

SEAFARERS LOG



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

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No. 1

Sea Unions Draft War Role

Seafarers Help Beat Marcantonio

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TELEPHONE RECTOR 2-4767

November 22nd, 1950

Mr. Paul Hall, Secretary-Treasurer,
Seafarers International Union,
51 Beaver Street,
New York, N.Y.

Dear Mr. Hall:

Thanks very much for the aid and help given by members of the Seafarers International Union in my campaign in the 18th Congressional District.

Tell the men, all of them, that I'm proud of their work and the stand they took with union men throughout the district against the menace of Bolshevism in America.

Sincerely,

JGD/rd

Glad to have been of help. Congressman! Seafarers, who have been fighting the communists wherever they find them, found it a pleasure to help defeat Vito Marcantonio, one of the commie's major spokesmen. Incidentally, the commies, sensing that the tide was turning against them, used their well-known goon tactics, in a futile attempt to scare their opposition. One of the sound trucks used by the volunteer Seafarers had its tires slashed by Marc's goons, and some of the men were roughed up—but the Seafarers weren't deterred, and their man won.

A program outlining the minimum requirements essential to full mobilization of the maritime industry in the event of war has been presented to Admiral E. Cochrane, Maritime Administrator, by representatives of the nation's seafaring unions.

The unions, including the Seafarers International Union, urged the Maritime Administrator to take immediate action on their program, formulated at meetings held in Washington last week, so that no time would be lost in effecting the machinery necessary for the nation's defense.

The meetings grew out of a request by Admiral Cochrane for the viewpoint of the seafaring trade unions in readying the American merchant marine for emergency activity.

Participating in formulation of the program in behalf of the SIU were Harry Lundeberg, Fred Farnen, Paul Hall and Morris Weisberger. Earl Sheppard, newly-elected Assistant Secretary-Treasurer of the A&G District, was unable to attend the sessions due to the press of Headquarters' duties.

The Marine, Cooks and Stewards union, recently kicked out of the CIO for being commie-dominated, was represented at the first meeting at which Admiral Cochrane asked for the labor program. When the unions went into conference, however, the MCS representatives were barred by the non-communist groups. Thus, the program does not represent the views of the MCS.

The war role program drafted
(Continued on Page 4)

SIU Wins Change In CG Papers

As a result of representations made by the Washington representative of the Seafarers International Union in behalf of its affiliated unions, the Coast Guard security ruling has been altered to permit seamen to retain their present papers when applying for the new-type emergency document.

Under the original ruling, the Coast Guard made it mandatory that a seaman seeking issuance of the "specially validated merchant mariner's document" had to give up the papers he carried at the time.

The SIU and SUP found this provision objectionable and so informed their Washington representative, Matthew Dushane. Following several conferences between Dushane and Coast Guard officers, the agency, on December 29, announced the revision which will enable seamen to keep their present seaman's papers.

In regard to the appeals boards, which are to function in cases of seamen screened out by the Coast Guard and who
(Continued on Page 4)

Tally Committee Announces 1951 Officials

The 29 elected officials who will serve the SIU's Atlantic and Gulf District in the current year were announced this week by the Headquarters Tallying Committee, in its report on results of the annual balloting which ended on December 31.

The complete vote tabulation is revealed in the Committee's report, which will be submitted to the membership at the regular meetings in all A&G District ports on January 17.

Voting began on November 1, with the ballot listing 38 candidates for office. Elected were a Secretary-Treasurer, an Assistant Secretary-Treasurer, three Headquarters representatives, nine Port Agents and 15 Port Patrolmen.

In accordance with the resolution adopted by the member-

ship last October, the post of New York Agent did not appear on the ballot. The duties of that office will be handled by one of the Headquarters Representatives.

The Tallying Committee, elected at the regular Headquarters membership meeting of January 3, was composed of six men, two representing each department—Deck, Engine and Stewards.

The complete list of successful candidates, the official vote tabulation and the Tally Committee's report appear on pages 3 and 4.

Committee members and the departments they represented were Roderick Smith and Frank Douglas, Deck; John Hanson and Dominick Chirichella, Engine; E.

Mooney, Alonzo Milefski and George Steinberg (alternate), Stewards.

Preparation for the election of officers for 1951 got under way last fall, with the adoption of the customary resolution calling for Union-wide nominations and designating the positions to be filled in the balloting.

Of the 38 nominated before the deadline date, four were disqualified by the Credentials Committee for failure to meet requirements for Union office established by the Union constitution.

The resolution setting up the election procedure also provided for the opening and staffing of additional branches by the Secretary-Treasurer should they be needed to efficiently conduct the Union business and give proper representation to the membership.

The positions listed on the bal-

lot embraced only those Union installations in the Atlantic and Gulf Coast areas. The West Coast offices in San Francisco, Wilmington, Calif., and Seattle are operating on a temporary basis and consequently are not regular elective jobs.

Denial Of Time Ashore

During these days of national emergency, some crews in war areas may feel that they are being deprived of some of their traditional rights—for example, that of going ashore. If this beef—or others of that nature—should occur, crewmembers are urged not to take off on their own, or to make a big ship-board beef over it. Have the ship's delegates discuss it with the Skipper in the usual manner. If no satisfaction is received, then document the case in its entirety and send it in at once to Headquarters. If any overtime is involved, according to the terms of our contract, it will be collected in the routine manner—at the payoff. If the crew attempts to take action on its own, contrary to the Skipper's orders—even though the crew believes and knows that the Skipper is wrong—they will only jeopardize their seamen's papers and make things tougher for the rest of the membership.

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Proceed With Caution

After years of collaboration, indecision and inaction, some of our bureaucrats in Washington are joining the swelling mob of ex-commie labor officials in the most stupendous case of commie horrors in the nation's history. They are sallying forth in all directions, virtually busting a gut, making wild speeches and trying to convince everyone that their previous actions of playing ball with the commies never happened.

As one of the earliest—and one of the most efficient—foes of the communist party, the SIU applauds these "honorable" gentlemen, bureaucrat and ex-commie labor official alike, for their earnest if tardy activity. All that we ask is that these gentlemen do not let their zeal carry them off the deep end, and "mistake" (honestly or otherwise) those militant trade unionists, who are carrying on the fight for improved conditions in their fields, for communists.

We make this point seriously, for some bureaucrats suffer from exceedingly narrow vision and, once following a prescribed line or idea, look neither to right or left. We remember the disheartening days during the war, when the SIU was practically alone in fighting the commies with no aid—indeed, with plenty of discouragement—from government agencies, some of whom were carrying on violent love affairs with the communist party.

As a matter of fact, many of these fellow-travelling agencies were practically controlled by the commies. Who can forget the days when the RMO-WSA was practically an annex of the communist party? When officials and employees of the RMO went to pains to slander the SIU?

That such things were done by communist party members was to be expected. That it was done by non-communists—and by people who were really anti-communist at heart—can only be explained by the peculiarity of the bureaucratic mind: Russia was "our gallant ally," and so deserving of every help. Therefore it followed that the commies in this country, who wanted Russia to win so desperately, were equally deserving of aid and comfort—so put them in positions of authority. The country has heard of commies in only a few government agencies—the State Department and the WSA, for example—but in truth they were in many government agencies, and many of them in positions of authority.

And now these birds have gone and got them religion.

As a matter of fact, some of these bureaucrats remind us no little of some of the current marine industry "labor leaders" who, after having slept in the same bed with the communist party, and accepting—no, seeking—their support, saw the handwriting on the wall and dumped the poor, old red bag, and now go around posing as "experts" on the comrades.

These were the same guys who purged their unions of every one who dared criticize the commies and their unions' support of communist organizations. These were the guys who supported the commie line of "bring our boys back" from Europe and the Far East, so that these countries could fall like ripe plums right into Stalin's lap—which is the one reason why we are up to our necks in Korea today. These are the guys who are still busy expelling anyone who opens his mouth in honest criticism of policy.

These reformed bureaucrats also bring to mind those peculiar people, the business tycoon, whose battlecry is "free enterprise," who fight trade unions (when they can) up and down the street, yet who, through some unfathomable thought process, give financial and moral aid to the commies, both here and abroad. We mean those



Men in the Marine Hospital

FORT STANTON
SILVESTER WALKER
WILLIAM J. MEEHAN
A. McGUIGAN
HARRY THURMAN
GIDLOW WOODS
DONALD P. McDONALD

NEW ORLEANS
JOHN BARRON
CHARLES A. BROWN
B. P. BURKE
WILSON O. CARA
ROGELIO CRUZ
GLEN M. CURL
G. W. DUNCAN
GEORGE HARDING
RALPH HERALD
L. A. HOLMES
E. P. JANOSKO
D. D. KELLY
G. KRETZER
HUGH F. LAGAN
LEO H. LANG
ESTEL O. MASSEY
M. L. MCCARTY JR.
JAMES T. POWERS

K. RAANA
CLAUDE A. RAY
EDWIN E. RITCHIE
CHARLES SANDERSON
ROBERT W. THOMPSON
LONNIE TICKLE

BOSTON
JOHN F. McLAUGHLIN
E. W. HASKINS
A. REMOS
R. LUFLIN
A. D. LEVA

STATEN ISLAND
P. MANGUAL
P. PRON
FRANK KUBEK
R. GUZMAN
GEORGE RIDECK
EUGENE E. MILANESI
LEO KODURAND
FRED OESTMAN
L. HOGAN
EARL R. DIXON
FRANK B. STRELITZ
S. C. CUNNINGTON

J. SLAMAN
E. McLIN
K. C. CROWE
A. MONTEMARANO

MANHATTAN BEACH
FRED W. GRIMES
JOSE DE JESUS
E. LOPEZ
H. TUTTLE
J. H. ASHURST
E. FERRER
JOHN T. EDWARDS
JOHN DRISCOLL
VIC MILAZZO
MATTHEW DRUNO
PETER VORKE
R. A. BLAKE
JOHN PADZIK
A. LOMAS

BALTIMORE
CHESTER B. WILSON
EDWIN ROUPE
MAHLEN D. WATT
VIRGIL L. COASH
HAROLD W. SHEDWIN
JAWAL MATAN
B. D. ELLIOT
WILLIAM J. WOLFE
JOSEPH PILUTIS

ST. PAUL'S HOME
BALTIMORE
MICHAEL J. LUCAS

MEMPHIS
JOHN B. HEGARTY
JOHN W. KEENAN
C. D. SHIVELY
R. A. RATCLIFF

MOBILE
ALBERT W. SAXON
MAURICE F. ELLIS

SEATTLE
T. W. HINSON
WALTER SBLEY
FORT WORTH
E. J. NAVARRE

ARTESEA, CALIF.
HARRY TALBOT

"enlightened industrialists" who trade with Russia and the satellite countries, giving them much needed dollars. We mean men like the West Coast shipowners who have supported Harry Bridges—and still work hand-in-glove with him—who have supported him in all of Bridges' attempts to raid the SUP. (By the way, gentlemen, shouldn't these men be investigated, too?)

However, we'd like to point out to these crusaders—respectfully, of course—that, while the communists must be purged from every post and every industry where they can menace the security of this country, there are hundreds of thousands of honest, patriotic and militant trade unionists, who will yield their hard-won civil and trade union rights to no one.

We wish you luck in your job—for the job must be done—but spraying the landscape with buckshot to get your skunk is no way to do it. Get out your .30-.30, aim well and hit your target, and leave the proverbial innocent bystander unharmed.

Complete Tabulation Of The Votes Cast For A&G Officials For 1951

	Bos.	NY	Phi.	Bal.	Nor.	Sav.	Tam.	Mob.	NO	Galv.	SF	Wilm.	Sea.	Total*
Secretary-Treasurer														
P. Hall, 190	162	1536	232	704	63	70	176	445	1095	102	133	60	65	4843*
No Votes—Voids—Write-Ins	11	57	4	6	0	16	1	3	5	1	2	1	3	110
Sub-Total	173	1593	236	710	63	86	177	448	1100	103	135	61	68	4953
Assistant Secretary-Treasurer														
E. Sheppard, 203	140	1459	223	621	63	70	166	436	1068	102	132	59	62	4601*
No Votes—Voids—Write-Ins	33	134	13	89	0	16	11	12	32	1	3	2	6	352
Sub-Total	173	1593	236	710	63	86	177	448	1100	103	135	61	68	4953
Headquarters Representatives (3)														
J. Algina, 1320	140	1302	208	627	63	69	131	361	810	102	133	53	58	4057*
R. Matthews, 154	114	1146	186	560	63	55	146	382	730	102	129	57	48	3718*
J. Volpian, 56	98	1154	179	546	63	57	131	345	693	100	129	54	45	3594*
No Votes—Voids—Write-Ins	167	1177	135	397	0	77	123	256	1067	5	14	19	53	3490
Sub-Total	519	4779	708	2130	189	258	531	1344	3300	300	405	183	204	14859
Boston Agent														
B. Lawson, 894	165	1281	213	627	63	68	145	378	807	103	133	58	60	4101*
No Votes—Voids—Write-Ins	8	312	23	83	0	18	32	70	293	0	2	3	8	852
Sub-Total	173	1503	236	710	63	86	177	448	1100	103	135	61	68	4953
New York Deck Patrolman (2)														
L. Goffin, 4526	129	1215	189	588	63	66	140	353	726	102	131	55	55	3812*
G. Ruf, 23724	127	1231	210	563	63	60	132	350	776	100	130	53	52	3847*
No Votes—Voids—Write-Ins	90	740	73	269	0	46	82	193	698	4	9	14	29	2247
Sub-Total	346	3186	472	1420	126	172	354	896	2200	206	270	122	136	9906
New York Engine Patrolman (2)														
T. Babkowski, 7391	129	871	154	540	59	32	147	384	726	99	105	42	23	3311*
V. D'India, 20875	11	215	22	37	1	5	2	10	50	1	6	5	7	372
E. Eriksen, 50495	12	238	32	73	2	16	4	23	134	0	16	10	12	572
P. Salvo, 24342	6	160	24	52	0	7	7	15	63	2	4	6	9	355
C. Scofield, 21536	27	262	29	68	3	17	11	29	118	0	19	11	11	605
C. Simmons, 368	132	916	162	537	61	59	168	419	837	98	115	42	50	3596*
No Votes—Voids—Write-Ins	29	524	49	113	0	36	15	16	272	6	5	6	24	1095
Sub-Total	346	3186	472	1420	126	172	354	896	2200	206	270	122	136	9906
New York Stewards Patrolman (2)														
F. E. Gardner, 21057	43	534	109	246	6	42	34	08	373	10	57	26	36	1614
H. Guinier, 478	129	967	150	484	60	38	137	375	744	95	100	44	30	3353*
F. Stewart, 4935	143	1012	161	548	60	50	148	401	800	95	110	43	43	3614*
No Votes—Voids—Write-Ins	31	673	52	142	0	42	35	22	283	6	3	9	27	1325
Sub-Total	346	3186	472	1420	126	172	354	896	2200	206	270	122	136	9906
Philadelphia Agent														
A. Cardullo, 24599	132	1300	222	630	63	70	148	374	814	103	133	57	63	4109*
No Votes—Voids—Write-Ins	41	203	14	80	0	16	29	74	286	0	2	4	5	844
Sub-Total	173	1593	236	710	63	86	177	448	1100	103	135	61	68	4953
Baltimore Agent														
W. Rentz, 26445	143	1337	222	700	63	71	165	378	827	103	133	57	62	4261*
No Votes—Voids—Write-Ins	30	256	14	10	0	15	12	70	273	0	2	4	6	692
Sub-Total	173	1593	236	710	63	86	177	448	1100	103	135	61	68	4953
Baltimore Deck Patrolman														
L. Johnson, 108	142	1305	214	682	63	71	161	369	813	103	130	56	62	4171*
No Votes—Voids—Write-Ins	31	288	22	28	0	15	16	79	287	0	5	5	6	782
Sub-Total	173	1593	236	710	63	86	177	448	1100	103	135	61	68	4953
Baltimore Engine Patrolman														
A. Stansbury, 4683	134	1288	211	683	62	69	146	364	777	103	132	58	64	4091*
No Votes—Voids—Write-Ins	39	305	25	27	1	17	31	84	323	0	3	3	4	862
Sub-Total	173	1593	236	710	63	86	177	448	1100	103	135	61	68	4953
Baltimore Stewards Patrolman														
J. Hoggie, 23434	135	1279	206	676	62	68	149	359	765	103	129	57	58	4046*
No Votes—Voids—Write-Ins	38	314	30	34	1	18	28	89	335	0	6	4	10	907
Sub-Total	173	1593	236	710	63	86	177	448	1100	103	135	61	68	4953
Norfolk Agent														
B. Rees, 95	155	971	167	617	62	40	168	419	830	90	107	51	40	3726*
W. Beyeler, 25919	9	312	52	65	1	34	7	23	165	4	28	7	24	731
No Votes—Voids—Write-Ins	9	310	17	28	0	12	2	6	105	0	0	3	4	496
Sub-Total	173	1593	236	710	63	86	177	448	1100	103	135	61	68	4953
Savannah Agent														
A. W. Gowder, 36884	4	202	17	59	0	0	3	16	85	1	8	3	5	403
E. Tilley, 75	157	854	182	563	61	74	162	393	756	94	112	53	51	3512*
J. L. Tucker, 2209	4	224	22	39	1	4	7	36	195	4	13	5	10	564
No Votes—Voids—Write-Ins	8	313	15	49	1	8	5	3	64	4	2	0	2	474
Sub-Total	173	1593	236	710	63	86	177	448	1100	103	135	61	68	4953

(Continued on Page 4)

HQ Committee Submits Report To Membership

Printed below is the report of the Headquarters Tally Committee, which will be read for membership action at the next regular business meeting of the A&G District. Not given below, but to be read at the meeting, is the breakdown of the used and unused ballots in each port. We, the undersigned Tally Committee, duly elected at the regular business meeting of January 3rd, 1951, at Headquarters, submit the following report and recommendations:

All used ballots from all ports were counted and the correct tally is submitted herein. An asterisk is placed besides the names of the candidates that were elected to office. The ballots used and unused in each port were checked and the correct check is submitted herein.

It is to be pointed out to the membership that this Committee, upon checking various ports' tally sheets, found that all reports submitted by all outports committees were correct, and in nearly every case checked exactly with the New York Headquarters Committee's final tallies. In a few isolated instances where the findings of the various committees differ, the differences were slight and made no change whatsoever in the final results of election for any office.

It is to be further pointed out that the Port of Philadelphia Tallying Committee reported one ballot as missing. Upon checking this port's ballots, it was found that actually there were four (4) ballots missing. Inasmuch as the lost ballots would not change the results of the election in that port, and they may have been lost in mailing, we therefore have listed the actual votes cast in Philadelphia as 236 votes cast.

In addition to Philadelphia, Galveston and New Orleans reported lost ballots. Galveston only lost one ballot, and it would not have affected the results of the election in that port. In New Orleans, where the one ballot was stolen or lost, it was noted on that particular day's voting envelope. Inasmuch as this one ballot would not have changed the results of the election, the eight (8) ballots that were cast that day in New Orleans have been counted in that port's tally.

The Committee would further like to report that the Port of New York had two (2) ballots that were reported as lost, although these ballots were never received from the printer, as his numbering machine had missed two numbers.

Full copies of the reports contained in this document with the original signatures are on file in Headquarters Office of this Union.

- E. Mooney, 46671
- Dominick Chirichella, 38237
- Roderick Smith, 26893
- Frank Douglas, 10841
- John Hanson, 23220
- Alonzo Milefski, 49345

Complete Tabulation Of The Votes

(Continued from Page 3)

	Bos.	NY	Phi.	Bal.	Nor.	Sav.	Tam.	Mob.	NO	Galv.	SF	Wilm.	Sea.	Total
Tampa Agent														
R. White, 57	145	1324	215	619	63	75	170	380	823	102	133	59	63	4171*
No Votes—Voids—Write-Ins	28	269	21	91	0	11	7	68	277	1	2	2	5	782
Sub-Total	173	1593	236	710	63	86	177	448	1100	103	135	61	68	4953
Mobile Agent														
C. Tanner, 44	134	1403	213	607	63	73	167	441	1055	103	133	59	62	4513*
No Votes—Voids—Write-Ins	39	190	23	103	0	13	10	7	45	0	2	2	6	440
Sub-Total	173	1593	236	710	63	86	177	448	1100	103	135	61	68	4953
Mobile Joint Patrolman (2)														
R. Jordan, 71	122	1140	187	542	63	65	149	409	735	103	129	58	51	3753*
W. Morris, 264	107	1104	195	533	63	70	141	402	664	102	128	58	51	3618*
No Votes—Voids—Write-Ins	117	942	90	345	0	37	64	85	801	1	13	6	34	2535
Sub-Total	346	3186	472	1420	126	172	354	896	2200	206	270	122	136	9906
New Orleans Agent														
L. J. Williams, 21550	146	1421	223	610	63	72	163	439	1067	103	132	58	63	4560*
No Votes—Voids—Write-Ins	27	172	13	100	0	14	14	9	33	0	3	3	5	393
Sub-Total	173	1593	236	710	63	86	177	448	1100	103	135	61	68	4953
New Orleans Deck Patrolman														
L. Clarke, 23062	128	808	119	493	57	22	136	355	748	100	95	43	17	3121*
F. Sullivan, 2	34	545	108	175	5	50	29	86	329	1	35	14	45	1456
No Votes—Voids—Write-Ins	11	240	9	42	1	14	12	7	23	2	5	4	6	376
Sub-Total	173	1503	236	710	63	86	177	448	1100	103	135	61	68	4953
New Orleans Engine Patrolman														
C. J. Stephens, 76	142	1304	212	601	63	71	150	371	1062	103	130	59	61	4329*
No Votes—Voids—Write-Ins	31	289	24	109	0	15	27	77	38	0	5	2	7	624
Sub-Total	173	1593	236	710	63	86	177	448	1100	103	135	61	68	4953
New Orleans Stewards Patrolman														
B. Gonzales, 125	137	1276	210	592	63	70	166	368	829	103	135	57	59	4065*
No Votes—Voids—Write-Ins	36	317	26	118	0	16	11	80	271	0	0	4	9	888
Sub-Total	173	1593	236	710	63	86	177	448	1100	103	135	61	68	4953
Galveston Agent														
K. Alsop, 7311	143	1269	213	606	63	72	155	377	827	103	129	58	62	4077*
No Votes—Voids—Write-Ins	30	324	23	104	0	14	22	71	273	0	6	3	6	876
Sub-Total	173	1593	236	710	63	86	177	448	1100	103	135	61	68	4953
Galveston Joint Patrolman														
C. M. Tannehill, 25922	131	1273	214	599	63	70	160	369	820	103	129	58	62	4051*
No Votes—Voids—Write-Ins	42	320	22	111	0	16	17	79	280	0	6	3	6	902
Sub-Total	173	1593	236	710	63	86	177	448	1100	103	135	61	68	4953

SIU Wins Change In CG Papers

(Continued from Page 1)
wish to protest such action, the SIU and SUP have submitted the names of their appointees to Secretary of Labor Maurice J. Tobin.

The appointees, who were named for each of the ports in which the two SIU affiliates maintain Branches, are currently being screened by government agencies and, as soon as this process has been completed, the boards will begin functioning.

FREE OF COMMIES

Although the SIU and SUP feel there is little likelihood that any appreciable number of their members will be found harmful to the nation's security, they are determined to get the boards on a working basis as soon as possible, to protect the membership against the possibility of any unjust or illegal treatment by the screening agencies.

In fact, it was at the SIU-SUP representatives' insistence that the machinery for making appeals was incorporated into the waterfront security program, formulated two months ago at a joint conference of government and seafaring union officials.

At that time the SIU pointed out unless seamen had an opportunity to appeal unjust rulings of the Coast Guard, they could be denied the right to make a living in the jobs for which they had been trained.

Maritime Unions Draft Program For War Role

(Continued from Page 1)
by the unions covers almost every aspect of shipping. SIU representatives said: "Obviously, if we are to effect successful mobilization of the seafaring unions must participate on all levels."

Points in the program drawn up by the unions include a recommendation that labor be given equal representation on the proposed policy-making National Shipping Authority.

The unions also asked for full protection of the Union Hiring Hall, protection of union collective bargaining agreements, immediate formulation of a policy of deferment for active seamen to prevent further loss of skilled manpower, and cutting back of operations of the Military Sea Transport Service.

TWO FROM EACH

In regard to the NSA, the unions are seeking appointment by the director of two deputies from labor and two from management. The labor deputies would "be active administrators in charge of all matters governed by the NSA which affect maritime personnel in all ratings."

In the securing of trained manpower in the event of an "all-out war," the union program states that "the Union Hiring Halls must not be hindered by any regulations in their efforts to secure men for an expanding industry, as they were hindered

in World War II by the discriminatory regulations issued by the RMO (Recruiting and Manning Office) . . ."

The program called attention to the need for maintaining the reserve of skilled seamen now on hand in the Union Hiring Halls.

Expressing concern over recent moves to curtail facilities of the Marine Hospitals, the unions called for expansion of these institutions to meet normal needs of seamen and to ready the Public Health Service for cases which might grow out of a war situation.

Organizations which participated in drafting of the program include the Seafarers International Union, Sailors Union of the Pacific, Masters, Mates and Pilots, National Maritime Union, Marine Engineers Beneficial Association, Radio Operators Union, American Radio Association and Marine Firemen's Union.

The union conferees also took cognizance of the fact that many vessels are presently ill-equipped to handle emergency medical needs of crews in time of conflict.

They recommended, therefore, that men with pharmacist mate's ratings be carried on each ship, and that the "US Public Health Service be authorized to train capable men for this rating."

The full text of the program appears on page 5.

Sitting Down For The Full Count



Results of the annual SIU A&G District election were announced this week by the Tally Committee, five of whose members are shown in photo above. From left to right around the table are John Hanson, Book No. 23220 (Engine); Frank Douglas, Book No. 10841 (Deck); Eddie Mooney, Book No. 46671 (Stewards); Dominick Chirichella, Book No. 38237 (Engine), and Roderick Smith, Book No. 26893 (Deck). The sixth member of the committee, Alonzo Milefski, Book No. 49345 (Stewards), who was not present when group shot was taken, appears in photo at right.

The Tally Committee was elected to the job of vote tabulation at the regular Headquarters membership meeting of January 3, and turned to on the task the following morning.

Officers who were chosen to serve the Union during the coming year were elected in balloting which began on November 1 and continued through December 31 in all ports.



Statement Of Policy By Maritime Unions

At the request of Vice Admiral Edward L. Cochrane, Maritime Administrator, the American Trade Unions representing the AFL, CIO, and Independent Unions in the Maritime Industry, have met in Washington, D.C., to make known our views on the problems now affecting the Maritime Industry, resulting from the present crisis, and the problems which will confront the Industry in the event of a full scale war. Admiral Cochrane requested the assistance of the Maritime Unions in mobilizing the Industry for any eventuality. In making this request, Admiral Cochrane specifically asked that Maritime Labor draft a program for the present crisis or any future expansion thereof. Further, that the Maritime Unions furnish top personnel to assist in the formulation of policy and program, and its administration by the National Shipping Authority. In making this request, Admiral Cochrane recognized that such full scale cooperation was essential to the efficient utilization of the Merchant Marine in our defense. The complete endorsement of Admiral Cochrane's request by Secretary of Commerce Charles Sawyer is additional encouragement for us.

The minimum program which we believe necessary to the successful defense of our Nation, and in which we deem it our duty to participate is as follows:

NATIONAL SHIPPING AUTHORITY

The Director of the NSA shall appoint as Deputies, two persons from Labor and two from Management. The two Deputies appointed from Labor shall:

(a) Be nominated for such appointments by William Green, President of the AFL, and Philip Murray, President of the CIO.

(b) Assist the Director of the NSA in determining all policies and programs to govern all functions of the NSA.

(c) Be active administrators in charge of all matters governed by the NSA, which affect maritime personnel in all ratings, as well as other line functions in keeping with their ability. While serving as Deputies they shall, at all times be responsible to the Director of the NSA.

COLLECTIVE BARGAINING AGREEMENTS

The Collective Bargaining Agreements, and all functions and rights growing therefrom shall remain in full force and effect. The NSA shall not interfere with the provisions or operation of the bona fide Agreements in any manner whatsoever.

ALLOCATIONS

Allocation of Merchant vessels under the National Shipping Authority shall be made to private US Flag Companies.

Such allocation of vessels shall be on a fair and impartial basis.

CIVILIAN STATUS

The operation of merchant vessels shall be carried out in a manner which will preserve the civilian status of Merchant seamen and all their rights intact.

DRAFT

Competent seamen are continually being drafted off ships. Local Draft Boards have no uniform policy for this depletion of manpower in the Maritime Industry. Conferences to discuss training, recruitment and other manpower problems are being suggested. It is absurd to attempt to solve the Industry's manpower problems so long as competent seamen are being drafted.

The role of the Merchant fleet in our National Defense efforts is daily assuming greater proportions. A considerable number of ships have recently been taken out of the mothball fleet. Indications are that more of these reserve ships will be reactivated almost daily.

It is vitally important that the reserve of skilled seamen now on hand in the Hiring Halls of the bona fide Unions be maintained at all times to man our merchant ships, which, in ad-

dition to carrying supplies to our fighting forces and bases, are continuing to deliver arms, cargoes and other material to our allied nations. Skilled seamen must be available to man these vessels immediately.

In view of the foregoing we strongly urge that the experience and skill required of maritime personnel be utilized, and because of the essential nature of jobs in our National Security Program, that a policy of deferment for skilled merchant seamen be set up immediately.

Such a policy would insure an adequate number of skilled men being available for the fleet needs, and would be in the best interests of our National Defense effort.

MANPOWER AND TRAINING

In the current crisis and in the event the emergency develops into all-out war, the facilities and trained manpower available in the various Union Hiring Halls shall be utilized to the fullest possible extent.

The Union Hiring Halls must not be hindered by any regulations in their efforts to secure men for an expanding Industry as they were hindered in World War II by the discriminatory regulations issued by the RMO of the WSA, which prohibited the Union Hiring Halls from securing men in the entry ratings except through RMO.

During World War II, thousands of new Merchant Seamen were brought into the industry. The majority of these men in entry ratings were subject to draft. Extensive as well as expensive training was giving these entry rating men in the Maritime Training Service. Such recruitment and training of these entry ratings was a waste of Armed Services personnel, and the taxpayers' money, and actually delayed proper on-the-job training of competent seamen in the entry ratings.

In the event there is a greatly increased need for maritime personnel which may call for more men than the Union Hiring Halls can furnish, the Unions, Management and Government should immediately devise a program for this purpose and they should be guided by the following basic points:

(A) The Union Hiring Halls to recruit all entry ratings needed from personnel not eligible for the draft.

(B) An upgrading and training program actually carried out through increased manning scales which will insure a supply of competent men for key ratings as they are needed.

MILITARY SEA TRANSPORTATION SERVICE

Labor and Management have serious grievances against the MSTs in its declared policy of by-passing the bona fide American Merchant Marine. Since the inception of the MSTs in August 1949, this organization has endeavored to, and has succeeded to a large degree in encroachment upon private shipping companies and displacing skilled civilian merchant seamen.

During the past few months the MSTs has taken over a large number of American ships. Ships formerly operated by private operators with civilian crews are now being operated by the MSTs with temporary Civil Service crews. These crew members used by the MSTs are not bona fide seamen. They are picked up in any old place, with total disregard for their competency and loyalty. With thousands of loyal, bona fide American seamen on the beach unemployed in some areas, this policy is deplorable. This is a terrible waste of manpower so sorely needed by our country.

A policy statement on MSTs dated October 3, 1950, was sent to Congressman John Shelley of California by the Assistant Secretary of the Navy, John T. Koehler. This statement bears out our contention that the MSTs has adopted a long-range program to set itself up as the largest

shipowner in the country. It further shows it is totally disregarding private industry and trained available seamen manpower. All this, in addition to disregarding private industry and legitimate loyal American seamen. The MSTs is also in violation of the Federal Classification Act of 1949. This Act provides that the wages of crews of Government vessels be fixed and adjusted as nearly as consistent with the public interest, and in accordance with the prevailing rate and practice in the Maritime Industry. This violation of the Federal Classification Act was established by an official indictment against the MSTs handed down in a decision by Mr. Donald Gilson, Referee for the Department of Employment for the State of California. This indictment held that the MSTs is violating the laws of the country and is paying its seamen wages and imposing conditions below the standards in the Industry.

In view of these facts we call upon the Chairman of the Federal Maritime Administration, Vice Admiral Edward L. Cochrane, and upon Secretary of Commerce, Charles Sawyer, and other Government Bureaus interested in efficiency and in a proper utilization of manpower, to take immediate steps to correct this deplorable situation.

It is therefore necessary that,

(1) The MSTs be limited by law to only operate troopships in the event there are no privately operated ships available.

(2) All supplies, war materials and liquid cargoes for the Armed Forces, be carried by privately operated ships manned by regular bona fide civilian seamen.

(3) The MSTs be required to live up to the laws of the land and deal with bona fide loyal American Trade Unions, by negotiating and signing Collective Bargaining Agreements.

It is the unanimous contention of the Seamen's Unions representing 98 percent of the American Seamen, that this deplorable condition inaugurated by the MSTs must be stopped, and stopped promptly in order to:

(A) Avoid waste of manpower;

(B) Effect more efficient and economical operation;

(C) Utilize the skilled know-how of the American Shipping Industry.

MARINE HOSPITALS

We look with concern on moves to curtail Marine Hospital facilities. Our contention is that present facilities should be retained and expanded.

During World War II, out-patient and recuperation facilities were provided by private organizations. These facilities did not meet the need. Seamen whose nerves were shattered by enemy attack whose mental and physical health reached the breaking point from exertion and exposure, require special care. The present curtailment of these facilities is dangerous. We need a two-way expansion of Marine Hospitals now to:

(1) Meet the normal health and hospital needs of merchant seamen;

(2) Ready the Service for cases which grow out of the war situation.

PURSERS-PHARMACIST MATES

That a staff officer—Pharmacist's Mate be carried on each vessel, and the US Public Health Service be authorized to train capable men for this rating.

We feel that while all eyes are centered on the problems of coping with our communist enemies overseas, the question of communists at home should not be overlooked.

We urge in this regard that immediate steps be taken to clean out all communists from the American waterfront.

This program is imperative to the successful mobilization of the maritime industry in the defense of our nation.

Bookmen Have No Trouble Shipping From New York

By JOE ALGINA

NEW YORK—The end of the year wound up pretty good for us in New York with shipping moving at a pretty fair clip. It was nothing like the dear, gone days of awhile back, but bookmen weren't having any trouble in shipping out right away, as long as they weren't too fussy about the run or ship.

The New York waterfront is a pretty big place, but this week we outdid ourselves. We shipped a crew out to a ship 4,000 miles away in Palermo, Italy. The men were sent to replace the crew of the SS McKettrick Hills, whose articles had expired. The old crew flew back aboard the same plane. We made arrangements with the company and both crews were covered by \$10,000 insurance.

The SS Tini, Carras, went aground several weeks ago in Cherbourg. She's in a LeHarve drydock now and her crew was flown back; they, also, were covered by \$10,000 in insurance.

We bid so long to about sixty of our members this week. They're headed to the Persian

Gulf area for a bit of shuttling — about 18 months' worth — aboard the Camas Meadows and the Sweetwater, two tankers.

On ships coming in, the members are now required to pay the 1951 assessments which are due and payable. Those who fail to pay up will find themselves in bad standing.

READ THE OATH

Incidentally, while the members are out on these trips—long or short—it wouldn't hurt to read the Union Oath of Obligation at the shipboard meetings now and then.

Maybe it would help to straighten up some of the guys who forget the guys working with them are their Union Brothers and get out of line now and then. This Union is still a brotherhood of the sea and it wouldn't do any harm to reread the Oath all bookmembers took when they became members.

I hope all members have read the article in the SEAFARERS LOG of December 29th written by Frenchy Michelet. Frenchy did a god job of outlining the duties of the men in the Stewards Department and how they can operate their department efficiently and economically. The article, I understand, has been well received by all who have read it. I haven't heard from J. P. Shuler yet.

One point more before signing off. Men sailing tankers should go after their Pumpman's endorsement as soon as they have the necessary requirements. On these ships the Pumpman is the key man, and there always is a need for good men in this rating. Right now the Union is getting more and more tankers under contract, and capable men are needed for these jobs.



FORE'N AFT

by Johnny Arabasz

When and if those fifty new cargo ships approved by Congress ever come out, you'll be seeing helicopters, torpedo tubes and permanent guns, with the necessary personnel to handle same—shades of the Armed Guard!—They'll make 'twenty-two knots, which is almost as fast as a Liberty can go.

... Congress has been urged by fifteen seafaring Unions to defer active seamen from military service—but remember that no action has been taken as yet. Be sure to notify your local board every time you change your address, quit a ship or board another one. There have been a few cases where men were sent notices of temporary deferment, but were no longer using that address, and as a result the deferment was revoked. You can use the Union Hall as an address only until you ship, then you must notify the board of this change.

Even Einstein will have trouble with this bit of wisdom offered by Gov. Sherman Adams of New Hampshire: "I believe if we all would decide this year to give a half a dollar more work for the dollar we receive we would all come pretty near getting back the half a dollar we are losing because our dollars are only worth half as much." . . . The House Merchant Marine Committee, investigating the South Amboy blast which killed thirty-four workers, blamed everyone including the Coast Guard for the disaster. The report mentions companies, corporations, and other inanimate bodies, but does not mention living things.

If you are an alien and have not as yet registered under the new alien registration law, get the lead out of your britches and do so. January tenth was supposedly the deadline. Head for the nearest post office. . . Two MC&S crews have asked the NMU to take over their Union, according to Joe

Curran. Remember when the CMU, of which the MC&S was a stalwart, was going to take over the NMU, Joe? — That incidentally should be a lesson to us. Watch your Union, or one of these days you could have the same thing happen to you.

Crew of the Catahoula wishes the rest of the membership to realize that while you are under quarantine, even if fired, you are still a member of the crew and shall perform your duties as usual. . . . One of our esteemed members was sitting at an oval bar, across from a sweet looking gal, when his wife walked in and batted him flush in the head. When Charlie picked himself up and asked what was the whack for, she said, for sitting across the table from that woman, you cheat—what an imagination! . . . Who is the member from Boston that married a Texas gal and is now wearing cowboy boots? Is that what they meant all along, by "Boston Cowboys."

This may be getting monotonous to some of you, but it nevertheless is good durn advice. Go up for higher endorsements if you qualify. This is important to your future welfare, both as an individual or Union member. Bear in mind that there are certain groups in this country who are opposed to our way of life and thinking, who would like an excuse to open training schools where they could indoctrinate people with their crummy ideas. The best excuse they could have for such schools is a shortage of rated men. You can prevent this shortage, help fulfill our contractual obligations, increase your earning capacity, protect your Union, which provides your wages and living conditions, and kill any idea that the bureaucrats may have about opening training schools, by going out for those higher endorsements.

Everything Is In Good Shape In New Orleans

By LINDSEY WILLIAMS

NEW ORLEANS—Business affairs of this port are in good shape, with all beefs arising on the five payoffs and five sign-ons since the last meeting being settled aboard the vessels involved.

In the coming two weeks, we have five payoffs scheduled so far, one of which is a passenger ship and another an Isthmian vessel coming in off a long trip. The arrival of these ships should ease shipping a little.

The Christmas dinner given at the Hall here was a great success, and our thanks go to all who helped make it possible—to those who gave their time to preparing and serving the dinner, and to those who donated food and refreshments.

(Pictures of New Orleans dinner appear on page 13.)

A special vote of thanks should go to Herman Troxclair and his galley crew for a bang-up job.

One of our former members now in the Army visited us during the past week. He is Brother Terry Aghoff and he reported that, out of the 60 men who went into the service with him from this area, 40 were merchant seamen.

From all indications, the Army will beat the Coast Guard out of controlling the seamen, as they are taking the men in at a very fast clip. One Brother says he was told at the induction center that they liked to induct seamen because they are good fighters and make good soldiers.

All kinds of rumors concerning the reactivation of laid-up ships are floating around. One of these has it that 300 ships are going back into service, and that 25 of these will come from Mobile. How the rumor started no one knows, as we don't have anything official as to ships coming out of lay-up. If anything official does come through, we'll let the membership know as soon as possible.

Aliens Must Register Under Security Act

All aliens residing in the United States are now required to report their current addresses to the Immigration Commissioner within 10 days after the first of each year, in accordance with the provisions of the Internal Security Act of 1950.

The Act says that "every alien who is required to register under the Alien Registration Act of 1940 and who is residing in the United States on January 1, 1951, and January 1 of any succeeding year, shall report his current address to the Commissioner of Immigration and Naturalization within 10 days of such dates."

Forms for submitting the address report may be obtained at any post office in the United States.

Seamen aboard US ships on January 1, are regarded as residing in the United States.

Alien members of the SIU who were at sea during the 10-day period for reporting, are urged to report to the nearest post office as soon as they get off their ships. After filling out the form, the seamen should hand it to a postal clerk who will forward it to the Immigration Commissioner.

Failure to file a report of current address can result in a fine or imprisonment.

The text of the notice as issued

by Immigration and Naturalization Service follows:

REQUIREMENTS

The Internal Security Act of 1950 provides that every alien who is required to register under the Alien Registration Act of 1940 and who is residing in the United States on January 1, 1951, and on January 1 of any succeeding year, shall report his current address to the Commissioner of Immigration and Naturalization within 10 days of such dates. (See below, "How to Report.")

In the case of any alien under the age of 14 years, whose registration under the Alien Registration Act was applied for by a parent or legal guardian, it will be the responsibility of the parent or legal guardian to submit the address report to the Commissioner of Immigration and Naturalization.

Failure to comply with the requirements of the Internal Security Act relating to address notification will, upon conviction, result in a fine or imprisonment or both.

WHO MUST REPORT

All aliens residing in the United States on January 1, 1951, except (1) aliens temporarily admitted to the United States who have not overstayed their authorized period of admission; (2) students whose period of admis-

sion has not yet expired and who have not violated any of the conditions of their admission.

If your naturalization proceedings have not been completed and you do not yet hold a Certificate of Naturalization you are required to report.

IF YOU HAVE ANY DOUBT CONCERNING YOUR STATUS AS AN ALIEN, SUBMIT AN ADDRESS REPORT.

HOW TO REPORT

The Immigration and Naturalization Service has prepared a form for submitting the address report. The Address Report Card (Form I-53) may be obtained at any post office in the United States. The Form I-53 must be filled out carefully and correctly. Be sure to read the instructions at the top of Form I-53.

Be sure to indicate your alien registration number. Your number appears on your official registration receipt card. If you are a permanent resident, it is prefixed by the letter "A." If you are a visitor, use the number on your Form 257a or Form I-94, prefixed by the letter "V" or the letter "T."

Print (in ink or dark or indelible pencil) the information requested on the card, then sign it. Be sure that the entries are correct. Take the completed card to any post office and hand it to a postal clerk who will see to

it that the card is forwarded to the Commissioner of Immigration and Naturalization. **DO NOT MAIL THE ADDRESS REPORT CARD.**

It is very important that the address report card is treated with care. **DO NOT BEND, FOLD, CREASE, TEAR, OR IN ANY WAY MUTILATE THE CARD.**

WHEN TO REPORT

Within 10 days after January 1, 1951, and during the same period each year thereafter.

Get A Receipt

Every member making a donation to the Union for any purpose should receive an official receipt bearing the amount of the contribution and the purpose for which it was made.

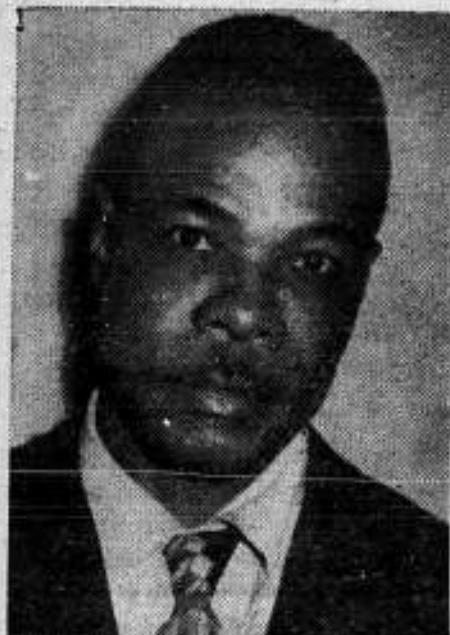
If a Union official to whom contribution is given does not make out a receipt for the money, the matter should immediately be referred to Paul Hall, Secretary-Treasurer, SIU, 51 Beaver Street, New York 4, N. Y.

In advising the Secretary-Treasurer of such transactions, members should state the name of the official and the port where the money was tendered.

HERE'S WHAT I THINK...



QUESTION: In the previous issue of the SEAFARERS LOG, Frenchy Michelet advanced some suggestions for improving Stewards Department efficiency. What do you think of Brother Michelet's suggestions?



H. DONOVAN, Steward:

JOSE VELASQUEZ, Steward:

A. J. SINCLAIR, Steward:

FRANK SORIANO, Steward:

DeFOREST FRY, Steward:

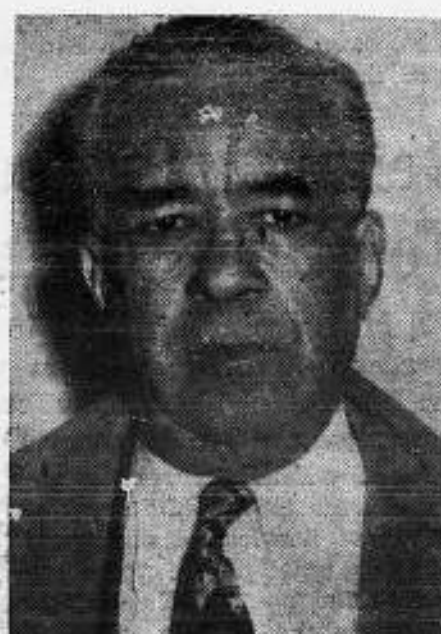
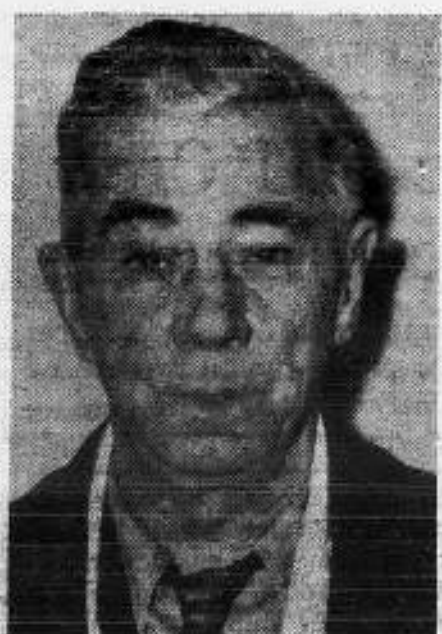
I think the article contained many excellent suggestions, in that it stressed cooperation within the department, and particularly between the Steward and the Chief Cook. If these two would get together and draw up suitable menus based on the meats and other foods actually on board ship, it will do much to promote shipboard harmony and cooperation. Of course, once the menus have been drawn up, it is up to the Chief Cook to follow them, since the Steward is the head of the department and carries the responsibility.

Michelet's article in the previous LOG on how Stewards can make their job easier and more efficient had many worthwhile suggestions. It is my opinion that as long as Stewards Department men work together, nothing can go wrong. Whenever there is sincere cooperation there is real brotherhood. I think that a Steward must know each type of ship and the problems arising on each of them, so that he can lay out his work properly. Conditions existing on one vessel may not exist on another. It is the Steward's responsibility to see that the work is laid out and followed.

I agree with the statement made in the article referred to, that the Steward and the Chief Cook should work together in setting up the menus in advance, so that there can be a minimum of waste. The Steward, of course, has the final say, but cooperation can produce good results. Advance working-out of the menus can utilize left-overs, which, despite the sound of the word, can be made into very tasty meals. It's all in knowing how, like seasoning, preparation and so on. Efficiency is the thing Stewards should work for, and the article offers some good tips on how to do it.

The Steward must get the full cooperation of the Chief Cook in order to get the most out of the meats available. Menus are not made from a book, but from the stuff in the icebox. The Steward, of course, is the head of the department, and running it is his job and responsibility, but he should consult with the Chief Cook on the menus and other things that come up—who knows, he may get some new ideas or a fresh slant. And again, working with the rest of the department is one sure way of making the whole department run smoothly.

If Michelet's article increases shipboard harmony—as I think it will—it is a very worthwhile effort. If the article is read carefully, and the suggestions followed, there will be more understanding and more efficiency in the Stewards Department and in the other departments. Michelet gave good advice on handling of waste. Wasting or spoiling foods is certainly not something that can ultimately result in more take-home pay, which is our constant objective. So we should see that wastage on SIU ships is put at an absolute minimum. The Steward and Chief Cook can work this out.



JOE MILLER, Ch. Steward:

T. E. MAYNES, Steward:

GEORGE KITCHEN, Steward:

W. GIRADEAU, Steward:

PETE KING, Steward:

I have been going to sea for 35 years, during which time I have sailed in every capacity in the Stewards Department, and Michelet's article contains the best suggestions for Chief Stewards to follow that I have seen yet. If more material could be added to this article, it would serve as a wonderful guide for the Stewards Department. Since food is the biggest morale-builder aboard ship, I think it should receive the utmost attention. When I go aboard a ship I bring the department together to explain their duties to them and assist them to the best of my ability. It pays off in smooth running.

It is a good article for the reason that crews that don't know what the Steward is up against are given the score completely. Some crewmen think that any little thing they don't like should be tossed over the side. This cannot be. To keep the benefits of our present contracts and to improve them, we must operate the galley as efficiently as possible. By letting crews know what the various foods are and the problems of providing good meals, the Steward will be able to get greater cooperation. If everyone on the ships will understand the Steward's problems, they will be better ships.

Michelet's article had swell ideas—the thing is to follow them. If the Steward will sit down with the Chief Cook and work out menus for several days, so that the meat can be properly butchered, it will make the work easier for the Cook, insure the men of well-planned meals and cut down on wastage. Such a meeting needn't take more than an hour and a half. The Steward, incidentally, should go into the meatbox with the Cook to see just what meats are there and in what quantity, so his menus will not call for meats that are not available. Saving fat for lard is a good idea—you get better sauces and gravies.

The suggestions made in the Michelet article in the last LOG were logical and practical. If they were carried out to the letter, a good deal of confusion would be eliminated and, naturally, the shipboard efficiency of the Stewards Department would be increased. Because of the nature of its functions, the Stewards Department gets practically every kind of kick that is made. The functions of a Steward are numerous and he has plenty of opportunity to improve operations. To do this he must work at it. Michelet's article might help him to do this.

I think Michelet's article is timely. I think that, the more attention that is devoted to the problems of the Steward and his department, the smoother the whole ship will run. Actually, the problems of the Steward finally affect everyone aboard the vessel. Michelet has put everything down in simple, straightforward commonsense language and it would pay every Steward—in fact, every galleyman—to read his suggestions carefully. If his suggestions are followed, I think a lot of problems in feeding will be eliminated and Stewards Department efficiency will be increased.

SHIPS' MINUTES AND NEWS



Grill, Lounge, Showers Top Miorana's New Hall Ideas

Indicative of the interest being shown by the membership throughout the District in the New Headquarters building is the letter received from a New Orleans Seafarer this week.

Brother Vic Miorana, writing from New Orleans, offers his suggestions for facilities in the new building that would be "beneficial to the Union as an organization and the membership as individuals." Typical of the close attention being given the new set-up by the members, Miorana outlines his ideas for making the new Headquarters offices a complete apparatus.

Several of the suggestions embodied in his letter have already been offered by members and incorporated in the plans, such as a restaurant and bar for hungry and thirsty men of the sea. Speaking of the bar, Miorana notes: "Seamen look for the nearest tavern to meet old friends and to down a few cold

ones, so we should install a neat bar and cocktail lounge where a member can bring his better half or girl friend." Right, Brother, and so ordered.

Continuing, Miorana feels that the building could do well in incorporating additional services to the membership under one roof. For instance, he suggests: "Rent out a certain section of the building, or if insurance regulations prohibit this, operate on a profit-sharing basis such installations as a barber shop, one-day laundry service, a section of coin lockers, and a section of telephone booths so a member can place a call without running all over town."

For the reading room he suggests a complete display of magazines and newspapers, and in the reading room, stocked with abundant stationery would be an instrument to give out with that most elusive of all — the postage stamp.

Those are the Brother's suggestions, and it looks like he's readying himself for some comfortable hours on the beach if he hits New York.

What are your ideas?

Sepulveda Quits Bachelordom; Wed To Sao Paulo Miss

The ranks of the bachelors aboard ships sailing out of the Gulf for South American ports continues to thin out.

Latest of the Seafarers to sign matrimonial articles is Brother Edmundo G. Sepulveda, who was married to Miss Terezinha Bruno in Sao Paulo, Brazil, recently.

Among those present at the wedding ceremony were members of the crew of the SS Del Sud, on which Sepulveda sails as Printer.

Following the ceremony, a reception was held at the bride's home. Later, the guests attended an informal dance, given in honor of the occasion.

General Praises SIU Crew For Snappy Troop Loading

High praise for its job in support to American forces currently fighting in Korea was given the SIU crew of the SS Robin Goodfellow recently by the commanding general of the 7th Infantry Division.

The Goodfellow, currently under charter to the Military Sea Transport Service, was assigned to carry units of the 7th Division to the port of Wonsan, far north on the eastern coast of Korea. In carrying out the operation, the Commanding General praised the crew for doing its job with a "maximum of efficiency" and being of "material assistance in the accomplishment of the mission."

The praise was delivered to the crew in a letter from Major General David Barr, commanding officer of the 7th Division, whose letter is as follows:

"I should like to express my appreciation to you, your officers, and the members of your crew for your outstanding assistance and close cooperation during the embarkation of the 7th Infantry Division on the Robin Goodfellow during the first week of September, 1950.

"The successful embarkation of the 7th Infantry Division on your vessel was largely due to the assistance rendered our embarkation officers in promptly loading your ship within the required time and with a maximum of efficiency. This assistance involved continuing long hours of hard work until the ship was ready to sail. The efforts of you and your ship's company were of material assistance in the accomplishment of the mission of the 7th Infantry Division.

Ponce Seafarers At Shipmates' Funeral Rites



Crewmembers of the MV Ponce flank the coffin of the late Ernesto Gonzalez, who was killed by a hit-and-run driver while ashore in Port Everglades, Fla. From left to right: P. Miranda, F. Larrauri, G. Martinez, F. Singleton, Captain Owens, S. Crespo, R. Gonzalez, R. Vargas, E. Tonto, P. Torres, R. Rivera, L. Carbone, J. Ayala, G. Gonzalez, E. Erazo, L. Medina, M. Cortez, E. Aharey, D. Solis, J. Collados and J. Vega.

Ernesto Gonzalez Killed By Hit-Runner In Florida Port; Was Veteran Seafarer

Ernesto Gonzalez, who was killed by a hit-and-run driver on the Federal Highway in Port Everglades, Fla., on November 6, has been laid to rest in a Salines, Puerto Rico cemetery, according to a letter received from his shipmates aboard the MV Ponce.

A veteran Seafarer, Gonzalez had been a member of the SIU since July 3, 1940. He joined the Seafarers in the Port of New Orleans, where he received Book No. 184. He sailed in the Deck Department and was Deck Maintenance on the Ponce.

Gonzalez, who was 41 years old, also served in the US Armed Forces and saw action in the last war, the Ponce crewmen said.

All hands were present at the funeral services, which were held in Port Everglades, from where the body was shipped to Puerto Rico for burial.

The Ponce crew's letter said that the men wished "to express appreciation to Captain Joseph Owens, Master of the Ponce, for his understanding assistance in arranging the funeral service for Brother Gonzalez . . . and for his attempt to bring a measure of security to his widow."

Brother Gonzalez, the Ponce crew said, is survived by his wife and three children of Salines.

News of Gonzalez' untimely death, which apparently came as he attempted to cross the highway at about 11:45 AM, cast gloom over the ship.

Crewmembers took up a collection which was turned over to his family. "May we, through the LOG, extend to the surviving members of his family our deepest sympathy."

Voice Of The Sea

By "SALTY DICK"

Greetings from New Orleans! Del Dean has quit a ship to remain at home with the Mrs. and his newly-arrived heir . . . Congratulations to Bill Champlin on the new edition of his Mar-Log, shipboard newspaper—He's one man who can't be idle either.

Steve Silvestrin worked on a Delta passenger ship for two years and then he boarded her as a passenger to go home to Brazil . . . Stanley Hawkins on the Del Sud but Uncle Sam may give another job soon . . . Vincent Chavez, Baker, will send anyone his hot cake recipe if you send him a self-addressed envelope.

Pretty soon the wedding bells will ring for old bachelor Alfredo Duarte, down in Santos, Brazil . . . Many took chances on the Argentine lottery but none like Nicky Bastes. Some day he'll hit the jack pot and then settle down in Buenos Aires . . . Who was the Third Cook

who went ashore in BA wearing a straw hat and a heavy overcoat?

Tage Nilssen walking around minus his big stomach. He claims he lost it by working in the engine room . . . Whenever you see a fire cracker go off you can bet your last dollar Candella is around . . . Moses Milano worried sick over his falling hair. He tries everything that is suggested to him. Last time I saw him he was eyeing the toupe on a store window dummy.

I hear it's easier to get a call through from Buenos Aires to New Orleans, than it is from BA to a spot in the Argentine interior.

By the time you read this, Charlie Bradley should be on the Del Sud heading for BA. Charlie has bought more shoes in Argentina than anyone I know . . . Max Fabricant telling me where to go for a good fried oyster dinner.

SS Abiqua Crew Votes Donation To Hank's Fund

The fund set up to benefit the infant daughter and elderly parents of "Cut and Run" Hank, well-known Seafarer who died last fall was swelled by \$25 this week through a donation made by the crew of the SS Abiqua.

The crew of the Abiqua, as reported in the shipboard minutes of December 26, voted 100 percent to donate the money from the ship's fund. The minutes reported the occurrence and stated, "the membership of the Abiqua takes pleasure in donating to this fine cause."

"Cut and Run" Hank, whose real name was Henry Piekotowski, for several years prior to his death wrote a column of humor and Seafarer chit-chat for the SEAFARERS LOG.



Digested Minutes Of SIU Ship Meetings

DEL NORTE, Nov. 26—Chairman, Bill Higgs; Secretary, Lewis. Delegates reported on situations in their departments. Ship's Treasurer reported \$208.36 in fund. Athletic Director reported that crew should buy cheap balls for use on deck, and save the good ones for the baseball games in BA. Suggestion made that football pool be organized, with a share of the proceedings going to defray the expenses of the ship's newspaper. Suggestion made that members donate something toward Christmas dinner for the Brothers on the beach.

SEAMAR, Dec. 3—Chairman, Larry Savior; Secretary, John Fish. Delegates reported all in order, except Engine Department which has 2 hours of disputed overtime for delayed sailing. Motion carried to turn in all repair lists before the ship reaches Panama. Vote of thanks given Stewards Department for splendid quality of food and service.

PAOLI, Dec. 2—Chairman, C. Peters; Secretary, R. Lapointe. Motion carried to reimburse Ship's Delegate for cab fare to Quebec and purchase of records. Ship's Delegate to see if water tanks will be cleaned out.

CLAIBORNE, Nov. 1—Chairman, Grimes; Secretary, J. Ferreira. Delegates reported no beefs. Ship's fund stands at \$57.50. Motion carried for Delegates to check stores. Steward asked to order new mattresses. Suggestion made that crew back Steward in getting stores; Delegates to be notified if there is a shortage in stores.

AZALEA CITY, Dec. 19—Chairman, George Leideman; Secretary, D. Clark. Ship's Delegate spoke about late sailing overtime dispute. Bosun warned crew against throwing cigarette butts out of messhall porthole and putting feet on chairs.

ABIQUA, Nov. 5—Chairman, Julius Moore; Secretary, K. Steinberg. Delegates reported number of books and permits in their departments. Each department asked to take turns in cleaning passageways. Ship's Delegate reported crew happy over pay increase, and asked crew to fill out Seafarers Welfare Plan beneficiary cards in Lake Charles.



OLYMPIC GAMES, Dec. 3—Chairman, Stanley Stigen; Secretary, Al DeForest. Delegate reported a Cook had paid off and a new one was being flown down from New York. Engine Delegate reported dispute concerning unequal division of overtime on breaking of sea watches in port. The Galley Utility was thanked for his fine work during the nine days the ship was in port.

STEEL DESIGNER, Nov. 25—Chairman, S. Bearnes; Secretary, Hector Conrad. Delegates reported number of books and permits in their departments. Delegates elected for all departments. Complaints registered concerning

SEAFARER SAM Says:

HAVE YOU SIGNED YOUR BENEFICIARY CARD YET? ASK FOR THEM AT SIGN-ONS AND PAYOFFS, OR AT THE NEAREST UNION HALL. IT IS IMPORTANT THAT EVERY MAN FILL ONE OUT, TO PREVENT POSSIBLE CONFLICTING CLAIMS IN THE FUTURE.

the poor service by Messmen. Steward promised to personally supervise meal-serving. Electrician agreed to overhaul motor on washing machine, and give a report on its condition at the next meeting.

KATHRYN, Dec. 17—Chairman, A. Ogindo; Secretary, A. MacDonald. Delegates reported no beefs. Motion carried to have emergency panels replaced, as during the war. MacDonald reminded the crew that the men should vote during the ship's stay in New York, as the next time will be too late. Steward asked men to take only fair share of fruit. Crew asked to cooperate in keeping laundry room cleaner.



GOVERNMENT CAMP, Dec. 14—Chairman, H. A. Luhrs; Secretary, H. Goodfried. Delegates reports accepted. Treasurer reported \$50.22 in ship's fund after magazine subscriptions had been purchased. Motion carried that Ship's Delegate see Captain about making up payroll to the day the ship docks, in the future.

BALTORE, Nov. 13—Chairman, C. Kemp; Secretary, M. Bunker. Motion carried that food stores on Ore ships be improved. Motion carried to send a letter to delegates of all ships asking their cooperation on working for better food. Steward promised that the night lunch would be improved in the future.

ROBIN MOWBRAY, Dec. 3—Chairman, J. Buzewski; Secretary, A. Baum. Delegates reported some disputed overtime in each department. New library to be put aboard before next trip. Poor quality of night lunch to be taken up with Port Steward.

ANNISTON CITY, Nov. 29—Chairman, Lanier; Secretary, John Fisher. Delegates' reports accepted. Steward thanked for the fine meals his department

has put out during trip. Discussion on Captain's hostile attitude, which is in sharp contrast to the attitude of the rest of the officers. A warning given to gas-hounds to straighten up.

BENTS FORT, Nov. 12—Chairman, Manuel Joao; Secretary, Thomas Caffrey. Delegates reported on books and permits in their departments. Delegates discussed the privileges of white-card men. Delegate asked to speak to the Patrolman about getting more than the 120 quarts of milk now issued.

DEL VALLE, Nov. 12—Chairman, Fred Shaja; Secretary, Leonard Munna. Delegate reported the failure of the Chief Engineer to install the fans that were promised. Discussion on manner to be used for distributing books and playing cards. Suggestion to donate money to the boys at Fort Stanton tabled until next meeting.

COUNCIL GROVE, Nov. 27—Chairman, E. Callahan; Secretary, G. Abundo. Delegates reported repairs not yet taken care of. Crew voted to continue pools, sale of cokes and fines in order to increase ship's fund. Discussion on reimbursing Brother for the use of his films and film equipment. Crew was asked to keep phonograph covered when not in use, so as to prevent dust and moisture from ruining it.



YAKA, Dec. 19—Chairman, C. Magnan; Secretary, A. Gonzales. Delegates reported all running smoothly. Motion carried to hold meeting on day of payoff with Patrolman in attendance.

LAKE GEORGE, Dec. 2—Chairman, John Parsons; Secretary, George Fargo. Delegates reported no beefs; reported on number of books and permits in their departments. Discussion on what can be done to improve food. Suggested that Patrolman,

Port Steward and Steward get together.

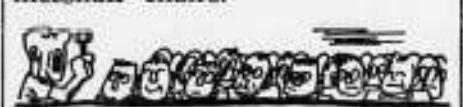
SEATRAN HAVANA, Dec. 16—Chairman, Seay; Secretary, W. Cahill. Delegates reported no beefs. Steward asked to find out if he can get buttermilk as well as sweet milk. Crew letter written to ask company to dock ship in Texas City on Christmas Day, if possible.

GATEWAY CITY, Dec. 16—Chairman, L. Collins; Secretary, B. Rosaw. Delegates reported on number of books and permits in their departments. Motion carried that the three delegates get together and check stores coming aboard. Steward promised to correct food situation, otherwise crew will ask for a new Steward.

JULESBERG, Dec. 19—Chairman, Joe Burns; Secretary, John Caporale. Delegates reported all smooth. Steward reported that Captain would not let him order fruit juices. Fireman reported 1st Assistant hit him when he complained about the lack of pressure in the boilers. Captain said he is calling in the Coast Guard when the ship hits port.

ALCOA CORSAIR, Dec. 17—Chairman, M. Costello; Secretary, J. Roberts. Delegates reports accepted. Motion carried to commend Cooks for good work. Repair list made up and approved.

BRADFORD ISLAND, Dec. 13—Chairman, H. Benson; Secretary, H. Swann. Motion carried to take repair list to Chief Engineer and see what can be done now. Motion made to repair messhall chairs.



SALEM MARITIME, Dec. 22—Chairman, Ray Arnold; Secretary, George Smith. Delegates reported number of books and permits in their departments. Departments reported total of 11 hours of overtime. Suggestion made to buy an iron and board from the ship's fund. Members asked to discuss their problems with the delegates and not the department heads.

OREMAR, Dec. 24—Chairman, C. Gibbs; Secretary, L. Reeves. Delegates reported no disputed overtime. Motion carried to see Patrolman in regards to Deck Department standby overtime. Discussion on keeping quarters clean and on importance of making up a repair list. Cooks given a vote of thanks for improvement in food over last trip.

ARCHERS HOPE, Dec. 17—Chairman, S. Emerson; Secretary, Sidney Lipschitz. Motion carried that all delegates get together and see Steward about taking on supplies in England. Motion carried to set up fines for men who miss meetings.

TRINITY, Nov. 15—Chairman, M. Lorenzo; Secretary, Pete Piascik. Delegates reported number of books and permits in their departments. Steward suggested donations be made to build up ship's fund.

WILLIAM CARRUTH, Dec. 12—Chairman, Frank Goarin; Secretary, John Stefanik. Delegates

reported everything running smoothly. Each man urged to present a repair list to the delegate of his department to insure a complete repair list being turned in at end of trip.

ALCOA PENNANT, Dec. 12—Chairman, Edward Fields; Secretary, J. Stringfellow. Delegates reports accepted. Motion carried to buy a new washing machine in Canada. Warning given to crewmembers who might foul up when ship hits port.

FORT HOSKINS, Dec. 22—Chairman, Frank Throp; Secretary, Alfred Gregory. Delegates reported ship running smoothly. Motion carried to send in applications for Coast Guard pass and to notify Union of crew's action.



SEAWIND, Dec. 20—Chairman, J. Reisbeck; Secretary, E. Boyd. Steward reported that ship is running short of supplies because trip has been longer than expected. Motion carried that Union be advised of poor mail service to Korea.

AFOUNDRIA, Dec. 13—Chairman, J. Harners; Secretary, J. Higham. Delegates reported no beefs. Motion carried to give Steward's Department a vote of thanks for fine work and cooperation given the crew. Motion carried to keep the white table cloths clean.

BINGHAMTON VICTORY, Dec. 2—Chairman, Ray White; Secretary, P. Fernandez. Delegates reported a few hours of overtime in each department. Delegates instructed to draw up a list of needed repairs in their departments.

COE VICTORY, Nov. 26—Chairman, Pat Fox; Secretary, W. Flaherty. Delegates' reports accepted. Motion carried that the Patrolman give a couple of topsiders a heart-to-heart talk. Ship's Delegate suggested that the new crew purchase a washing machine, as the present one is worn out. Crew reminded to take care of equipment. Ship's Delegate informed men that whatever ship they get on in the future headed for the war zone, they should see that there are sufficient stores aboard.



CITY OF ALMA (Date not given)—Chairman, C. Wilson; Secretary, Walter Wise. Delegates reported on the number of books and permits in their departments. Motion carried to present the Skipper with a wrist watch. Steward to collect money from each man and buy watch in Japan; the balance of the money to be donated to the LOG.

PAOLI, Dec. 18—Chairman, John E. Mitchell; Secretary, Charles Peters. Delegates reported no beefs. Ship's Delegate reported that all crewmembers should hold onto their seamen's

(Continued on Page 12)

THE MEMBERSHIP SPEAKS



Winter Hill Breezes Along In True Seafarers Style

To the Editor:

This is my first letter to the LOG and I know that you will agree that it is for a very good purpose. I want to thank the organizers and patrolmen ashore who have been making the Cities Service ships religiously for the past year.

I'm on the SS Winter Hill, running between Philly and Lake Charles, and there isn't a trip that goes by that we have not had the Patrolman to come down and meet us. On Christmas Day we had Steve Cardullo on the ship to square our beefs and get us a fast pay-off, when he could have been with his wife and kids on this Holiday. Then, there is Keith Terpe on the Lake Charles end of the line who makes the ship at all hours of the night giving competition to Steve Cardullo and Don Hall in Philly.

REAL SIU

As to the set-up on the SS Winter Hill at present I can say that she now has the earmarks of being a real SIU ship. At present we have as Skipper the former Chief Mate, E. Monaghan, who is a bang-up Mate and a good joe. This trip to Philly we will pick up our regular Captain, A. B. Schermer, who is rejoining the ship after a well deserved vacation.

The Chief Engineer and the black gang are okay, too. The only guy on here who has been trying to give us a bad time is the relief Chief Mate who is as phony as one of those Japanese cuckoo clocks that they try to heist on you in Yokohama. But our troubles will be over when

Readers Ask Mar-Log Writer To Continue Yarn

To the Editor:

Please mail the LOG to my home address so that I'll have several to read on my trips there. I very seldom get to read one aboard ship until it's weeks old and it has been passed all over the ship.

If you have a LOG of November 10, please mail me that issue also.

I'm trying to write a story for our LOG each trip, or rather I should say our shipboard newspaper, the Mar-Log, published by the crew of the SS Del Mar. The articles are called "A Stewardess Goes Shopping."

So many have liked it that they have asked me to continue them, which I hope to do. The articles, of course, will concern the ports at which we stop.

I wish to thank the LOG editors for liking my story enough to publish it in the November 10 issue. Hoping all my Brother and Sister members will enjoy the efforts I so humbly make toward adding good fellowship and goodwill wherever the SEAFARERS LOG is read.

Rosalie Rodriguez

he piles off this trip in Philly.

In the Steward's Department we have Mike Michalik, Chief Cook, who is knocking out the chow in true SIU style. The Steward, M. Marcus, who is a good joe, is trying his best to get decent stores aboard and make this tub the best feeder in the Cities Service Fleet.

Outside of the Bosun and the Steward we have 100 percent SIU men in the unlicensed personnel aboard.

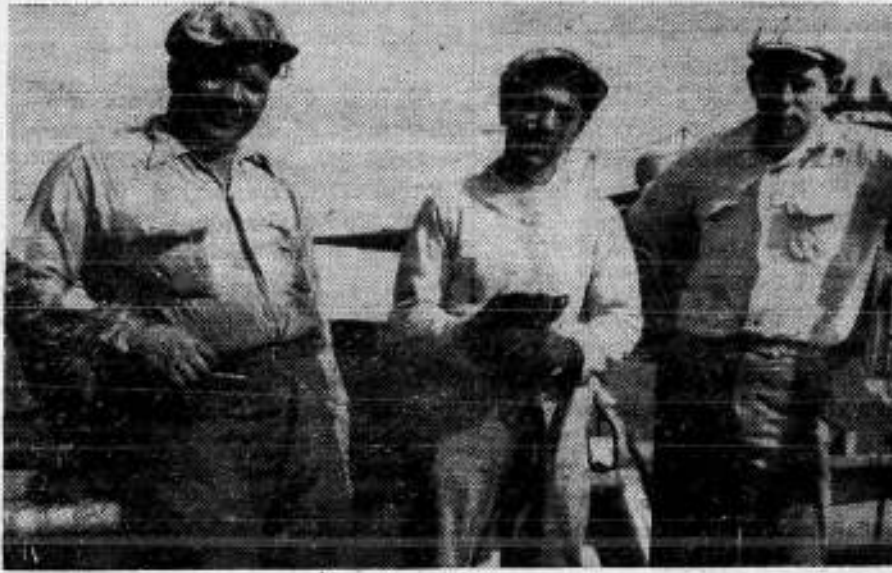
Closing this letter I wish to again thank all those who helped bring the Cities Service ships under the SIU banner and to wish them all a Happy and Prosperous New Year for they sure deserve it. I remain

Joel Anderson

En Route To India



Among the Seafarers aboard the Alcoa Puritan when she left New York on December 29 were the galley men shown above. Left to right: Sam Howard, Nathan Dixon, Gladstone Ford, William Smothers, Leroy Williams, Rufus Carrington and James Armstrong.



The Puritan's photographer, Juan Colpe, caught this trio of Deck Department men as they were turning to on some pre-voyage tasks. The lads are, left to right, Clemente Flores, Bosun; Emilio Sierra, OS, and Luther Myrex, DM.

Brother Dishes Out Praise To Competent Galley Men

To the Editor:

Here is a little item I would appreciate having run in the LOG as food for thought. It is in regard to the efficient job being done by the best maritime union in the world, namely our own Union, the SIU.

Thanks to our shoreside officials, we are enjoying the best conditions of any Union ashore or afloat as a result of their competency in negotiations of contracts.

But to be efficient in keeping up the good reputation of our Union, one must have a well-nourished body and that's where a good Stewards Department comes in. A well-fed crew is a happy crew.

BEST ANYWHERE

We have in the SIU the best Cooks and Bakers to be found anywhere, and yet one can always find a few that will continue to beef about the food and the way it is handled.

Don't forget the members of the Stewards Department are also Union members and our Brothers. Give them praise when it is due, for then they are happy and they will keep us all happy by taking more interest in the

feeding and when the SIU is happy the commies are unhappy—and all is well.

John (Scotty) Clark
SS Del Sud

Kenny was an ideal worker and it's impossible to find a better shipmate. For a young man of only 23 years, he was very mature and not the least bit conceited. I am sure that he will be missed greatly by the men in the Engine Department.

Joseph (Paddy) Farrell

Goldman Gets Big Send-Off From Shipmates

To the Editor:

I regret at this time to inform the crewmembers of the SS Puerto Rico that this trip we are losing a very fine member of the Black Gang, Kenneth P. Goldman.

He has been on this ship for 13 months and has earned for himself the highest respect of all, including the Engineers. Personally, I sailed with him in the fireroom for four trips, and he impressed me so much that I deem it a privilege to sit down and append a few words of praise for him.

Kenny was an ideal worker and it's impossible to find a better shipmate. For a young man of only 23 years, he was very mature and not the least bit conceited. I am sure that he will be missed greatly by the men in the Engine Department.

Joseph (Paddy) Farrell

Capable Cantigny Crewmen



The Cities Service tanker Cantigny boasts a first-rate SIU crew. Here are some of the lads responsible for the shipshape condition of the vessel. Kneeling, left to right: J. Arabasz, MM; E. Celkos, AB; T. Daly, AB; M. Muniz, Wiper. Standing: J. Kovachic, OS; V. Williamson, Oiler; J. Trudeau, AB; J. Norris; J. Sterland, AB; J. Anido, FWT; Ed Mosakowski, DM. Standing behind lift ring is H. Krug. Photo by A. Gonsalves, BR.

Draft Article Hit Bull's Eye, SIU Dad Declares

To the Editor:

I want to congratulate you on your stand in the article, "End Draft Confusion, SIU Tells Draft Board," as this article will be an eye opener to many an ex-seaman—and there are many—who read this article.

It was right to the point, and the thing to do is give it to them straight from the shoulder, otherwise our seamen are not going to get any recognition at all from the new draft act, which is now being written in Washington.

Frankly, I think that Public Law 87, as of the 78th Congress, should be re-instated, setting up a discharge procedure for every seaman, and thus in black and white, when a man serves his time in foreign sailing he should be exempt.

Now I know that the American Legion and the VFW are fighting any recognition for seamen and thus our organization of the SIU should get busy on this matter.

If the proper sources of the SIU will contact the Hon. Lyndon B. Johnson of Armed Services Committee, along with the Hon. William M. Colmer, Hon. Tom Connally and others, I think we will get action on this in the January session of Congress. The seamen's organizations must not fail on this deal for the present draft act, according to information I have received, is to be conceived for a 10-year basis and surely our seamen deserve a setup the same as Public Law 87.

Those holding Certificates of Continuous Service as signed by President Truman from 1946 to 1948, inclusive, should have exemption and a definite program as under the above law worked out to protect our seamen who carry supplies to our armed forces.

Why am I interested? I have a son who is a member of the SIU and proud of it, and so the above recommendation for whatever it is worth in the effort to help our seamen.

T. J. McGill
Vernon, Texas

New Seafarers Thank ILA Men For Strike Aid

To the Editor:

In view of our appreciation of the recent action of the longshoremen of Chester, Pa., we, the crew of the recently-organized vessel SS Southern Cities, would like you to print in the SEAFARERS LOG a vote of thanks to these men for their aid in our very successful strike held in Chester, Pa., on Monday, Nov. 20.

We regret the fact that we don't know the number of the ILA Local there, but I am, if it is necessary, our Philadelphia Agent, Steve Cardullo, will be more than glad to give you any further details.

Bob Brown
SS Southern Cities

Just Before The Trip Started



J. E. Bell, ship's treasurer aboard the Archer's Hope, turned to with his camera as the CS tanker prepared for the run to the Persian Gulf. Here he shows (left to right) Joe Selby, AB; Tony Tosado, DM; C. Wiggins, OS; Red Bowe, DM, and Red O'Rourke. Wiggins and Bowe paid off before ship started out, "but we all miss them," says Bell.

BEEF SETTLEMENT ON DEL MUNDO SCORES BIG HIT

To the Editor:

We, the crew of the SS Del Mundo, thank and praise Paul Warren and Buck Stephens for the efficient way they handled a beef on this ship.

From the time the beef was mailed into the New Orleans Hall, to the time it was settled in the commissioner's office, it was a remarkable job. It took poise and experience, which were certainly not lacking in Paul and Buck.

As long as we have men of the caliber of Paul and Buck there need not be any worry or any obstacles to stand in the way of a greater SIU.

Signed by 14 crewmembers
SS Del Mundo

Send 'Em In

Don't hold your pictures and stories of shipboard activities. Mail them to the Seafarers Log, 51 Beaver St., New York 4, N. Y. If you haven't the time or don't feel in the mood, just forward details. We'll do the rest. Pictures will be returned if you wish.



Tony Tosado was on the job when Brother Bell's camera came his way again.

Valentis Spread Cheer In New Orleans Hospital

To the Editor:

Would you please put a notice in the LOG regarding the kindness shown to SIU members in the New Orleans Marine Hospital by Mr. and Mrs. Pete Valentis at Christmas time.

The Valentis distributed gifts and good-wishes, which I am sure were deeply appreciated by all who were recipients of their generosity.

George Harding

Nothing Wrong With The Steel Fabricator Except Ports Of Call, Sprano Observes

To the Editor:

I never had the time to write to the LOG about a trip before but since I had to get off my ship, the Steel Fabricator, to take my physical for the Army, I have plenty of time as they found out I'm 4F.

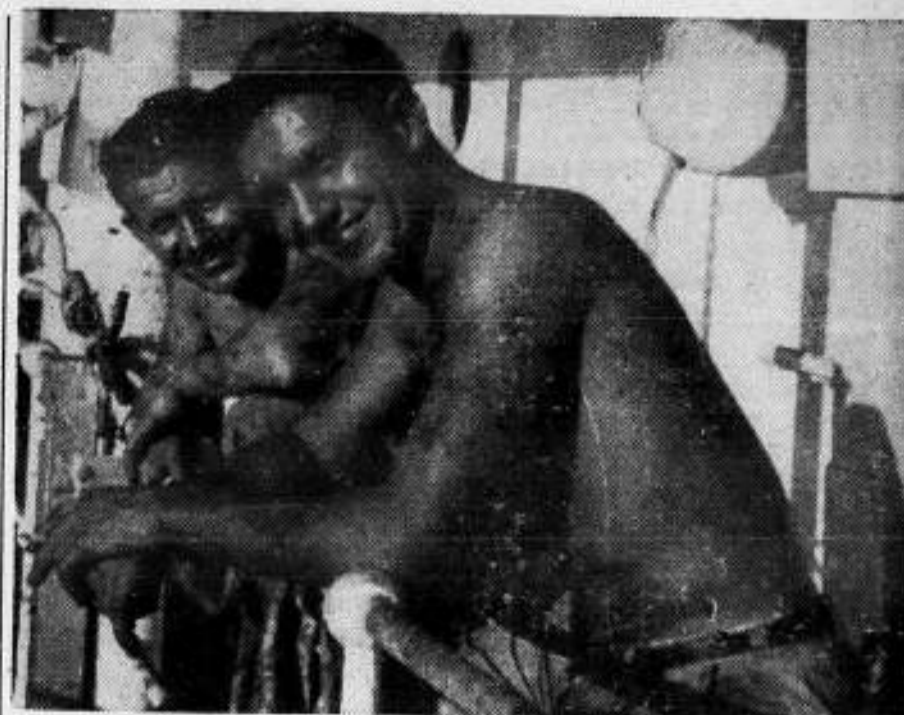
Well enough of that. My trip to India aboard the Isthmian scow was more exciting. The ship itself was a very clean one.

The Steward was a six-foot-five stump jumper who came from New Orleans. Higgenbottom is his name. And he has a heart as big as he is himself. Any guy who would give a crew seedless grapes and chocolate milk every chance he had is okay. His grub was darn close to that of the Waldorf.

The Chief Mate is another king, but his name is R. K. Wing. If you ever sail under him treat him square, as he is one of those chiefs who appreciate a good crew.

We left the States in August and hit Beirut first, where the boys got some liquid sea stores. Then off to Alexandria, where we gave the guides a hard time, so hard they didn't take any money out of us. So one of them tries to pick my pocket. I guess they are still trying to straighten his neck.

Then we headed east through the Ditch, but not until Joe Murphy got a few skins out of the boys. Jedda and Jibuti are places



"Tex" (left) Fireman, and C. Greenwood, Chief Electrician, lean on the Steel Fabricator's rail and turn on smiles for the camera of Brother Sprano.

to talk about but not to go to, especially if you're Jewish, in which case they might try to part your toupe from your shoulders. Jibuti is where they get their longshoremen from the woods. They're still wearing the bones in their noses, and they have that soup pot look in their eyes.

After we caught a few sharks we picked up the hook and headed further east. Karachi was good. We stayed there three hours. Bombay is as dry as a

camel after eight days. If that isn't dry enough then get the back of an unlicked postage stamp.

Colombo and Madras must be places where the Captain sends back a post card to the company to let them know that the ship is still afloat. At last we hit Calcutta. Ah! It was a sad day when we left, as the buzzards lost a good meal. We arrived back in the States in November all safe and sound—an act of God was performed.

Cornelius (Conn) Sprano

Dons Khaki, Seeks Mail From Shipmates

To the Editor:

I entered the Army on November 20 and so will not be going to sea for awhile. Will you please send the LOG to me while I'm in the Army. I joined the Union in March 1945 and have Book No. 40856.

I'd appreciate it if some of my old shipmates would drop me a line. I hope to get out in 21 months so that I can go back to sea.

Thanks a lot, I'll drop over to see the new New York Hall when I get a chance.

Rct. Lewis P. Talarvini
Co. I, 39th Inf. Reg't
Fort Dix, N. J.



Brother Sprano holds one of the Fabricator's monkey passengers, while his fellow-travellers peer out from their accommodations in the rear.

Report On Israeli Ships 'Distorted,' Says Unionist; Conditions Due To Poor Representation, SIU Man Finds

To the Editor:

Kindly put us on your mailing list. In return we will gladly mail you our periodical, which might give you an idea of what's going on in our union.

In your newspaper (SEAFARERS LOG) of September 1, 1950, there appeared a letter written by Walter Blazer, describing conditions on an Israeli ship. A sequel was promised, but unfortunately that was the only number of your newspaper that fell into my hands, so I can only dwell on the first part of the letter.

It is not fair, in my opinion, to describe conditions on a particular ship which had just been taken over by the Israeli crew. (Blazer described a voyage to Haifa of a vessel that was taken over by an Israeli crew in Can-

ada. Blazer, a retired Seafarer, was aboard the ship—Ed.)

By doing so a distorted picture is given to your readers who might justly think that this is our standard on Israeli ships. Our conditions in general compare favorably with those in any progressive maritime country, taking even under consideration the fact that our shipping industry is the youngest in the world.

Not knowing exactly the routine of Israeli ships, it is strange to compare them with the SIU ships and to point up our apparent inequities.

Blazer should have written his letter after learning thoroughly the conditions of work existing on Israeli flag ships. His impressions then would have been more exact.

Dan Giland
Israeli Seaman's Union
Haifa, Israel

To the Editor:

The sequel mentioned in the letter above never reached the LOG office because it was lost in the mails enroute from Israel. In answer to the letter, however, I would like to inform the writer and the LOG's readers that I boarded more than one Israeli ship and spoke with the crew members. I also worked aboard another ship when I left Israel and the conditions in general were very much the same.

If conditions are so good on Israeli ships why was an independent efficiency expert, who was a swell guy but knew nothing about ships, hired by the union to report on working conditions aboard the ships? The answer is that too many of the men were griping and this fellow was called in to investigate.

When the Labor Federation and the company are one organization behind the scenes, I

am quite sure that the Union men will not be the ones to receive the most benefits from any contractual agreements entered into. I have heard a union representative tell an engineer that if he worked for another company he would never return to the company he was working for at the present. I have seen men with ratings on the beach for months because they had disputes with the man in charge of shipping and I have seen men shipped because they had a letter from the company.

I am well familiar with the routine of the Israeli Merchant Marine and I am sure that the seamen would benefit much more if they were to have better representation. I grant the writer that not all ships are in as chaotic a condition as was the SS Akko but many of them come pretty close.

Walter Blazer

Aids Science



Pete Salvo, who recently left Baltimore Marine Hospital after participating in a 10-day medical project to develop a plasma substitute, is gradually getting back is natural color and says he feels fine.

Calendars Issued By Circle Bar Were Union Made

To the Editor:

I received a letter today from our Agent in Savannah reminding me that my 1950 calendars did not have the union bug on them. I would appreciate it if you would print my answer in the LOG, as follows:

The Circle Grill and Club at 2327 Avenue F, Galveston, Texas, through a very serious oversight, mailed calendars to various SIU Halls that did not have the union bug printed on them. This was no fault of mine.

The local agent that I ordered my calendars from promised to reimburse me with the same number of calendars that I originally ordered.

They will have the union bug on them.

Walter Brightwell

Part Of The 'Happy Family'



G. D. Douglas, submitted this photo to show some of the lads who make up the "happy family" aboard the SS Portmar. Front row (left to right): Bedell, MM; Harris, Deck Eng.; Wright, Oiler. Second row: Tingley, AB; Layko, Wiper. Rear: Johnson, OS; Orlando, Wiper.

Digested Minutes Of SIU Ship Meetings

(Continued from Page 9)

papers and not turn them over to the Coast Guard. Ship's fund reported as standing at \$59.95. Punching bag to be made by Dayman; Messman to buy boxing gloves.

~ ~ ~

PONCE DE LEON, Dec. 12 — Chairman, Frank McGuire; Secretary, O. Jones. Ship's Delegate reported on logs against men in Deck Department. Motion carried to have Steward notify three delegates and check stores of food coming aboard the ship. Motion carried to have the company install stainless steel sinks in the pantry and galley. Steward volunteered to get new records and library.

~ ~ ~

DEL VALLE, Dec. 24—Chairman, Leonard Munna; Secretary, Fred Shaia. Delegates reported disputed overtime in all three departments. Motion carried that an arrival pool be made up. Ship's Delegate to find out from Agent if a man can be fined for not arriving aboard ship an hour

before sailing. Second Electrician thanked the crew for sending him cigarettes while he was in the hospital.

~ ~ ~

FELTORE, Oct. 17—Chairman, J. Arnold; Secretary, E. Ables. Delegates reported no beefs. Motion carried that crew is in favor of an immediate boycott of Panamanian shipping. Vote of thanks given Stewards Department for excellent preparation of food.



CATAHOULA, Dec. 10—Chairman, Rocky Milton; Secretary, L. Stephenson. Ship's Delegate to ask for Patrolman to meet with port steward and ship's Steward concerning shortage of meats in ship's stores. Motion carried to write company requesting innerspring mattresses

for all hands. Crew asked to cooperate in keeping laundry clean. Steward complained that his requisitions are being cut and is always running short.

~ ~ ~

STEEL AGE, Dec. 24—Chairman, H. Fowler; Secretary, W. Stark. Fines determined for five men who fouled up during trip. Motion carried to give the Union a vote of thanks for the raise in pay. Also asked that an effort be made for a uniform draft regulation concerning seamen.

~ ~ ~

CANTIGNY, Dec. 10—Chairman, C. Aschon; Secretary (not given). Delegates reported on books and permits in their departments. Motion carried that anyone missing watch be fined \$10, the money to be given to the person who stands the watch. Short talk given on the importance of the shipboard meetings and the necessity to be on time.

~ ~ ~

DEL VICTORY, Nov. 1—Chairman, L. Vanlofton; Secretary, George A. Allen. Delegates reported everything okay. Motion carried to send a letter to New Orleans regarding the mail situation.

Massmar Men Hold Draft Sweeps Skilled Off Ships

To the Editor:

We, the crew of the SS Massmar, feel it is time to bring the issue of the draft law before the membership for the good of our Union.

Under the present law, we understand, no merchant seaman is exempt from military training no matter what his rating is. We feel that this is detrimental to our Union in this respect:

Under the newly declared emergency we all realize in due time that our merchant marine will be expanded. We will need competent personnel to man the ships.

With the drafting of merchant seamen today, their places must be filled by newcomers to our Union. As a great number of our Brothers are in the draft age, they stand to be called for military training at any time. We all know the WSA, RMO, and Maritime Commission in the last war attempted to fill these vacancies with men ill-trained in their duties and well trained in anti-unionism.

There is nothing to prevent the same from occurring today. How can a minority of good Union men educate a majority of anti-union men. From past experience we know as Union men we stand on dangerous ground. Therefore, we feel our Union should get behind the representatives of our states in Congress and make an amendment to the law which would at least partially exempt merchant seamen.

We ask the membership not to confuse this statement with an attempt to prevent us from being drafted, but to consider it in the light of being for the best interest of the Union.

signed by 25 crewmembers

(Ed. note: The Union has been in contact with selective service directors in all 48 states and has been told that merchant seamen with certain specialties and men on ships in certain operations are being exempted, but no blanket deferment could be given seamen yet.)

RECRUIT LONSKI HAS RUSTBUCKETS IN HIS HEART

To the Editor:

I am stationed here in a heavy automotive maintenance company. I ran into quite a few ex-seamen, one in particular being Norwood (Duke) Barbour, who entered the Army last November 15 in North Carolina.

They drafted me in Chicago on November 13. We were both on the Bull Lines' SS Arlyn and would appreciate it if you would give the gang our regards through the LOG.

If it's possible I'd like to have the LOG sent to me so we could keep in touch with the Union. They tell us we'll be here a long time, but we hope to be back in August 1952 to help keep those rustbuckets sailing in SIU style.

Ret. G. L. (Lonnie) Lonski,
55044651
994th Ord. H. A. M. Co.
Camp Rucker, Ala.

Big Brass' Small Talk Irks Advocate Of Strong Fleet

To the Editor:

Herewith I send you an article from the New Orleans Times-Picayune of December 13, from which I quote a tin-can Admiral, who said:

"The Merchant Marine is not composed of the type of men necessary for both peace and war, especially for war." And "we do not have the Merchant Marine the public thinks we do."

And from Captain E. C. Holden, Jr., USNR and Master Mariner, we hear, "The accident record aboard ships is aggravated by many unseaworthy men..."

I think that is a heck of a way for an Admiral or anyone else to talk, especially since they are supposed to know the job these same men did in the last World War. All I can say is we carried the GIs and the supplies over there and back and we'll do the same in World War III, that is if the trained personnel of the Merchant Marine is not put into the Army.

As for not having the Merchant Marine the public thinks we do, who is responsible? It certainly isn't the public or the seamen but guys like the ones quoted above who are looking for saboteurs and letting the ships rust in the boneyard.

As for the Master Mariner, USNR, who, incidentally is manager of a P and I Agency and actually represents insurance companies, I don't think he has

sailed lately. If he has he ought to get out his statistics and look them over, because the Merchant Marine has one of the lowest records in accidents for hazardous industries in the US, regardless of the fact that each man in the Merchant Marine does what is considered a three-man job in the Navy. If by his remark that some of the unseaworthy men are suffering from psychoneurosis he means that some of us are nuts, I agree with him.

There's nothing we can do but get nuts when we see American ships all over the world under foreign flags, and government officials who want to give our ships away, 2,000 ships in layup, merchant seamen trained for their jobs being put into the Army, etc.

Yes, Captain USNR, some of us are nuts, but we're not the only ones, not by a damned sight. I sure wish somebody would stop the small brass from talking so much and put them to work on something to stop those Russian schnorkel submarines, when they come.

By Gad if these guys with the gold in their caps will do their jobs, we'll do ours. And if they don't, we psychoneurotic merchant seamen still will do our jobs when they start yelling for men, oil and guns. We'll be out there, with or without Navy protection, too.

William J. Blanco

Adequately-Equipped Ships Seen As Vital To Defense

To the Editor:

On September 6 I wrote a letter and mailed it to you when the show-down with Asiatic Bolshevism was not as apparent as it is now. The letter at the time was ahead of time and, consequently, you did not print it. Today, however, you might give it your consideration when, in view of the crisis, the seamen should have also their say. And here is the letter.

Starting with Taft, who is No. 1 enemy of labor, most Senators who claim to be super patriots, generally take care of their own interests first, last, and always. This explains why the Senators, who sounded off as if surprised, shocked, and astounded at the tone of President Truman's reply in his letter to Congressman McDonough requesting representation for the Marine Corps, seemed not to see and savvy that Truman's tone was of a man righteously angry.

NO MEN, NO SHIPS

Having spent \$50,000,000,000 on armaments and having, consequently, ordered police action in Korea, our President has neither the trained reserves of men nor the merchant ships ready to transport them to Korea in order to do the job there, as becomes officers of the law and perform in a manner compatible with the honor and dignity of the United States. Far from it.

Our "policeman" has failed to arrest the Korean culprit. Worse still. For two months, the scrawny coolie has been driving back the "policeman" in a manner to make our faces red. Already we have lost face in Asia. We are losing face in Europe and fast, too. And just because President

Truman has been sold by "experts" the false bill of goods, "the push button."

We are in for bad weather. Not today, but tomorrow. What will happen tomorrow when we shall have to meet on the battlefields of Europe some 500 divisions? — let Senator endenberg answer the question. "We don't need an American Merchant Marine," said he, the "expert" on Foreign Policy.

FAR, FAR AWAY

The illustrious Senator will not have to fight the war. He will be out of the reach of V-bombs fired at us from a schnorkel and quite safe also from the atom bomb dropped upon us, New Yorkers, from an enemy plane. Those who went about the country, peddling the "push button" did that in the interests of their own, and will keep out of harm's way, quite safe at home.

Only those who will have to do the fighting and those who will have to deliver the goods and keep the ships sailing, will have to leave home and go out in convoy, and face the schnorkel-infested Atlantic. It is, therefore, that the least our Senators could do for those who will have to cross the Atlantic, is to equip the old ships with new life boats. The tin tubs of the last war were unseaworthy. Some 2,000 seamen drowned in the last war because the tin life boats were unseaworthy. The clinker built wooden life boat, built on the lines of a whale boat, will ride out the gale on rough seas. It is time to build the new life boats now.

There is not much time left.
R. J. Peterson

Photo Report Of Seafarers' Activities



Christmas was a gala occasion for men on the beach in the Port of New Orleans. More than 400 dinners, topped by the customary roast turkey and baked ham, were served to members of the SIU and SUP, as well as members of the Marine Firemen's Union and khaki-clad GIs. In photo above holiday diners are drinking a beer toast to good sailing for seamen.



Christmas guests at the New Orleans SIU Hall included crewmembers of the SS Sunrell, a vessel contracted to the SIU's Canadian District. Shown with the Canadian Brothers is New Orleans Agent Lindsey Williams, fourth from left, standing, who welcomed the visitors. All hands proclaimed the holiday affair a huge success.

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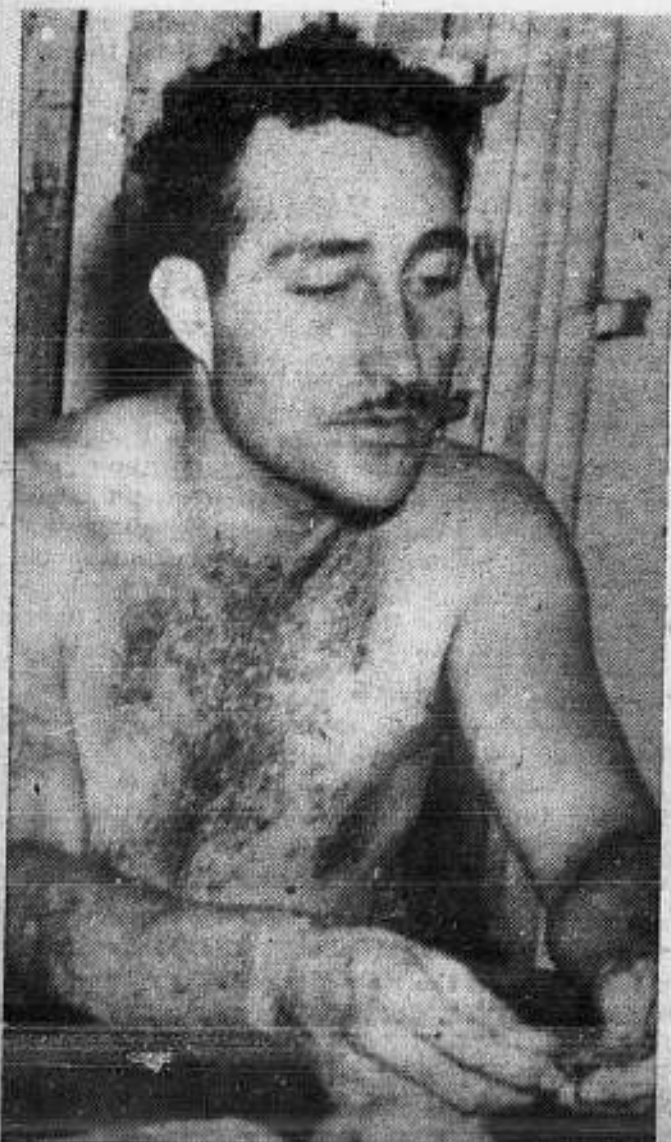
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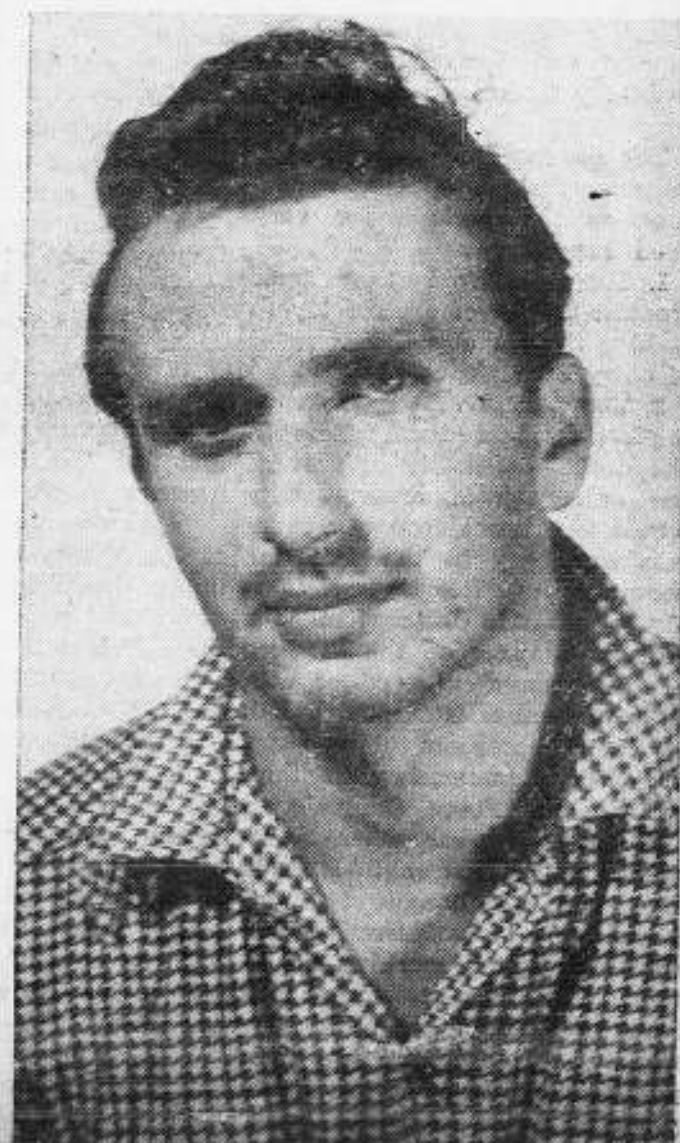
ABOVE—Guests at the New Orleans Hall's holiday dinner put away the sumptuous meal in relatively short order, but the planning and preparation took days of hard work. Here are some of the people who pitched in on the job that was executed so perfectly.

LEFT—Seafarers aboard the SS Council Grove lower stores to small boat from the SS Four Lakes, which hailed the Cities Service tanker in mid-Atlantic to borrow needed engine parts. The lads were also without cigarettes until the Seafarers came on the scene.

RIGHT—Following the good will job, two members of the Council Grove paused for the cameraman. Wearing smiles of satisfaction are Tommy Trainor (left) and Manfred Oschitzky.



Few of E. B. McAuley's shipmates escape exposure to his sharp lens. Latest of 'Mac's' produce to reach the LOG come from the SS Hastings. In photo above, Mac invades privacy of Tony Nollage to show how that gentlemen corks off at coffee time. Vince Stefanic (right) appears to be the ideal portrait model and Mac does right by his subject. Less formal is the shot of Carroll J. Quint (left), Hastings Bosun.



The ITF And The 'Battle Of The Ports'

In the last two years, two important international events have relieved the grim economic and political tension of postwar Western Europe.

The first was the launching of the Marshall Plan, which has given Europe stability, employment, industrial progress and the hope of paying its own way again.

The second was the Atlantic Treaty, conceived by the leaders of the democracies as a defensive alliance of the people of Western Europe and North America, and designed solely to prevent or repel possible aggression.

The Treaty has given democratic countries new confidence that they will not be left defenseless, to fall one by one to communist direct or under-cover invasion.

DEEP INTERESTED

The International Transportworkers Federation has been closely concerned with both these important events of the postwar years.

The ITF was the first trade union international to welcome the Marshall Plan, and has steadily supported its aims during its two years of operation. And transport workers have been more involved in the success of the Atlantic Pact than any other group of workers.

A major provision of the Treaty promised American arms to European democracies. By ensuring that these arms have safely reached their destination, transport workers have made a big contribution to the cause of peace and the defense of the West.

The need for the quick and safe delivery of arms placed the European ports in the front line of the fight to forestall communist aggression.

The battle was not easy. The Cominform saw that the success of the Atlantic Defense Pact would end its chances of a "walk-over" in a defenseless West.

WRECKING ORDERS

It ordered the communist parties and communist-controlled unions within the democracies to launch a vicious campaign of disruption and deception, directed especially to dock and port workers.

The communists chose to concentrate their propaganda barrage on the dockers for very good reasons:

1. They believed that their greatest chance of success lay in making trouble at the first point of entry of American arms.
2. They knew that by fomenting strikes and disturbances in the docks—ostensibly to prevent the unloading of arms—they would also upset economic progress especially in the seafaring countries of Norway, Netherlands, and the United Kingdom.
3. By playing on the Western peoples' genuine hatred of war, the communists attempted to link up their opposition to the entry of defense material with their world-wide "Peace Campaign."
4. In port areas where communist political strength is weak, the stalinists thought that by exploiting the dissatisfaction over wages and working conditions that from time to time flares up in European ports, they would be able to disguise their political aims by posing as champions of better industrial conditions.

Companies Under SIU Welfare Plan

The Seafarers Welfare Plan, which went into operation last fall, is functioning with maximum efficiency. All claims for weekly hospital benefits and death payments are being made promptly. Signatories of the Welfare Plan agreement number 61 contracted outfits, whose Seafarer-employees are thus eligible for the benefits. The companies are:

Actium Steamship Company	Mississippi Shipping Company
Alcoa Steamship Company	Ore Steamship Company
American Eastern Company	Palmer Shipping Company
American Tramp Shipping Company	Pan Atlantic Steamship Corporation
Baltimore Insular Line	Petrol Tanker Industries
A. H. Bull Steamship Company	Philadelphia Marine Corporation
Cabin Tanker Industries	Ponce Cement Corporation
Calmar Steamship Corporation	Peninsular and Occidental Steamship Corporation
Cities Service Oil Company	Seas Shipping Company
J. M. Carras, Inc.	Seatraders, Inc.
Oro Navigation Company	Seatrains Lines, Inc.
Standard Steamship Company	Shipenter Lines, Inc.
Construction Aggregates Corporation	South Atlantic Steamship Company
Coral Steamship Company	State Fuel Corporation
National Cargo Carriers	St. Lawrence Navigation Company
Cuba Distilling Company	Strathmore Shipping Company
Dianex	Tanker Sag Harbor Corporation
Dolphin Steamship Company	Terminal Tanker Industries
Dolphin Steamship Corporation	U. S. Petroleum Carriers, Inc.
Dry Trans Corporation	U. S. Waterways Corporation
Trans Fuel Corporation	Victory Carriers, Inc.
Eagle Ocean Transportation Company	Waterman Steamship Corporation
Eastern Steamship Company	Waterman Airlines, Inc.
Epiphany Tankers, Inc.	White Range Steamship Company
Federal Motorship Corporation	Pacific Tankers, Inc.
Isthmian Steamship Company	Waterman Shore Gang
Intercontinental Steamship Company	Colonial Steamship Corporation
Maine Steamship Company	Southern Trading Company
Mar Ancha Corporation	Trafalgar Steamship Corporation
Metro Petroleum Corporation	American Merchant Marine Steamship Corp.
Tini Steamship Corporation	

5. The militant history of dockers' unions throughout Europe gave the communists some hope that, of all industrial groups, dock workers would be most easily persuaded to strike action.

But in all this the communists reckoned without the dock workers' profound faith in democracy and hatred of dictatorship of any brand.

They underestimated, too, the vigorous leadership which the International Transportworkers' Federation would be able to give its affiliates through the trying six months of the "battle of the ports."

The ITF had welcomed the Atlantic Pact and declared its resolve to help carry out the provisions of the Treaty. This support for the Treaty was unanimously endorsed at its 1950 Congress.

In a resolution on the transport of arms, the ITF Congress voiced "its confidence in the declarations of the democratic governments and endorses the Atlantic Pact."

OKAYS ARMS CARGOES

"It approves the action which is being carried on by the ITF to ensure the transport of arms sent by the United States of America to Western Europe;

"Approves further the action of the Vigilance Committees set up by the ITF who frustrate the communist endeavors to sabotage the fulfillment of the Pact;

"Calls upon the members of the ITF to continue the carrying and handling of all arms and ammunition, the purpose of which is to prevent or repel an attack against free peoples."

The "battle of the ports" opened in earnest when the first American vessel to arrive in Italy with a cargo of arms tied up in Naples on the evening of April 11, 1950.

The following day the communist-dominated Naples Chamber of Labor called an eight-hour general protest strike. This

was so badly organized that even those willing to take part were confused about its purpose and its time schedule.

64 volunteer dockers—members of the free trade unions—unloaded the ship without incident. The whole communist action fizzled out miserably.

The first round was lost to the disruptors, and they never recovered the initiative. They subsequently attempted several local strikes, but it was clear that the communist unions did not have sufficient support in Central Southern Italy to cause any stoppage that could be called "general."

The first arms cargo ship for France arrived in Cherbourg on April 12. During the previous two months, the French communist unions had been bitterly attacking the wage negotiation policy of the democratic Force Ouvriere in the Cherbourg docks.

The communists were prepared to play into the employers' hands by linking the wage issue with their campaign against the Atlantic Pact in a proposed dockers' strike.

Such action would probably have brought the government in to the fray on the employers' side, and forfeited all chances of a pay increase.

On the arrival of the first vessel carrying American arms, communist women invaded the docks to distribute tracts calling for a workers' barricade against American arms shipments.

These were ignored by the Cherbourg dockers and, despite a "mass demonstration," called the same day by the communist-controlled General Confederation of Labour (CGT), over 100 dockers proceeded to unload the ship.

When the next arms shipment arrived, communist demonstrators were driven away by members of the free dockers' unions.

Strikes and go-slow campaigns, which were organized persistently at La Rochelle and several smaller French ports, called forth sharp denunciations by Force Ouvriere.

EXPOSED COMMIES

Its Ports and Docks Federation (affiliated to the ITF) exposed the communist motive—which, it declared, was not love of peace, but a desire to dislocate France's economy and keep its army under-equipped.

The only result of the communist action, Force Ouvriere pointed out, was the diversion of ships to other ports, and unemployment for the dock workers who had to bear the whole brunt of the communist fiasco.

In the Netherlands the communists had some preliminary success. At Zaandam, communists induced dockers to pass a resolution against the unloading of armaments. This was used by the communists for extensive propaganda in other Dutch ports.

The Dutch Transport Workers' Union pointed out that Zaandam, a small inland port, was not one where trans-Atlantic vessels bringing arms aid would call. It organized another ballot and the resolution was rescinded.

This led to personal violence by the communists against some free trade union leaders and the loyal dockers. But the communist aims were exposed, and at the big ports of Rotterdam and Amsterdam ships were unloaded

(Continued on Page 15)

Signing On For Long Trip



As Shipping Commissioner Thomas J. Kiernan checks off name of prospective crewmember, Seafarers await their turn to sign articles for an 18-month stint aboard the McKettrick Hills, US Petroleum Carriers tanker. The sign-on took place in the New York Hall on January 2, and the men were flown to the vessel in Palermo by a TWA Constellation plane the next day.

The new crew replaces one that signed off in the Sicilian port after serving 12 months on a shuttle run. Also flown to the McKettrick Hills was a complete slopchest to make sure the men have suitable stores available.

Minutes Of A&G Branch Meetings In Brief Free Unions Winning 'Battle Of The Ports'

PHILADELPHIA—Chairman, A. S. Cardullo, 24599; Recording Secretary, D. C. Hall, 43372; Reading Clerk, Eichenberg.

Minutes of meetings held in other Branches read and accepted. Balloting Committee elected. Secretary-Treasurer's financial report and Headquarters report to the membership read and accepted. Requests for excuses were referred to the Dispatcher. Meeting adjourned at 7:45 with 85 members present.

MOBILE—Chairman, L. Neira, 26393; Recording Secretary, J. Carroll, 14; Reading Clerk, R. Jordan, 71.

Minutes of other Branches read and accepted. Secretary-Treasurer's report accepted. Headquarters report accepted. Agent Tanner reported that eight ships were due in for payoffs, sign-ons or in-transit. Tanner reported that various members had asked questions concerning validated papers, and they are urged not to take out validated papers until Headquarters gives the word. Tanner also reported that he had been named to represent the Union in the port of Mobile in the security program. He concluded his report by stating that three Libertys were scheduled to come out of the lay-up fleet; one is to go to Carras and the other two will probably also go to SIU-contracted companies. Tallying Committee elected, with two men from each department serving. Balloting committee reported 448 ballots cast in Mobile during the election period. Meeting adjourned at 7:45 with 225 members present.

TAMPA—No regular meeting held, because of a lack of a quorum.

Special meeting held to elect Tallying Committee. The following members were elected to



serve: M. Patterson, J. Polaski, E. Frost, A. Martinez, A. Ortega, P. Brinson.

NEW ORLEANS—Chairman, Johnny Johnston, 52; Recording Secretary, Herman Troxclair, 6743; Reading Clerk, Buck Stephens, 76.

Minutes of meetings held in other Branches read and accepted. Patrolman Buck Stephens, acting in behalf of Agent Williams, reported that the affairs of the port were in good shape. He reported the Christmas din-

ner as being a big success and the coming two weeks looked fairly good for shipping. All hands were reminded that applications were available for the new Coast Guard document and they can be filled out at any time. A letter was read from the Teamsters Union concerning its strike against the Crescent City Funeral Directors Association. Motion carried to pledge full support. Trial Committee elected to hear charges against five members. Motion carried to discontinue the practice of allowing extensions on shipping cards. Motion carried to elect Tallying Committee. Two men from each department were elected to serve.

GALVESTON—Chairman, Keith Alsop, 7311; Recording Secretary, R. Wilburn, 37739; Reading Clerk, C. Tannehill, 25922.

Minutes of other Branches read and accepted. Tallying Committee elected. The following men elected to serve: F. Pedraza, R. Williams, L. McDonnell, W. Reagan, E. Wallace, R. Foreman.

NORFOLK—Because a quorum was lacking, no regular meeting was held. A special meeting was held for the purpose of checking shipping cards.

SAVANNAH—Chairman, E. Tilley, 75; Recording Secretary, E. Stankovich, 25472; Reading Clerk, J. Whitt, 27824.

Balloting Committee elected: E. Stankovich, J. Whitt, J. Morris, F. Garcia, J. Moore, J. Hughes. Minutes of meetings held in other Branches read and accepted. Agent Bryant reported that shipping had been slow, and that the future looked dark. He reported on the progress of the Retail Clerks' strike against the Bargain Corner, and brought the membership up to date on the Yellow Cab strike. Motion carried that the man with the most pickettime in the clerks' strike have preference in shipping. Motion carried to elect a committee to handle the strike work. Three men excused from picket duty because of medical reasons. Meeting adjourned at 8:10 with 29 members present.

NEW YORK—Chairman, L. J. Williams, 21550; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Al Kerr, 29314.

Motion carried to accept Secretary-Treasurer's financial report as read. Headquarters report to the membership read and motion carried to concur. Port Agent said that shipping had been fair, with bookmen choosing their own jobs if they're not fussy about getting out. He said that two ships, the Camas Mea-

dows and the Sweetwater, had gone out on an 18-month trips. He recommended the reading of the Oath of Obligation at ship-board meetings at least once a trip. Minutes of all Branches read and approved. Motion carried to accept Headquarters Balloting Committee's and Reinstatement Committee's reports. Motion carried to accept and concur in communication from Boston Agent clarifying New Busi-



ness of November 29 meeting. Charges read and motion carried to refer them to an elected trial committee. Oath of Obligation taken by four members. Motion (by J. Algina) carried that all members familiarize themselves with Oath of Obligation to promote spirit of brotherhood. Tallying Committee elected: Deck—Roderick Smith, Frank Douglas; Engine—John Hanson, Dominick Chirichella; Stewards—E. Mooney, Alonzo Milefski and G. Steinhberg, Alternate. Meeting adjourned at 8:25 PM, with 927 members present.

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

Minutes of meetings held in other Branches read and accepted. Headquarters report to the membership and Secretary-Treasurer's financial report read and accepted. Motion carried to elect Tallying Committee. The following men were elected to serve: Steward: J. C. Howard, D. M. Dovosa; Engine: R. Drury, C. M. Bowdre; Deck: R. Gibbs, L. Koza.

SAN FRANCISCO—Chairman, H. Fischer, 59; Recording Secretary, W. Norris, 51018; Reading Clerk, J. Brandon, 23997.

Tallying Committee was elected to total the San Francisco votes. The following men were elected: Ray Queen, Carl Lawson, Joseph Allard, Charles Ritz, John Graves and James Brandon. Minutes of meetings held in other Branches read and accepted. Agent reported on the importance of all draftable men to keep in touch with their draft boards. He also notified the members of the coming conference in Washington, wherein the SIU will be represented by Paul Hall and Harry Lundeberg. Under Good and Welfare there was considerable discussion on the new Coast Guard document.

(Continued From Page 14)
in normal fashion with only small, ineffective opposition demonstrations.

In Belgium, the communists attempted to camouflage their determination to prevent the unloading of arms by engineering a strike (employing terror methods) at Antwerp, over an unsettled wage issue.

The strike lasted five days and ended, as it was bound to do, with the unconditioned return to work of the strikers.

The motives of the strike leaders were denounced by the two Belgian trade union federations. Many of their men were brutally attacked by communist thugs during the episode.

A month later, another appeal by communist spokesmen to the dockers of Antwerp to stay away from the docks was completely ignored, and work proceeded in normal fashion.

In Norway and in Great Britain—though the communists are persistently striving to foment dock strikes by playing up industrial issues—they have not been able to arouse any body of support for their appeals to refuse to unload arms shipments.

In these two countries, with their deep democratic traditions, there are no illusions among the workers about the traitorous intentions of the communist troublemakers.

In fact, when in London some dockers did strike a few months ago, against the advice of the leaders of the Transport and General Workers Union, they quickly returned to work when they realized the communists were trying to make a political issue out of their industrial dispute.

By the middle of the summer of 1950, the ITF was able to report that the only result of six months' communist campaign against the Atlantic Treaty was the affiliation of two more dock workers' unions to the ITF.

They were the Italian Dockers' Federation and the American International Longshoremen's Association, which together have brought another 60,000 members

into the powerful, democratic international union of transport workers.

During the "battle of the ports," ITF headquarters was the "command post" of the democratic unions.

It received and retransmitted news from the trouble centers. All affiliated dockers' unions were kept posted on the enemy's tactics.

Assistance in the organization of Vigilance Committees was furnished to localities that needed it, and ITF leaders were available for whatever was asked of them.

The ITF proved conclusively in a few hectic months in 1950 that international trade unionism is one of democracy's strongest bulwarks.

That the good work will go on was made clear in September, 1950.

Meeting in Naples under ITF auspices, representatives of seamen and dockers of eight nations created a Mediterranean committee of action to fight any further communist attempts to close the ports of Europe to Atlantic Defence Pact or Marshall Plan shipments.

Representatives of trade unions in France, Italy, Greece, Great Britain, Belgium, Holland, Malta, and the United States, participated.

Pierre Ferri-Pisani, Secretary of the maritime unions of the French Force Ouvriere, was chosen Chairman of the Mediterranean committee. He said at the time:

"The creation of this committee results from the recognized necessity of establishing in those countries where the communist influence is still strong, a coordination of all the democratic forces which aim to liberate the working classes from the communist yoke."

"The seamen's organization of the Mediterranean will not confine itself merely to defense. We are passing to the offensive. We accept all the responsibility and obligations which may come upon us in the struggle of freedom against totalitarianism."

Personals

WILLIAM F. BAKLEY
Get in touch with Federal National Mortgage Ass'n, 44 Pine Street, New York, N. Y.

GEORGE JEROSIMICH
Get in touch with your Draft Board.

EDWARD FETSKO
Get in touch with your Draft Board.

RICHARD C. BROWN
Get in touch with David Lipert, Box 30, Lockport, New York.

JOHN JOSEPH McHALE
Get in touch with your Draft Board.

EUGENE T. LYTTLE
Contact either Benjamin B. Sterling, 42 Broadway, New York 4, New York, or Robert F. Reynolds, 1303 Hobart Building, San Francisco.

LEO J. COOPER
Contact Robert F. Reynolds, 1303 Hobart Building, San Francisco.

GORDON A. DITTMAN
Your parents are worried. Write them at New Richmond, RRI, Wisconsin.

JAMES A. HAMMOND
Write to Lonnie C. Hanson, Escatawpa, Miss.

BILL MITCHELL
Your sister and brother-in-law would like to hear from you. Please write them: Mr. & Mrs. Robert S. Aldrich, Box 326, Walpole, New Hampshire.

ARNOLD (Aussie) SHRIMPSON
John Wunderlich Jr. is anxious to get in touch with you. Forward your address to him at Apartment C, 811 East Church St., Jacksonville, Fla.

A & G Shipping From Dec. 26 To Jan. 3

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston	17	20	14	51	18	16	2	36
New York	105	87	92	284	69	68	73	210
Philadelphia	31	26	20	77	25	16	20	61
Baltimore	99	69	47	215	71	42	29	142
Norfolk	3	5	3	11	13	12	4	29
Savannah	(No Figures Received)				(No Figures Received)			17
Tampa	11	9	6	26	12	11	11	34
Mobile	36	31	38	105	9	11	14	34
New Orleans	58	46	77	181	5	51	70	176
Galveston	38	21	17	76	23	18	18	59
West Coast	51	46	39	136	49	36	33	118
GRAND TOTAL	449	360	353	1,162	343	281	274	915

Heller Asks Probe Of Waterfront Commies

A resolution authorizing Congressional investigation of communist activities on the waterfront and in transportation industries has been introduced in the lower House by Representative Louis B. Heller, Democrat, of Brooklyn.

Heller's proposal, which has been referred to the Committee on Rules, would set up a seven-man committee to probe:

1. Communist goon squad activities among merchant seamen and their unions, designed to hinder the flow of supplies to our armed forces and their allies abroad.

2. The degree to which commies and fellow travellers have infiltrated transportation industries to the detriment of the national defense effort.

Terming US ports and the transportation industry as "key factors in our defense," Heller introduced his resolution following an article in the New York Mirror, in which columnist Victor Reisel cited several instances of communist activity which he said arise "as we strive to meet a crisis that threatens our national existence."

Among the commie maneuvers referred to was the unsuccessful attempt to storm the SUP Wilmington Hall by 500 followers of Harry Bridges last month. Fourteen SUP members held the Hall in an all-night battle. The arrival of additional SUP men in the morning ended the siege.

In addition to his resolution, Congressman Heller, in a letter to J. Edgar Hoover, Director of the Federal Bureau of Investigation, called Hoover's attention to the article by Reisel, and urged upon him "the necessity of taking immediate action to apprehend those persons responsible for endangering the national security."

Heller likened the communist goon squads to the actions of Hitler's Brown Shirts, in the Nazi seizure of power, and said if they were not checked they would pose a threat to our national life.

The text of Heller's letter to Hoover, and of Reisel's column, which were reproduced in the "Congressional Record," follows:

Extension of Remarks of HON. LOUIS B. HELLER Of New York

Dear Mr. Hoover: Your attention is invited to the attached photostatic copy of a clipping taken from the New York Daily Mirror entitled "Inside Labor," by Victor Reisel. It would appear that Communist goon squads are operating in our city streets in a manner reminiscent of Hitler's seizure of power in Germany. If permitted to continue, this movement would sabotage a vital part of our labor force, fasten a stranglehold upon the means of logistical support of our troops and allies abroad, and pose a threat to our national life.

I cannot urge too strongly upon you the necessity of taking immediate action to apprehend those persons responsible for endangering the national security. I am introducing a resolution in the House of Representatives for the creation of an investigating committee. It is intended that the committee study the situation and recommend to the House such measures, in addition to those now on the statute books, as are necessary to safeguard the national interest and at the same time preserve our

heritage of freedom for the individual.

The transportation system and the ports are key factors in our defense. They must not be controlled by Communists and fellow travelers.

Sincerely,
Louis B. Heller
Member of Congress

INSIDE LABOR

By Victor Reisel

(From the New York Daily Mirror of December 18, 1950)

I can produce for the Federal intelligence agencies a band of merchant seamen who had to arm themselves recently with shotguns and stand off a night-long siege of Communist action squads, 500 strong, operating European style right in these United States.

And I know other good waterfront union Joes whom we'll have to visit in the hospital if we want to talk to them. They got their ribs smashed by a 25-man Red goon squad.

There's a method in all this mauling. If it continues we may yet see hundreds of ships tied up between our west coast and London, when we need every cargo hold to carry arms to the world.

There is also a group of railway workers who say they can prove one of their regional chiefs signed the Cominform's international Stockholm peace petition. They'd like to know why he's still in a spot from which he can paralyze the hauling of steel, destined for emergency items.

My labor friends can point out some southwestern Communist leaders who used their union headquarters as a secret communication link with Mexico, Cuba, Los Angeles, etc.

In that night siege by 500, they were Harry Bridges' huskies. The sailors they hemmed in a wild night of window smashing, car slashing, and brickbat slinging belonged to the AFL's tough, but clean, Sailors Union of the Pacific. They were caught in their union hall, 440 Avalon Boulevard, Wilmington, Calif.

Through a night the 14 men and their leader stood guard with shotguns at windows, while Red squads smashed the front of the building, rushed to the adjacent parking lot and cut up tires, and gave up breaking into the hall when the sailors shouted

Men In Hospitals

Seafarers who want to be eligible for the Welfare Plan's weekly hospital benefits should make sure they have their Union books, seaman's papers and copies of their last discharges with them upon entering the hospital.

Union Patrolmen will pay the seven-dollar benefits to eligible members for each full week of hospitalization during their weekly visits. Failure of a hospitalized Seafarer to have the above-mentioned papers with him will prevent the Patrolman from making the benefit payments.

Hospitalized members who have not yet filled out beneficiary cards for the Welfare Plan can obtain them from the Hospital Patrolmen.

they would shoot to kill.

The attackers were recruited on the waterfront by Bridges' specialists in rioting. The feud started when Bridges, for reasons known to the convicted perjurer himself, suddenly decided to challenge the 65-year-old right of sailors on certain coastwise vessels to unload lumber from decks to the docks.

Whatever else he is, Bridges is not stupid. He knew that attempting to seize jurisdiction of that bit of work could come off only through bloody violence. He knew his roving action committees, with from 25 to 300 sluggers assigned each detachment, would breed counterviolence as he sent them chasing sailors as far up as Oregon.

He knew a war between the AFL seamen and his pro-Soviet longshoremen could freeze many key ports.

But our loyal AFL sailors' chiefs, lanky Harry Lundberg and husky Paul Hall, refrained from flying in their own special protective squads. They did not want waterfront civil war dis-jointing activity at ports which face the Orient.

Comrade Bridges understood the international implications of his maneuver, knew sailors' union officials the world over, especially in London and Western Europe, would rush to the defense of the American AFL waterfront workers; that the European dock wallopers would boycott ships of United States

owners who yielded to Bridges.

He knew foreign seamen would refuse to sail vessels into those western United States ports where Bridges might win. Such pledges have been cabled in from London.

Bridges knew what he was starting. That lefty railroad union leader who signed one of Moscow's peace petitions is in the Pittsburgh area. Those southwestern comrades lead a section of Bridges' new pro-Russian labor federation. Arizona phone records will prove they used their union headquarters as a communications link in a Red international network.

All this as we strive to meet a crisis that threatens our national existence.

A Letter That Speaks For Itself

J. C. HAIRE
PRESIDENT

F. A. GUNTER
1ST VICE-PRESIDENT

C. H. RADFORD
2ND VICE-PRESIDENT

JULIA S. HALL
3RD VICE-PRESIDENT

WM. S. WILSON
SECRETARY-TREASURER



TRADES AND LABOR ASSEMBLY OF SAVANNAH

AFFILIATED WITH THE AMERICAN FEDERATION OF LABOR AND GEORGIA FEDERATION OF LABOR

MEETS FIRST AND THIRD MONDAY NIGHTS IN
EACH MONTH. LABOR TEMPLE, 34 DRAYTON ST.

POST OFFICE BOX 372

SAVANNAH, GEORGIA

December 29, 1950

BOARD OF TRUSTEES

H. H. BIRMINGHAM
E. A. ROOKS
WARREN DUFFY

Mr. Paul Hall, Sec.-Treas.
S.I.U. of N.A. A. & G. Dist.
51 Beaver Street
New York, N.Y.

Dear Sir and Brother;

It was my pleasure along with other delegates and officials of the Trades and Labor Assembly of Savannah on December 21, 1950 to be the guest of the Savannah Branch of the S.I.U. on the occasion of the annual Christmas party held for the men on the beach. Because of the highly efficient manner in which the affair was handled and the well-rounded program of interest in connection with the party, I take this opportunity to extend congratulations to you and officials of the Savannah Branch for a job well done. It was indeed an affair of which the S.I.U. can truly be proud.

Two movies were shown namely, "This Is The S.I.U.", and "The Wall Street Strike". The subject matter of the two film strips was cause for pride in the hearts of every member and their family present as well as those of us who are members of other organizations of the American Federation of Labor. I have often said that if all members of organized labor were as ready and willing at all times to accept their responsibilities and to aid sister organizations as are the "Men Who Go Down To Sea In Ships" then many of our trials and hardships in relation to labor's aims and ideals would be eliminated and our objectives obtained surprisingly easy. The films shown at the Christmas party in Savannah were proof conclusive of the accuracy of my belief.

The food was most excellent as were the liquid refreshments. The entire evening was dedicated to education of those present and the promotion of brotherly love and friendship among the members of the S.I.U., their families, and friends of other A.F. of L. organizations. To say that the affair was successful is truly an understatement.

I consider it a distinct honor to have been present. I feel that the films and spirit demonstrated by your members was an inspiration to me and the other members of the A.F. of L. present.

Again extending congratulations and best wishes to you and the S.I.U. during the year 1951, I remain,

Sincerely and Fraternaly Yours,

J. Clayton Haire, President