

CITIES SERVICE STALL FAILS; NLRB TO SET ELECTION DATE



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Committee Asks Eight Delegates To Convention

A recommendation that the eight men nominated to serve as delegates to the SIU biennial convention, to be held in Baltimore on March 29, stand elected and a referendum be dispensed with has been made by a Headquarter Credentials Committee in its report of February 11.

The report will go before the next regular meetings of the A&G District for membership action.

The Committee recommended that "inasmuch as certain problems of the International have arisen since the convention... in order for the A&G District to be thorough represented at this convention, all eight men stand as elected."

AVOID COMPLICATIONS

The Committee pointed out that the election expenses saved will far exceed the costs of sending an additional delegate, and will avoid the complications that might arise from conducting two referendums at the same time.

The eight candidates whose credentials were found to be in order and are recommended to stand elected as delegates are: Paul Hall, L. A. Gardner, L. J. Williams, E. Sheppard, C. Tanner, Ray White, A. Michelet and A. S. Cardullo.

Members of the credentials committee are: Matt Fields, Lars Hillertz, Sam Luttrell, Bing Miller, Stephen Carr and C. Puncer.

"Behind the Front"



NEW YORK, Feb. 18—The regional National Labor Relations Board, at a final hearing in this port yesterday morning, flatly rejected Cities Service's last feeble objections to a collective bargaining election and indicated that polling of the unlicensed personnel could be expected to begin at any moment.

When the hearing adjourned, the NLRB declared that both Union and company would be advised very shortly of the mechanics of the balloting and the date voting would start. The Regional Board emphasized that it was under order from Washington to conduct an election, and that it

would comply with the order whether or not the company cooperated. There was no sign that the company would offer any cooperation at all.

Thursday's hearing climaxed a final series of meetings, the purpose of which was to set the election date, and set up election procedure.

These meetings were marked by Cities Service's vain attempts to stall for time so that incoming crews could be fired from the nine ships to be voted. The

URGENT: All pro-Union men employed aboard Cities Service ships on Dec. 29, 1948, should report immediately to Director of Organization Lindsey Williams at SIU Headquarters, 51 Beaver St., New York City, bringing all discharges with them.

company's aim, of course, was to prevent pro-Union men from casting ballots.

The company made its last efforts to block the election at a meeting on Wednesday. At that time, the Cities Service lawyer,

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Green Demands Full Repeal Of Slave-Labor Act

In testimony before the Senate Labor Committee, now in its third week of hearings on the Truman labor bill, AFL President William Green urged the committee to recommend to the Senate full repeal of the Taft-Hartley Act, which he described as "impracticable, unworkable and destructive to the common, elemental rights of labor."

In its place he urged enactment of the new Truman bill with a few minor amendments.

President Green, speaking of the AFL's experience with the T-H Act, lambasted the law as making it a crime to pursue free collective bargaining with employers in many instances, even when the object was an agreement satisfactory to both sides.

During Green's appearance before the committee, he was cross-examined by co-creator of the T-H Act, Senator Robert Taft, who labored unsuccessfully to obtain concessions from the AFL chief on his defense of the closed shop.

The AFL head also told the committee that he was pleased to find the proposed bill contained nothing that provided, in his opinion, for the use of the injunction in national strikes. He urged the Senators to leave the bill that way in the final draft.

SIU Rallies Nation-Wide Support For Bland Bill

The Bland-Magnuson Bill to guarantee that 50 percent or more of all Marshall Plan and other foreign aid cargoes move in American ships regardless of their point of origin was still in the hands of the Merchant Marine Committee of the House of Representatives the middle of this week. When the committee would report the bill and what consideration would be given the crippling amendments proposed by the Maritime Commission's Admiral Smith and ECA Administrator Paul G. Hoffman was not known.

Meanwhile, SIU Headquarters continued to urge Seafarers to write to their Congressmen and Senators to warn them of the necessity of passing the bill without amendment lest the Am-

erican merchant marine suffer a devastating blow. SIU officials pointed out that the amendments were nothing more than the "Hoffman Plan" in disguise. At the same time, hundreds of unions from every corner of the country continued to stand shoulder to shoulder with the Seafarers in the fight to save the jobs of 10,000 to 15,000 American seamen.

Representative Schuyler Otis Bland of Virginia introduced his bill to forestall ECA Administrator Hoffman's attempt in December to sidestep the 50-50 provision in present Marshall Plan legislation by threatening to cut bulk cargo allocations to American ships because American freight rates were too high. Some double talk about freight

rates in the present law gave Hoffman a loophole.

FORCED POSTPONEMENT

The SIU immediately protested and rallied the entire labor movement to its side in the fight to save the American merchant marine and the jobs of American seamen. Hundreds of unions, local and international, AFL and CIO, responded by sending protests to Senators and Congressmen. Finally, Hoffman postponed his plan until April 1.

Hundreds of Senators and Congressmen, most of them already aware of the danger, pledged their support of the SIU's position. When Representative Bland introduced his bill into the House, and Senator Warren G. Magnuson of Washington introduced an identical bill into the Senate, the

SIU and the rest of American labor began to urge passage of the bills without amendment.

Paul Hoffman and the Maritime Commission countered by offering amendments that would cripple the measure by restricting American ships to half those cargoes originating in US ports only, and by giving the Commission authority to waive even this protection at any time.

MORE SUPPORT

But neither the SIU nor the rest of organized labor was fooled by the Hoffman-Smith amendments. Last week, AFL President William Green telegraphed the SIU that the AFL legislative committee would urge passage of the Bland-Magnuson Bill without amendments. And

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SEAFARERS LOG

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To All Our Friends

Ever since ECA Administrator Paul G. Hoffman announced his plan back in December to divert Marshall Plan bulk cargoes to low standard foreign flag vessels, a storm of protest has raged that is heartening evidence of the fact that there are many who are deeply interested in preserving the jobs of thousands of American seamen and in maintaining the vital role of the merchant marine in our national welfare.

Among those who have most vigorously denounced the Hoffman plan for the dangers it poses for the nation in general, and the maritime industry in particular, are the forces of organized labor.

In every corner of the country, in almost every town, city and state, the voice of the organized body of American working men and women has been raised in support of the SIU in its fight to prevent Hoffman from succeeding with his scheme.

At the very outset, hundreds and hundreds of trade unions demanded that Congress make short shrift of Hoffman's dynamite-laden proposal. In the past few weeks they have stepped up the battle with renewed vigor as they stressed their support for the Bland-Magnuson measure which would effectively block the loopholes in the present law through which Hoffman intends to effect his plan.

No matter what the final outcome, each of the labor unions who have so admirably joined in the fight may rest assured that it has won a place in the hearts of Seafarers everywhere.

Our Obligation

Since the day when man advanced from scrawling pictures on the walls of his cave to communicating with his fellow man on parchment, agreements have been made binding one to another for the protection of the interests of each. Marriage contracts, sales agreements, treaties, all of them bind individuals, companies and nations to specific actions.

Following the industrial revolution, mass organizations of workers evolved to protect their common interests, and with them union contracts.

An SIU contract today bears no resemblance to one drawn up in the 19th Century, but the principle is the same: the agreement of employer and employee, represented by his union, to perform certain duties.

The responsibilities of an SIU man on board ship are outlined in the agreement signed with the operator, who has the right to expect the man to perform his duties as specified; in return the employer is required to abide by the terms to which he has put his signature.

The companies have learned that the Union expects them to live up to their part of the agreement in providing high wages, first-class shipboard living and working conditions. When the company violates the contract the Union steps in and takes corrective action. The Union, by the same token, has gone on record to deal severely with performers, gashounds and foulballs who do not hold up their end.

The SIU agreements with its operators are the best in the industry. It's only through cooperation by both parties that the contract will continue to remain at the top. It's the obligation of the individual SIU member to see to it that our end of the contract is upheld.



Men Now In The Marine Hospitals

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

- BOSTON MARINE HOSPITAL**
- G. E. GALLANT
 - C. S. GALLANT
 - VIC MILLAZZE
 - F. ALASAVICH
 - E. E. CABRAL
 - H. E. HANCOCK
 - M. WILLIS
 - L. GORDON (City Hospital)

- R. MOACK
- C. SIMMONS
- G. FOLEY
- F. KUMIUGA
- C. BRESNAN
- R. WILT
- R. COOTE
- F. CHRISTY
- E. LAWSON
- J. KIDD

- BALTIMORE MARINE HOSP.**
- O. HARDEN
 - H. GJERDE
 - A. DUNTON
 - C. JOHNSTON
 - C. MOATS
 - R. SHEDD
 - C. CARROLL
 - W. ROSS
 - T. LANEY
 - J. CHASSEREAU
 - W. HUGHES
 - P. WALSH
 - K. FERDINAND
 - E. TORRES
 - R. EVANS
 - L. TICKLE
 - R. SOUZA
 - J. MAESTRA
 - W. VAUGHAN
 - J. O'NEILL
 - M. MENDELL

- NEW ORLEANS HOSPITAL**
- J. LAFFIN
 - J. PUGH
 - E. MATTSEN
 - W. WALKER
 - W. MAUTERSTOCK
 - W. CURRIER
 - C. REFUSE
 - J. PALMER
 - C. BROWN
 - F. CHIAUETTA
 - L. CALBURN
 - R. HENDERSON
 - S. CAPE
 - W. WISLCOTT
 - V. SALLIN
 - A. WARD
 - R. GRESWALD
 - A. RAMAS
 - E. RHAEDS
 - I. SUCHEUTS

- W. LAMBERT
- R. SCHERFFINS
- P. SADARUSKI
- W. GARDNER
- H. STILLMAN
- J. DENNIS
- LIPARIA
- E. PRITCHARD

- STATEN ISLAND HOSPITAL**
- N. DORPMANS
 - M. J. LUCAS
 - J. MASONSGONG
 - J. HOPKINS
 - A. J. CAMERA
 - J. RODRIGUEZ
 - O. O. MILLAN
 - J. C. SHELDON
 - F. STOKES
 - J. P. WETZLER
 - G. STEPANCHUK
 - J. REYES
 - J. GRANGAARD
 - K. JENSEN
 - P. HUSEBY
 - A. REIBUS
 - C. AMELINK

- MOBILE MARINE HOSPITAL**
- E. McGUFFY
 - A. CARDONA
 - W. E. WEAVER
 - J. B. SAIDE
 - W. O. WILLIAMS
 - A. NELSON
 - P. E. YARBROUGH
 - E. SMITH
 - P. VANDERICK
 - W. SULLIVAN
 - E. LEARY
 - W. BISKASA
 - T. BURKE
 - N. BOSANYI

- SAVANNAH MARINE HOSP.**
- JOE GOUDE
 - T. C. MUSGROVE
 - A. C. McALPIN
 - STANLEY KASMIRSKY
 - E. G. BREWER

More Welfare Plans—And How They Work

Setting up a union welfare plan demands solution of a series of problems in actuarial statistics, if the plan is to be sound.

It is necessary to know what amount of money will be available and at what rate claims for specific benefits will be made. In fact, until an estimate of the amount of money available is computed, it is impossible to describe the kind and amount of benefits to be disbursed.

FOR INSTANCE

Suppose, for instance, that a union wants weekly employer-paid cash benefits for those of its members who are temporarily immobilized by sickness.

Before an agreement can be reached, somebody has to figure out how many benefits can be expected to be claimed each year. Then, depending upon the size of the weekly payment, the amount of money to be set aside can be determined easily.

Predicting such a claim rate is a difficult task, however. Many elements enter the picture.

Anyone considering the problem must certainly look into the records of the industry. He must know something about the

sickness and accident rates of the industry and of the particular plant covered by the plan. Perhaps he will want to analyze the union itself by age groups, length of time in the union, number of members with one or more persons dependent upon them and so forth, because sick benefits and other benefits sometimes are set up by sliding scales.

DIGGING DEEP

To get the answers to problems like the one outlined above, officials at SIU Headquarters are probing deep into Union records and into statistics of the maritime industry. When all the statistics have been assembled, and when more welfare plans of other unions including European seamen's unions have been studied, the SIU will be ready to formulate a plan of its own to present as a major demand at the next meeting with the shipowners. One thing everybody already knows is that a welfare plan for American seamen is long overdue.

Because the maritime industry has characteristics which no other industry possesses, any welfare plan for seamen must be largely "tailor made." This is

true whether it embraces just one or all of the various possibilities including life insurance, sickness and similar benefits, special benefits for men with tuberculosis or other debilitating diseases and pensions.

Nevertheless, the previous article in this series found that elements in the welfare plans of the United Mine Workers, the Longshoremen and the Ladies Garment Workers were worthy of study by Seafarers. Equally worth looking into are the welfare plans of other unions.

For instance, there is the welfare plan obtained by a group of three AFL painters' locals in Brooklyn from an employers association.

Under this plan, the employers make weekly payments to the trustees of a group insurance fund, the payments amounting to three percent of the wages disbursed for the week. With the money the trustees purchase group life, accident, sickness, hospital and surgical insurance for both the painters and their families.

ARBITRATION

There are eight trustees, four from the unions and four from

the employers. Provision is made for immediate replacement of any trustee who is unable to serve. If at any time the trustees cannot agree on a question, the question goes to arbitration.

Of the money collected, the trustees can use up to five percent to defray their own administrative expenses including lease of an office and at least one audit a year. The balance goes for premiums on the insurance which is obtained from an insurance company.

The trustees hold a master group insurance policy issued by the insurance company. Each employee holds a certificate of his participation in the plan. His certificate can be suspended or terminated for good cause.

If there ever should be insufficient money to meet the premiums, the trustees are authorized to reduce the benefits asked and thereby reduce the premiums themselves.

Another plan is the "New York plan" of the Amalgamated Clothing Workers of America, CIO, the men's clothing makers. A central fund purchases insurance from an insurance company set up by the union and the employers.

The New York Amalgamated plan is administered by 12 trustees who are members of the union's general executive board. They can order a work stoppage against any employer who fails to make his payments into the fund. They are also empowered to invest the fund in government bonds and, with the consent of an advisory board of the employers, in other securities which trust funds are eligible to buy. Between joint quarterly meetings of the trustees and advisory board, an executive committee of three union and two employer representatives run things.

CENTRALIZED

Under this plan Amalgamated members in 34 states are insured. A claimant for sick benefits applies to his local who forwards the claim to New York. When the claim is verified it is paid. Sick benefits can be paid for 13 weeks, hospital benefits for 31 days. A 500 dollar life insurance is included for each worker, and most of the benefits are liberally extended in case of layoffs. The Amalgamated's "Chicago Plan" is very similar, except that union members as well as employers contribute to the fund.

It should be noted that the Amalgamated Clothing Workers' plan is highly centralized, each claim having to be channeled through New York, although it covers workers in 34 states.

By way of contrast, the plan of the International Ladies Garment Workers, AFL, is highly decentralized, claims being handled locally. This demonstrates that two different plans can be successful in what is essentially the same industry.

Seafarers in formulating a plan will have to think of operations and claims in many ports. Whether their plan should be centralized or decentralized will be one of the important questions to be decided.

(This is the third of a series of articles on union welfare plans—what they cover and how they work. The ultimate aim of this series is to devise a welfare plan that will fill the needs of seamen.)

File Claims For Jobless Pay Without Delay

The mechanics of unemployment insurance are somewhat complicated insofar as merchant seamen are concerned, because of the lack of uniformity in the laws of the various states. However, this should not keep unemployed seamen from filing claims for benefits to which they are entitled.

Essentially, all state laws require that to be eligible a seaman claiming benefits must be able to work and be available for work. And he must have an acceptable reason for getting off his last ship.

As soon as a seaman pays off a ship, he should file a claim for benefits by appearing in person at the state unemployment insurance office nearest to the Union Hiring Hall in which he has registered for a job.

SPEEDS IT UP

The payment of benefits will be facilitated if an unemployed seaman has the following information with him when he calls at an unemployment insurance office to file a claim:

1. Name of vessel or vessels on which he was employed during the past two years.
2. Name of company or companies which owned or operated the vessels.
3. His Social Security Account number.
4. His Union registration card, issued by the Dispatcher, showing that he is registered for employment in the Union Hiring Hall.

In addition to this information, a seaman making claim for unemployment insurance benefits should be prepared to give a good reason for his unemployment. What constitutes a "good" reason will be decided by the state to which the claim will be forwarded for payment.

It should be remembered that claims are filed only for unemployment benefits. They should not be confused with sickness and accident insurance, which

are handled through other channels, and other programs.

A Seafarer can find out which is the nearest unemployment insurance office by inquiring at the Union Hiring Hall where he is registered, or by consulting the local telephone directory.

LAWS DIFFER

Each of the 48 states has its own individual law covering unemployment compensation. All the states have funds from which the claims are paid. These funds are financed by contributions from the employers based on a percentage of their payrolls. In addition, two states—Alabama and New Jersey—collect contributions from the employee in the form of deductions from wages.

California and Rhode Island also collect employee contributions but these contributions are used for a related system of disability insurance.

There are two states, Georgia and Massachusetts, which do not have any provision for merchant seamen in their unemployment insurance laws.

Ship operators make their contributions to the unemployment insurance funds in the states in which their principal offices are located and are bound by the laws of these states, regardless of where their ships pay off or sign on.

All states, with the exception of Maryland, require a waiting period before benefits are payable.

HOW IT WORKS

When a seaman files a claim for unemployment insurance benefits his claim is sent to the state or states in which he is covered. In other words, to the state or states in which the companies on whose vessels he has worked maintain their main offices. If the claimant is eligible, payment will be made by those states.

For example, if a seaman is unemployed in a port in Florida and he has worked on vessels

covered under the New York law, he may file a claim in Florida and payment will be made to him by mail according to the New York law.

Or if a seaman is unemployed in New York and has been employed on ships belonging to a company whose main office is in Alabama, he files claim in New York. The claim is forwarded to Alabama, is processed there and returned to New York.

Naturally, if a man has had jobs on ships of several companies during a period of a year, the amount of time for his claim to be processed will be longer than if he had been working on the ships of one company for the same period.

FILE CLAIM

At any rate, what is important is that the seaman who is unemployed should take immediate

steps to secure his unemployment benefits. He should do so at once in the manner outlined above.

Remember, however, that a man is only entitled to these benefits if he is available for work. He can prove his availability only if he has registered for employment in the Union Hiring Hall and is, therefore, in the job pool.

Men who decide to work ashore for awhile and go to inland states will encounter difficulty should they file claims in these inland states. This results from the fact that few of these states are familiar with the nature of the unemployment compensation laws as they affect merchant seamen, and because a man filing in these inland states is not available for employment in his occupation.

SIU Supports Teachers' Drive For Raises

If you are a teacher in one of New York City's public schools it is even money that you are holding down a second job to make both ends meet, according to Rebecca C. Simonson, president of the New York Teachers' Guild, which is Local 2 of the American Federation of Teachers, AFL.

Moreover, if you don't have that second job you probably are in the market for one, and perhaps for a third job, too. That's how tough it is to be a school-teacher these days, despite the high intellectual and educational standards you have to meet to get to be a teacher in he first place.

The situation described by Miss Simonson is not confined to New York City. It exists throughout New York State and throughout the remaining 47 states as well. But New York City is one of the most critical areas, and the New York Teachers Guild is waging a valiant fight to correct the situation.

Specifically, the Teachers Guild is demanding that the New York State Legislature appropriate \$100,000,000 to give every teacher in the state a flat raise of \$1,200 a year.

200 MILLION

In addition, the Guild, mindful of further deficiencies in the present state school system, is demanding a second \$100,000,000 for the construction of new and modern schools.

The Guild, which has the backing of the Central Trades and Labor Council, AFL, of New York City, is calling upon all organized labor to join the fight.

Unions and union members are urged to write or telegraph their support of the Teachers demands to the following New York State officials and legislators in Albany:

Gov. Thomas E. Dewey, State Senators Benjamin Feinberg, and Elmer F. Quinn, State Assemblymen Oswald D. Heck, Irwin Steingut and Wheeler Milmo.

Recognizing that the standards of education in New York are at stake, the SIU, A&G District, has already sent the following telegram to the above list:

"The Seafarers International Union of North America, Atlantic and Gulf District, AFL, urges appropriation by New York State Legislature of one hundred million dollars for new school buildings and one hundred million dollars to maintain standards of teaching profession. If New York children are to be assured of educational advantages to which they are entitled these sums must be made available to improve salaries and working conditions of teachers and to provide new and modern schools. Teachers themselves should have cost of living raise of twelve hundred dollars a year. Your sponsorship of legislation to accomplish these ends will be deeply appreciated by this union and its members and by all organized labor in New York State."

Mobile Labor Rallies Behind SIU In Support Of Bland Bill

By CAL TANNER

MOBILE—Three payoffs, three sign-ons and two vessels in transit constituted this week's shipping activity here in Mobile.

All three ships paying off signed on again and were in good shape for both procedures. They were the Monarch of the Sea and the Fairport, Waterman, and the Alcoa Clipper.

The Clipper and the Monarch are on continuous articles. The former headed out again on the bauxite run and the latter went out on another voyage to Puerto Rico. The Fairport will make a trip that includes calls at ports in Greece, Italy and Turkey.

In transit were the Lafayette, Waterman, and the Polaris, Alcoa. Both came in from New Orleans. Replacements were sent aboard both ships, which are now completing loading operations here.

LABOR SUPPORT

This week saw another raft of protests against the Hoffman plan

Port Savannah Marks Week Of Good Shipping

By JIM DRAWDY

SAVANNAH — Shipping was pretty good in the Port of Savannah last week, with several sign-ons and an in transit ship providing jobs for the men on the beach.

We put men on the Cape Nome and the Southwind, both South Atlantic Steamship Company vessels. The in transit ship was the Mauldin Victory, Waterman.

There were very few beefs on these ships and all were squared away in good old SIU style.

Brother Greenwell painted a sign on our window and it looked mighty good. The first time we washed the window—presto, no more sign. Despite the brief period the sign was with us, we do appreciate the effort made by Brother Greenwell.

IMPROVEMENTS

Other improvements of a more permanent nature have been made on our Hall here in Savannah. Venetian blinds hang over the windows and on our walls are several good action pictures of strikes conducted by our Union which were sent to us by Headquarters.

We've partitioned off a small office to be used by the Agent. Next on the schedule is the painting of the office and the deck, which we will attend to on the first sunny day we get. It has been raining for several days down here.

Before long, we expect to have the Hall in a condition we can be proud of. When we invite people in we don't want to feel ashamed of our SIU quarters here.

Back on shipping, the prospects are not bad. Scheduled so far for payoffs next week are the Algonquin Victory, St. Lawrence Navigation Company, and the Cape Race, South Atlantic.

Seafarers in the local Marine Hospital this week are Joe Goude, T. C. Musgrove, A. C. McAlpin, Stanley Kasmirsky and E. G. Brewer.

ride into Washington. In addition to telegrams and letters from the local Branch of the Seafarers and its affiliated organizations, various labor groups—central labor council, metal trades council, building trades council and other AFL organizations—joined us in urging Congressmen and Senators to pass the Bland-Magnuson bill without amendment.

With this kind of support from labor all over the country, we feel sure that the fight being waged by the maritime industry will win out.

Death came yesterday to Brother William (Scotty) Ross, one of the original organizers of the Seafarers' Atlantic and Gulf District. Brother Ross died in the local Marine Hospital after an illness of several months.

All oldtimers will remember Scotty as the first SIU Port Agent in Mobile. He was a key man in keeping the seamen together back in the old days when we first began going places as an organization.

Ross, who held Book No. 1-G, had been sailing recently in the Engine Department out of this port and his death came as a shock to his many friends.

OTHER DEATHS

Two other Seafarers passed away this week. Henry Bosarge of Bayou LaBatre died in the Marine Hospital after a long illness. John Weck, who had been in the Marine Hospital on and off for a couple of months, died there the other day.

The Mobile Branch of the Seafarers extends to the families of Brothers Ross, Bosarge and Weck its deepest sympathy.

Negotiations between the towboat operators and the Marine Allied Division of the SIU are at a standstill at the present time. However, the contract has been extended another 30 days by the membership and the operators to allow the talks to continue.

We will inform the membership through this column of the progress of the negotiations.

We have a number of oldtimers on hand this week, including Brothers C. E. Hemby, W. C. Simmons, G. Williams, L. F. Carpenter, H. Long, A. J. Bey, J. T. Hicks, W. B. Yarbrough, T. J. Calvert, G. T. Chandler, B. C. Ward, H. E. Hicks and H. R. Gray.

Foreign Ships Crowd West Coast

By WILLIAM MCKAY

TACOMA—We signed on the Pontus H. Ross, a Smith and Johnson Liberty, this past week and we want to thank the crew for the donation they made for fixing up the new Hall here.

There is a good bit of shipping activity in the various ports in this area, but, as usual, the foreign ships outnumber the American vessels by about four to one.

JOB-HUNTERS

We get a goodly number of men coming in here looking for jobs—men who are former seamen and who have been long-shoring or stump-ranching or connected with waterfront activity in some way. Because of the failure of those in Washington to preserve our active mer-

Song For St. Valentine's Day

By W. G. POP RENNIE

The day was dark and stormy and the rain was falling fast, and I said to the Dispatcher, "How long will this slump last?" And as he gazed upon me and bored me through and through, his words were sharp and few: "If you don't like it—you know what you can do!"



I smiled at him, though my eyes were dim and my thoughts were not very pleasant of him. But then I knew his worries too, of trying to please this whole damn' crew—so I turned away without having my say, wondering how in hell he gets that way.



So I pondered more upon this score and reasoned that, from day to day, the Dispatcher's lot is not so hot—listening to beefs, real or not, and hearing them yell and try to raise hell. So I have this to say, as I pass on my way, "HE HAS A RIGHT TO BE THAT WAY."



Members Urged To Write Families

By JOE ALGINA

NEW YORK—Before plunging into the meat of this week's activity here, a word of brotherly advice is in order. Every day the Headquarters office and the New York Branch received dozens of letters and telephone calls from friends and relatives anxious to get in touch with members of this Union.

We'd like to help these people, as many of them have urgent business, but it is an impossible task for us to locate seamen and, even if we could give the man's address, we'd be hesitant to do so as we feel that he has a right to his privacy.

All we can do in these cases is place a "personal" in the LOG and let the seaman take it from there.

To make the whole business of locating an SIU member easier, we suggest that members write regularly and notify their families of their ship's name and company address or SIU Branch where they can receive mail.

Here's the week's round-up of shipping: For payoffs we had the Hilton and Suzanne, Bull; Andrew Jackson, Waterman; Coral Sea, Orion Steamship Company; Cape Mohican, Mar-Ancha;

Chrysanthy Star, Intercontinental; Steel Advocate and Anniston City, Isthmian; Azalea City, Waterman.

All of the ships mentioned, except the Andrew Jackson, Chrysanthy Star and Azalea City, signed on again and headed out. The Steel Vendor, a holdover from last week, also signed on and cleared port.

After totalling up the week's shipping, it appears to have been another week of fair shipping with little change from the previous week.

While the business of crewing ships at this end of the country hasn't been too good these past weeks, we're glad to see that Frenchy Michelet has been kept hopping out in Frisco.

We hope the Brothers have examined the issues involved in the coming referendum on Transportation and will turn out when voting begins on March 1.

This long-debated issue will be decided once and for all during this period—so, Brothers, make your voices heard.

One last matter before closing up shop for a sprint out into the record-breaking 75 degree weather we're enjoying these days: The officials who work behind the dues counter here in the Hall find themselves the recipients of all sorts of tales of woe from men long in arrears in their dues. While the Brothers probably have good reasons for being short on cash, there is nothing that can be done for them. The payment of Union dues is an obligation that we all must meet if we hope to maintain our organization, win wage increases and better our lot.

If a study were made, I'm sure it would prove that the return on money invested in the Union as dues pays dividends greater than the money put in.

The Patrolmen are there to see that you get a receipt for your money; they can only sympathize with the hard-pressed Brother. The money is going to a cause for the good of us all, and we all must bear the cost of our organization.

Philly Walks On Aching Feet

By JAMES SHEEHAN

PHILADELPHIA — Port activity got off on the right foot this week with the arrival of the good ship Edwin Markham, South Atlantic. The Markham paid off after a five-month trip and the few beefs she carried were settled aboard ship in first-rate Union style before the payoff.

Also paying off here this week was the Bull Line SS Jean, which came without any beefs. Two other ships in port were the Andrew Jackson and the Iberville, both Waterman. We visited both of these in transit callers.

This is about the right time to start calling this City of Brotherly Love the City of Aching Feet. The public transportation system is tied up tighter than a drum as a result of the transport workers' city-wide strike for wage increases. Buses, trolleys, subways and elevated lines haven't moved since the walk-out began last week.

The only transportation available outside of private cars—and the old fashioned horse and buggy—are the taxicabs. And they may stop running shortly, too. (Editor's Note: They already have, Brother.)

We had the pleasure of a visit from the priest of the Buenos Aires USS last week. The Father is an old friend of John (Bananas) Zeireis, who happened to be in Philadelphia aboard the Isthmian scow Steel Defender. So Jeff, the Delegate, took the Father aboard the Defender to see Bananas.

After the ship visit, the Father returned to the Hall and donated \$10 for the A&G District boys. He is now going back to the interior of Argentina, so we wish him good luck.

Boston Praises Isthmian Crew

By E. B. TILLEY

BOSTON—Two Isthmian ships arrived here this week and one of them—the St. Augustine Victory—especially deserves mention for having a first-rate crew of Seafarers aboard. Incidentally, we shipped six replacements to this ship.

The other Isthmian caller was the Steel Director, bound for New York and a payoff there.

All hands here, were deeply saddened last week by the death of one of our good Brothers, Danny White, Book No. 49190. Danny died of a heart attack at his home the night of February 9, as the rest of us were in regular meeting.

Brother White had been in the Hall that morning. Word of his death was announced at the meeting and the boys on the beach donated \$40.75, to which the men of the St. Augustine Victory added \$15.25 the next morning.

The \$56 was turned over to Danny's wife. The Branch sent a floral wreath for the funeral services. Brother White will be buried in New York.

Now that Brother Ben Lawson has reported for his job as Engine Patrolman in good old Beantown, we will show him around so he can do as good a job for us up here as he did in the Port of Baltimore last year.

Seafarers Rallies Support For Bland Bill

(Continued from Page 1)
ever since the amendments were offered, labor unions across the country have been writing and wiring Congressmen and Senators to resist any attempt to kill the merchant marine by amending the measure. These same unions earlier had helped force

Hoffman to postpone his original proposal.

In New York City, the powerful AFL Central Trades and Labor Council wired New York Senators and Congressmen that 750,000 AFL members in the metropolitan area were solidly behind the bill completely un-

amended. The Baltimore Federation of Labor wired Maryland Senators and Congressmen that failure to pass the unamended bill "will affect earning opportunities and livelihood of many thousands of maritime employees and their families and will further aggravate steadily increasing unemployment in our nation."

Similar sentiments were expressed and action was taken within the last two weeks by Local 20499 of the American Federation of the Rubber Workers, Michigan Federation of Labor, North Dakota Federation of Labor, Locals 95, 153, 3, 157 of the Office Workers, Local 54 of the Grain Millers, Colorado Federation of Labor, Lathers International Union, Brotherhood of Paper Mill Workers Local 20 of the Flint Glass Workers, Allied Printing Trades Council of New York, Milk Drivers Local 584, Teamsters Local 456, Local 2567 of the United Textile Workers, Washington State Federation of Labor, Brotherhood of Painters and hundreds of other unions and union groups.

CONGRESS TOO

Additional indications of support for the SIU in the battle to save the jobs of American seamen have been received recently from Senator Leverett Saltonstall of Massachusetts, Representative Dean P. Taylor of New York, Representative J. M. Combs of Texas, Representative Victor Wickersham of Oklahoma, Representative T. Millet Hand of New Jersey, Representative Charles P. Nelson of Maine, Rep-

resentative Tom B. Fugate of Virginia, Representative F. Edward Hebert of Louisiana, Representative James J. Murphy of New York, Representative J. Hardin Peterson of Florida, Representative John J. Allen, Jr., of California, and Representative William Colmer of Mississippi. Senator Russell B. Long of Louisiana, Representative Hale Boggs of Louisiana, Senator

Homer E. Capehart of Indiana, Senator Burnet R. Maybank of South Carolina, Representative Edward T. Miller of Maryland, Representative John D. Dingell of Michigan, Senator William Langer of North Dakota, Representative Frank W. Boykin of Alabama, Representative Andrew J. Biemiller of Wisconsin, Representative Edwin E. Willis of Louisiana and many others.



CENTRAL TRADES AND LABOR COUNCIL OF GREATER NEW YORK AND VICINITY
265 WEST 14TH STREET, NEW YORK 11, N. Y.
PHONE: WATKINS 9-6048-7

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JOHN P. CRANE

February 9, 1949

Mr. Paul Hall, Secy-Treas.
Seafarers International Union
51 Beaver Street
New York 4, N. Y.

Dear Mr. Hall:

We are enclosing copies of telegrams sent to the Honorable S. O. Bland, Chairman, House Committee on Merchant Marine and Fisheries, and to Senator E. C. Johnson, Chairman, Senate Committee on Interstate and Foreign Commerce.

Also copy of telegram sent to all the Congressmen.

Assuring you of our continued cooperation in this matter of vital importance to American Seamen, I am,

Fraternally yours,
James C. Quinn
Secretary

COPY OF TELEGRAM SENT:
AT REGULAR MEETING OF CENTRAL TRADES AND LABOR COUNCIL HELD FEBRUARY 3, 1949 REPRESENTING 750,000 ORGANIZED AMERICAN FEDERATION OF LABOR WORKERS IN METROPOLITAN DISTRICT VOTED UNANIMOUSLY TO REQUEST IMMEDIATE APPROVAL WITHOUT AMENDMENT OF SENATE BILL 591 AND HR 1340 STOP MAY WE REQUEST YOUR WHOLESHEATED SUPPORT ON THESE MEASURES.

JAMES C. QUINN, SECRETARY
CENTRAL TRADES AND LABOR COUNCIL

STATE OF NEW JERSEY
EXECUTIVE DEPARTMENT

February 8, 1949.

Mr. Paul Hall, Secretary-Treasurer,
Seafarers International Union of N.A.,
51 Beaver Street, New York 4, N. Y.

Dear Mr. Hall:

I have your letter of January 14, together with a copy of the current issue of the "Seafarers Log".

Your contention that at least fifty per cent of all Marshall Plan cargoes should be carried in American ships seems very reasonable to me and I feel sure will meet with a sympathetic reception by the New Jersey delegation in Congress. New Jersey is particularly interested because the economy of our State is so closely linked with shipping and foreign trade.

I am forwarding a copy of your letter, together with the copy of the "Seafarers Log", to the Honorable H. Alexander Smith, senior United States Senator from New Jersey, who, I am sure, will give it his earnest consideration.

Thanking you for calling my attention to this matter, I am,

Very truly yours,
Alfred Duscell
Governor.

The four letters reproduced on this page are typical of the thousands of communications pledging support to the SIU in its campaign to awaken the nation to the danger threatened by the Hoffman Plan. Messages of this kind have been received at Union Headquarters from all sections of the nation and indicate virtually unanimous opposition to the attempt to destroy the American merchant fleet for the benefit of low standard foreign interests.

WALLACE H. WHITE, JR., MAINE, CHAIRMAN
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FRANCIS J. MYERS, PA.
BRUCE MCMAHON, CALIF.

United States Senate
COMMITTEE ON
INTERSTATE AND FOREIGN COMMERCE

January 28, 1949

Mr. Paul Hall
Secretary-Treasurer
Seafarers International Union
of North America
51 Beaver Street
New York 4, New York

Dear Mr. Hall:

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

I look to continued cooperation toward the attainment of our common objective.

As you may know, the House Committee on Merchant Marine and Fisheries held hearings on H. R. 1340, Representative Bland's bill similar to the bill I introduced in the Senate, S. 591, and on H. J. Res. 92, to continue the authority of the Maritime Commission to sell and charter war-built vessels under the Merchant Ship Sales Act of 1946, on January 25, 26, and 27. I understand that the committee will resume consideration of these measures next week.

Needless to say, I am following the hearings with the closest attention and will press for early action on the Senate side.

Sincerely,
Warren G. Magnuson
WARREN G. MAGNUSON, U.S.S.

WGM:lwl

Michigan Federation of Labor

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LANSING, MICHIGAN

February 10, 1949

Mr. Paul Hall, Sec'y-Treas.
Seafarers International Union
of North America
51 Beaver Street,
New York, 4, N. Y.

Dear Sir and Brother:

Replying to your letter of February 6 regarding H.R.1340 in the House and S.591 in the Senate, I am pleased to inform you that on February 7 our organization sent telegrams to all of the Michigan Congressmen and Senators in support of these bills without amendments.

You will be pleased to know that already I have received replies from Congressmen Engel and Michener stating they will do everything possible in support of these two bills.

Hoping you are successful in your efforts, I remain

Fraternally yours,
Robert P. Scott
Robert P. Scott
Secretary-Treasurer

rps:mf
oelw#10af1

Address All Communications to Office of Secretary-Treasurer



SHIPS' MINUTES AND NEWS

SIU Baseballers Clean Sweep Tilts Held In African And Indian Ports

Kirkmen Conquer

It was two straight for the SS Robin Kirk's softball team over the Mombasa Baseball Club in the recent "crooshial" series fought in the Mombasa team's home park.

In the opener, the Kenya club got off to a slugging start to lead 14 to nothing at the end of three innings. But there was a pause for a round of beer at this point and the cool brew must have sharpened the batting eyes of the Kirk men—or deadened the arms of the Mombasa pitching staff. Whichever it was, the Americans racked up 20 runs in the fourth and went on to win 25 to 16.

The next day, the Kirk team kept lacing the ball and wound up on the long end of a 14 to 2 contest.

For a fuller account of the two games, read the write-up from the Mombasa Times which Brother "Toby" Torbick, Ship's Delegate on the Kirk, forwarded to the LOG office. American readers will find the style employed by the Mombasa sports writer a good deal different from what they are used to. Here is the way the Mombasa johnny put it:

"In Baseball Club circles the event of last week took place when the crew of the Robin Kirk met the Club Combined in a 'softball match' on Wednesday evening.

"Apparently with their recent victory still fresh in their minds, the Club, opened up in good style, scoring 14 runs against their opponents' nil in the first three innings. During this period of the game, as 'Tobie,' the Yank team skipper remarked afterwards, the Club really had the American boys worried.

"However, after liquid refreshment, the fourth inning showed a different story, and the ships' team really got into their stride, whether because of the beer or because they had regained their normal skill after the first few practice innings is hard to say! The innings ended after the 'Yanks' had piled up 20 runs against the local boys' 2, thereby giving themselves a 4-run lead, not to mention spreading consternation amongst the Club's fielders.

CREW'S FIELDING RALLIED

"The latters' fielding rallied in the later innings though, and the Americans were held to 25 runs at the end of the sixth, meanwhile the Club team having failed to make home again, this due to the very smart fielding of their opponents.

"Mombasa batted first in the last inning and again failed to make the home plate, and the result of the game was 25 to 16, with an inning in hand, in favor of the American team.

"The game was watched by a gathering of 100 spectators and was played throughout in true sportsmanlike spirit.

"Thursday's game, at which the ship's boys insisted on reciprocating in the matter of 'beverage,' resulted in a win for the Robin Kirk again, this time by 14 runs to 2, but although the score of the local side seems small, their ability to keep their opponents' score low showed that the lessons learnt the previous day had not been wasted.

"Many thanks are expressed to 'Tobie,' 'Heavy,' 'Bosun,' 'Brownie' and all the rest of their team for a grand game. The Mombasa Baseball Club will look forward to their next visit, when, it is hoped, they may find that the advice and tuition they so readily gave, will really have borne fruit."

Brother Tobrick says that the Mombasa club would appreciate it if the next Robin crew brought out some softball equipment.

Cresap Crew Wins

The SIU crew aboard the Isthmian vessel Thomas Cresap is returning to New York from the Far East with the scalps of the SS Gulfside and SS American Express crewmen hanging from their belts.

The scalpings came off in Bombay when the Seafarers soundly trounced the crews in baseball matches held under the auspices of the Prince of Wales Seamen's Club.

The Cresap crew won their diamond spurs when they emerged victors in two of a three game series with the Canadian-manned SS Gulfside. The challenge went out to other seamen in the area and was accepted by the NMU-crewed American Express, US Lines.

A good sized crowd of Indians and baseball-happy seamen of all nations lined the soccer field when the two teams trotted onto the grass. A few fast warm-up pitches, a bit of bingo and the SIU stalwarts signalled their readiness. For luck, the team picked a youngster from the crowd to act as mascot. Befitting his position he led the rooters boosting the white-capped softballers and, of course, hustled bats and cold drinks to the warriors.

THE WINNAHS

Hours later the tilt came to an end with the SIU squad ahead 10 to 7. The sun was still high in the sky and the crowd showed no desire to call it a day. The NMU squad, eager to vindicate itself, quickly agreed to the suggestion that the meet be made a doubleheader. Back to their positions trotted the representatives of America's two major seagoing unions. The sun hung low in the skies when the teams called it a day, the SIU again the victors, 12 to 8.

Cecil B. Miles, Ship's Delegate of the Cresap, who sent the account of the team's exploits to the LOG, closed his report with thanks to the Prince of Wales Seamen's Club of Bombay for providing transportation to and from the soccer field and for supplying part of the equipment used.

Miles noted that most of the equipment used had been purchased by the Cresap crew and will be left aboard for future crews.



SIU slugger Brother Woodward lines a single to right field.

FAREWELL TO AN SIU SHIPMATE



Robin Trent crewmembers gather at the grave of crew-member Joseph Ferullo to pay their last respects.

Trent Man Killed In Beira

A freak accident took the life of Joseph Ferullo, Saloon Messman aboard the SS Robin Trent, as he was returning to the ship in Beira, Portugese East Africa, several weeks ago.

Brother Ferullo was electrocuted when he stumbled into a maze of live wires that had been knocked to the ground in an electrical storm. The high voltage wires were unguarded and no warning signs were posted in the vicinity.

RESCUE FAILS

The accident occurred as Ferullo and three of his shipmates, Casimir Wodka, Ed Albinski and Theron Dickerson, were nearing the boat landing. Wodka made a heroic attempt to save Ferullo but found it impossible to free him from the tangle of wires.

Brother Ferullo was buried in a Beira cemetery. The funeral was the best that could be obtained in the port. Arrangements were made by Captain K. M. Simpson, the Trent's skipper, and Alfred Rezende, Assistant Electrician.

Captain Simpson had made a vigorous effort to have the body returned to the states but was

unable to obtain a casket suitable for transportation before the Trent's scheduled departure from Beira.

Ferullo, who became a member of the SIU Atlantic and Gulf District in New York on Feb. 10, 1945, held Book No. 40457.

He was born in New York City, July 5, 1927. According to records in Headquarters, he is survived by Lana Ferullo of Haverhill, Mass.

The Voice Of The Sea

By SALTY DICK

Charlie Bradley was advised by a doctor to take a sea trip. The medic didn't know that Charlie had been sailing for over 35 years... Of all the ports I saw during the war, I think the most bombarded was Bizerte, North Africa... Ingalls Shipbuilding Company says, "Our purpose is to build now and always the finest ships the world has ever known." May I suggest that they accept the ideas of seamen, the men who have to man their vessels... Check your Social Security number every-time you sign on and off a vessel. There's a fellow here who has been paying taxes under another number.

The day will come when we will celebrate the birthday of the George Washington of the sea: Andrew Furuseth. He did a great deal for us seamen and we should honor his memory... Charlie Jones went home to Georgia for a vacation. He borrowed a car while there and had an accident which cost him \$600. Now he's back in NO looking for a ship.



After their Bombay battling, the two teams, NMU men from the American Express (left) and the SIU crew from the Thomas Cresap, pose for the camera of SIU member, Cecil B. Miles.

Digested Minutes Of SIU Ship Meetings

DESOTO, Dec. 20 — Philip Reyes, Chairman; Dan Summers, Secretary. Stewards Delegate warned of men taking off in violation of departmental agreement. Other Delegates reported all well. New Business: Elmo Bailey elected Ship's Delegate by acclamation. Motion carried to elect a Chief Cook to replace the one left behind. Steward pointed out procedure was in conformance with shipping rules which allow promotions in case of emergency, and man to be chosen will have endorsement for the job. Motion carried that Ship's Delegate inform Mobile Hall of the action taken. Good and Welfare: Suggestion that fresh milk be available at each meal throughout the voyage. Suggestion that lights be placed on after deck to avert accidents.



STRATHMORE, Dec. 24—Sam Luttrell, Chairman; Richard O. Paul, Secretary. New Business: Lewis elected Ship's Delegate. Motion carried to list repairs and gear missing from ship. Education: Chairman gave short speech on benefits of SIU membership. One minute of silence for Brothers lost at sea.



LOYOLA VICTORY, Dec. 28—James Fisher, Chairman; Edward Bender, Secretary. Ray Noe elected Ship's Delegate. Delegates reported number of bookmembers in their departments. Brother O'Rourke suggested that the ship's washing machine be turned over to the nearest SIU Hall when voyage ends as ship is due to lay up. Fisher suggested that recreation room be kept cleaner. Chief Cook suggested curb on smoking in ice box as smoke taints the meat.

WINTHROP MARVIN, Dec. 25—John Parsons, Chairman; Horn, Secretary. Delegates reported number of books and permits in their departments. New Business: Discussion held on responsibilities of delegates. Agreement by crew that only the ship's delegate is to consult the Captain in manners pertaining to the unlicensed personnel. T. Frazier elected to serve as temporary Ship's Delegate. One minute of silence for Brothers lost at sea.



ALCOA POINTER, Jan. 3—Frank Coggins, Chairman; J. R. Prestwood, Secretary. Departmental Delegates' reports accepted. A. A. Smith was elected Ship's Delegate by acclamation. Motion carried that Ship's Delegate contact Patrolman to check sloopchest. It was suggested that tarpaulin muster be held to secure funds for purchase of washing machine for use of all hands. Also suggested that cleaning of laundry be rotated among three departments, each taking job for one week. Delegates are to prepare repair lists for their respective departments. One minute of silence in memory of departed Brothers.

MEREDITH VICTORY, Dec. 26—Louis Menriguez, Chairman; C. H. Johnston, Secretary. Beef on shortage of cigarettes and lack of shore leave in Dutch Indies to be referred to Patrolman. New Business: Discussion of charges against crewmember accused of battling with the Engineer. Crewmembers testified that Engineer had boasted that he would "straighten out" the Brother. Motion carried to furnish accused Brother with character endorsement signed by entire crew. Motion carried that Ostrowski and Corbett be recommended for full book membership.

ANNISTON CITY, Dec. 19—Juan L. Pagan, Chairman; Alfred Gregory, Secretary. New Business: Motion carried for Ship's Delegate to see Captain about painting the heads. Good and Welfare: Repair list made up and approved. One minute of silence for Brothers lost at sea.

MONROE, Dec. 28 — Joe Mesta, Chairman; Rafael Rames, Secretary. Motion carried to bring case of man who missed ship to attention of Patrolman in Baltimore. Motion carried to have fresh water tanks pumped and cleaned.

WILLIAM H. CARRUTH, Jan. 2 — Jack Groener, Chairman; Blackie Connors, Secretary. Minutes of previous meeting read and accepted. Discussion on laundry room and sink on main deck being used to wash gear. Much discussion about Hoffman deal. Brother Groener explained situation to those who were uninformed. Crewmembers will send telegrams to Washington to protest this measure. W. H. Nunn moved that crewmembers also urge friends and relatives at home to register their protests. Brother McCuiston gave fine talk on Hoffman plan and its effect on seamen. He explained that it

Keep It Clean!

It is the proud boast of the Seafarers International Union that an SIU ship is a clean ship. Let's keep it that way. Although most of the crews leave a ship in excellent condition, it has come to the attention of the membership that a few crews have violated this rule. So they have gone on record to have all quarters inspected by the Patrolman before the payoff, and if the conditions are unsatisfactory, he has the right to hold up the payoff until everything is spic and span. Remember that the Patrolman can only have repairs made if he knows what has to be done. Cooperate by making up a repair list before the ship docks. Give one copy to the Skipper, and one to the Patrolman. Then you'll see some action.

is up to every seaman to fight the measure. He also pointed out importance of getting small companies under contract because under present set-up only companies already owning vessels can get new ones from the Maritime Commission. Brother Holloway thanked crew for their cooperation in keeping mess room clean. One minute of silence for departed Brothers.

BESSEMER VICTORY, Jan. 5—Thomas Kautsch, Chairman; Floyd Starkey, Secretary. Motions carried: that linens be issued on Mondays at 9 AM and 5 PM, and that Patrolman be advised of this procedure; that Stewards Department be given a vote of thanks for the fine Christmas dinner served. Under Good and Welfare it was suggested that each Department Delegate take up a collection so that we may purchase bound copies of the LOG for the ship's library. One minute of silence was observed in memory of Brothers lost at sea.



CLAIBORNE, Jan. 11 — M. Ackerman, Chairman; H. G. Ridgeway, Secretary. Brother Ackerman was elected Ship's Delegate by acclamation. Delegates gave their reports. It was suggested that if any member of crew was caught with more than permitted amount of cigarettes ashore in Germany, that he would pay his own fine and not expect the crew to contribute for the purpose. Suggestion made that each Department take one week on the laundry, library and PO head. Hell was raised on this suggestion but as is the case on all SIU ships, everything was ironed out okay. Steward explained linen situation, saying that each man would be issued exactly what he turned in. Ship's Delegate reported that Skipper said he was a one-draw man but that you could get all you wanted on that one draw. There was one minute of silence in memory of departed Brothers.



PURDUE VICTORY, Jan. 23—A. J. Ferrara; Joseph R. Mucia, Secretary. Ship's Delegate warned that any man reporting for work in drunken condition or found drinking on board would not be tolerated on the ship. All Department Delegates reported everything in order, with no beefs pending. Motions carried: That fresh water tanks be cleaned before new articles are signed; that repair lists and requisitions be prepared in quadruplicate—one for Patrolman, one for department heads and two for Waterman company. Under Education, explanation was offered on proper way to handle ship's beefs and the right way to take care of repair list at end of voyage. Under Good and Welfare, it was learned that majority of crew prefer bare tables to table cloths. Crew requested more variety in night lunch.

Seafarer Sam says:

WE ARE PRINTING AGAIN THIS WEEK - ON THE BACK PAGE - THE FACSIMILE OF THE TRANSPORTATION REFERENDUM BALLOT. READ IT CAREFULLY. VOTING BEGINS ON MARCH 1 AND ENDS ON APRIL 30.

REMEMBER... A GOOD UNION MAN VOTES!



MARCH 1 to APRIL 30

CUT and RUN

By HANK

In our opinion it is a rare case when a Seafarer is ever seasick. Nearly every one aboard ship is inclined to be land-sick—waiting to reach port to stretch his legs and enjoy those free hours from his shipboard job. This week a news item says two Baltimore physicians have found a cure for seasickness—and also the way to prevent it. This medicine is also supposed to work on car, plane and train-sickness, too. Well, we know one thing. There's no medical cure for this land-sickness called "being on the beach" with restless sea-legs... Say, Brother Jeff Gillette, how's your parliamentary procedure? It isn't getting rusty since those classes were discontinued?

James Batson writes he's been drafted. Smooth soldiering, Brother... How's shipping up in Boston, Brother James Sabella? ... Waterman's SS Morning Light must have swell feeders having these Brothers aboard—Steward A. W. Gowder, Chief Cook C. J. Barrone, Night Cook W. D. Purdy and Second Cook N. G. Hyde... These Brothers have been anchored in town—Andy Hourilla, Spencer Avent, James Barrett, who had a birthday last week... Chester Chesna and Bill Doran getting their mail. They no doubt know that the Baggage and Mail Room in New York can only hold letters and working gear for three months.

Norman "Ozzie" Okray just sailed in from European ports... Johnny Ward sailed with his mustache for a long trip... Anthony Zalewski just grabbed a three-month trip... Joe Pilutis postcards us as follows—"Making a second trip on the Pontus H. Ross. This is a good scow. Leaving Portland, Oregon for Korea. Give my regards to Steve Masaros"... The weekly LOG is sailing free of cost to the homes of the following Brothers—Floyd Crumpler of Alabama, Joseph Gallant of Massachusetts, John Dolan of New York, Nevin Ellis of Florida, Mitchell Reed of New York, Ralph Strickland of Georgia, James Boone of Maryland, Gus Kretzer of Louisiana, John Wulzen of California, Edward Hagan of New York, Wylie Jarvis of Virginia, John Richardson of North Carolina.

To Brother James Horn of Illinois—You're securely aboard the weekly mailing list to receive the LOG... Brother Douglas Dubuisson of Mississippi—the LOG is on its way... We would like to hear from the crewmembers of the Robin Line ships hitting the port of Durban, South Africa in regards to whether they're receiving bundles of LOGS from the agent there... There's another place—the Seamen's Club—in that over-heated fly-port of Abadan, Iran. Are they receiving the LOGS mailed to them for SIU crews to pick up?... How about that two-by-four seamen's club in Ras Tanura, Arabia? Let's hear from the Brothers whether these places are receiving our LOGS and dishing them out to SIU men asking for them.

Brothers, keep those ships clean and happy. Do your jobs according to your SIU agreements. Hold those shipboard meetings regularly and read all those booklets placed aboard ship. A good Union Brother knows his Union and keeps up with all activities. He helps his shipmates in understanding SIU rules and its activities. What's important is that he protects the SIU, which in turn safeguards the welfare of the membership.

THE MEMBERSHIP SPEAKS



Brother Digs Into Tattoo History, Finds Pirates Had No Love For Art

To the Editor:

I agree with Homer Spurlock that tattooing is an old art. Tattooing, too, has a history of being more than that. At one time it served a very practical function. A book could be written about this subject, so fascinating is its background.

Take Puerto Rico and the islands for example. Puerto Rico, like its neighbors, the Antilles and the Virgin Islands, makes one of the best sources of the history and art that goes with tattooing.

Brother Spurlock gave in his article some highlights about the matter, but didn't go into full detail as to its true origin—at least what is believed to be its true origin. Discussion of the many theories of its origin would take more space that is available here, so I'll plunge into what I believe is the origin of tattooing.

To the best of my knowledge, and after exhaustive inquiries with oldtimers, fishermen, seamen, smugglers and old monkey rum makers, all of them over seventy years old, I came to the conclusion that the first men to use tattoos were the pirates, but not as decorations.

The famous pirate Kophresi (sometimes spelled Cofresi) had all his men tattooed with the same pattern, solely for identification. Fishermen tell that he used a wooden chest figure as a pattern, beauty or design meant little.

"DOG TAGS"

When his gang became mixed in a battle at sea or ashore the only means of identifying friend or foe—in battle or when later collecting the prisoners and dead—was by the tattoo. Uniforms had not come into being as yet and the composition of his mob changed so often personal recognition of fellow pirates was nigh impossible.

Later, when pirates were driven from the seas by the Europeans, the tattoo business almost went out of business. As a means of identification it died; art then entered the picture.

Seamen came to be the only persons who desired tattoos, but even they were few—the price charged was prohibitive. Only the schooner captains could afford the price of the craftsman's labor. Those seamen who could afford a tattoo were usually

Send Those Minutes

Send in the minutes of your ship's meeting to the New York Hall. Only in that way can the membership act on your recommendations, and then the minutes can be printed in the LOG for the benefit of all other SIU crews.



LUIS RAMIREZ

those who were engaged in trading items procured on the continents. A bit of lace for a tattoo, perhaps?

Tattooing enjoyed its biggest boom during the prohibition days, but, alas, art meant little. Those were the days of smuggling contraband in and out of the Islands and all movements were undertaken with an eye to the law.

During that period rum ships operated in and around the Caribbean like ghost ships. Stealing in under darkness they unloaded their contraband where the police and customs were not in any great strength. They worked under agreement that they would not deliver or pick up cargoes unless their contact man on the shore bore a certain type of tattoo.

PROFITS PROBLEMS

Tattooed men with nerve enough to stick through the illegal trade emerged as wealthy men. With money they found that women swarmed to their side. That raised another problem. The women were, naturally, the most beautiful to be found in the islands, and the rivalries between men for women and women for men set off many minor wars.

Ponce at that time was one of the biggest ports of activity for the smugglers, not because of the contraband, but because most of the monkey rum originated in that vicinity. Of course, when the rum was sold it was ballyhooed as coming from Jamaica, St. Thomas or St. Croix.

In Ponce one could find some of the most noted smugglers. They set up shop in Coto and de Enero Streets. Sharp men, these smugglers. They had ideas of their own. One of them was the establishment of an underworld code of behavior, its purpose being to discipline fellow smugglers and thus escape any run-ins with the recognized law enforcement officers.

Legend has it that one Saturday evening the smugglers asso-

ciation called a meeting in one of its biggest places, 22 de Enero Street. In attendance were all the smugglers from Coto and Mayor Cantera Streets. Also members from other towns came in to take part in the drafting of the code.

The main point of contention was women. They agreed that each man was to have his woman tattooed in such a way that confusion would be avoided and likewise fights over the ownership of women would be lessened, thus reducing police interference.

ROUND-UP TIME

Each man took upon himself the duty of marking or tattooing each of his women with a particular pattern, such as a heart crossed by cupid's arrows and bearing the endearment "Teamo" or "Te adoro."

Thus, with each man's design known, it was only necessary to glance at the tattoo on the girl's body to know whose property she was. It worked out very well I'm told.

Well, as you can imagine, the women followed the same logic. To bar their men from being taken by other women they drew up their own designs and forced them upon their husbands.

When prohibition ended, many of the kings of the underworld, attempting some other form of illegal livelihood, fell into the clutches of the law and wound up in prison. When they were freed they were too old to begin work again and so spent their days retelling the stories of their better days. It then became common belief in the islands that all men wearing tattoos were ex-rum runners and ex-convicts. The women who bore tattoos, because they had become used to lavish living turned to street walking as a means of livelihood. Thus women bearing tattoos were regarded as prostitutes.

All of this may be true or none of it, but it does poke interestingly into the history and uses made of tattoos.

Luis Ramirez

Wagner And 'Conscience' At Odds Over India Trip

To the Editor:

To you fellows who would like to enjoy a very nice a trip to the Middle East. We—my conscience and I—have just been to two of the most beautiful cities in the world: Bombay, the gateway to India, and Calcutta, the pearl on the Bay of Bengal. (Yeah, the gateway to your pocket. And you've all heard about the Japanese Pearl Swindle—this was the Calcutta swindle.)

I really enjoyed myself in Bombay at a very moderate price. (Moderate, he says. If it hadn't taken us eight days to get to Calcutta, he wouldn't have one anna.)

AT NIGHT

Most evenings you could lunch at a very famous restaurant in the heart of Chinatown and, sitting on the balcony, gaze across at one of the most luxuriously decorated bordellos I have ever seen. In the late evening I would meet my lady friend, a very lovely blonde-headed English girl, not a gold digger. (I don't know about that gold digger part, but every time he went to pay a bill, he had to pull her hand out of his pocket.)

After three weeks we left Bombay for Calcutta. (We were at sea two days before he came to the conclusion we were shifting ship. Anyway, in the rosy haze he was in for three weeks, you would enjoy anything. Even hell would have been paradise—and this place wasn't far from it.)

THE PEARL

Eight days later we arrived in Calcutta, that pearl of the Bengal. (There he goes again.) Christmas Eve and what a wonderful time everyone was having. (He passed out at 11 o'clock, so how does he know.) Calcutta has more clubs for drinking and entertainment than any other city of its size in the world. (He should know, he's got a

half interest in all of them.) But I couldn't seem to enjoy myself until I met a lovely Anglo-Indian girl, who showed me the town, what a town. (It seems I've heard that song before.)

But after three weeks there, we finally sailed down the Houghly River, bound for home. And when I get back to the states and pay off—(Pay off, he says. He has already picked out his bag of peanuts and the Captain has a swell piece of rope-yarn for him)—I shall be like Doug MacArthur. I shall return. (Yeah, that's why we are going to Europe next trip. God, what an ordeal to be a seaman's conscience. It's a battle all the way.)

So I say, for your next winter cruise go to India. (Go on, sucker.)

"Blackie" Wagner
SS Thomas Cresap

Bridger's Pumpman



Harry Judson, Chief Pumpman on the long-shuttling Fort Bridger manages a smile for crewmember Bing Miller's camera. The Bridger is shuttling oil on a 18-months contract between France and the Persian Gulf.

POOCHES AND THEIR PLAYMATES ON THE SEAVEY



To the Editor:

Enclosed is a photograph taken of part of the crew of the Clyde L. Seavey while we were in the Red Sea last month.

The boys wanted shots of the dogs more than they did of the crew, but as they disappeared after payoff here in Baltimore, I wonder if you could print the short for their benefit.

The dog on the left is called Baby, the clown. The other pooch is Scotty, the shrewd one. Brothers V. Morales, galleyman, and H. Vann, Bedroom Utility are seated in front. In the rear are S. Butler, Wiper; Van Der Hoeven, Wiper; E. Magens, Cook; F. Shing, Pantryman, and K. Erikson, Oiler. C. Tylenda

Log-A-Rhythms

Bauxite Blues

By FRANK BOYNE

We have bauxite on the foc'sle head
And bauxite on the poop,
The Baker puts it in the bread,
And we get it in the soup.

We have it scrambled with the eggs
And in the hash as well,
It's even in the coffee dregs,
It makes our life a hell.



The sugar's changed
from white to pink,
We've got it in the
cream,
It's clogging up the
kitchen sink
And changed the color
scheme.

The Bosun's got it in his shoes,
And hear the Wiper wail,
It seems he got it in his booze,
Doggone the bauxite trail.

It's in everything from soup to nuts,
How terrible our plight is,
The skipper's got it in his guts,
He thought he'd pendicitis.

To you who'd sail the bauxite fleet
From Mungo to Weehawken,
If you don't like this stuff to eat
You'd better keep on walkin'.

Saga Of The SIU

By AL BERNSTEIN

If we chance to meet upon the street or in the
Union hall,
Along the coast of the USA or in foreign ports
o' call,
Remember, all Brothers are we—all men of the
SIU,
All for one—One for all—Shipmates through
and through.

We've come from the past o'er a long hard road,
We've traveled the distance carrying our load;
Not only for our own struggles but for others
did we fight;
We backed their cause because we felt their beef
was right.

So, when you see the "white caps" marching,
you'll know for what they stand
Not only here, on the picket line, but in every
port and land.

MARINE SCENE BY SEAFARER NORMAN MAFFIE



With the African coast as background, Maffie details his impression of the Bull Line Cape Almina. Sketch was made as Maffie's ship, the Santa Clara Victory, was passing Gibraltar.

Solid Seafarer



Tony Elchuk creates quite a ripple on the SS Del Norte, where his shipmates refer to him as the seagoing superman. Anyway, the girls on the beach don't run away from him.

Wunderlich Terms Seagoers The 'Last Of Adventurers'

To the Editor:

Yes, I am a seaman. A wandering, footloose, unadjusted neurotic seaman attempting to see as much as possible of this world of ours before settling down in peace.

I have often been asked, "What is a seaman?"

Folks, I'll tell you. A seaman is an adventurer, an irresponsible person, a dreamer, courageous because he has ceased to care, free because he accepts no authority, independent because he respects no dependents, considered deplorable because he acknowledges no morals, loved because he does not live by con-

ventions, friendly because he needs comradeship.

As a florist knows a rare plant, as an artist admires a beautiful painting, and as a musician feels the stir of good music, a seaman knows a ship, loves a ship and will understand and admire the graceful lines of a ship fighting the fury of the sea.

A seaman is kind-hearted and sympathetic because he, too, has suffered. He will cheer the men fighting for liberation because he, too, has been chained. He will always be generous to the needy, because he, too, has been starving. Above all he is a man who understands and appreciates life because he has seen how short it is.

He is also an artist at heart, even though he will deny it if confronted with the question by an outsider. He loves the sea and its mighty splendor when perfectly calm or roaring along during a storm. He loves the insecurity of the sea, but appreciates and needs the relief from financial anxieties confronted him if he attempted to live ashore.

A seaman has little experience in the care of his hard-earned money. In a short time ashore he is relieved of his money by his new-found friends. Then again there is a ship for another voyage, at the end of which he will repeat his errors, disregarding the lesson to be drawn.

What can be more beautiful than a sunset at the end of a day on the ocean, while steaming ahead in a fresh tropical breeze. The sky in the west will be deep blue with the sinking sun coloring the enormous cloud formations into a myriad of bright mixtures of rainbows as she disappears beyond the horizon.

The eastern part of the giant doom the ship seems to be under will begin to darken as the coming night creeps in with her twinkling stars and planets creating the many constellations overhead with an occasional comet shooting from where no man has ever been. A long tail of sparkling fire behind the falling meteor will lose its power as it disintegrates slowly. The brilliant moon will weave its silver carpet from the distant meeting point of heaven and earth toward the ship as a path into the unknown eternity.

The millions of times when the barometer starts falling and a storm moves in enveloping the ship in a curtain of saltwater and air, playing for the possession of the vessel with its few souls fighting nature, is a feeling beyond description.

We are condemned by the public as scallawags of the sea, but how many of you do not wish you could live, love and see the world and its strange and exotic sights like we do while earning our livelihood. No shoreside bonds are upon us, no slavery in a boresome existence for us. We are the last of the adventurers.

John F. Wunderlich, Jr.

ATTENTION!

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

Hospitalized Seafarer Asks Advice On Veteran Outfit

To the Editor:

I am a member of the SIU and I would like to have the answer to something. I am in the Marine Hospital in Neponset, where men are being asked to join the American Merchant Marine Veterans Organization.

I would like to know if it is all right to join. I want your

advice because I don't know if the organization is worthwhile.

Victor W. Cherier

Marine Hospital

Neponset, Long Island

(Ed. Note: The Union's Special Services Representative has communicated with Brother Cherier. He pointed out that organizations of the type mentioned "seem to be trying their darndest to have seamen given military status and their position is diametrically opposed to everything the unions stand for." The only organizations that have accomplished anything in behalf of seamen are the trade unions, because it is their principal objective. Moreover, "veterans groups have a long record of opposing the efforts of organized labor to gain better living standards for the American workingman," the Special Services Representative stated. The Union is therefore opposed to outfits such as the one soliciting membership among patients in the Marine Hospital.)

FORT STANTON BROTHERS THANK CURRIER CREW

To the Editor:

We shall endeavor to explain why there wasn't a letter acknowledging receipt of the donation sent to the Brothers here at Fort Stanton from the crew of the SS Currier when they paid off in Philadelphia.

Shortly after the donation was divided equally among us, Brother Lewis, who was at that time our Delegate, left for parts unknown.

So we would like to take this opportunity to thank each and every Brother aboard the SS Currier for remembering us. Best regards to all.

Joe Lightfoot

A. McGuigan

J. H. Ashurst

Julius Supinski

D. P. McDonald

CANADIAN READER ENJOYS ARTICLES ON CS ORGANIZING

To the Editor:

I've been following the issues of the LOG steadily since Summer, and on November 12, 1948 I saw a piece written by a Brother from Canada.

I would like to secure his address, if possible. His name is Glen Seeley. The only address listed was Manitoba, Canada. I cannot write there as it is just a province. I hope you can supply his address for me.

Your articles are most intriguing, I can assure you. Your copy of December 31, 1948, just came and I'm receiving much pleasure over the latest expose of the Cities Service "union," their "benefits," etc. Although I'm not an SIU member I receive the news as eagerly as members do.

I sailed ATS before, and I wish the SIU conditions were on board those ships.

More power to you. Convert Cities Service to a civilized Union.

Alden Gould, Jr.

(Ed. Note: Sorry, we don't have the Brother's address.)

Minutes Of A&G Branch Meetings In Brief

BOSTON—Chairman, R. Cashman, 40363; Recording Secretary, J. Sweeney, 1530; Reading Clerk, E. B. Tilley, 75.

Motion carried to accept minutes held in all other Branches, except the first motion in San Juan minutes which is to be referred to Headquarters Negotiating Committee. Agent reported on beef concerning practice of Isthmian not to call Boston Hall for replacements when touching port in transit. Brother Tilley reported that the beef has been ironed out and the company will contact Boston Hall for replacements in the future. Agent also reported the death of Brother Dan White. Motion carried that Agent send a wreath of flowers in the name of the SIU to services held for Brother White. Good and Welfare: Several Brothers spoke on service to Union of Brother White and sug-



gested that the membership take up a collection for his widow. Approximately \$50 pledged. One minute of silence observed for Brothers lost at sea. Meeting adjourned with 72 book men present.

PHILADELPHIA — Chairman, Don C. Hall, 43493; Recording Secretary, Joseph Blake, 43493; Reading Clerk, Bob High, 24236.

Motion carried that Philadelphia non-concur with the part of Galveston New Business pertaining to March of Dimes, inasmuch as all ports have already taken up collections for this charity; however, if the \$50 donated has already been turned over to organization, then Philadelphia goes on record as censuring port of Galveston. Minutes of other Branch meetings accepted and filed. Resolution on transportation, accepted. Secretary-Treasurer's report accepted with a vote of thanks. Francis Domoski, Gerald Stilley and Robert Kendnooski took the Oath of Obligation. Meeting adjourned with 180 members present.

SAVANNAH — Chairman, J. Drawdy, 28523; Recording Secretary, R. F. Ransome, 50920; Reading Clerk, James Sellars, 36401.

Agent gave round-up report on activity in port. Also reported that paint has been secured for redecorating Hall. Minutes of meetings held in other ports read and accepted. Motion carried to



accept report from Headquarters on performers, Hoffman Plan fight, convention delegates, finance committee. Headquarters report on Transportation Rule accepted. Names of Brothers requesting to be excused read and referred to Dispatcher. One minute of silence observed for Brothers lost at sea. Richard F. Ransome took the Union Oath of Obligation. Motion by Frinks, G-60, that Savannah Branch contribute \$25 to March of Dimes.

A&G Shipping From Jan. 26 To Feb. 9

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	10	7	7	24	7	3	4	14
New York.....	144	115	124	383	91	74	100	265
Philadelphia.....	22	27	30	79	8	10	7	25
Baltimore.....	108	95	60	263	86	75	70	231
Norfolk.....				(NO FIGURES AVAILABLE)				
Savannah.....	20	19	26	65	20	20	24	64
Tampa.....	31	28	15	74	13	11	9	33
Mobile.....	45	47	46	138	30	34	28	92
New Orleans.....	110	114	155	379	93	101	149	343
Galveston.....	32	36	25	93	43	28	31	102
San Francisco.....	29	28	18	75	41	39	38	118
San Juan.....	21	10	11	42	12	6	12	30
GRAND TOTAL.....	572	526	517	1,615	444	401	472	1,317

Motion by Ransome, 50920, that Savannah go on record as being 100 percent in favor of the proposed welfare plan. Good and Welfare: Discussion on question of who has authority to be behind Dispatcher's counter. Agent explained Headquarters report on Transportation ballot and asked that report be posted on bulletin board. Members expressed pleasure at seeing new blinds in Hall, and were told that a new banner and flag have been ordered. Meeting adjourned with 117 members present.

BALTIMORE—Chairman, William Rentz, 26445; Recording Secretary, G. A. Masterson, 20299; Reading Clerk, F. A. Stansbury, 4683.

H. Bullock, B. Amsberry, Marion, Luksa, N. Bradford and J. H.



Clark took the Union Oath of Obligation. Trial Committee elected to hear charges against two Brothers. Motion carried to non-concur with that part of the Puerto Rico New Business concerning the Transportation Rule. Other ports' minutes accepted. Agent Rentz reported having contacted all local unions to gain their support in fighting the Hoffman move. Agent introduced to the membership the two newly elected Patrolmen: Leon Johnson and Bennie Gonzalez. One minute of silence observed for Brothers lost at sea. Meeting adjourned with 205 members present.

NORFOLK — Chairman, Ben Rees, 95; Recording Secretary, Bullock, 4747; Reading Clerk, Boyles, 34587.

Minutes of other Branch minutes read, accepted and filed. Communications: Several letters from Senators and Congressmen in reply to telegrams sent by members of Branch read. Headquarters report on transportation read and accepted. Agent reported that shipping has picked up somewhat and prospects appear a little brighter. He reported on organizing drive and Hoffman beef and asked membership participation in handling each matter. New Business: Motion carried that individual members continue to send telegrams and letters to their Congressmen in protest to the Hoffman move. Fifty telegrams were dispatched to Washington from the meeting

by registered voters in the membership. Meeting adjourned with 250 members present.

SAN FRANCISCO—Chairman, C. McKee, 23319; Recording Secretary, A. Michelet, 21184; Reading Clerk, R. W. Pohle, 46826.

Motion carried to accept minutes of meetings held in other ports. Agent reported that he was happy to see the membership taking active interest in operation of meeting. Agent reported on ship arrivals expected in coming two week period. Ships due in from foreign and intercoastal runs, also a couple due in from the shipyards where they have been undergoing reconversion. In summing up, Agent reported that sizeable number of men in port from out of town will be depleted greatly during coming period of expected good shipping. Motion carried to support the Secretary-Treasurer in his fight against weedhounds and disruptors in the Union. Angel Pedrosa and William Bishop took the Union Oath of Obligation. New Business: Motion by Schroader, 50821, that port concur in the New York New Business concerning the proposed welfare plan, and urge officials to exert all pressure possible to bring plan into action. One minute of



silence for lost Brothers. Meeting adjourned with 134 members present.

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

Motion carried to accept minutes of Branch meetings held in other ports. Agent Tanner reported on progress of tugboat negotiations and explained that only item holding up contract signing was question of overtime. Agent also reported that Union's waiving of coal as penalty cargo has resulted in several cargoes of coal being loaded in Mobile. Agent further reported that Waterman is taking a Victory out of the boneyard to be put in the Pan Atlantic trade. Secretary-Treasurer's report accepted. Motion carried that a standing vote of thanks be given the Secretary-Treasurer for the splendid job he has done in behalf of the Union at all times. Motion carried to send a floral spray to the funeral

of Brother Bosarge who died in the Mobile Marine Hospital. Meeting adjourned with 532 members present.

GALVESTON — Chairman, W. Brightwell, 7279; Recording Secretary, Jeff Morrison, 34213; Reading Clerk, Keith Alsop, 7311.

Minutes of meetings held in other ports read and accepted. Agent reported that beach is clearest it has been of men in a long while. Cities Service ships hitting port have kept officials busy making contact with the crews. Charges against two Brothers read and referred to Trial Committee. George Denom took the Union Oath of Obligation. One minute of silence observed for Brothers lost at sea. Good and Welfare: Discussion held on welfare plan, everyone



speaking in its favor. Meeting adjourned with 61 members present.

TAMPA—Chairman, R. White, 57; Recording Secretary, L. White, 2716; Reading Clerk, C. Starling, 6920.

Minutes of all Branch meetings in outports accepted, except those of Puerto Rico which were referred to Headquarters. Trial committee elected to hear charges pending. Good and Welfare: Discussion concerning the Hall, shipping and the ways and means of keeping the Hall shipshape. Newly-elected Agent, Ray White, reported that shipping has been slow but the regular run ships have helped to keep shipping moving along. One minute of silence for Brothers lost at sea. Meeting adjourned with 63 members present.

NEW ORLEANS — Chairman, James Tucker, 2209; Recording Secretary, Henry Gerdes, 23362; Reading Clerk, Buck Stephens, 76.

Charges against four Brothers read and referred to Trial Committee elected from the floor. Motion carried to accept minutes of meetings held in outports, except Puerto Rico New Business, which is to be referred to Headquarters. Agent Sheppard reported port affairs as being in good shape. Agent reported that shipping has remained good, but large number of men registering

makes shipping appear to have slackened. Many SIU ships were held up because of the fog, several of them damaged through collisions and running aground. Agent urged members to continue to bombard their Congressmen with wires protesting the Hoffman move. Communication from Headquarters on Transportation ballot read and accepted. Eight Brothers received the Union Oath of Obligation. One minute of silence observed for Brothers lost at sea. Good and Welfare: Discussion on transportation, weedhounds and performers. Meeting adjourned with 340 members present.

SAN JUAN — Chairman, H. Nelson, 7016; Recording Secretary, H. Spurlock, 11101; Reading Clerk, T. Banning, 3038.

Motion carried to accept minutes of other Branch meetings. Motion by Colls, 21085, that permitmen who wish to leave meeting may do so to provide seats



for bookmen. Motion carried. Agent Colls reported on arrival of MV Ponce and the settlement of minor beefs aboard. He also reviewed SIU policy on treatment of drunks and performers. Headquarters report on Transportation ballot approved. Three Brothers took the Union Oath of Obligation. Motion by T. Banning, 3038, carried, that foremen for hold cleaning jobs on shoregangs be dispatched from SIU Hall. Motion by H. Nelson, 7016, carried, that men working shoregangs be required to wait until morning following completion of work before re-registering. Motion by M. Cotty, 22559, carried, that a carpenter be engaged at union wages to enlarge the baggage room. Meeting adjourned with 82 members present.

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

Motion carried to non-concur with that part of the Tampa minutes where they go on record to suspend a member without proper notification as per constitution. Motion carried to non-concur with that part of the San Juan minutes pertaining to the inclusion of San Juan in south of Hatteras ports under provisions of transportation rule. Minutes of other Branch meetings accepted and filed. New



Business: Motion by DeVito that the New Orleans Agent contact the owner of the French Casino Cafe to learn whether or not men shipped to tugs recently purchased by him are Union men. Motion by Hall that starting Monday the Hall be kept open at night so members can make full use of the television set.

SIU VOLUNTEERS ACTIVE IN FIGHT ON HOFFMAN PLAN



As the battle to save the jobs of thousands of American seamen nears the climax, the Union is pressing hard for passage of the Bland-Magnuson bill, now under consideration by the House Merchant Marine Committee. In above photo are some of the many Seafarers at Headquarters who have been lending a hand in the detail work of the campaign.

Front row (left to right): Charles Mehl, Martin Brown, John Marotti, Raymond Capezuto and Carl Borealino. Rear: Cavain James, an unidentified volunteer, Angelo Papa, Charles Sexton, Milton Williams, Ed Saul, Jim Barrett and Cy Legrae.

Volunteers have been sending out copies of the SEAFARERS LOG and special bulletins containing last-minute developments to the hundreds of unions whose members have joined in the fight to keep the American merchant fleet from being scuttled.

NLRB Expected To Set Early Date For Voting Cities Service Fleet

(Continued from Page 1) declared that the company didn't feel that it would be fair to hold the election until a 10-year old US Circuit Court writ ordering Cities Service to allow NMU organizers aboard CS ships was dismissed.

In making this move, the company lawyer completely ignored the fact that the NMU two weeks ago informed the NLRB by telegram that it "had withdrawn its interest" in the Cities Service Oil Company case.

REPLIED TO NLRB

The NMU, as the company lawyer must have known, sent this telegram in response to a query from the NLRB. Moreover, the NMU also advised the SIU by letter of its withdrawal from the Cities Service ships and this news was published in the LOG of February 4, 1949.

At this point in the Wednesday hearing, the NLRB informed the four company representatives present that it intended to conduct the election and asked if the company would cooperate.

Backed into a corner, the company lawyer said that he and his three colleagues could not reply until they had consulted their directors. They could have an answer by Thursday morning, they said.

COMPANY RENEGES

On Thursday morning, SIU representatives entered the meeting expecting that the company, having read the handwriting on the wall, would be ready to assist in setting up election mechanics. And the company was, the company lawyer declared, provided certain conditions were met.

He then went on to list the four following conditions:

- 1) That there be no voting before February 23.
2) That there be no voting on Saturdays, Sundays and holidays.
3) That voting on the SS Government Camp, now running foreign, be conducted by an Am-

trican consul, probably in a South American port.

4) That all voting be conducted from Baltimore to Boston inclusive, meaning that no voting be done in Gulf ports.

SINISTER SCHEME

The NLRB flatly refused the first two conditions, which together constituted one more Cities Service attempt to get pro-Union men fired before the voting begins.

However, all parties agreed that the Government Camp could be voted abroad under consular supervision, provided the State Department approved.

Decision on the company's request to limit the voting area to the Boston-Baltimore range was reserved, and the NLRB will probably rule on this point when it orders balloting to start.

The meeting adjourned without a promise of cooperation by the company officials, whom SIU representatives described as "arrogant in their manner."

The conduct of the company spokesmen was in line with their behavior throughout the two

All men who have been fired from Cities Service ships for union activity or because they are SIU members should immediately report in person, or write to Lindsey Williams, Director of Organization, SIU, 51 Beaver St., New York 4, N. Y.

years and four months the Union has spent organizing the Cities Service ships, the SIU representatives added.

The vessels to be voted are the Royal Oak, Government Camp, Fort Hoskins, Salem Maritime, Bents Fort, Bradford Island, Winter Hill, Archers Hope and Lone Jack.

RECENTLY ACQUIRED

All these ships, with the exception of the Lone Jack, were acquired by the company after the collective bargaining election held in the Cities Service fleet last winter, when the SIU was certified as agent for the crews of seven company ships. Cities Service men voting in that election chose the SIU by an 83 percent majority. The Lone Jack was to have been voted but arrived in port too late to make the deadline set by the NLRB.

When the SIU called for a contract covering the entire Cities Service fleet, the NLRB, reversing precedent, held that the eight ships not voted would have to be polled in a second election in order to qualify the crews for Union representation.

The men on the nine ships will vote "Yes" or "No" in answer to the question: "Do You Wish To Be Represented by the Seafarers International Union, Atlantic and Gulf District, AFL, for the Purposes of Collective Bargaining?"

The thoroughly discredited company controlled CTMA, the puppet organization, conceived by the company lawyer and which has been masquerading as a "union," will not appear on the ballot.

PERSONALS

WILLIAM KENNAY Your father is anxious that you write him.

RUDY KIENAST Write Frank Bose at SIU Hall, 51 Beaver Street, New York.

MANUEL NOVO Communicate with Daniel Viomonte at 135 W. 72nd Street, New York.

DAN McNULTY Contact Mrs. Shirley Wessel, Seamen's Church Institute, 25 South Street, New York.

MARINO GONZALEZ Get in touch with Draft Board No. 64, San Juan, Puerto Rico.

CHARLES W. BURKE Mrs. Maybelle Hayman, 2207 Lee Street, South Norfolk, Virginia, asks to hear from you.

JOHN W. ALTSTATT Contact Miss Weinstein, Department of Welfare, 201 Adams Street, Brooklyn, N. Y.

Attention Members!

All applications for unemployment insurance in New York City must be made through the offices at 165 Joralemon St., Brooklyn (Third Floor), instead of the District offices, as formerly.

Alien Seamen Waiver Expires On March 1

On March 1, the waiver of the provision in the Merchant Marine Act of 1936 regulating the number of aliens aboard US subsidized vessels expires.

At that time the original provision of the Act will become operative, and all American ships receiving subsidies will be required to carry crews composed 100 percent of US citizens, except in the Stewards Department where 10 percent may be aliens.

In the SIU, the number of ships affected by the expiration of the waiver is small, since comparatively few of the Union's contracted vessels are subsidized. Most are privately owned and are not subsidized. On these unsubsidized ships, aliens may still constitute 25 percent of the crews.

SAIL COASTWISE

In addition, aliens who have followed the Union's advice and have obtained visas may also

sail on ships operating in the coastwise trade under the same 25 percent regulation.

Under terms of the Merchant Marine Act of 1936, companies receiving government subsidies were required to abide by several regulations established by the Maritime Commission.

Among these was the one requiring that licensed personnel aboard these ships be members of the US Naval Reserve and that unlicensed crewmen be citizens, except for the 10 percent of aliens allowed in the Stewards Department.

SIU WANTS EXTENSION

The SIU is pushing for extension of the waiver beyond the March 1 expiration date. However, the most effective way in which aliens may avoid the sailing restrictions of the Merchant Marine Act is by following the advice repeatedly given by the Union which is that they take

immediate steps to obtain visas and eventual citizenship.

In order to protect the shipping opportunities and job rights of those aliens now holding membership, the Union has for some time refrained from taking new alien members into the organization.

A bill presented by Representative Bland (D., Va.) known as HJ-Res. 92, to extend alien seamen waivers and ship charters is now before the lower House. Several companion bills have also been offered in both houses of Congress which would aid the naturalization of seamen with war service.

On the basis of past experience, however, seamen cannot entertain much hope for passage of these measures. Since the end of the war each session of Congress has seen the introduction of similar bills, but all have died in committee or failed to get favorable action on the floor.

SIU HALLS

SIU, A&G District

- BALTIMORE...14 North Gay St. William Rentz, Agent
BOSTON...276 State St. E. B. Tilley, Agent
GALVESTON...308 1/2-23rd St. Keith Alsop, Agent
MOBILE...1 South Lawrence St. Cal Tanner, Agent
NEW ORLEANS...523 Bienville St. E. Sheppard, Agent
NEW YORK...51 Beaver St. Joe Algina, Agent
NORFOLK...127-129 Bank St. Ben Rees, Agent
PHILADELPHIA...614-16 No. 13th St. Lloyd Gardner, Agent
SAN FRANCISCO...85 Third St. Franchy Michelet, Agent
SAN JUAN, P.R...252 Ponce de Leon Sal. Colls, Agent
SAVANNAH...2 Abercorn St. Jim Drawdy, Agent
TACOMA...1519 Pacific St. Broadway 0484
TAMPA...1809-1811 N. Franklin St. R. H. Hall, Agent
WILMINGTON, Calif...227 1/2 Avalon Blvd. Terminal 4-2874
HEADQUARTERS...51 Beaver St., N.Y.C. HANover 2-2784

SECRETARY-TREASURER

Paul Hall

DIRECTOR OF ORGANIZATION

Lindsey Williams

ASST. SECRETARY-TREASURERS

Robert Matthews J. P. Shuler Joseph Volpian

SUP

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

Canadian District

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

Seafarers...

YOU YOURSELVES WILL MAKE THE FINAL DECISION!

READ IT!

REFERENDUM BALLOT
No. 98982

REFERENDUM BALLOT
Seafarers International Union of North America
ATLANTIC and GULF DISTRICT
VOTING PERIOD MARCH 1, 1949 THROUGH APRIL 30, 1949

Do not use a lead pencil in marking the ballot. Ballots marked with lead pencil will not be counted.
MARK YOUR BALLOT WITH PEN AND INK OR INK-BLENDIBLE PENCIL.

SAMPLE BALLOT

FOREWORD
At Regular Business Meetings held up and down the Coast on February 9, 1949, the following Transportation Rules were agreed to be put before the Membership on a Referendum Ballot.

<p>PROPOSED TRANSPORTATION RULE No. 1</p> <p>Whenever Transportation is due a crew under the terms of the Contract, all hands must accept that Transportation and get off the ship, whereupon new replacements will be shipped from the Union Hiring Hall</p> <p>SAMPLE BALLOT</p> <p><input type="checkbox"/></p>	<p>PROPOSED TRANSPORTATION RULE No. 2</p> <p>Whenever Transportation is due a crew under the terms of the Contract, those men who desire to stay on board the ship can do so, providing they do not collect Transportation. Those men desiring Transportation can collect same and upon receipt of the money shall get off the ship and replacements for those vacancies shall be shipped from the Union Hiring Hall.</p> <p>SAMPLE BALLOT</p> <p><input type="checkbox"/></p>
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Mark Your Choice By Putting An "X" In The Box Under The Rule You Are In Favor Of.

DISCUSS IT!

And THEN VOTE!

VOTING BEGINS MAR. 1 AND ENDS APRIL 30th.
 VOTE AS YOU PLEASE...
 BUT A GOOD UNION MAN VOTES!