands; the William Tillman, Isthmian, in from a coastwise trip originating on the East coast; the Gateway City, Waterman, returned from a trip to the Mediterranean, and the Noonday, paying off after some activity in the Waterman coastwise trade. All payoffs were smooth with only a few minor beefs having to be squared away.

NEW COMPANY

We succeeded in adding another company to the list of SIU contracted outfits in Mobile last week, with the signing of the Union's standard agreement by the Actium Steamship Corporation. This company's first ship is the Governor Brandon, formerly a Waterman Liberty.

The Graves is the second Waterman Liberty to be sold within two weeks. The Governor Kilby has also been sold to a new outfit and is making a trip under Waterman charter while the deal is being closed.

On the Mobile Marine Hospital list this week are the following Seafarers: J. Saide, W. O. Williams, P. Henderson, E. Leary, L. Howard, A. Nottage, J. Grey, William Ross, J. Weck, W. Sullivan and L. Lord.

Our oldtimers on the beach included Brothers J. Adams, H. Schultz, L. Smith, E. O. Moore, I. Music, A. McMillan, D. L. Knapp, W. J. Brown, T. Harriss, N. Hall, C. E. Collins, R. H. Kline, A. Sokolowski and H. L. Graham.

Boosting employment here during the past week were forty shore gang jobs and a number of relief jobs on seven towboats.

for the swell job he has done here in the Port of Baltimore. All hands wish him well in his next job.

Of course, the membership is still watching with keen interest to see what the next development is going to be in the ECA controversy. We all are determined to fight Hoffman's plan to the end, if necessary. But we are confident that we will come out of this in good shape. We've come through dark days before and we can do it again.

Union Wreckers Are Warned

The SIU is on record that charges will be placed against men guilty of being the following:

PILFERERS: Men who walk off ships with crew's equipment or ship's gear, such as sheets, towels, ship's stores, cargo, etc., for sale ashore.

WEEDHOUNDS: Men who are in the possession of or who use marijuana or other narcotics on board an SIU ship or in the vicinity of an SIU Hall.

GASHOUND PERFORMERS: Men who jeopardize the safety of their shipmates by drinking while at work on a ship or who turn to in a drunken condition. Those who disrupt the operation of a ship, the pay-off or sign-on by being gassed up.

This Union was built of, by and for seamen. Seafarers fought many long and bloody fights to obtain the wages and conditions we now enjoy. For the first time in the history of the maritime industry a seaman can support himself and his family in a decent and independent manner. The SIU does not tolerate the jeopardizing of these conditions by the actions of irresponsibles.

In any occupation there is a small group of foulballs. While the Union has been fortunate in keeping such characters to a minimum, we must eliminate them altogether from the SIU.

All Seafarers, members and officials alike, are under obligation to place charges against these types of characters.

Any man, upon being convicted by a Union Trial Committee of actions such as outlined here, faces Union discipline up to and including complete expulsion from the Seafarers.



SHIPS' MINUTES AND NEWS

Seafarer Born On Schooner Leads Eventful Career, Rounded Horn Too

If you want to hear how things were in the old days, the real old days, a good man to ask is Mike Pappadakis, Chief Steward. Mike is one seaman who didn't wait to grow up before he went to sea.

His father was the Master-owner of a three-masted schooner which plied the Mediterranean under the flag of a then autonomous Crete. Mike was born aboard the ship which was called the Cleo. However, he didn't sign articles until 1903 when he went out as Cabin Boy at the age of 14.

That was the beginning of a seafaring career that was to take Mike around the Horn under sail, through two world wars and through most of the memorable battles that seamen have fought to improve their economic lot. Mike has seen almost everything.

RUM RATION

His father's schooner was a real ship. Mike recalls that in addition to the Master-owner and the Cabin Boy there were a Mate, a Bosun, a Sailmaker, six ABs, two Ordinaries, and, of course, a Cook. As Cabin Boy, Mike assisted at the wheel when the weather was bad. During a blow there were no meals except perhaps a little bully beef and hardtack. However, be the weather foul or fair every man aboard got his two ounces of rum a day to spice the main brace.

On the Cleo, the Sailmaker was high man among the crew. He drew the equivalent of 20 dollars a month. The Bosun made 18 dollars, an AB was good for 14 dollars, an OS got seven dollars and the Cabin Boy took the princely sum of four dollars every 30 days.

Mike stuck with the Cleo for a year. Finally toward the end of 1904 he decided that there was more to see in the world than the Mediterranean. He jumped ship in Marseille and signed on as Officers Mess in a French tramp bound for Boston.

The trip to the States wasn't much fun. Aboard the Frenchman, Mike worked 16 hours a day. The food and everything else were terrible. Mike decided to stay in Boston for a bit.

THE HORN

However, a three-dollar a week job ashore didn't offer much future. One day he went down to the waterfront. First thing he knew he was on his way to the Far East by way of Cape Horn as Cabin Boy in the five-masted schooner Julie Thompson of Portland, Maine.

Mike says he will furnish the LOG with a full account of the Cape Horn voyage some day. He wants to look in his diaries first. In the Julie Thompson he went to China and then to Australia. The ship rounded the stormy Cape in both directions, making the return trip from Sydney to Boston in 118 days.

According to Mike, the Cape Horn trip under sail was a great deal less romantic than



MIKE PAPPADAKIS

many writers have pictured it. He speaks of it in terms of bum food and bucko officers who were not above tricing a man up for what they considered insubordination. At any rate, once he was back in Boston he decided to stick with the steamships, which gradually were pushing the sailing vessels off the oceans.

EAST FOR CARDIFF

Getting on an American steamship was no cinch in those days for the stars and stripes weren't much in evidence on the high seas. Mike found himself sailing Ordinary on a British bucket for Cardiff.

From Cardiff he finally caught an American tanker bound for Louisiana. But, he says, when he first saw them American ships weren't any better than any others. Bad shipping in 1908 forced him back under the British flag where he remained until 1914. He was in the British seamen's strike of 1911 which he describes as something of a sell-out.

In 1914 he jumped ship in Baltimore and went under the American flag at a time when

the old International Seamen's Union was gathering strength. In Mobile in 1917 he refused to sail one of the concrete ships that were built in World War I. As a consequence he found himself picking them up and laying them down in the infantry.

BELLEAU WOOD

Mike fought through five major battles of World War I, catching a load of gas at Belleau Wood in 1918. He didn't get out of the Army until 1919. Three days after receiving his discharge he shipped out from New York.

In 1921, when the ISU was locked out by the shipowners Mike was on the bricks with the rest of the boys. Mike says that the seamen lost that disastrous beef which set the seamen's movement back fifteen years because the ISU was too loosely organized along craft lines. Unity was impossible.

Things are different now, he points out. The SIU has the kind of tight organization that can handle an emergency. He says that the membership had better keep it that way. Mike ought to know, he's been around.

'The Voice Of The Sea'

By SALTY DICK

I would like to take this opportunity to thank our doctor, Joseph Deignan, for being on the job. He's well liked by all. May he remain with us for a long time... Hugh Dick was injured in BA by a car. He was taken to the hospital there and now he's back in New Orleans. Just a scalp injury... I haven't slept on deck under the stars for a long time now. It's swell to be there inhaling the clean salt air and then—rain! You have

to go back to your bunk and finish the night there.

Alvin Taylor is gaining so much weight he's beginning to look like Paul, the Chef. He exercises every day (mopping the decks) and still the scale is going up... Osmond McMahon challenges anyone at checkers. He's the Del Norte barber, and he's proud of being the checker champion here. Any comers?

Brothers Broadcast Warning For Philly Radio Sharpies

Beware of radio salesmen contacting the ships in Philly, is the warning of Albert Colditz, Wiper on Bull Line's SS Evelyn.

He speaks from experience, too, for he and Brother Wade, Oiler, on the same ship, last week dropped five dollars each to one of these characters.

The sharpie who took the Evelyn men claimed to represent the Franklin Household Equipment Company and collected five dollar deposits from the men for radios that were to be delivered before sailing. The short of it is that he disappeared with the money and the radios never were delivered.

Here is the way this particular "salesman" operates: He has a car parked near the dock with Emerson radios, radio-phonographs, and small television sets. He goes aboard armed with advertising literature and booklets to get acquainted. Learning the names of several members of the crew, he approaches other members with a sales talk and states that he just sold a radio to the men whose names he mentions. Usually this is not the case.

GLIB LINE

If he finds someone interested, he shows them his radios in the car—which, unfortunately, are all AC. However, he offers to go back to the store and get a DC set, if the man will put up a five dollar deposit. The balance can be paid after the radio is delivered by mailing three dollars per month to the company.

In the case of the Evelyn men, the ship came in at 9 A.M. The radios were to be delivered around noon, but when the ship

Red McCorkle Opens Bistro In Texas City

Another port where an SIU man is presiding over a bar and grill in Texas City. This week Seafarer Don (Red) McCorkle assumed ownership of Frank's Bar and threw open the doors for one and all.

Red, holder of Book No. 50492, invites his fellow Union Brothers to partake of the refreshments and entertainment offered in his modest bistro at 119 South 3rd Street. In the evenings festivities in Red's place are livened by the presence of a hillbilly band.

Assurance is given all Seafarers that they will enjoy their hours in Frank's Bar and the tab will be moderate. In fact, Red points out that to celebrate his going into business his pals and shipmates might find the drinks on the house.

Red promises that Seafarers aboard Seatrains, which touch Texas City every week, will find his tavern a welcome oasis in which to spend their few hours ashore.

sailed at four o'clock they had not arrived yet.

The boys reported the swindle to a policeman when they failed to contact the radio company mentioned and were told that the best thing they could do was to forget about it. The same thing had happened on a number of other ships.

So be on the lookout, the boys warn. If you buy a radio from a ship salesman, be sure you've got it before you pay for it.

Final Dispatches

Word was received from Miami this week of the death of Frank Rodriguez, an AB aboard the SS Florida.

In a letter to the LOG, A. Dominguez, Stewards' Delegate of the Florida, wrote that almost 100 percent of the crew attended the funeral and that a substantial donation had been taken for Rodriguez' widow.

Rodriguez was an original member of the Union and he had many friends. He held Book No. 85-G. Born in Spain, he was 56 at the time of his death. Union records list his next of kin as his wife, Marie, of Havana, Cuba.

Seafarer A. B. Seller died on January 20 aboard the SS Dorothy in San Juan, Puerto Rico, according to word received at Headquarters this week.

Death came after a fall into an open hatch the evening of January 19 while the ship was being secured. Sellers passed away at four o'clock the following morning. The body was shipped to Chesterfield, South Carolina, for burial. Surviving him is his mother, Mrs. Sarah H. Seller, and his wife, Julia Rae.

Brother Seller, who was 21 years old, joined the SIU in Philadelphia in March 1946. He sailed in the Deck Department. His last ship was the SS Dorothy Bull Line.

Social Security

Seamen who have had Social Security taxes deducted from their pay should check their old-age and survivors insurance accounts with the Social Security Administration. The right of a seaman or his family to Old Age and Survivors Insurance benefits depend on the wages reported and entered on the seaman's wage record. The size of the benefit also depends on this wage record.

A special post card, Form OAR-7004 is provided for this purpose, and can be obtained by simply writing or calling at your nearest Social Security field office.

Digested Minutes Of SIU Ship Meetings

SEATRAN NEW JERSEY, Dec. 5—R. Clement, Chairman; R. Graliski, Secretary. Minutes of previous meeting filed. Ship's Delegate spoke on the Messman's failure to turn to on time to do his work. Delegates' reports accepted. Brother James Stickney designated by crew to take care of movie donations. Under Good and Welfare it was asked that a new brand of coffee be obtained, and the Delegates were asked to check on cleanliness of messroom, as well as orderliness of the bulletin board. Cleanliness of washrooms, repair list, and ship's library were covered in the general discussion. One minute of silence for lost Brothers.



at payoff was also mentioned. One minute of silence for departed Brothers.

JEAN, Dec. 1—Bernard Goodman, Chairman; Fritzbert Stephens, Secretary. Previous minutes read and accepted. Delegates reports accepted. The Carpenter was elected Ship's Delegate. Motion carried that crew's messroom, adjacent alleyway and dry store room decks be painted. Motion that serving table be painted or varnished. There was Educational discussion under Good and Welfare. One minute of silence for Brothers who have died at sea.



JOSEPH N. TEAL—E. Larsen, Chairman; F. E. Gardner, Secretary. The Ship's Delegate, John B. Dyle, reported all rooms had been painted and the Captain had given draw at sea as requested. The Laundry would be cleaned by the Deck and Engine Departments on a rotation basis. A misunderstanding in the Stewards Department was thoroughly discussed under Good and Welfare and straightened out. Time off in port was also discussed. One minute of silence was observed for departed Brothers.

SEA TRADER, Dec. 22—T. Ostaszski, Chairman; H. Cordes, Secretary. Minutes of previous minutes accepted. The Engine Delegate reported 257 hours disputed overtime. There was also considerable disputed overtime in the Deck and Stewards Departments. Motion by Brown, seconded by McCabe, that any man drunk at payoff would be fined fifty dollars. Amended to station one man at door of saloon to see that no one pays off till all beefs are settled. Motion by Carroll, seconded Finklea, to consult Agent on Palestine war area bonus. Minute of silence for departed Brothers.



ZEBULON PIKE, Dec. 5—McCouston, Chairman; Contor, Secretary. Some disputed overtime on tanks and call-back reported by Deck Delegate. Engine and Stewards Delegates reported no beefs. Motion by Brother McCouston, seconded by D. W. Contry to endorse all eligible permit men as okay for membership whenever the books are open. Carried. There was general discussion on shipping rules and permit men under Good and Welfare. The conduct of crew

SEATRAN NEW YORK, Dec. 2—S. Glover, Chairman; S. E. Hanny, Secretary. Reading of previous minutes. Standing of crewmembers reported by Delegates. Ship's Delegate reported keys for foc'sles available for a fifty cent deposit. Laundry room painting is being done, and the Engine heads and showers are in good shape as they were painted last trip. New Delegates elected: J. Rawlins, Ship; H. Grzegorski, Deck, and O. S. Ragland, Engine. Motion under New Business by W. Dunn, Steward, that the crew cooperate. Discussion under Good and Welfare covered cleanliness of messroom, or adequate foc'sle for Third Cook, and obtaining sea-store cigarettes. One minute of silence for departed Brothers.

SS NOONDAY, Dec. 4—Leo McKenna, Chairman; B. Graham, Secretary. Twenty-eight bookmembers and six permits reported by Delegates. Motion under New Business that no one pay off in Mobile till the patrolman was aboard. Motion by Graham and seconded by Robbins that the crew not accept the deal offered by topside to have all logs wiped out in exchange for not claiming overtime on painting done by German shoregang in Bremerhaven. Carried unanimously. Repair list was discussed under Good and Welfare. One minute of silence observed for Brothers lost at sea.



BESSEMER VICTORY, Dec. 9—Stephen Carr, Chairman; A. Skillman, Secretary. Delegates S. Carr, Whitney, and Tiny Mease reported the membership in good standing. Motion by S. Carr to rotate cleaning of laundry and recreation room. Motion to have Delegates see Captain about having messhall and quarters painted. Motion carried. Union literature was distributed under Education. The pros and cons of the transportation rule were discussed under Good and Welfare, but no decision was reached. One minute of silence for lost Brothers.

SWEETWATER, Nov. 5—J. Lane, Chairman; Tim Holt, Secretary. Under Old Business it was reported that the Ship's Delegate had been left in the hospital in Port Said, and that a new Delegate would have to be elected. H. Cook elected by acclamation. The Deck Delegate reported small beefs on penalty hours. Under Good and Welfare

it was asked that the steamline in Black Gang head be checked; that the ice box and the fan in 12-4 foc'sle be repainted, and that a new toaster be put midships. It was reported that the linen would be short on the last issue of November 6. One minute of silence for departed Brothers.

CORAL SEA, Dec. 5—George H. Seeberger, Chairman; V. L. Stankiewicz, Secretary. Motion under New Business that all disputed overtime be squared away before anyone pays off. Motions carried to check on the 10 percent slopchest profit and to have the Delegates request a statement on overtime and wages before ship pays off. Motion to have the Steward order new pillows and mattresses. It was suggested under Good and Welfare that soiled linen be removed from foc'sles before leaving, that repair list be submitted to Department heads, and that the Chief Engineer be asked to stay out of crew's messroom, except when on business. One minute of silence for Brothers lost at sea.



ANNISTON CITY, Dec. 3—V. Keller, Chairman; A. Gregory, Secretary. Previous minutes were read. The Delegates reported all in order and the membership in good standing. Motion under New Business that the Steward pick up fresh vegetables in Karachi, India. It was asked under Good and Welfare that the sinks in the galley and messroom be cleaned out. One minute of silence for departed Brothers.

LEGION VICTORY, Oct. 2—Fred Travis, Chairman; Gladikas Alphonsus, Secretary. The standing of the crew was reported by the Delegates. Everything in order. Raymond L. Plude was elected Ship's Delegate. Motion carried to protest the deposit of four dollars for new cots and two dollars for used cots required by either the Captain or the company. Motion for the Delegates to contact the Captain about increasing the cigarette rations. It was pointed out that the Captain only allows one carton every seven days. One minute of silence for lost Brothers.

SIU Bosuns

Several crews have reported that some men are sailing Bosun only because of the wages, and show none of the cooperation required of men holding down that rating. Several instances have been reported on ships operating from Puerto Rican ports.

An SIU Bosun is a man who works with the crew. Your Union battled hard to have the Bosun—not the Mate—handle the job. If you ship as Bosun, you are to work as a conscientious Bosun should. If you can't, or won't, work with your shipmates, don't take the job.

SEAFARER SAM SAYS:



SEAMEN HAVE ALWAYS BEEN THE CLAY PIGEONS FOR THOSE FINANCIAL SHARPSHOOTERS WHO ARE TOO WELL AWARE OF THE TRADITIONAL GENEROSITY OF SEAFARING MEN. WHEN APPROACHED BY A SELLER OR A SALESMAN—WHETHER FOR CHARITIES, MAGAZINES, GADGETS, OR WHATEVER—ASK FOR IDENTIFICATION. EVERY BONA FIDE REPRESENTATIVE HAS CREDENTIALS ISSUED HIM BY HIS ORGANIZATION. WRITE THE LOG WHEN YOU ARE HIT BY A PHONY, GIVING FULL DETAILS, AND WE'LL TRY TO TAKE HIM OUT OF CIRCULATION.

CUT and RUN

By HANK

Week after week every SIU brother has the opportunity to read the many SIU booklets printed for the welfare of the membership. Here are most of the titles: Handbook for Permitmen, Strikes and Strike Strategy, Seafarers Organizers Handbook, Shipboard Handbook for Crewmembers and Delegates, International Conference on Safety of Life at Sea, Seafarer Sam Says, etc... It still is of great importance for the Brothers in all ports to write home telling their folks to urge those home-town Congressmen and Senators to support those bills specifying that 50 percent of ECA cargoes will be carried in American ships.

Steward John "Lucky" Gillis sailed to Trieste... Brother Roy Lawyer is aboard the Loyola Victory... Bob High is in town after a trip... In addition to smoking a pipe, Keith Forster has a smile on his face. He just came in from a fast voyage... Bosun Joe Felton is waiting to ship out again... Russell Lund—the guy who gets plenty of mail—sailed for the land of the leis—Hawaii... John Bilko anchored recently after his voyage... Frank Donovan must have sailed since dropping ashore a few weeks ago for some mail... We don't see Frank Chamberlayne around. He must have grabbed a ship... A few other Brothers in town are: Russell Wilde, Frank Douglas, Arne Jensby, Frank Gardner—the stamp collector, Robert McQueen, Frank Moran, Frank Bose—with his mustache.

Many Brothers are waiting for the publication soon of Brother John Bunker's book about the experiences of merchant seamen during the last war. Tales related to Brother Bunker by many SIU Brothers are expected to appear... Big Bill's Bar down in Philadelphia is now on the weekly mailing list for copies of the LOG... The weekly LOG will be sailing free of cost to the homes of the following Brothers: George Fensom of New York, Edgar Engert of New Jersey, Ivey Peacock of Georgia, Steve Laszlo of Florida, Irby Smith of Alabama, John Miller of Virginia, James Fouts of Maryland, Wesley Cunningham of Florida, Richard De Graaf of New Jersey, Percy Libby of Louisiana, Edward Lewis of Wisconsin, James Morton of Alabama.

Once again we're asking to hear from the following Alcoa ships on that calypso music and rum runs—Mooring Hitch, Ranger, Capstan Knot, Snakehead, Hawser Eye, Pegasus. We'd like to know whether they have been picking up weekly bundles of LOGS addressed to these ships in care of the Alcoa office in Port of Spain, Trinidad... Flash News: Bill Murphy of the SS New London and Brother B. Hann (Kid Jr.) are now homesteading on a Waterman wagon, the Fairland.

We would like to know what happened to the radio play one Brother—an oldtimer—told us he was writing about the life of tanker seamen today... Brothers, hold those shipboard meetings, keep those ships clean and keep those jobs running smoothly according to the agreement. It all adds up to happy sailing, indeed.

THE MEMBERSHIP SPEAKS



Seamen Have 'Important Stake' In Social Insurance, Says Head Of Federal Agency

To the Editor:

Thank you for calling our attention to the very interesting letter captioned "Says Social Security Law Harms Seamen," by Mr. Ote Grindabl, which appeared in the December 3, 1948 issue of the SEAFARERS LOG. I appreciate, also, your invitation to comment on the letter.

(In his letter, Grindabl said that "while Social Security time for seamen starts Jan. 1, 1937, they did not begin paying into the fund until Jan. 1, 1940... which would give him a much lower average monthly wage on which his benefit payments would be based than he has actually earned.")

(Grindabl also stated that because of the bookkeeping setup used by the Social Security agency, men making voyages extending from one year in which the payoff actually occurs.)

Seamen and their families, like millions in other walks of life, have an important stake in old

Drydocked Ortiz Asks Visit From Pals, Shipmates

To the Editor:

I have been in the Metropolitan hospital since the 20th of this month. The people here have treated me very well. There is a good number of doctors working here, all of whom are so talkative that one has little time for worry, even if no one stops to visit.

Of course you must understand how it is when a person comes for the first time to a place like this, he feels lonesome. However, the nurses do their best to keep one happy.

As I am writing this, I'm thinking of going to the operating room, tomorrow. I hope to come of there in good shape, and with the grace of God I expect to be among you boys by the middle of February.

I expect that through this letter some of my friends will come and pay me a visit, just as I have done in the past few years when others were ill. You don't even have to ask for my name at the information office, but can come directly to Ward H, fourth floor. The nurses will direct you to my bed.

I'd like to do some seafaring talk with my friends. It may sound like nonsense, but I don't like to stay out of circulation too long. I want to keep abreast of Union affairs.

In closing, I would like to express my appreciation to the crew of the SS Kathryn and some of the men aboard the other ships hitting New York who gave me a hand while I was on the beach. Those Brothers will not be forgotten by this Seafarer.

Rafael Ortiz
Metropolitan Hosp.
Welfare Island, N. Y.

age and survivors insurance. I wonder if you and your readers are aware that about 83 percent of all persons employed in water transportation are covered by this program. And most of these workers are fully insured, even though during the war years they may have shifted from employment on private vessels to work on Government chartered vessels from time to time.

LAW WAS NEEDED

You will recall, I'm sure, that while the governmental employment generally is excluded from the present program, Congress recognized that special legislation was needed to protect the rights of seamen who were called upon to operate Government chartered vessels. Public Law 17, passed by the Congress in the fall of 1943, but made retroactive to the fall of 1941, was designed to provide a continuity of service for seamen.

I believe that Public Law 17 accomplished two specific purposes. It enabled many thousands of men to become and remain fully insured — men who would otherwise have lost insured status. Also, because the Government vessels were operated by agents who were operating their own vessels, it insured that standard wage reports would be made regardless of where the seamen were employed.

Of course, the war tended to complicate reporting processes for shipping companies. Because of security measures it was not possible for masters to keep regularly in touch with shore establishments in order to keep their home offices advised with respect to destinations and the identity and condition of the men aboard. Similarly, the authority vested in the United States Navy which authorized it to divert ships or men, or both, tended to make it more difficult to make regular current quarterly reports on the same basis as the other more stabilized domestic industries.

SPECIAL SYSTEM

For that reason the War Shipping Administration, with the cooperation and assistance of the Bureau of Internal Revenue and the Social Security Board, worked out a special reporting system designed to minimize these difficulties and to insure maximum protection to the wage records of men aboard the vessels.

To go into all the technical details of the processes involved would require too much space and would not be fully understandable to the average reader. However, it can be confidently stated that seamen can feel assured that no "quarters of coverage" were lost by seamen employed during the war years. While it is possible that some few seamen may not have been credited with all of their wages due to the difficulties of reporting when voyages covered more than a single year, in most instances it will be possible to re-

construction such wages, if necessary, from records in the hands of the shipping companies. Also, it should be borne in mind that relatively few voyages and a very limited number of men are involved.

IMPROVEMENTS EXPECTED

Mr. Grindabl is quite right that no wages have been recorded for seamen for the years 1937-1939, inclusive. Under the 1935 act, seamen, along with workers in some other industries, were specifically excluded from coverage. It was not until the passage of the amendments in 1939 that seamen came under the program. The Administration is aware of this and is prepared to make recommendations to the Congress which will tend to minimize, if not completely eliminate, this iniquity. Such recommendations will not only apply to seamen, but to other previously excluded groups as well.

While this explanation is more lengthy than I would like, I'm afraid that a satisfactory explanation is not possible in a shorter statement.

O. C. Pogge, Director
Social Security
Administration
Baltimore, Md.

HAS IMPORTANT PAPERS FOR WILLIAM GREGEL

To the Editor:

I am having difficulty locating my brother, who is a seaman. I have very important papers for him. I mailed them to the Hall in New Orleans only to have them returned with the information that he wasn't in the directory there.

My brother is on the seas somewhere and I thought you could help me.

His name is William S. Gregel.

He is to please contact me at the address given below.

Mrs. Helen Donofrio
15 E. Monroe
Bedford, Ohio

(Ed. Note: The LOG published Mrs. Donofrio's request in the "Personal" columns in last week's issue.)

CANADIAN SIU MEMBER SEEKS WARTIME PAL

To the Editor:

I am a member of the SIU, and I have put in for my citizenship papers which should be coming along shortly.

I sailed right through the war as AB and during that time I met a Brother, Mike Lasmar, in South Africa, who was then sailing as Carpenter. I would like to get in contact with him if possible.

Thanks for sending the SEAFARERS LOG.

W. H. Simpson
Montreal

(Ed. Note: A notice has been put in the LOG asking Brother Lasmar to get in touch with you.)

ALL SMILES ON THE BRIDGER



A good part of the Bridger's Deck Department pause in their work long enough for a picture to be taken. On eighteen-months articles, the boys don't appear unhappy over the prospects of eight months of shuttling that lie ahead. The boys are, standing, left to right—Dick Barron, AB; Norlin Lust, DM; J. Peterson, OS; B. Mason, AB; S. Foscolos, OS. Kneeling are Bing Miller, DM; Charles Misak, DM.



Longtime shuttlers Red Braunstein, AB, and Brice Ruggie, Bosun, pose for the camera under the torrid Persian Gulf sun. The two SIU stalwarts are part of the dozen or so SIU men still aboard the U.S. Petroleum vessel which has been shuttling between the Persian Gulf and France since March 1948. Pictures were submitted to LOG by Bing Miller, Ship's Delegate.

'Rock' Hospital Conditions Scored

To the Editor:

May I, Brother Jose Reyes, now a patient in the Colonial Hospital at Gibraltar, give you an account of conditions in this medical establishment?

I was suffering from a suspected peptic ulcer and was placed in a ward termed "a medical ward." In the same ward with me are one or two Englishmen with the same complaint as I have. But there is also a case of advanced syphilis, two of cancer and two of bronchitis.

We all eat together and use utensils — knives, forks, etc.— which are only washed in a sink and then given out for the next meal. In this way, perhaps, I might be eating my dinner with the utensils that the man with the case of syphilis used for breakfast. Nothing is sterilized.

NO EXAMS

The doctors make no sort of examination, but merely ask how a patient is and pass on. The male orderlies are young men with absolutely no previous medical experience and who seem to take a delight in aggra-

vating the patients, at least some of them.

In the morning, we have to wash in bowls which were used during the night for washing such cases as syphilis—and they are not sterilized either.

I am giving these facts so that any of my Brothers who might find themselves put ashore at Gibraltar for hospital treatment will know what to expect. I should like this matter to be published in our official organization paper.

Jose Reyes

On Performers

The membership has gone on record to prefer charges against all gashounds and performers as well as the men who willfully destroy or steal ships gear. The SIU has no place for men who ruin the good conditions the Union wins for them. Take action in shipboard meetings against men guilty of these things.

Log-A-Rhythms

The Beefer

By BILL DUNHAM

There's one on every ship—
You know the type we mean—
He's the guy who's always beefin,
But at a meeting he's never seen.

He's always causing trouble,
And has a lot to say,
But it's never in a meeting,
From them he stays away.

He puts the Brothers on the pan—
They never do what's right—
But when we hold a meeting
This bird is not in sight.

He's forever spreading rumors,
With him we must contend,
But when we have a meeting
We think he should attend.

Now the Brother has the right to talk,
It's only just and fair,
But the place is in a meeting—
Why in hell isn't he there?

Visits SIU



Edward Maciag, formerly of the Stewards Department on SIU ships and now Seaman Second Class with the Navy, paid a visit to the New York SIU Hall this week. Maciag has completed two years of a four year hitch and expects to return to the SIU when his hitch expires. He's currently on destroyer duty.

CG Bid For Greater Seamen Curbs Blasted By Brother

To the Editor:

I would like to comment on an article written by a labor-hating columnist recently in which he quoted and commented upon an article appearing in the December issue of "Proceedings Of The United States Naval Institute"—a technical magazine.

The article in this magazine was written by Lt. Holmes F. Crouch of the Coast Guard. It concerned wanton murder, mental deficiency, incompetence, sleeping on watch, drunkenness, and whatnot which he claimed are prevalent in the merchant marine.

As a seaman I agree with Lt. Crouch that in some isolated instances weaknesses of human nature, stupidity or a type of psychosis cause individual failures, but such can not be generalized to include all seamen any more than they can be applied wholly to any other group.

The columnist, however, accepts every word of the biased article and refers to persons guilty of such actions as "scum". If he would have given more thought to the subject, he would have found the term too broadly used.

As for his charge of incompetence: Coast Guard and Navy vessels are manned with several times as many men as the merchant ships. If there be anything lacking in the performance of merchant crews, then put on extra personnel. As it is, some shipowners say their ships have too many men, and have cut the personnel to the very minimum to reduce their costs.

FOOT THE BILL

It is all very well for the Coast Guard and Navy to carry two and three hundred men on a vessel that only requires thirty or forty under private operation, but let them remember that their total inefficiency is being paid for by the taxpayers money.

Lt. Crouch states that the discipline is nothing like it should be. To this I say that the discipline of the armed services isn't very exemplary either. Pick up a newspaper any day and see for yourself.

He doesn't advocate putting the merchant marine under the armed forces, but does say that if it is to be tied in with the military during an emergency, there must be better discipline. The merchant marine has come along splendidly without too much "aye, aye, sir!" I can see no reason why it cannot continue to do so.

Whether for his personal bene-

fit or not, Lt. Crouch certainly well timed the release of his article. Today, as always, the American merchant marine is fighting for its existence. It is trying to remain independent of the armed forces and the brass hats who envision more prestige for themselves.

As the columnist states, Lt. Crouch is fighting for his future, having written the article. But I'm sure he would have a greater battle on his hands if he were to write such an article concerning his own service.

Tony Kabiska

Retired Member Follows Union Through The Log

To the Editor:

I have been a retired member of the SIU for the past two years. This is the first time I have written to the LOG, so I wish you would print it.

I sailed as AB with the SIU for six and a half years—mainly out of Baltimore, which is my home. I left the sea for one of the sweetest girls in the world, and am now living in Beaumont, Texas. Maybe a few of the members may remember her. She was a nurse in the Baltimore Marine Hospital. Her name is



HENRY KRAMER

"Tex", and she was stationed on the fourth floor.

I am enclosing a photo of myself, which you may print if you care to. I certainly appreciate receiving the LOG and being able to keep up with what is going on in the Union. Congratulations to the Seafarers on the fine work they have accomplished in the past few years.

Here's for smoother sailing.

Henry (Eddie) Kramer

SIU CREWS WERE CHRISTMAS GUESTS OF BUENOS AIRES BISTRO



Not a glum expression in the crowd at May Sullivan's Bar as Seafarers aboard the Del Norte and Tulane Victory joined in celebrating the holiday eve in the Argentine port. Affair was success, thanks to generosity of May Sullivan, who said "chow and champagne are on the House today."

Applauds Union's Quick Action In Accident Case

To the Editor:

I wish to tender thanks to Brother Joe Volpian of Special Services for his prompt reply to a very important letter from Portland, Oregon, which concerned my accident while enroute to the Purdue Victory in December.

Also I would like to thank Hank for sending Sam Voss and me some LOGs in Portland. The

SIU has no Hall in that port.

It sure gives one a feeling of security in being a member of the SIU, and knowing that no matter what hole in the world you may be in the SIU will find you and give all assistance possible.

At the New York meeting of January 26, I made a motion under New Business that the Union officials contact the shipowners

and operators as soon as possible for the purpose of creating a welfare fund for members of this Union. The motion was well received and supported by about 1,500 members present.

DRAW PLANS

An amendment was made to it by Secretary-Treasurer Paul Hall which made the motion perfect. The amendment called for the Secretary-Treasurer to draw up plans for such a fund before being presented to the shipowners.

I believe the time is now ripe for such a demand by the SIU. We are strong in unity and funds. I urge all Seafarers in all ports to give this motion urgent consideration at this time and bring it up at their meetings in the near future. Let us be the first with this plan, just as we have always led the field to better the life of seamen and their families.

John Jelletie

Retired Bosun's Wife Enjoys Log

To the Editor:

The SEAFARERS LOG gives me a great deal of pleasure. I find everything in its pages of great interest to me. Because of my illness, my husband, a Bosun, retired his SIU book last June to bring me to California for my health.

Since our arrival here I have received only two copies of the LOG, as they are still going

to our old address in Boston.

I will have to hide the latest issue I received. If my husband sees the article by Frenchy Michelet regarding the shipping boom in San Francisco he would be hot footing it down there. As it is, he has one foot here and the other on a banana peel, ready to slip on a ship.

Mrs. Anna Torono
San Diego, Calif.

Comments Asked On Purcell Article

To the Editor:

After reading Brother Jimmy Purcell's well written article on Electricians and his suggestions on making their jobs easier on themselves, there isn't much that can be added, except to say that I'd like to hear from some of the Brothers who sail as Electricians and have run into some sad conditions. To hear from them, plus their suggestions, should afford us further remedies to this problem.

Brother Purcell wrote, "we have the best wages and condi-

tions in the industry." Believe me, Brothers, he's more than right. That goes for wages and conditions ashore, too. I know that by bitter experience.

As some of you know, I was married recently and retired my book. Since then I have been looking for a job ashore. In the past two months I have been offered three jobs as Electrician with the top pay of \$135 per hour. Let's keep the pork chops for the unlicensed men and do our jobs in true SIU style.

Frank Bose

Minutes Of A&G Branch Meetings In Brief

NEW YORK—Chairman, Lindsey Williams, 21550; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Robert Matthews, 164.

Minutes of previous meetings in other Branches read and accepted. Secretary-Treasurer's report read and accepted. Port Agent discussed the shipping outlook for the Port of New York and disclosed the number of ships that paid off and signed on here. A motion by Jillette, seconded by several, instructed the Headquarters Negotiating Committee to draw up a welfare plan. An amendment by Hall urged that we further instruct our officials to start, as soon as possible, to compile facts and figures and prepare an analysis on the question of a welfare fund so that when it is finally presented to the operators we will know exactly what the score is. Motion and amendment carried. Motion carried. Under Good and Welfare, a number of members discussed several matters of interest to the membership. Meeting adjourned at 8:40 p.m., with 1,113 members present.

NEW ORLEANS—Chairman, Leroy Clarke, 23068; Recording Secretary, Henry Gerdes, 23362; Reading Clerk, Buck Stephens, 79.

New Orleans previous minutes and financial report, and the Secretary-Treasurer's financial reports were accepted. New Business of Branches were read and accepted. The Agent reported the business affairs in good shape. Shipping is holding its own. Since last meeting there have been eight payoffs and nine sign-ons, with twenty-six ships contacted in transit. Waterman is making Mobile the home port for coastwise payoffs. There are eleven scheduled payoffs and twenty ships in transit due in the next two weeks. The Agent asked the members to send wires protesting the Hoffman plan to Washington in support of the Union's drive to defeat it. Members whose names are listed as having holes in their dues records are urged to have their books sent to New York to have the records straightened out. The membership was also urged to register for voting so they can take part at election time in ousting anti-labor politicians from local, state, and national offices. Agent's report accepted. The meeting put numerous Brothers' names in nomination for Delegates to the SIU Convention. The Patrolmen's and Dispatcher's reports were accepted. Communications from New York Agent and from Assistant Secretary-Treasurer Matthews were accepted. The Tallying Committee's report was accepted. A Coleman, Gregory A. Hyver, Harry N. Peterson, Antonio A. DaCosta, and Roy J. Barker were Obligated. Weedheads and performers were warned, under Good and Welfare, that they would not be allowed to endanger SIU conditions. Meeting adjourned at 8:45 p.m. with 371 bookmembers present.

MOBILE—Chairman, O. Stevens, 115; Recording Secretary, Harold J. Fischer, 59; Reading Clerk, James Carroll, 14.

New Business of Branches read and accepted. The Agent reported that the Actium Shipping Corporation had signed a con-

A&G Shipping From Jan. 12 To Jan. 26

PORT	DECK REG.	ENG. REG.	STWDS. REG.	REG. TOTAL	DECK SHIPPED	ENG. SHIPPED	STWDS. SHIPPED	SHIPPED TOTAL
Boston.....	14	14	12	40	4	6	3	13
New York.....	151	127	134	412	83	72	74	229
Philadelphia.....	32	18	17	67	33	29	17	79
Baltimore.....	94	88	74	256	78	57	71	206
Norfolk.....	35	24	22	81	5	4	4	13
Savannah.....	23	12	20	55	11	8	8	27
Tampa.....	36	35	23	94	6	6	6	18
Mobile.....	70	69	45	184	69	71	59	199
New Orleans.....	91	103	161	355	106	92	131	329
Galveston.....	62	47	46	155	36	30	23	89
West Coast Ports.....	49	36	24	109	45	37	25	107
San Juan.....	20	10	9	39	16	12	11	39
GRAND TOTAL.....	677	583	587	1,847	492	424	432	1,348

tract with the Seafarers, and crewed their first ship, the SS Governor Brandon, in Mobile. Negotiations are proceeding with the Waterman Steamship Company-Tug Boat Division and the Mobile Towing and Wrecking Company for tugboat contracts. Progress has slowed down to the fine points, as it always does in negotiations when wages and overtime are discussed. The tugboat contracts expire the last of January; but it is expected that a satisfactory agreement can be reached before that time. He reported that the strike at the coal tippie was over with the men winning their beef. This should help shipping in Mobile. Eleven ship arrivals are expected in the next two weeks. Report accepted. Reports from the Secretary-Treasurer, the Trial Committee, the Mobile Tallying Committee, the Headquarter's Tallying Committee, and the Galveston Tallying Committee were all accepted. The Patrolman's and Dispatcher's reports were made and accepted. Meeting adjourned at 8:10 p.m. with 250 members present.

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

A Trial Committee was elected to consider charges. Branch minutes were accepted. Baltimore financial reports and the Secretary-Treasurer's financial reports were accepted. The Headquarters Report, the Tallying Committee report, and the communication from the Secretary-Treasurer on nominations for delegates to the SIU convention were accepted. The Agent's, Dispatchers' and Patrolmen's reports were accepted. There was no New Business. One minute of silence was observed for departed Brothers. Under Good and Welfare there was discussion pro and con about taking permitmen off the ships after one complete voyage. Meeting adjourned at 8:10 p.m. with 275 members present.

PHILADELPHIA—Chairman, L. A. Gardner, 3697; Recording Secretary, R. A. Oates, 25128; Reading Clerk, D. Hall, 43372.

The regular order of business was suspended to give representatives of the Bartenders and Culinary Workers Union, Local No. 17, of Camden, N. J. an opportunity to tell the membership of their strike. The meeting voted unanimously to give whatever support was necessary to help them win their beef. It was decided that the picketline would be bolstered next morning with

a large number of SIU members. New Business of other Branches were read and accepted. The Agent reported shipping slow, with little prospect for improvement in the near future. He told the membership that the new Agent, James Sheehan, would be installed in a few days at a special meeting. He concluded by appealing for all-out support for the Culinary Workers in their



beef. Report accepted. The Secretary-Treasurer's financial report, his report to the membership, and the communication on the March of Dimes was accepted. The Tallying Committee's report was accepted. One minute of silence for departed Brothers. Meeting adjourned at 8:00 p.m. with 110 members present.

NORFOLK—Chairman, Ben Rees, 95; Recording Secretary, James A. Bullock, 3747; Reading Clerk, Boyles, 34587.

Branch minutes were read and accepted. The Secretary-Treasurer's telegram about the Tallying Committee's report and the SIU degelates to the Baltimore Convention was accepted. The Agent reported that shipping was bad in Norfolk and the outlook for the next two weeks was not good. He stated that a meeting with the representatives of the Virginia Ferries Company and the mediator of the Governor of Virginia had ended in a deadlock. All concerned were notified that a strike would be called March 19. The Dispatcher's report was made and accepted. Motion under New Business to support the March of Dimes. There was general discussion under Good and Welfare. Meeting adjourned at 8:15 p.m. with 105 members present.

SAVANNAH—Chairman, E. M. Bryant, 25806; Recording Secretary, R. F. Ransome, 50920; Reading Clerk, Ivan Peacock, 36795.

The previous minutes of all Ports were excepted. The Secretary-Treasurer's financial report, his telegram concerning delegates to the Baltimore convention, and the New York Tallying Committee's report were accepted. One minute of silence for departed Brothers was observed. George Dennis Finklea, and Aristoteles Miltsos were Obligated. The Agent reported three South Atlantic ships due in as well as a Bull Line eastwise

ship. He noted that the gas-hounds were clearing out and the Hall is staying much cleaner. Discussion under Good and Welfare included procuring new blinds for the Hall. Meeting adjourned at 7:45 p.m. with 130 members present.

TAMPA—Chairman, R. H. Hall, 26060; Recording Secretary, L. White, 2716; Reading Clerk, C. Lee, 70.

New Business of all Branch minutes were read and accepted. The Ballotting Committee's report was accepted unanimously. Motion carried to request Headquarters to send a man to Jacksonville, or to designate someone from Tampa, to contact a new ship, the SS Carib Queen running out of Key West. This ship will mean a couple of hundred jobs for the Seafarers. The Agent's report, the Secretary-Treasurer's financial report, and the Dispatcher's reports were accepted. There was general discussion under Good and Welfare. A call was put out for blood donors for members of the family of two Brothers. Union business is good with the largest week financially in the history of the Port.

PUERTO RICO—Chairman, S. Colls, 21085; Recording Secretary, H. Spurlock, 11101; Reading Clerk, 30148.

Minutes of previous minutes in other Branches read and accepted. The retiring Port Agent called on the membership to assist the new Agent in the coming year in the same way they had supported him. Retiring Agent was given a vote of thanks and a rousing cheer by the membership. Agent said that shipping had picked up and that the next two weeks was expected to be even better, with the Bull Line ships back for the sugar season. Report accepted. Tallying Committee's report read and accepted. Motion carried urging that island of Puerto Rico be included in "south of Cape Hatteras transportation clause", along with other continental ports in the new agreement. Agent expressed regret in announcing death of Brother A. B. Seller on Jan. 19 aboard SS Dorothy. Shipmates pointed out that gear on ship was old and conditions not what they might have been. They urged membership to see that rigid standards are maintained aboard ships.

SAN FRANCISCO—Chairman, A. Michelet, 21183; Recording Secretary, E. Twite, 34591; Reading Clerk, R. W. Pohle, 46826.

Minutes of Branches having New Business read and accepted. The Agent reported that shipping remains good with two ships

crewed up in the past week in addition to a number of replacements. However, more than a hundred permits have come from the East Coast and are building up a backlog of men in all West Coast Ports. The outlook is good for the next two weeks with a new ship being delivered in San Francisco, and another in Tacoma. Notice was served to performers on the intercoastal ships that they are endangering the contracts and will be held accountable by the membership. Motion carried to accept the Tallying Committee's report and the Secretary-Treasurer's telegram on the tallying report. One minute of silence was observed for departed Brothers. There was general discussion under Good and Welfare. Meeting adjourned at 8:15 p.m. with 92 members present.

BOSTON—Chairman, J. G. Greenbaum, 281; Recording Secretary, R. J. Lee, 47958; Reading Clerk, E. B. Tilley, 75.

New Business only read in minutes from the Branches. All accepted. The Secretary-Treasurer's weekly financial reports, the Headquarters report to the membership, and the Tallying Committee's report from headquarters were all accepted. The Agent thanked the membership for their cooperation while he was serving as Acting Agent, and asked for their continued support now that he has been elected as the regular Agent for the Port of Boston. The Patrolman's report and the Dispatchers report were accepted. Motion under New Business for the Agent to ask Headquarters to arrange a meeting with Isthmian Steamship Company, in order to straighten out that company's practice of sailing short from Boston without calling the Hall for replacements. One minute of silence observed for departed Brothers. Meeting adjourned at 7:55 p.m. with 73 bookmembers present.

GALVESTON—Chairman, Ray Sweeney, 20; Recording Secretary, Jeff Morrison, 34213; Reading Clerk, Edward Morris, 31414.

Galveston minutes and financial report accepted. The Headquarters report to the membership, and the Ballotting Committee's report read and accepted. The minutes of all Branches were accepted. Patrolman Morrison made the Agent's Report, as Keith Alsop was in Corpus Christi making two Cities Service ships and the harbor tugs. Shipping for the Port was reported good with few bookmen on the beach and the coastwise runs taking a few men from time to time. The Secretary-Treasurer's financial report, the Patrolman's report, and the Dispatcher's report were accepted. The communication from the Secretary-Treasurer on delegates to the SIU convention in Baltimore read. Eight men were nominated to attend. Motion carried for the Galveston Branch to donate the sum of fifty dollars to the March of Dimes. It was pointed out that every labor union in Galveston had donated that much or more. One minute of silence for departed Brothers. The Hoffman proposal was discussed under Good and Welfare, and it was pointed out that the Seafarers' fight to defeat the plan is going full ahead. Meeting adjourned at 8:06 p.m. with 51 bookmen present.

Maritime Round-Up

(Continued from Page 3)

The fate of former German luxury liners: The Bremen's sister ship, the Europa, slightly damaged in the war, has been turned over to the French as part of war reparations and is now being entirely rebuilt as a luxury liner. She has been re-named the Liberte.

The SS Berlin struck a magnetic mine in the Baltic in 1945, and was lost in deep water. The luxury liner, Cap Arcona, bombed and sunk in the Baltic, was also a total loss, as was the old Von Steuben, formerly the Mun-chen. The St. Louis, bombed at Hamburg, still lies there, al-though her bow is gone. The sister ship Milwaukee, which came to New York after she was seized near the end of the war, has been broken up.

Four other first class liners were all lost or destroyed. The New York, after being bombed at Kiel, was righted, towed to England and scrapped. The Ham-burg, Deutschland and Hansa were all lost in the Baltic. Three other German vessels, the Pa-tria, Caribia and Iberia are be-lieved to be in service under the Russian flag.

SIU HALLS

SIU, A&G District

- BALTIMORE14 North Gay St.
William Rentz, Agent Mulberry 4540
- BOSTON276 State St.
E. B. Tilley, Agent Richmond 2-0140
Dispatcher Richmond 2-0141
- GALVESTON308½—23rd St.
Keith Alsop, Agent Phone 2-8448
- MOBILE.....1 South Lawrence St.
Cal Tanner, Agent Phone 2-1754
- NEW ORLEANS.....523 Bienville St.
E. Sheppard, Agent Magnolia 6112-6113
- NEW YORK.....51 Beaver St.
Joe Algina, Agent HANover 2-2784
- NORFOLK127-129 Bank St.
Ben Rees, Agent Phone 4-1083
- PHILADELPHIA...614-16 No. 13th St.
Lloyd Gardner, Agent Poplar 5-1217
- SAN FRANCISCO.....85 Third St.
Frenchy Michelet, Agent Douglas 2-5475
- SAN JUAN, P.R....252 Ponce de Leon
Sal Coils, Agent San Juan 2-5996
- SAVANNAH.....2 Abercorn St.
Jim Drawdy, Agent Phone 3-1728
- TACOMA1519 Pacific St.
Broadway 0484
- TAMPA.....1809-1811 N. Franklin St.
R. H. Hall, Agent Phone M-1323
- WILMINGTON, Calif., 227½ Avalon Blvd.
Terminal 4-2874
- HEADQUARTERS...51 Beaver St., N.Y.C.
HANover 2-2784

SECRETARY-TREASURER

Paul Hall

DIRECTOR OF ORGANIZATION

Lindsey Williams

ASST. SECRETARY-TREASURERS

Robert Matthews J. P. Shuler

Joseph Volpian

SUP

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

Canadian District

- MONTREAL.....1227 Phillips Square
Plateau 6700—Marquette 5909
- PORT ARTHUR...63 Cumberland St.
Phone North 1229
- PORT COLBORNE.....103 Durham St.
Phone: 5591
- TORONTO.....111A Jarvis Street
Elgin 5719
- VICTORIA, B.C.602 Boughton St.
Empire 4531
- VANCOUVER.....565 Hamilton St.
Pacific 7824

Seizure of the American drag-ger Araho by Canadian officials for fishing illegally within the three mile limit of Nova Scotia may be followed by the sale of the vessel and turning over of three-quarters of the net pro-ceeds to the Captain and crew of the Canadian flag vessel that captured the Araho.

Bi-focal radar, a commercial radar with two viewing screens developed by General Electric, has completed test runs on the Great Lakes. The set has two scopes, a seven-inch, or safety scope, and a twelve-inch, or working scope. The first detects objects within two miles and the second is adjustable to dis-tances of one half, one, three, eight, twenty or forty miles.

Where the ships are going: The steamer Mahimahi, owned by the Matson Navigation Com-pany, has been sold to the Un-ione Societa de Navagazione Marittima, of Catania, Sicily. The former Waterman liberty ship Governor Kilby has been sold to Atlantic Cargo Carriers of New York and the tug Eliza-beth W. Moran has been sold by the Moran Towing Company to Egyptian buyers.

A survey of ships tied up for three months by the West Coast strike showed no cargo spoilage on ships that had dehumidifica-tion equipment. Shippers have been much impressed by the fact that there was no spoilage among the "difficult" cargoes,

Books In Review

THE LAW AND YOU, by Max Radin; Mentor Books, 190 pages, 35 cents.

Most volumes which purport to explain in laymen's language the complex apparatus of the law are quite enough to send the average citizen hotfooting it for the refreshing simplicity of the nearest bar—and not the one of justice, either.

Not so with the highly read-able and enjoyable effort by Pro-fessor Max Radin, the University of California's scholarly author-ity who, in "The Law and You," avoids the rigors of the legal handbooks and manuals.

He sidesteps the pitfalls of definitions and classifications "so that the law may seem as much as possible to be something which deals with human con-duct."

Radin accomplishes his objec-tive, which is "to rid anyone of the notion that the law is some-thing with which he has no re-lation except when he gets into 'trouble'."

As he traces the history and development of our nation's leg-al codes, Professor Radin empha-sizes those laws that affect the individual as a citizen, employ-ee, husband or wife, parent or child and plaintiff or defendant. Besides imparting a huge hunk of fascinating legal information, "The Law and You," has the distinctive virtue of the leaving the reader feeling he's been entertained, as well as enlight-ened.

such as green coffee, desiccated cocoonut and ammonium sul-phate. Steamship companies feel that the results might help them obtain lower insurance rates.

Unless new orders are obtained by the shipyards they will be without work by late 1950, J. L. Luckenback stated this week. He added that at present the industry is in a fair position as to business, but new orders are necessary. At the same time Luckenback announced that rigid inspection of the shafting and reduced engine speed has ac-counted for a reduction in the number of Liberty ship propel-lers lost at sea.

A new adjustable cable has been installed by Grace aboard its two largest ships, the Santa Rosa and Santa Paula, to secure automobiles at sea. Although al-ready used by airlines for lash-ing cargo, this is believed to be the first shipboard installation of this type equipment. The cable will lash any car from a Jeep to Cadillac, can be locked or unlocked in a matter of sec-onds and offers a safety factor of eight to one. Although now used only to secure cars the cable will subsequently be used for deck cargo as well.

United States exporters, using 900 advertising agencies, spent about \$6 million in placing 19,935 pages of advertising in 1948 in magazines published in the U.S. for circulation in foreign coun-tries.

The Captain of the freighter Ada Rehan, which made a bi-zarre round-the-world trip three years ago, pleaded guilty in Mo-bile Federal court to a charge of altering his U.S. Coast Guard license. He had altered his first class pilot's license to a ship-master's license and used it to sign on the ship. He was sen-tenced to two years and then the sentence was suspended. Dur-ing the court proceedings it was revealed that a pet beer and vodka drinking baboon had been kept aboard the ship.

American flag shipping is carrying two thirds of our im-ports from the Straits Settle-ments and Indonesia compared to 15 percent before the war and 44 percent of the exports from this country to the area com-pared to 2 percent in 1938. The Maritime Commission had rec-ommended that a minimum of 17 C-3s serve the trade, but at least twice that number have entered the field.

Moral For Today

A \$33-a-week clerk was arrested in New York last week on a charge of dipping into his employers' cash box to the tune of \$200,000 during the past twenty years. Temptation proved too much for another working stiff struggling along on peanuts.

In this case the man had worked for twenty-six years as bookkeeper, cashier, accountant and general manager for two storage companies. A job with a lot of titles and responsibilities but almost no pay.

Maybe the man would have lifted the cash regard-less of his take home pay, but there is the possibility that had he made an adequate salary he would not have suc-cumbed to temptation the first time he found a pile of bank notes sticking to his fingers.

Perhaps if he had been given a bigger pay check—a union pay check—on pay day the story might have been different. Maybe his employers would have saved themselves money in the long run. Belonging to a union is no guarantee of lavish living, but earning wages suffi-cient to cover expenses lessens the possibility of any self-appointed "raises."

PERSONALS

THOMAS VINCENT DRZEWICKI

Your Local draft board in Wilmington has classified you as 2-A until April 30, 1949.

SYLVESTER BARNES

Your old shipmate, Ed Bir-mingham of Hoag Corners, New York, is anxious to hear from you. He has important papers for you.

ENGINE DELEGATE Anniston City

William J. Meehan has your trousers at 2940 Tieman Avenue, New York.

CREW, SS BETHORE

Men who were aboard the SS Bethore in May, 1948, are re-quested to contact John Mc-Guinness, 51 Beaver Street, New York. This concerns his accident claim.

New Tacoma Hall Is Kept Busy

By W. McKAY

TACOMA — Two especially good payoffs highlighted a week of fairly good shipping in this West Coast port.

The SS Warrior paid off in Se-attle in damn good shape, thanks to a very fine crew of Seafarers. Nels Larson, the Ship's Delegate had things pretty well squared away by the time the Union rep-resentative got aboard. Only a few small beefs—regarding sail-ing time and washing water—had to be straightened out. Brother Larson's good unionism was fur-ther demonstrated when he made a donation of fifty dollars to be used in getting the new Hall here in good shape. Thanks, Nels!

Also paying off in first-rate fashion was the SS Pontus Ross. She paid off in Newport, Ore.



Aboard were good Engine and Deck Department men. They did much to bring the ship in clean without any beefs. The only hitch on this ship were a couple of foul-ups in the Stewards De-partment, who thought they could rest on their reputations as oldtimers. They have since learned differently.

The crew of the Ross said the Skipper, Captain L. M. Andrea-son, is a fine old man to sail with.

To pay off ships around here you have to walk as much as three or four miles to get near a vessel. One payoff required a nine-mile walk through the na-tional forest. We just take the bus for somewhere, get off at no-where and start walking. But we make it nevertheless. We wouldn't trade these sticks for the whole big town of New York. Brother Goffin, come out here sometime and we'll take you for a little stroll.

Notice To All SIU Members

The SEAFARERS LOG as the official publication of the Sea-farers International Union is available to all members who wish to have it sent to their home free of charge for the enjoyment of their families and themselves when ashore. If you desire to have the LOG sent to you each week address cards are on hand at every SIU branch for this purpose.

However, for those who are at sea or at a distance from a SIU hall, the LOG reproduces below the form used to request the LOG, which you can fill out, detach and send to: SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

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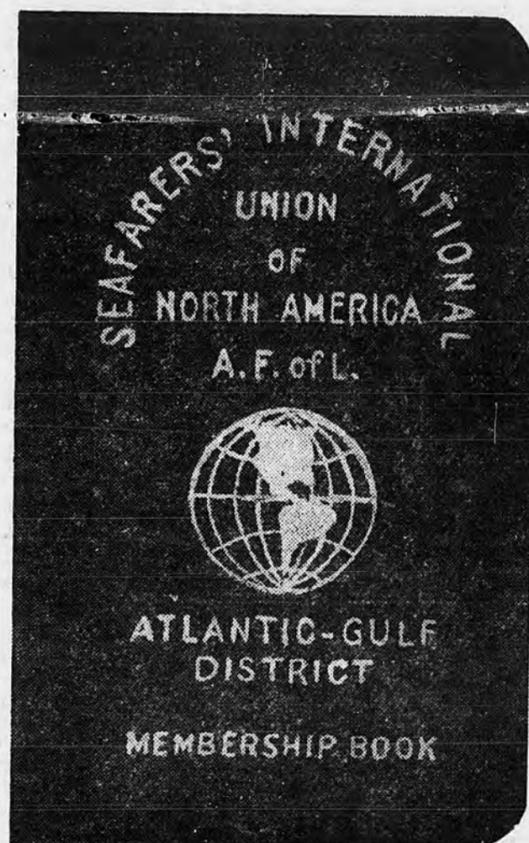
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- 1. Will discuss, pass or reject, the rules governing their own organization.
- 2. Will elect rank-and-file committees to conduct weekly and quarterly audits of the union's finances (in addition to quarterly checks by certified public accountants)
- 3. Will elect their own officials every year from among their shipmates in secret ballot.
- 4. Will be represented, if necessary, by SIU representatives operating out of SIU halls in every major port on the Atlantic, Gulf, and Pacific Coasts.
- 5. Have an organization which has more than \$1,300,000 in its funds to protect their wages, conditions, and contracts.
- 6. Will continue to have rotary shipping through their own hiring halls to assure all of democratic shipping and elimination of favoritism and blacklisting.
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