

SEAFARERS LOG

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No. 10

New Bill In Senate Is Hoffman Plan Again

ECA Administrator Paul G. Hoffman managed to get in another smashing blow at the American merchant marine this week by persuading the Senate Foreign Relations Committee to approve a bill restricting American ships to 50 percent of the Marshall Plan cargoes originating in this country.

This bill, if enacted into law, would leave the merchant marine and the men who man the vessels where they are today, SIU, A&G District, officials immediately pointed out.

With the merchant fleet still shrinking, passage of the measure might be one more backward step leading to elimination of the American flag from the high seas, they said.

The Senate Foreign Relations Committee bill stands in marked contrast to the revised Bland Bill which was approved last week by the House Committee on Merchant Marine. The Bland Bill, now pending in the House of Representatives, would require that American ships get half of all foreign aid cargoes regardless of point of origin.

WARN CONGRESS

Headquarters officials this week urged Seafarers to redouble their efforts in support of the Bland Bill. Senators and Congressmen should be warned again of the nature of the Hoffman Plan to throw thousands of American seamen out of work, they said.

In its revised form, the Bland Bill, sometimes called the Bland-Magnuson Bill because it was introduced into the Senate by Senator Warren G. Magnuson of the Interstate and Foreign Commerce Committee, has one possible weakness, as was emphasized in the LOG of March 4.

It provides that cargoes carried by military ships would not be included in computing the 50-50 division. If relatively few cargoes were carried by Army ships, this clause would be beneficial to American seamen. However, if the Army carried an increasing number of cargoes, as indications point, there might not be much left over.

SIU, A&G officials said this week that the pattern seemed to be something like this: Shift more and more of the foreign aid cargoes to low standard foreign flag ships, forcing the lay-up of more American ships and the layoff of thousands of American seamen. Then give the bulk of what little ocean commerce remains for the American flag to the military fleets. In the end, the merchant marine and the maritime unions would be destroyed.

The Hoffman Plan, against which the SIU, A&G District, has fought a three-month battle, was unveiled by the ECA Administrator early in December.

At that time, taking advantage of some double-talk about freight rates in the present Marshall Plan legislation, Hoffman announced that, beginning January 1, he would ship Marshall Plan bulk cargoes on foreign ships because foreign tramp rates were cheaper.

Bulk cargoes loom large in the Marshall Plan and the Hoffman proposal would have meant that 10,000 American seamen would be thrown out of work.

Spearheaded by the A&G District, protests poured into Washington. Hundreds of labor unions, CIO as well as AFL, small locals as well as huge internationals, joined the Seafarers in the battle to save 10,000 jobs.

As one voice they said that the high purpose of the Marshall Plan could not be achieved if American seamen were to be sacrificed along the way.

Paul Hoffman postponed the effective date of his order from

(Continued on Page 3)

Cast Your Vote!

Members of the Atlantic and Gulf District have a choice of two propositions in voting in the transportation rule referendum, which is entering the third week of the 60-day balloting period.

Proposal No. 1 reads:

"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.

Proposal No. 2 reads:

"When 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."

All members are urged to vote.

CS Injunction Denied; SS Government Camp Mail Vote Is Delayed

An attempt by Cities Service to halt the NLRB election in its fleet was squashed this week, when the temporary injunction granted the company on February 22 was dismissed March 7.

The injunction, which in its original form halted voting, had been modified last week to allow the remaining ships to vote. Still in force was a provision calling for the impounding of ballots pending disposition of the NLRB appeal to set the injunction aside.

With the path cleared, final tallying of the votes awaits the balloting of the SS Government Camp, which was supposed to take place early this week in Montevideo, Uruguay, but ran into a snag when the ballots failed to arrive on time.

In dismissing the injunction at the request of NLRB counsel, Federal Judge John W. Clancy stated that the company's complaint was insufficient to justify the injunction, and the holding of the election and the counting of ballots involved no damage to the company.

The judge also implied in his decision that the company, instead of running to the courts, should rely on NLRB machinery for presentation of its grievances. The full text of the decision follows:

"Assuming that this court has jurisdiction to issue an injunction against the defendant, the complaint is insufficient to justify such action. If its employees

have been damaged there is nothing to show that this plaintiff has any authority to complain on their behalf. The holding of the election and the counting of the ballots involved no damage to the plaintiff. The moving affidavits allege none and the brief asserts only that its right to challenge ineligible voters is lost forever. But the action is to state the count because it is alleged the whole voting scheme was illegally executed and the plaintiff may still have the vote condemned on that count. The fears that its witnesses will be intimidated or lost is not an item of recognizable damage. Its application in the face of the motion to dismiss its action for an injunction is to show irreparable damage. It has shown none. The motion to dismiss is therefore granted.

"Dated, New York, New York, March 7, 1949.

"John W. Clancy
"United States District Judge"

The legal battle between the NLRB and Cities Service Oil Company was touched off when Federal Judge Henry Goddard issued the injunction, upon the

Former CS Men

Men discharged from Cities Service ships since January 1 for any reason whatsoever are urged to get in touch with Lindsey Williams, SIU Director of Organization, immediately.

Those who are unable to come to SIU Headquarters are urged to write, giving all details of their employment and discharge. SIU Headquarters is at 51 Beaver St., New York 4, N. Y.

Meanwhile, all pro-Union men aboard Cities Service Oil Company ships are urged to remain on their vessels until they win the protection of an SIU contract. The company is making every effort to replace men with known pro-union leanings. Stay on the ships until the fight is won.

company attorney's plea that they had not received sufficient notice of the election to delegate observers.

An election order had been issued four days earlier and six company vessels had been voted when the writ was announced.

NLRB counsel brought here from Washington succeeded in having the injunction modified to allow the remaining three ships to vote.

With the NLRB successful in its injunction fight, the SIU has taken steps to waive the 15 cases of unfair labor practices against the company, until after the election has been completed.



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Write That Letter

A man's personal life is his own and he has the right to lead that life as he sees fit, as long as he does not intrude into the lives of others. The Seafarers International Union firmly believes in that philosophy and has made it a rule never to interfere in the intimate life of any member.

All the Union asks is that a member conduct himself as a good union man, in such a manner as not to bring disgrace on the Union or on Brother Seafarers.

In no instance has any SIU member been advised on how to vote, or on any other aspect of his personal life. There are some men in the SIU who drink. As long as they do not drink on shipboard, where imbibing brings discredit to the Union and may cause accident or injury to other crewmembers, the Union maintains a strictly hands-off policy.

But—a suggestion is in order. On page five of this issue there appears a story of a racket which preys on merchant seamen and which was foiled only because one of the intended victims had written to his family to tell them of his whereabouts.

An occasional letter home will make it more difficult for the vultures to drain money from the families of merchant seamen, and at the same time save worry on the part of the shoreside members of the seaman's family.

It takes only a few minutes to write a letter home. And if that letter breaks up some confidence racket or relieves anxiety, it sure is worthwhile.

Think it over—then write that letter!

Out In The Open

The masks are off, the cards are on the table, and throughout the world the communists can be seen for what they are—traitors to the workers and to the countries in which they live.

Very blatantly, during the past few weeks the commissars of the CP in Italy, France, and the United States have announced that in case the Soviet Union embarks on an active campaign to enslave the world, communist party members will do all they can to cooperate with the Red army.

Their "fifth column" will disrupt and destroy, and the first victims in all the occupied countries will be the democratic workers who opposed the CP. That is what happened in Finland, Poland, Rumania, and all other countries behind the "Iron Curtain."

And yet, these same people wrap themselves in the flag of patriotism and demand protection from the very countries they are sworn to betray.

This aspect of communist thought is not new, although there were many leaders, in the government as well as in labor circles, who refused to believe the evidence that the communists, wherever they may be, have only one ultimate aim and that is complete dictatorship over all the peoples of the world.

Now, anyone who still believes that the communists are peace-loving, or patriotic, or against dictatorship, is either a communist or a complete fool, and one's as bad as the other.

We of the SIU have always referred to the communists as "red fascists" because we firmly believe that there is no difference between Stalin and Hitler, Russia and Nazi Germany, or the communist party and German-American Bund.

Events prove correctness of that view.

KEEP 'EM POSTED!



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.

MOBILE HOSPITAL

- P. M. VANDEREIK
- F. E. HOBIN
- N. BOSANYI
- L. HOWARD
- J. B. BERRIER
- TIM BURKE
- EUGENE LEARY
- WILLIAM SULLIVAN
- ISAAC McCANTS
- R. JOHNSON
- J. P. BUCKALEW

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

NEW ORLEANS HOSPITAL

- J. LAFFIN
- J. PUGH
- E. MATTSSEN
- 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. SUCHEUITS
- W. LAMBERT

BALTIMORE MARINE HOSP.

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

Hospital Patients

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

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

STATEN ISLAND HOSPITAL

- W. HALLET
- S. HEIDUCKI
- A. TREVINO
- N. DORPMANS
- M. J. LUCAS
- J. HOPKINS
- S. RIVERA
- B. RABINOWITZ
- J. MASONGSONG
- G. STEPANCHUK
- B. W. BLACKMAN
- F. STOKES
- K. JENSEN
- T. E. DICKENS

SAVANNAH HOSPITAL

- L. E. HODGES
- A. C. McALPIN
- S. KASMIRSKI
- A. C. PARKER

BOSTON MARINE HOSPITAL

- J. E. GALLANT
- VIC MILLAZZE
- F. ALASAVICH
- GUS CALLAHAN
- G. COLEMAN
- LEONARD L. GORDEN
- (City Hospital)

GALVESTON HOSPITAL

- G. BROWN
- L. WILLIAMSON
- P. DORSEY

SIU Lays Groundwork For Welfare Plan

Write Your Congressmen

Let your representatives in Washington know how you feel about the Bland Bill to save the American merchant marine.

Write your Senators and your Congressmen. Tell them that the Bland Bill must be passed without amendment if the maritime industry and your job are to survive.

Tell them that the Paul Hoffman Plan to smash the merchant marine has now been written into the Senate Foreign Relations Committee bill on foreign aid. Tell them that the Bland Bill must be substituted for the Hoffman Plan if the ships are to be saved.

Senate Gets New ECA Bill

(Continued from Page 1)

January to February 1. Then as the protests mounted, he postponed it until April 1.

NO SAVING

To Hoffman's claim that he would save money by increased use of foreign flag ships, the SIU entered a sharp denial.

On January 7, the LOG carried an editorial claiming that the saving would be less than half what Hoffman said it would, and might not exist at all when the government's losses in federal taxes and charter hire on Maritime Commission ships was figured in. This editorial was reprinted twice in the Congressional Record.

At no time has it been any secret in Washington or on the waterfront that foreign ship operators were plugging to get the Hoffman Plan in operation by hook or crook.

Who else is behind the Hoff-

man Plan is a matter of speculation. Many signs point, as usual, to the State Department which always is opposed to a strong American merchant marine.

When the House Merchant Marine Committee held hearings on the Bland Bill, Hoffman tried to pressure his plan through in the form of crippling amendments. He did the talking and Admiral Smith, chief of the Maritime Commission, presented the amendments.

The bill, as they proposed it, would have been pretty much like the one the Senate Foreign Relations Committee reported out this week, except that the Maritime Commission would have been authorized to waive even the 50 percent rule for shipments from this country at any time. The Senate Foreign Relations Committee rejected Hoffman's proposal that such a provision be included.

The Seafarers must fashion a welfare plan to its own requirements. In setting up such welfare systems, unions in other industries have found that varying needs have call for different programs—different types of benefits.

The Mine Workers' plan will not fit the Auto Workers. Neither fits the needs of the Garment Workers.

In some cases, the variations arise from regional causes. In others, they are based on differences in the composition of the memberships, differences in average age, sex, and economic status. In still others, the bargaining position of the unions have largely shaped the programs.

ILGWU PLAN

In the case of the International Ladies' Garment Workers Union, a welfare program, which started years ago with limited medical coverage, has expanded in the last ten years into one of the most complete union-administered plans in the country.

Extending over many states and many industrial areas, the type of benefits (operating under separate contracts by different locals), vary from region to region.

It was found that locals comprised mainly of older men wanted retirement provisions. On the other hand, locals made up largely of younger women workers needed more medical coverage, especially maternity care.

It was further found expedient to divert Union welfare monies into other forms of benefits where state social legislation was enacted to cover one or more service included in the plan.

Thus it is evident that the

SIU Welfare Plan must take into consideration the particular needs of our membership and will, in its final form, differ widely from those of other unions.

It is immediately evident that hospitalization and medical care (often the principal concern of other plans, and the one requiring the bulk of money available) need not be emphasized.

NO PROBLEM

The Marine Hospitals largely take care of that for us. However, there are some possibilities along this line that should be borne in mind.

On the other hand, old-age benefits, life insurance, possibly some protection for the families of a seaman during his illness, and even Union-administered paid-vacations (paid for, as now, by contributions from the companies, but administered by the Union) and pensions are all possibilities to consider.

But these are just general ideas. They show that our problems and needs vary from those of other industries.

The plan itself, the concrete job of saying just what we should have as Seafarers, to increase our security and to promote our welfare, is the final step.

First, we must know exactly what we, as Seafarers, are.

How old are we? How many of us are married? How many of us have dependents? What percentage of us have bank accounts, hold insurance policies or property of our own? How long have we been in the Union? What proportion of us are on the ships at any one time? What is our mortality rate, and what kind of ailments are we most prone to contract? How long, on the average, do these maladies keep us laid up on the beach?

DATA ESSENTIAL

When we can answer these and similar questions with reasonable certainty, then can we get down to the form of a welfare plan which will fit our needs.

Only then can we say, "we seamen, because this is what we are as a group, and because this is the nature of our work and life, and these are the risks and liabilities of this life, need these things!"

In order to answer with authority these outstanding questions and lay a basis for a comprehensive welfare plan, the Headquarters office is now conducting a comprehensive survey of the entire industry as well as of the SIU membership.

This has involved a great deal of original research—for nothing like a complete study of seamen, or the employment condi-

tions of seamen, has ever been made in this country.

We know some of the answers. Others will be known soon, as the material from many sources is brought together and analyzed.

MATURE GROUP

Certain illuminating trends have already come to light, however. For instance, we are definitely not a bunch of kids. After the wartime influx of very young men, the membership has stabilized at a much older age. The average Seafarer (book and permit combined) has been in the Union for several years.

When our survey is completed, many old myths about seamen will be exploded.

For instance, the percentage of men who are married. The fact that many have dependents will dispel the general idea that seamen are a bunch of footloose, irresponsible men, shuttling from ship to ship, boasting a girl in every port and having not a care or responsibility in the world.

When this material is finally at hand, the welfare plan can be formulated. Then, armed with facts and figures, the Negotiating Committee will take our demands before the shipowners.

FACTS WILL TALK

It will be no vague request. All the preliminary work will have been done. Backed by the first comprehensive survey in the industry, they will present the shipowners with a welfare plan completely charted from method of financing, to benefits and administration.

Though we will draw freely from the experience of unions in other industries, and from the programs of seamen in other countries (who already have well advanced welfare systems, though they are far behind us in wages and working conditions), this welfare plan will in every sense be tailored to the needs of the membership of the Seafarers International Union, A&G District.

We have long led the way in waterfront negotiations. Now, again, the SIU is setting the pace.

RETIRING BOOKS

Members who forward their membership books to the New York Hall for retirement are urged to mark the envelope with the notation "Attention: 6th floor," in order to insure quicker handling of the matter.

Marking of the envelope in the manner advised above will save time and will result in prompt return of the book to the sender.

Refuses To Back CTMA, Gets Fired

By ROY LEO

Cities Service has one helluva of record of dirty deals it has given its tankermen, but I think the treatment the company gave me ranks with the worst. After I had worked three months aboard the SS Salem Maritime I was fired in Baltimore on March 7. I was fired for two reasons:

One, I did not sign the petition circulated aboard Cities Service ships to get CTMA on the NLRB ballot.

Two, I discussed unionism with the men and tried to arouse their interest in voting in the collective bargaining election. The Port Engineer had seen me talking to the men about the election in Harbor Island, Texas.

DID HIS JOB

I was a good worker on the Salem Maritime. There was not a single instance of company dissatisfaction with my work as Bosun aboard the ship through the three months of my employment.

Besides being fired, I got another sample of the company's complete disregard for the welfare of its tankermen.

While I was aboard the Salem Maritime I had an accident. I slipped on an oily deck one night and injured my shin bone. During the two days I was laid up, the Skipper and the Chief Mate treated my wound.

When we hit port, I asked the Skipper to allow me to see a



ROY LEO

looked better and that "we'll take care of it."

On March 7 we arrived in Baltimore and paid off. As we were signing on again, the Skipper waved me aside, saying that I needn't bother.

The Chief Mate took me aside and quietly told me "the Captain doesn't think you're good for the crew," and "the Captain said you didn't sign a pledge card (CTMA)."

Then I went to the Skipper and asked him if he had the report of the accident in which I hurt my leg. He said no, that he hadn't kept a record of it. When I came to New York I saw my own doctor.

As I said, nobody ever squawked about my work in the three months I was on the Maritime. I was fired purely because of my pro-Union sentiment. Before I came aboard, there had been eight Bosuns in a period of seven months.

doctor, but he stalled. Three times I requested that I be permitted to visit a doctor and three times I was put off. At one point the Skipper said the leg

Applications Are Opened For Five Labor Scholarships At Oxford

For the third successive year members of AFL and CIO unions are being offered a crack at labor scholarships at Ruskin College, Oxford, England, under sponsorship of the Transatlantic Foundation.

As in the past, five members of American labor unions will be selected to attend Oxford un-

der a program offering studies in history, economics and the theory and practice of government. The scholarships are worth approximately \$800 each, and cover tuition, board and room at Ruskin College from October, 1949 to June, 1950 and 75 pounds for miscellaneous expenses.

Among the five unionists selected from hundreds of appli-

cants last year and presently studying at Oxford is SIU member Irwin Suall.

Suall's practical experience as a volunteer organizer in the Isthmian drive and his service as a shipboard delegate stood him in good stead when approved by the selection committee.

Sponsors of the five scholarships are the Trades Union Con-

gress, two; Mr. Ernest Bevin, two, and Sir Robert Mayer, Chairman of the British Committee of the Transatlantic Foundation, one.

Applications for scholarships should be sent by May 1 to the Committee on Ruskin College Labor Scholarships, Institute of International Education, 2 West 45th Street, New York 19.

West Coast Finds It Tough Job To Get Men For All Those Ships

By FRENCHY MICHELET

SAN FRANCISCO — Jobs of every description are to be had for the asking, right out here on the Gold Coast. Waterman is running hog-wild, buying ships in bunches, like bananas, and we are consequently hard put to find crews as best we can. It's hard work, but it's a labor of love.

It sure is good to see the SIU get so many new jobs, but it's a shame the jobs can't be better distributed geographically. I'll bet Joe Algina could use some of those jobs for the New York men on the beach. Send us fifty men, Joe, and we'll guarantee to ship them in short order.

Four full crews, as well as many replacements, in the inter-coastal and offshore runs, is the

score for the past two week period. The prospects for the immediate future look even brighter. We admit that we're bragging, but we've got our fingers crossed and we are knocking on wood.

Balloting on the controversial Transportation issue is moving along at a fast clip. Strong supporters for each point of view are arguing all over the Hall, and I guess this scene is duplicated in all other SIU Halls.

It looks like the final result will be close, with a hair turning the scale either way.

SIU DEMOCRACY

I think it's safe to say that this is the first time in the history of the maritime industry that such an issue has been left to the membership to decide in a referendum vote. This is yet another instance of membership control of the organization.

Before we sign off we want to impress the Brothers with the fine state of shipping out here. In reports we've put the cards right on the table, but even so, there are some men who are still skeptical. Well, if I was a barker, I'd put it this way:

"Hurry, hurry, hurry — this way to the big show. Follow the crowds to the SIU San Francisco Hall, where ships leave every hour on the hour for romantic trips to exotic foreign lands. And that ain't all. Good quarters, fine food, and the SIU wages that can't be beat anyplace in the world. Hurry, hurry, hurry."

Maybe that will have some effect. Can't say we're not trying.

CS, Bland Bill Are Big Topics In Philadelphia

By JAMES SHEEHAN

PHILADELPHIA — The weather took a turn for the better here last week, so we didn't have to buck the elements as we made our rounds of the waterfront to handle payoffs and visit several in transit ships.

Ships which paid off were the SS Alexandra, a Carras tanker; the Catahoula, Cuba Distilling, and the Colabee, Illinois-Atlantic. The payoffs wound up with all beefs being settled to the crewmembers' satisfaction.

In addition to the ships paying off, we had a few ships calling in transit. We're always glad to see them come in, especially since they take a few men now and then as replacements. Incidentally, we've noticed that quite a few men are coming down here from New York.

ANXIOUS

Well, we're waiting anxiously to learn the outcome of the fight for passage of the Bland-Magnuson Bill, which has been approved by the House Merchant Marine Committee. Of course, the battle is by no means over.

We still have to hurdle the Senate committee and then the two legislative groups have to vote on whatever bill is finally presented before it becomes law.

We don't know which we're more anxious about, the Bland-Magnuson Bill, or the Cities Service elections. Both are of extreme importance to our membership. Both called for a terrific amount of effort on the part of our organization. Now that eight Cities Service ships have been voted, we're looking forward to some mighty favorable results for the Union.

Notice To Crews

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

Union Wreckers Are Warned

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

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

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

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

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

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

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

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

Recommends Shipboard Fines Go To A Welfare Fund Kitty

By JOE ALGINA

NEW YORK — The tempo of shipping in this port remained the same as last week—slow. We had a handful of payoffs and sign-ons, but nothing developed to change the completion of shipping from what it was last week.

We handled the Fairland and Afoundria, Waterman; the Frances, Hilton, Suzanne, Bull; the Sanford B. Dole, Metro Petroleum; the Gadsden, American-Eastern.

Quick turn-arounds were the Afoundria and Gadsden, both of which signed on and pulled out right away. The Gadsden is pulling a change of operations this trip. Instead of hauling locomotives to Turkey as she has been for months, she'll take a general cargo to Europe. She's scheduled to return to heavy lift operations after the trip.

LOGGING TO FUND

While the air is heavy with discussion on proposed welfare plans we'd like to suggest a means to build the kitty.

In the old days money derived from shipboard loggings went to the hospitals. It now goes into the company's money bag. Instead of giving wages back to the companies in the form of fines, the money could go into the general fund for the aid of Brother SIU members.

There is a lot of cabbage involved every year in loggings and there is no reason why seamen should not get the benefit of the money.

From The Sixth Deck

By EDDIE BENDER

The Educational Program of the Union is now in full swing. This article, and the others to follow, will endeavor to outline some points that might be of help to the membership. As the saying goes, "You can take it or leave it," but an alert membership keeps up to date even on the small things that may not seem too important.

For instance, we all know that members of the SIU have the right to write to Headquarters on anything that comes up: a beef, praise, suggestions, payment of dues and/or assessments, or what have you. When writing to Headquarters, besides signing the letter, it is good to include your book number, or permit number.

This will make it easier to handle the communication and will mean that an answer can go out that much sooner.

Some men have made it a habit to send cash through the mail. That is, they make it a habit until they get stung, and then they blow their tops. We can't help it if cash is lost in the mail. To guard against that, it is wise to buy a money order, or send a check, and then the letter and the money have a better chance of arriving.

FOLLOW-UP

A follow-up should be sent if Headquarters doesn't reply to a communication within about two weeks. We in Headquarters try to take care of all letters as soon as they are received, but sometimes there's a slip-up, and so a reminder is in order.

Of course, the best way to pay dues is to the Patrolman at the time of payoff. In that way, the US mail doesn't have a chance to foul up the works, and the Patrolman can write up a receipt right then and there.

But, if something interferes with this plan, then get a money order and send it to Headquarters. You'll get a receipt in the mail, only it will take a little longer.

Some questions that are asked constantly are answered in the pages of the LOG. Whenever the same query comes in from a few members, we try to reply in the LOG so that those asking the question, and others, can get the information.

Remember, feel free to have your say. This is your Union, and if you have some question that we can answer, we're glad to do it. But, don't send cash through the mail, and keep in mind that it may take us a few days to answer your letter.

Seafarers Enjoy Mardi Gras In Port Mobile

By CAL TANNER

MOBILE — Shipping in this port has been at a standstill for the past week and so all hands in Mobile had a grand time last week attending the Mardi Gras. Many people think that the Mardi Gras means New Orleans, but students of history know that Mobile had an annual Mardi Gras celebration long before the Crescent City thought of its she-bang.

Next week we hope that shipping will pick up, but this week only sixteen bookmen and three permits were able to get out. We had a total of four payoffs and four sign-ons, but all were on continuous articles.

Ships paying off were the Alcoa Clipper, on a passenger run down to the Islands; the Monarch of the Sea, Waterman, on a twenty-day run to Puerto Rico; and the Waterman scows Noonday and Iberville, both on the twenty-eight day coastwise run. All payoffs were smooth, and a few minor disputes were settled to the satisfaction of all hands.

FINAL DISPATCHES

The Mobile Branch lost two Brothers last week. Brother Marion Ackerman died last week in the Mobile Hospital from a brain hemorrhage, and Brother J. D. Denson was killed in a motorcycle accident.

Brother Denson was buried in Mobile, and Brother Ackerman's body was shipped to his home in Charleston, S. C. To the families of both these Seafarers, we extend our deepest and sincerest sympathy.

Quite a few of our Brothers are in the Mobile Hospital, all receiving their hospital benefits. They are P. M. Vandereik, F. E. Hobin, N. Bosanyi, L. Howard, J. B. Berrier, Tim Burke, Eugene Leary, William Sullivan, Isaac McCants, R. Johnson, and J. P. Buckalew.

In addition to Brothers in the hospital, there are some oldtimers on the beach. They include T. R. Stanley, G. Weldy, F. X. McGlone, T. W. Wright, J. K. Dubose, S. Wanelik, J. Moltan, A. Hollings, J. Hill, F. O. Lewis, H. J. Bishop, and Bennie Graham.

Don't Get Sick In South Africa

Eating an apple a day is supposed to keep the doctor away. Well, Brother E. E. Milanese, who sailed as an AB aboard the SS Robin Goodfellow, is no authority on that score, but he does want to be quoted that if the apple a day doesn't work, don't take sick in Port Elizabeth, South Africa.

Brother Milanese, after leaving New York on September 14; got sick in Port Elizabeth on October 22 and finally entered the Provincial Hospital, where his condition was diagnosed as appendicitis.

The operation took place on the 27th, and it shouldn't have happened to a dog. First off, the instruments were not clean and the operating room was not sterile. Then, when the blood-letting was all finished, the food was not fit to be eaten and the milk was non-existent.

Complaints made no impression on the hospital authorities, and on December 11, Milanese

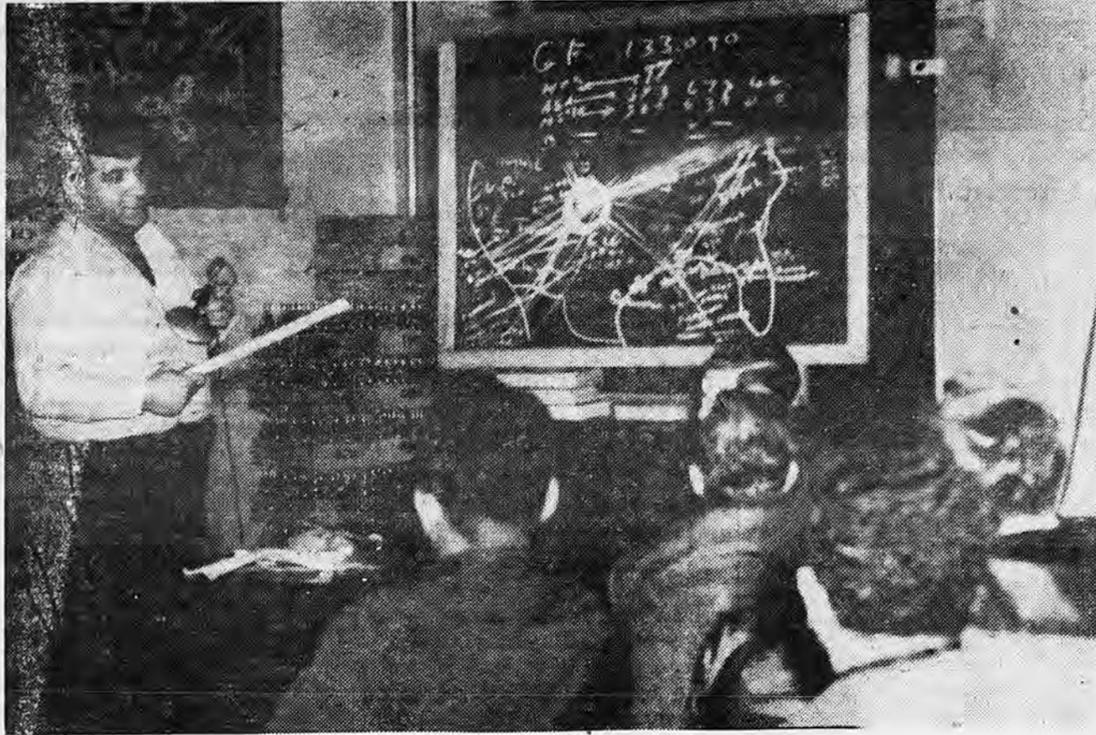
walked out. He kept on walking until he reached the Robin Line office, from which he was sent to Capetown to pick up the Robin Hood.

The Robin Hood had no authorization to take him aboard and so he had to wait for the Marine Runner, and on December 28, he boarded the vessel bound for home. It was a belated Christmas present, but nonetheless welcome.

Milanese was recently discharged from the Staten Island Marine Hospital, and right now he's sweating out a ship. He's determined to take the first scow that comes along, and he'll even ship Cities Service, because CS is no worse than the Provincial Hospital in Port Elizabeth.

What makes it worse is that the St. Joseph's Hospital in that port is excellent, but seamen are not admitted. Don't ask Brother Milanese the reason; he doesn't know but he can venture a good guess.

Weekly Educational Meetings Popular In New York Hall



Seafarers in Port of New York attending the latest in the series of education meetings get a graphic picture of their Union's structure as Steve Cardullo, who acts as chairman, uses blackboard to supplement his talk.

The membership takes an active part in the informal sessions. All hands are encouraged to express their views on topic under discussion. The meetings are held in the third deck Recreation Room.

Warning To All Seafarers: Racketeer Preys On Families

The value of keeping in touch with the home folks was proved once again by Brother Cyrus McClellan, whose family was able to save \$50.00 from the hands of a "con man" because they knew he was on the West Coast and not in New York City.

Brother McClellan's name and address appeared recently in the LOG when his family requested that he get in touch with them. He did so, from the West Coast, where he has sailed from ever since the 1946 General Strike.

Soon after that, a letter was received by McClellan's family, in Frankfort, Michigan, dated December 3, and mailed from New York City. Here is a copy of that letter:

Mrs. McClonnan: (note name spelled wrong)

Dear Friend:

Cyrus has asked me to sit down and write you a few lines for him. He is staying here with me due to the injuries suffered by him on his last ship. Both of his hands is burned badly and he will be unable to use them for some time, I should say for at least two weeks. He has a good injury case against the steamship company.

I have a three room apartment here and I have cooking facilities, which makes it handy to take care of him. My rating is Ch. Cook on the ships.

Cyrus has asked me to request of you fifty dollars, so that he can continue his treatments at the hospitals and part of this will be used for food and room-rent here.

This apartment is under my own name and Cyrus says can you send this by air-mail and special delivery mail so he can receive it soon. He says to send it to me so that I can sign for it. He says also that he wants

to come up when he is a little better.

Write right back as he is a little upset at present. I am doing the best I can.

This sweet racket was foiled only because McClellan's family knew where he was and so they did not send the money.

There are few seamen who don't know of the famous words of Andrew Furuseth, when he was threatened with jail for violation of an injunction during a strike on the West Coast in 1904. With deep convictions and high courage, Furuseth told the judge:

"You can put me in jail. But you cannot give me narrower quarters than as a seaman I have always had. You cannot give me coarser food than I have always eaten. You cannot make me lonelier than I have always been."

And then he said:

"I put the injunction in my pocket and go to jail."

On March 21, 1938, nine days after what would have been his 84th birthday, the ashes of Andrew Furuseth were scattered from the deck of the SS Schaharie on the ocean he loved and hated, and everywhere he was mourned by the seamen whose lot had become better mainly due to his untiring work.

AGITATOR

From his early days, when poverty forced him to go to sea, he fought for the rights of seamen. Aboard Norwegian, Swedish, English, French, and German ships he agitated for a change in the status of seamen. And when he came to this country in 1885, he continued his work.



The weekly education meetings in New York have been marked by capacity attendances. Above photo is partial view of Seafarers who participated in last Wednesday's session devoted to Union's structure and policy.

Furuseth Devoted Life To Freeing Seamen



In 1887, he was elected secretary of the Pacific Coast Seamen's Union, and he leaped into the struggle to free seamen from serfdom. Until the campaign of Andrew Furuseth, and organized seamen, bore fruit, seamen could not strike after signing articles.

Furuseth made it his self-as-

signed task to abolish the severe penalties for striking or quitting the ship, penalties which had been unchanged for centuries.

He fought relentlessly through the years—cordially hated by the shipowners and the reactionary legislators—and he was the victor in many battles to amend the Seamen's Act of 1872. He was

an untiring Washington lobbyist, and an outstanding authority on maritime law.

LAWS CHANGED

And so it came about that successive sessions of Congress passed laws which made the life of merchant seamen more bearable. The Maguire Act of 1895, the White Act of 1898, the LaFollette Act of 1915, all helped lift the oppressive restrictions which for so many years had made seamen's lives a virtual hell.

Andrew Furuseth was often called the "Lincoln of the seas" and when he died in Washington on January 22, 1938, at the age of 83, tributes came to him from men and women in all walks of life.

He lay in state in the Department of Labor Auditorium, and an unending line of mourners came to pay their last respects to this vaunted fighter.

Throughout his long and honorable life Andrew Furuseth had nothing but respect and reverence from the men who knew of the battle he put up to make American seamen free. He started life among the lowliest, but his name will live for many generations.

Nobody ever attributed a selfish motive to any of his actions: not even his bitterest enemies stooped that low.



SHIPS' MINUTES AND NEWS

Steel Admiral Hits Mine, Narrowly Avoids Collision

Blasted off course in the heavily traveled Saigon River when the vessel struck a floating mine, the Isthmian ship Steel Admiral narrowly avoided colliding with a passing ship and running aground in the narrow stream, the LOG learned this week in a letter from Admiral crewmember Norman Magill.

The vessel escaped any damage but the crew was thoroughly shaken up by the experience.

In his letter, written February 23, the day of the accident, Magill related that the ship was proceeding up the river to Saigon as part of a steady procession of ships when the blast occurred.

NEAR MISS

When struck, the ship swung sharply from its course into the path of oncoming vessels. Out of control momentarily the ship lurched toward the river's bank. Quick thinking by the ship's Skipper pulled the vessel around and out of danger.

Back on course the engines were cut and soundings taken. When it was found that the ship was still watertight the run to Saigon was completed. Divers who inspected the hull in Sai-

gon gave the ship a clean bill of health.

Perplexing to Magill is how the mine managed to remain undetected so long. The harbor, he explained, is constantly filled with ships, and the river a steady highway of traffic. The mine's presence, he stated, was as unexpected as the appearance of a battleship in Times Square.

Magill, in commenting on the mine's blast, noted that the Admiral's accident might serve to remind critics of the mine area bonus that wartime navigational dangers still exist.

The Admiral, which left New York on December 28 and stopped at Manila before touching Saigon, will arrive in New York on April 15.

Chemist Pantryman



"Snatchez," as he was termed by the crew, breaks out with a smile for the camera. Shot was taken while the Steel Chemist was passing French Morocco enroute to Jeddah.

Togs Scorched, Rates High: Crew Raps Coast Laundries

Hot under the collar of his scorched shirt, Malcolm Cross, Ship's Delegate of the St. Augustine Victory, expressed the sentiments of his fellow crewmen to the LOG this week when he roundly condemned laundries in West Coast ports from Wilmington to Seattle for high prices and sloppy workmanship.

In addition to putting the blast on the suds foundries Cross offered a plan for bettering the unhappy state of laundry affairs.

According to Cross, a good share of the clothing belonging to crewmembers of the Isthmian intercoastal ship was lost or ruined in laundries during the vessel's travels along the West Coast. Specific ports where the crew suffered at the hands of the laundries are Wilmington, San Francisco, Raymond, Aberdeen and Seattle.

Clothing returned to the crew by laundries in these ports was unfit to be worn, Cross stated. The clothing was half clean and the shirts burned. The price for shirt mayhem was 42 cents apiece.

In San Francisco the laundry of one man was never returned. Dry cleaning, Cross related, was just as bad. "The garments must have been dunked in sheep dip and pressed with a steam roller," he said.

HELPING HAND

A helping hand was offered the crew in its difficulties by Captain Malcolm, the ship's skipper. Described by the crew as a "good egg," he steered them clear of a couple of laundries known to him as pitfalls. They weren't so fortunate in ports where the Skipper wasn't up on the local laundry situation, however.

To spare themselves and other crews further beatings at the hands of the shirt shredding industry, the St. Augustine Victory

crewmembers, Cross related, suggest that laundries which do high quality work be given letters from the crew attesting to their workmanship. If the SIU has a Hall in the vicinity the Agent can be notified of the names of laundries patronized and whether or not they can be recommended to future crews.

As a further check on the laundries, Cross urged that company agents in the West Coast ports maintain a list of approved laundries.

As a precaution against having laundry stolen by phony laundrymen Cross suggested that crews demand the credentials of men coming aboard.

Now heading out to the West Coast on the return trip, Cross says the crew is holding tightly to their remaining duds. One more experience like the last trip and they'll have to return to New York in loin cloths.

Money Making Scheme Is Nipped

A neat scheme by a money-wise agent in Le Havre to milk a fast buck from company crews in the exchange of currency has been nipped by the men of the SS Claiborne. The crew warns, however, that crews of Waterman ships touching the port should be on the alert for a recurrence of the slippery finger work.

The Claiborne men, in a recent

trip to the French port found the agent issuing 264 francs to the dollar. A check with the bank and the American Express Company uncovered the information that the true rate of exchange at that time was 305 to the buck.

When confronted with a memo from the Express Company, which listed the correct exchange rate, the agent backwatered and gave in.

The Claiborne men, noting that hundreds of seamen have probably been bilked in the past, urge men of Waterman ships to check with the American Express before changing their dollars. Of course, Waterman SS Company itself is not involved in any way.

conducted in the Architect's saloon messroom on Tuesday morning, Feb. 1. A priest of the Catholic Church officiated.

Seafarers aboard the Architect, Melton said, were deeply grieved by the loss of their "shipmate and friend, who lived by the sea and died by the sea. To him, on his last voyage home—smooth sailing!"

Brother O'Connor had been sailing SIU since 1947. He is survived by his wife, Sara, with whom he lived at 56 Glenwood Ave., Jersey City.

— Final Dispatch —

Seafarer Leo C. O'Connor, Messman aboard the SS Steel Architect, was drowned in Calcutta, India, as he was returning to the ship from shoreside religious services Sunday evening, Jan. 30. Brother O'Connor was 56 years old. Efforts to recover his body failed.

Word of the tragedy was received by the LOG this week from J. E. Melton, Ship's Delegate on the Isthmian vessel.

According to Melton, O'Connor was on his way back to the Architect with one of the deck officers, with whom he had attended church services ashore. The ship was lying out at the moorings in the Hooghly River. As O'Connor and the deck officer were about to board a dinghy, which was to take them to the ship, O'Connor fell into the water and went under immediately.

CALL FOR AID

A call for help was sent to the ship and all hands aboard went ashore with lights, line and grapple. Despite prolonged and intense efforts, the searching party was unable to locate O'Connor's body.

Officers and crewmembers paid their last respects to their lost shipmate at memorial services

Log Subscribers

Readers notifying the SEAFARERS LOG of a change in mailing address are requested to include their old address along with the new.

In addition to making easier the switch-over it will also guarantee uninterrupted mailing service.

All notifications of change of address should be addressed to the Editor, SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

RONDE GRANDE'S PUMPMAN AND STEWARD



Described by Charles Oppenheimer, who submitted the pictures, as two Union stalwarts, Eddie Narovisch, Chief Pumpman, and Abe Goldschmidt, Steward, gather some sunshine while enroute to Galveston.

The Voice Of The Sea

By SALTY DICK

Here I am beachcombing in New Orleans. Well, at last I have joined the boys on the shore, so a few words on doings in the Crescent City.

Fred Schroder had planned to quit this trip, but his horse made it impossible. Rags Maillho has quit the sea to stay home with his better half. His dad, A. Maillho, a former boxer in the Navy, is still sailing and loves it.

Duke Hall was seen entering the Center theatre. I think he had a box of popcorn under his arm. I read a couple of articles about the SS Arizpa. She's an old rustbucket, but a good ship. A pair of eyes constantly on the blackboard belong to Ralph Subat. He's after a BR position.

A couple of boys blowing their tops cause the South American alligator purses they bought are falling apart. I was told that coffee served in plastic cups doesn't taste like the coffee served in chinaware. Edgar McKinnon is now wearing a brown suit, courtesy of Uncle Sam. He was messman on the Cuba Victory when she went aground in Belen, Brazil.

Eddie Bokowski just walked in. He's spending some time here before he hits the saltwater. He likes the rice and bean run. I wonder what the attraction is there. The cigarette man just walked in the Hall and is putting butts in the machine. By his contented look I presume he found no slugs. The weather is chilly outside, so all the boys are on the third deck reading, playing cards or throwing the bull. This is the best part of the Hall.

Digested Minutes Of SIU Ship Meetings

CHRYSANTHYSTAR, Jan. 23—Alan Macdonald, Chairman; B. Thompson, Secretary. Delegates reported repairs needed. New Business: Motion carried that a report be made on the men who quit or were fired in New Orleans recently. Motion carried that correct sailing time be posted on the board. Good and Welfare: Suggestion made that crew cooperate in keeping laundry clean.

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SEATRAN TEXAS, Jan. 23—H. O. Tennant, Chairman; W. E. Pepper, Secretary. Delegates reported number of books in their departments. New Business: Motion by McInis that Patrolman square away Mate. Motion by Kelly that any member of the crew talking to the Mate must do so in the presence of a delegate. Motion by Morris to change all delegates once a month at payoff. John W. Altstatt elected ship's delegate. Ship's delegate instructed to obtain new set of library books in New York. Plunkett asked status of two day subsistence due for lack of hot water. Ship's delegate to find out when pay begins for men who sign on one day and begin work the following day.



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QUEENS VICTORY, Nov. 17—Wilford Roux, Chairman; Joe Wright, Secretary. Delegates reported no beefs. E. R. Hulet elected ship's delegate. Good and Welfare: Members of engine department complained of odors in sink. Suggestions made for maintaining laundry room. Discussion on Second Cook who missed the ship in Newport News. Replacement to be obtained in Honolulu. One minute of silence in memory of lost Brothers.

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MORNING LIGHT, Jan. 24—A. W. Gowder, Chairman; James Beddingfield, Secretary. Delegates reported number of books and permits in their departments. No beefs. Good and Welfare: Walker suggested that a better percolator be purchased for ship. Vote of thanks given the Stewards for their fine work. Repair lists turned over to Chief Engineer. One minute of silence for departed Brothers.



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WANDA, Jan. 23—J. Hayden, Chairman; F. Johnson, Secretary. Deck delegate reported disputed overtime on Steward's supplies. Other departments reported as being okay. New Business: Discussion held on transportation rule. Motion carried to draw up a letter stating crew's position on matter. Good and Welfare: Discussion on repair list. Suggestion made that men keep their feet off messhall chairs.

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ROBIN GOODFELLOW, Jan. 14—H. Cook, Chairman; M. V. Longfellow, Secretary. Ship's delegate reported all repairs have been taken care of except those to the dumb waiter. Stewards department delegate reported



that officers quarterdeck needed painting as did that of the deck department. New Business: Motion by Jicuro that a writing desk be placed in each foc'sle. Education: Literature made available to crew so as to familiarize them with Union's activities. General discussion on Union activities, strikes and organizing work. Good and Welfare: Suggestion made that a rack be constructed to hold dirty linen. Rack to be placed in passageway below main deck.

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ROBIN SHERWOOD, Jan. 2—O. C. Bourne, Chairman; Fred T. Miller, Secretary. Delegates reported all clear in their departments. New Business: Motion carried that permit members have right to vote at shipboard meetings except on important issues. Education: Brother Formisano gave a talk on the Union's policy regarding performers. Good and Welfare: Ship's delegate was asked to contact the Chief Mate about being more prompt in notifying the stewards department of late meals.

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STEEL APPRENTICE, Jan. 9—Richard Scruggs, Chairman; B. M. Payne, Secretary. Delegates reported everything satisfactory in their departments. New Business: Ship's delegate to see Mate about having deck passageways painted. Arrangement to be made to have a water line put on deck for stevedores.



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AFOUNDRIA, Jan. 2—Cy Kean, Chairman; Sam Carlisle, Secretary. Delegates reported all books and permits in order. Sam Carlisle elected ship's delegate by acclamation. Motion by Keene that all repairs from last trip be attended to before crew re-signs articles. Motion by Lenord that ship's delegate see Captain about hot water in galley. Good and Welfare: Steward agreed to put out fruit with night lunch. Ship's delegate instructed to write Headquarters a letter concerning overtime beef so as to insure a speedy payoff. One minute of silence observed for departed Brothers.

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FELTORE, Jan. 19—D. DiMaio, Chairman; R. Cory, Secretary. Delegates reported small bit of disputed overtime, all books and permits in order. New Business: Bosun requested to be shifted to DM as he could not handle ship's gear. Voted that D. DiMaio assume his job. Voted that all hands be sober when ship leaves Baltimore. Suggestion made that new library be obtained before ship leaves U.S. One minute of silence observed for departed Brothers.

ALCOA ROAMER, Jan. 2—Joseph S. Barron, Chairman; J. Melvyn Lundy, Secretary. Delegates reported number of books and permits in their departments. New Business: Motion by Roy Langford that a vote of thanks be given the stewards department for a well-prepared, well-served New Year's Day dinner. Joseph S. Barron elected ship's delegate by acclamation. Motion by Nils Ohlsson that crew stand by until repairs and replacements have been taken care of. Suggestion that delegates get together to decide if deck department can or cannot do inside painting. Meeting adjourned following one minute of silence for departed Brothers.

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FRANCES, Jan. 16—Mark Moore, Chairman; Fred Muchelot, Secretary. Ship's delegate reported that he was getting no satisfaction in request for engine departments repairs. Other delegates reported their departments in order. New Business: Motion carried to have repair list made up and given to Patrolman. Motion carried to have Dishwasher ship in any department except the stewards.



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ELIZABETH, Jan. 16—John F. Murphy, Chairman; Robert F. Stewart, Secretary. Delegates gave general reports of good and welfare of their departments. New Business: Motion by Evans to serve the milk obtained in Holland around the clock to avoid spoilage. Motion to bring to Patrolman's attention inadequacy of cigarette ration. Good and Welfare: Dodds suggested that all men return cups to sink after use. Ruiz asked crewmembers to avoid unnecessary noise in the passageways while men are sleeping.

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MORGANTOWN VICTORY, Jan. 10—Ray Arnold, Chairman; D. Calligan, Secretary. Delegates reported minor beefs. Good and Welfare: Repair list made up and approved. James McMenemy, Baker, given vote of confidence. Messrooms and passageways reported in need of soogeeing but vetoes by Captain because of lack of water. All members urged to be sober at payoff.



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MARINE RUNNER, Jan. 9—Leon Foskie, Chairman; E. A. Yancey, Secretary. Delegates reported no disputes in their departments. New Business: Motion carried to ask company officials whether or not ships are to maintain sea watches along the African coast. Headquarters also to be queried on this. Motion carried to have repair list made up and turned over to ship's delegate. Stewards department given round of applause for wonderful food served during trip. Short course on the proper way to make coffee in electric percolator given to crew. One minute of silence observed for departed Brothers.

Seafarer Sam says: ALL OVER THE WORLD!

WE ARE DOING OUR DARNEDEST TO GET THE LOG INTO THE HANDS OF THE MEMBERSHIP ALL OVER THE WORLD. SEND US THE NAMES AND ADDRESSES OF CLUBS, BARS, HOTELS, ETC., WHICH SEAFARERS PATRONIZE - ESPECIALLY IN FOREIGN PORTS - AND WE'LL PUT THEM ON OUR MAILING LIST.

CUT and RUN

By HANK

Brother Bob High gave us a double-barreled surprise last week. He has cultivated something resembling a mustache. Furthermore he says he hates homesteading on any ship. Brother Jack White has decided to attend another semester at the University of New Mexico before shipping out... "Blackie" Jim Connors sailed last week aboard the Twin Falls Victory for the West Coast... O. Blues and Robert Harless watched their shipmate Samuel Beattie sailing out of the Hall with his gear for coastwise ports and then the West Coast... We're informed that Brother Frank Mandler is voyaging at present aboard the Kenyon Victory... Jimmy Crescitelli, the cook, is down in Philadelphia with his mustache... Brother Herman Webber says he'll be drydocked for another month in the Marine hospital in Cleveland, Ohio. Smooth recovery, Brother Webber.

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Several weeks ago Brother Vincent Keller was in town. He must have shipped... Last week Brother Eugene "Schnozz" McCormack, the Cook, sailed into town... Oldtimer H. R. Peters writes in recommending sending some LOGS to a decent rooming house down in Mobile which treats seamen okay... A vote of thanks goes to Brother Pete Serrano aboard the SS Suzanne. Every time Pete comes in he brings back to the ship bundles of the recent LOG for the San Juan Hall... Seafarers In Town: Joe Offsianik, who is waiting for some mail; George Fiance; Kenneth Monak; Jess Garcia; Archie King; Steward Sylvester Zygarowski; Charlie Scofield; James Rowan; Chester Chesna; Bill Doran, and James Sheldon with his mustache.

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Answer Department: Vern Smith of Ohio: You're securely on the LOG mailing list... Michael Alexander of Colorado: Write the Editor as to which issues of the LOG you missed. You'll get them... Henry Kramer: It's quite true that every issue of the LOG is important to every Brother. Some Brothers hitting an SIU port for a few days get ashore to pick up different issues of the LOG to bring back to the ship and read them. In this way they don't miss any important SIU news. That's good unionism, Brothers... The weekly LOG will be sailing free of cost to the homes of the following Brothers: Benjamin Price of Pennsylvania, E. Gallaspy of Alabama, Thomas Duncan of New York, Robert Pendergast of New York, Estell Godfrey of New York, John Abrahamson of Pennsylvania, Nicholas Tatar of Pennsylvania, John Picou of Louisiana, Edward Atkins of Florida, Eugene O'Brien of New Jersey, Michael Piskun of New Jersey.

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In your reading of the daily newspapers some of you Brothers may have read or heard about the "wildcat" pyramid clubs which have swept the nation. Last week we had a humorous time convincing one active pyramid-complexed Brother that we didn't want to invest a buck (which really isn't a buck nowadays, anyway) to make a big wad of dough. Furthermore, we had neither the time nor ability to pyramid. Just call me sphinx... Flash! Steward Thomas "Pop" Foster just sailed into town after making a home on the locomotive-carrying ferryboat, Gadsden, which has been running to Turkey.

THE MEMBERSHIP SPEAKS



Pool Of Former SIU Members Urged As Nat'l Defense Aid

To the Editor:

Since the war clouds of trouble seem to overshadow all other thinking these days, we former members of the merchant marine and the SIU wonder how well-prepared our merchant fleet is for any future trouble. We hear every day of more and more Victory and Liberty ships being laid up because of intense foreign competition and lack of government aid.

Military men agree that any global war without a good merchant fleet would be impossible, but their apathy is nothing short of stupid. High and dry SIU men like me wonder if the SIU cannot do something to fill the gap. When World War II came

along there weren't enough active seamen to man the bath tubs called ships that were turned out by the shipyards.

To bridge the gap the Government dreamed up a half-baked program known as the Maritime Training Service. More than a few of us got sucked through Sheepshead Bay in record time, and told we were sailors. Most of us wouldn't have known a monkey bridge from a boom if it fell on us, and sometimes it did. We wasted time and money to learn the hard way. Some Bosuns are probably still in straight jackets.

If the SIU has a line on ex-SIU men and retired bookmen for emergency call it might mean saving a lot at the cost of very little, and would put trained union men on the ships. Ken Rhodes, ex-SIU Oiler, and I are very interested in something along this line.

John Skavlem
Plymouth, Wis.

SS MAE'S ENGINEER BURIED AT SEA



Crewmembers of the Bull Line ship attend funeral services on Feb. 19 for Chief Engineer Ralph Carter, popular officer, who died suddenly when vessel was one day out of Galveston. In accordance with his wife's wishes, Carter was buried at sea. A "happy-go-lucky Chief," Carter was well-liked and respected by the entire Mae crew. He had a considerable number of friends in the SIU.

Knowing SIU Men Is A Privilege, Says Sir Charles

To the Editor:

Lots of Brother Seafarers are smarter and better educated than I ever hope to be. I never was a hit in the parade or in a show, take it from me.

I never looked like Dapper Dan or even a blessing in disguise. You could always tell me apart from everyone, for I was always just off key.

Many Brothers are wealthier by far in spirit, mind and looks. They have different kinds of fun, frolic and fancies. Some dress like fashion plates, but not I. With my body and face, which are evident to see, I tried to make myself over a little in every style and way, but all I got back was where I started from.

I do admire the dispositions of others and respect all points of view. A mighty fine bunch you'll find, believe me, in the SIU. They are clean and honest all the way down the line. No one is luckier than I am, for I have the privilege of knowing you, my Brothers in the SIU.

Sir Charles

Smiling Seafarer



Life aboard the Fort Bridger appears to agree with Frank Mouton, AB, who posed for this photo at sea. Ship is now in the twelfth month of its 18-month articles.

CALL HIM PRIVATE, BUT HE WANTS MAIL

To the Editor:

I've been here at Fort Knox, Kentucky, for about 15 days now and so far I have had about ten former seamen drop in and make a call. Whenever a new bunch come in, the former seamen make the rounds looking for old shipmates.

You probably know why I'm writing. I'm getting lonesome as hell and I would like to read the SEAFARERS LOG. I would appreciate it very much if you would have the paper forwarded to me.

WRITE TO HIM

If any of my old friends and Brothers happen to read this, I would like them to drop me a line, addressing me as:

Rct. James E. Miller, U.S. 52034558, Battery "C", 57th AAA AW Bn., Div. Artillery, 3rd Armored Division, Fort Knox, Kentucky.

I will appreciate publication of this letter in the LOG. I held Pacific District Book No. 260 before my retirement.

James E. Miller
Fort Knox, Ky.

Broadcast Of SIU Stand On Hoffman Plan Had 'Dynamic Effect,' Listener Asserts

To the Editor:

I have just finished listening to the radio program, "Labor Front," on which Brothers Al Bernstein and Bill Henderson participated to give the Seafarers' stand on the Bland-Magnuson Bill. As a Union man and a Seafarer, I wish to comment on the program.

Brothers Bernstein and Henderson had a dynamic effect on the average non-seafaring listener. I was listening to the broadcast with several friends of mine whose knowledge of the merchant marine is limited to the arrival and departure of the Queen Mary.

They were very surprised to learn of the many industries that would be affected by the dry-docking of more ships, which is what ECA Administrator Hoffman's plan to cut off American ships from Marshall Plan bulk cargo participation would accomplish. And if the Bland-Magnuson Bill is not passed without amendment, that's exactly what would happen, as the Brothers pointed out over the air.

Another important point stressed by the two Seafarers was the fact that the American flag is already disappearing from the high seas. This hits all Americans who feel that we have the greatest country in the world and that we rate first in all industries, even though we might stretch a point here and there.

As far as our merchant marine is concerned there is no reason under the sun why we shouldn't be master of the seas. Brother Henderson's statistics revealed a startling fact to the American public: "That the number of ships in the boneyard exceeds the number in the active fleet."

The normal reaction is to ask

why. Brother Bernstein ably supplied the answer. He said the main cause for the boneyard majority was due to the practice of transferring American ships to Panamanian registry to avert taxes, higher wages, unionism, government steamboat inspections, and so on.

I believe that the broadcast the other night was one of the most effective mediums we've ever had access to in getting our viewpoint to the American public, who, when aroused and enlightened of the sabotaging of their fleet, will be the deciding factor in seeing that the Bland-Magnuson Bill is passed without amendment.

I believe public sentiment is wholeheartedly with the Seafarers on this crucial issue. At this

SAM FOSS INJURED IN BUS CRACK-UP

To the Editor:

Well, I guess I am getting along about as well as could be expected here in the Seattle Marine Hospital. But it does seem tough after all the years of ducking torpedoes and everything else at sea to wind a victim of a shoreside accident.

I got into a nice new bus and it ran into a roadbank and broke my back. I stayed in the hospital at Portland from December 10 to January 6, but I never did see any dead chickens or live sailors. So I must say it was an unfavorable place for sailors and a healthy place for chickens.

I don't yet know how this place in Seattle is as I have only been here since yesterday. I arrived after a long ride in an ambulance.

Sam Foss
Seattle Marine Hosp.

point, I believe we should give Brothers Bernstein and Henderson a vote of thanks for a job well done.

J. M. Carroll

(Ed. Note: The radio program of which Brother Carroll speaks is called "Labor Front" and is heard weekly over WEVD in New York. Brothers Henderson's and Bernstein's participation on last Tuesday evening's session marked the second time in the past few months that SIU representatives have aired the Union's viewpoints on the labor program.)

TEA TIME IN THE MIDDLE EAST



From the album of Charles Oppenheimer comes this photo of Seafarer Frederick Kopf and some Saudi Arabian acquaintances as they exchanged yarns and quenched thirsts at an outdoor cafe in Jeddah. Kopf was a crewmember of the Steel Chemist at the time.

MANILA MERRYMAKERS



According to reports, the boys of the SS James Swan, South Atlantic, had a good time in the Philippines. At left, W. L. Pinkham, Chief Cook, relaxes in the sack while Lloyd Warden, Night Cook, makes faces at the camera. The picture was sent in by Clyde (Hardrock) Garner, the Chief Steward.

Ponce Crewmen Come To Aid Of Destitute Refugee Ship

To the Editor:

Greetings from the SS Ponce, the flagship of the Isle of Enchantment—Puerto Rico.

To the uninformed (of which I was one before I signed on in New York), the Ponce is a West Coast lumber carrier built in 1946 and now owned and operated by the Ponce Cement Corporation. She loads in Ponce, P. R., and discharges in Caribbean and South American ports.

At present, the Ponce has a contract to haul cement to La Guaira, Venezuela. La Guaira is at present on the "outhouse list" of all seamen. For a little fun and frolicking, all they want down there is your right arm—up to the shoulder. We do, however, get in to good old New Orleans now and then where a good time is had by all.

While here in La Guaira, the officers and crew had occasion to assist a party of refugees escaping from the long arm of France. As Venezuela is on speaking terms with France, these people were refused admittance and ordered to depart from the country. Out of food, broke and with their only possession a small sail boat, they appealed to the Ponce.

In good SIU fashion, the Ponce came through. We then received the following letter:

"To the crew and the Captain of the ship Ponce:

"The complete crew of the sailing ship Dragon of the Canary Islands of Spain, for your unselfish and spontaneous generosity in giving us food and in aiding us to continue our flight to freedom, express our heartfelt thanks. Furthermore, we will live eternally in your debt and will remember you in our hearts as long as we live.

"No matter where you are in this world our deepest sentiments will accompany you and all the men who sail under the great and glorious flag of the American people.—The Dragon."

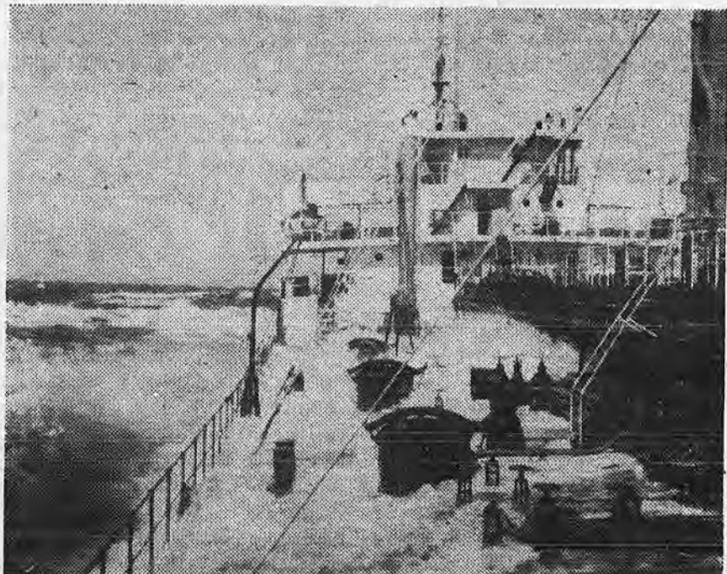
In general, the Ponce is a good SIU ship, run in SIU style with beefs and gripes usually ironed out before the end of the voyage.

In addition to giving employment to our working Brothers, it also ships our beachcombing colleagues now and then, enabling them to continue to live the life they love.

Berthed just ahead of us is the Sea Trader, another SIU vessel used as a cruise ship by former vaudeville and burlesque stars turned seamen. As their usual noonday show is about to start, I think I'll close and run over so as not to miss the first act.

George Switzer
Ch. Electrician

NO CHARGE FOR THIS WASH-DOWN



Seafarer Al Gordon took this shot of the Fort Bridger's deck during a storm in the Mediterranean recently.

Seamen Are Worldly Realists, Says Member; Takes Issue With Wunderlich Philosophy

To the Editor:

In the Feb. 18 issue of the SEAFARERS LOG, Brother John Wunderlich, Jr. has undertaken the task of portraying the composite American seaman. To the non-seafaring subscribers and readers, the lofty essay conveys the impression that the seaman is essentially an esthete with a penchant for culture and beauty and has a sublime secret locked in his heart.

This is not to be construed as a diatribe but merely a rebuttal to the comments Wunderlich has proffered to the query: "What is a seaman?"

Brother Wunderlich begins his article quite candidly and commendably and then, dipping his pen deep into the well, throws all restraint and personal observations into the far recesses of his foci'sle. He embarks on a flight into fantasy and rhetoric. The air is blue with clashing metaphors, and the original intent of the chef d'oeuvre has been transcended by a dissertation on astronomy and awe-inspiring horizons.

SOUND OBJECTIVE

Leave us come down to earth and properly analyze the subject in question, i. e., the average seaman unfettered by the influence of Greenwich Village and having as chief purpose decent wages and conditions.

Let us frankly begin by admitting that the wages are somewhat attractive. For this admission we must suffer a mercenary

taint, but our astute officials and negotiating committees will readily attest that we are genuinely deserving of the wages which are separated from the parsimonious operators.

A seaman does not fall into any conventional patterns because of the decidedly bohemian existence which he leads. We have seen how painfully slow was the rehabilitation of young veterans who were snatched from their mother's breasts to participate in the recent renewal of World War I. In the current year, the seaman's tasks and trials are much the same as they were during that "spot of trouble," without the attendant hazards.

We offer no excuses for frequenting "watering places," nor do we seek to conceal our aggressive nature. An appraisal of the daily journals for the conduct of our "leading citizens," or the hopeless shambles which is the world at large will amply serve as extenuation for our effervescent behavior.

THEY LIVE FULLY

It has been said that some people are afraid to die. We seamen carry the standard for those who are not afraid to live. Such words are banal, trite, platitudinal, humdrum and bore-some and are foreign to our mode of living.

The world is our oyster and we have unabashedly cultivated pearls of wisdom, tolerance, and patience, which would be singularly ineffective were we clerking in a department store or

copied with a dreary and monstrous assembly line.

A seaman has no wish to be romanticized or hoisted atop a pedestal. He is an essential cog in an essential industry, and desires to be treated humanely as befits a human being. To ascribe his resurgent militancy to avarice is to deny one's father or brother an equitable wage.

In closing, a respectful nod to Bosun Wunderlich. To fellow members who recognize themselves in my analysis, a large "hello", with no reservations. Smooth sailing, with resplendent sunsets, soul-soaring horizons and what all.

(Name withheld on request)

Carey, Rotterdam Barkeeper, Dies; Friend Of Union

To the Editor:

Lest we forget.

Away back in 1947 an SIU Brother requested that a bundle of SEAFARERS LOGs be forwarded weekly to Carey, proprietor of the Pacific Bar in Rotterdam's Chinatown.

Carey, who had been a Seafarer himself, had the LOG available always, both for SIU men and unorganized seamen, the latter to learn of the conditions gained through membership in a powerful union.

Now, however, I regret to inform Seafarers that Carey, after a long illness, died on January 31. Carey, who was 42-years-old, was buried February 3 in Rotterdam. He is survived by his wife, known to Seafarers as Aunt Truus, a regular visitor to the hospitalized seamen in Rotterdam.

She has asked me to thank all the Seafarers who have sent her telegrams and letters of condolence. She'll carry on and manage the bar, and the LOG will continue to be available at the Pacific Bar, Sumatraweg 23, Chinatown, Rotterdam.

L. Pleysier
Rotterdam

FORMER MEMBER, TURNED JOCKEY, WISHES SIU BEST

To the Editor:

I'm sorry to admit it, but this is the first time I have written to the LOG. At present I'm loafing in the restful dead town of Toronto. I'm going to give up the sea for a while and try to become a jockey.

But I sure miss all the gang, as I find the only person who understands a seaman is a seaman himself. I will write a poem for you later, which I hope you will like.

It's somewhat belated; however, to all my Brothers and true friends I wish the happiest and best of a New Year. Wherever you are, at home, out on a storm-swept sea or cussing the sweltering heat of India, I wish I were with you. Have a good time and don't have too big a hangover!

To all the organizers I say, keep up the good work! Someday, through your efforts, all seamen will have a SIU standard of living.

Wilfred Bested
Toronto, Ontario



Sad Reflections

By FRANK BOYNE

She bellowed like a stricken bull
As two torpedoes rent her hull,
A blazing flash from stem to stern,
The very ocean seemed to burn.
A Liberty passing in her lee
Silently clove the burning sea.
Then came the depth bomb's muffled roar—
Man's hated symphony of war—
The tanker's awful silhouette,
In my mind's eye I see her yet:
Soon to sink beneath the ocean's swell
She wavered there on the brink of hell.
I dread to think of her hapless crew,
Trapped like rats in that molten brew,
Sacrificed to the Great God Mars—
Mythical scapegoat of man-made wars—
Entombed within a hull of steel
Or drowned in a sea of blazing oil,
As around about her upturned keel
The turbid waters seemed to boil.
They sailed and died to keep us free,
Giving their all to liberty.
There action did not cease at night,
And setting sun brought no respite;
There a light at night brought certain doom
And a watery grave in that stygian gloom.
When they come to total the cost,
Add to the list a peace that was lost.
Will boneyards filled with ships neglected
Be their only monument erected?

Don't Confuse Burial Benefit With Life Insurance Policy

There seems to be a considerable amount of misunderstanding over the intent and purpose of the Union burial benefits.

Whenever a member dies, the Special Services Department often receives a number of letters from numerous parties requesting payment of "the insurance."

Although it wishes it were in a position to do so, the Union does not insure the lives of its members, and there is no payment of any kind made by members to the Union for life insurance.

Naturally, then, there is no such thing as "the insurance" proceeds sought by many survivors of deceased members.

What the Union does pay, under certain circumstances in the event of death, is a burial benefit. The burial benefit was designed to help the families of deceased members to pay the funeral costs. There is a special fund for this purpose, known as the Hospital and Burial Benefit Fund.

SELF-SUSTAINING

In addition to the burial benefits, this fund provides the weekly benefits paid the Union members who are hospitalized. The fund was built up through assessments, but today no payments are made by the membership for this purpose. It is a self-sustaining fund.

As is set forth in the Union Constitution, burial benefits are payable to a relative of a deceased member. Upon receipt of a death certificate and a bill covering the funeral expenses, the Union pays up to \$150 of the costs.

Documentary proof is required by the Union, because there have been many attempts by survivors to abuse the purpose for which the burial benefits are intended.

A number of instances are on record of families who were notified of a member's death but refused to accept responsibility for funeral arrangements, with the result that the deceased were buried in potter's fields.

Later, members of these families have come to the Union seeking to collect the \$150 burial benefit. Obviously, in cases like these, the Union does not make payment since the claims are invalid.

UNION-PROVIDED BURIALS

However, the Union is interested in seeing that deceased members are given a decent, dignified burial. If a family feels that it is unable to assume the responsibility of providing for a funeral, the Union will furnish a burial for a deceased

Chief Stewards

If your requisition is cut, or if the food is not up to par, notify all three Delegates at once so that the ship will not sail until the matter has been straightened out.

It is the responsibility of the Steward to check the stores before the ship sails, and any complaints made far at sea won't do the crew any good if they have to eat short rations or poor food.

member that is dignified and decent by every standard.

The payments made, therefore, upon the death of a member are restricted to up to \$150 of the actual funeral costs. Again, this is not a form of life insurance. For the Union to insure the lives of its members would involve costs that are prohibitive.

It should be pointed out, however, that at this very moment the Union is looking toward the future with a view to broadening the scope of its membership's security.

Headquarters is conducting a survey of health and welfare plans, embracing pensions and various forms of life insurance.

When the investigation is completed, the results will be correlated and a plan suited to the needs of the membership will be drawn up.

This plan will then be presented to the operators as a major demand at the next reopening of contract negotiations.

Having His Say



Seafarer Frank Bock grips the "mike" as he makes his speaking debut at a recent education meeting in the Port of New York.

T-H Repealer Goes To Senate; Crippling Amendments Expected

Labor's fight to repeal the Taft-Hartley "slave-labor" law surmounted one important obstacle last week when the repealer was approved without change by the Senate Labor Committee.

However, a veritable bombardment of amendments are due to be fired when the bill reaches the Senate floor, since Senator Taft has served notice he will try to re-incorporate portions of his original bill, and Senators Ives and Morse are also planning to push major amendments.

The House Labor subcommittee also commenced hearings on the so called "Truman" labor bill this week and the first three witnesses, all members of the House, told of the damage caused by the T-H law.

Said Rep. Blatnik:

"I will speak frankly and to the point. I want the Taft-Hartley law repealed in the shortest possible time. It is a vicious and un-American meas-

ure which was written by labor-hating corporation attorneys in the pay of the National Association of Manufacturers. It was adopted by the equally reactionary and now repudiated 80th Congress during a period of passion and 'lynch-labor' hysteria. Its one and only purpose was to shackle and eventually destroy the American labor movement."

STAR WITNESSES

Other star witnesses were Rep. Ray Madden, who was a minority member of the committee last session when it passed the T-H law, and Rep. Peter W. Rodino, who succeeded to Rep. Hartley's seat in the House. Rodino told the committee members that Hartley did not run to succeed himself because he knew he could not be elected after co-authoring the infamous law.

One witness, Rep. McConnell, the ranking Republican member of the committee, threw a bombshell into the hearings when he admitted that the Taft-Hartley law "had gone too far."

Another astounding statement was voiced by Jack G. Scott, general counsel of the National Association of Bus Operators, who urged retention of the law. At one point he said he thought there had been less labor strife during the period of the T-H law than before, but admitted under questioning that his knowledge came solely from what the employers had told him.

Industry witnesses are to be heard by the House group and following, important union representatives will give testimony.

Maritime Round-Up

The House Committee on Merchant Marine and Fisheries will soon begin a large scale investigation of tolls charged for transiting the Panama Canal. In addition to investigating the transit of the Canal by commercial, governmental and military vessels of the U.S. and foreign countries, the Committee will look into activities of the U.S. military in the Zone, the Zone's civil government, and the business operations conducted under the supervision of the Governor General of the Panama Canal.

Waterman has protested the Maritime Commission policy of permitting subsidized steamship lines to enter routes in competition with unsubsidized lines without the written consent of the commission. The company specifically pointed to the entry of the American President Lines into the Atlantic Coast-Far East trade in competition with two subsidized and two unsubsidized lines.

President Truman has signed into law a bill extending the powers of the Maritime Commission to sell, charter and operate vessels.

Ships on charter in the Alaska service will be held in Lake Washington, near Seattle, during the off season at no cost to the steamship company. The special arrangement made between the Maritime Commission and the Alaska Steamship Company also provides for company exemption from certain costs incident to dry docking and surveying.

Eastboard service of the Arrow Line, Waterman's West Coast subsidiary, is to include stops at Puerto Rico beginning March 18 with the sailing of the SS Rider Victory, from San Francisco.

Enlargement of Waterman operations to Puerto Rico also include modernization of the com-

pany ships engaged in the island trade. The change in the ships will consist of enlarged cargo refrigeration holds capable of handling more than 400 tons of perishables from the islands. The work will be done by the Waterman Repair Division in Mobile.

An early opening of the Great Lakes season is forecast by the announcement that Cleveland Tankers, Inc., has its first sailing scheduled for March 15, two weeks ahead of last year's initial sailing.

Standard Oil Company's second super-tanker has been launched from the yard of the Newport News Shipbuilding & Dry Dock Company. The new vessel has been named Esso Montevideo. The Esso Zurich, first of the super-tankers has completed trial runs and is now in operation for the company.

Switzerland has decided to continue the operation of a small ocean-going fleet of freighters. In view of the prevailing international uncertainty, the country has taken the move as a security measure. Switzerland's first merchant fleet arose as a result of the war emergency in 1941, when the Italian Government told the Swiss that it would sink ships engaged in carrying merchandise for Switzerland. The country op-

erated eleven ships during the war.

Plans by the Maritime Commission to do its own drydocking work in the conditioning program announced for the laid-up merchant fleet have been blasted by Representative James J. Murphy, of New York. Representative Murphy has asked why it would not be more advantageous to locate reserve fleets near shipyards than to move drydocks from fleet to fleet. He said there were large-scale layoffs at shipyards for lack of work.

Loss of fifteen to thirty percent in seamen's jobs has been reported and further loss is expected. In 1948 the privately owned merchant fleet increased by 213 vessels, but at the same time 774 ships were returned to the Maritime Commission. The combined Government and privately owned fleet now stands at 1,570 vessels, compared to 2,131 ships on January 1, 1948. The drop of 561 ships during the year has forced the layoff of an estimated 16,000 to 20,000 men. Authorities on the size of the merchant marine the country could support when world conditions become settled have placed the fleet at 1,100 to 1,200 ships. This would mean a further lay-up of at least 350 ships.

UN To Investigate Forced Labor In All Countries

LAKE SUCCESS, N. Y.—Over the protests of the Soviet Union, an investigation of "forced labor, its nature and extent" in all parts of the world was initiated this week by the United Nations. The resolution, which was originated by the AFL spokesman at Lake Success, was approved by a vote of 14 to 3.

Responsibility for carrying out the investigation lies with the International Labor Office. The Soviet Union is not a member of

the ILO, and will probably not allow UN investigators to come into that nation. The AFL charged that there are between 8,000,000 and 14,000,000 men and women in forced labor camps in the USSR.

These figures were supported by a Workers Defense League commission, which held public hearings in New York City recently. More than 300 affidavits from eye-witness and victims of slave labor in Russia were pre-

sented, and thirty witnesses were heard.

Also heard at the WDL inquiry were charges of peonage in the South, and debt-slavery in the turpentine-still areas of Florida and other states. Witnesses held that federal laws could be used to halt this slavery, but that the Civil Rights Section of the Justice Department is inadequately staffed and lacks authority to investigate cases.

Get A Receipt

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

If a Union official to whom contribution is given does not make out a receipt for



the money, the matter should immediately be referred to Paul Hall, Secretary-Treasurer, SIU, 51 Beaver Street, New York 4, N. Y.

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

PERSONALS

JAMES L. BRBORNE
Write to your mother Mrs. James W. Brborne, 1835 Park Ave., Minneapolis 4, Minn.

ELBERT SELLERS
Get in touch with your mother Mrs. Jessie Sellers.

GAETANO MINISTERI
Contact your wife.

KARL SCHMIDT
Get in touch with Mrs. G. Greenbaum, Supervisor, Foreign Inquiry Unit, American Red Cross, 315 Lexington Ave., New York 16, N. Y.

TONY COLON
Contact Miss Felice Konkoe, Fordham Welfare Center, 1918 Arthur Avenue, Bronx 57, N. Y.

HILDING L. PALMQUIST
Write to Captain E. Van Pelt, The Salvation Army, 120-130 W. 14th Street, New York 11, N. Y.

WILLIAM C. HALL
Write to F. C. Hall, Box 28, Mineola, Texas, or Phone 258-J.

JAMES WILLIAMS
Communicate with your brother George, Box 51, Comstock, New York.

SKJOLD P. H. LARSEN
Your wife asks you to get in touch with her at 255 West 12th

SIU HALLS
SIU, A&G District

- BALTIMORE.....14 North Gay St. William Rentz, Agent Mulberry 4540
BOSTON.....276 State St. E. B. Tilley, Agent Richmond 2-0140
GALVESTON.....308 1/2-23rd St. Keith Alsop, Agent Phone 2-8448
MOBILE.....1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
NEW ORLEANS.....523 Bienville St. E. Sheppard, Agent Magnolia 6112-6113
NEW YORK.....51 Beaver St. Joe Algina, Agent HAnover 2-2784
NORFOLK.....127-129 Brank St. Ben Rees, Agent Phone 4-1083
PHILADELPHIA...614-16 No. 13th St. J. Sheehan, Agent Poplar 5-1217
SAN FRANCISCO.....85 Third St. Frenchy Michelet, Agent Douglas 2-5475
SAN JUAN, P.R.....252 Ponce de Leon L. Craddock, Agent San Juan 2-5996
SAVANNAH.....2 Abercorn St. Jim Drawdy, Agent Phone 3-1728
TACOMA.....1519 Pacific St. Broadway 0484
TAMPA.....1809-1811 N. Franklin St. Ray White, Agent Phone M-1323
WILMINGTON, Calif., 227 1/2 Avalon Blvd. Terminal 4-2874
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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 St. Elgin 5719
VICTORIA, B.C.602 Boughton St. Empire 4531
VANCOUVER.....565 Hamilton St. Pacific 7824

Street, New York. Telephone: CHelsea 2-7159. Your sister is ill.

EUGENE PHILIP KELLY
Your wife is seriously ill and asks you to contact her at her new address: 4202 Barnes Avenue, Bronx 66, New York.

DAVID HERON
Write to Geneva Jones, 1303 Lawrence Rd., N.E., Canton, Ohio.

BEECHER N. HARDACKER
Write to your wife at 9 Roosevelt Ave., Caribou, Maine.

WALTER R. STEELE
Get in touch with your sister, Mrs. Mary Burke, Route 1, Graham, N. C.

LUIGI GALLO
Write to Mrs. Shirley Wessel at 25 South Street, New York City.

MARTIN BADGER
Write to Al Lopez, 3920 Broadway, New York 32, N. Y.

ORAIN J. READY
Your mother wants you to write to her.

EDWARD J. SCHWENDAN
Your mother wants you to get in touch with her.

JAMES C. McSWEENEY
Get in touch with your lawyers in New Orleans, La.

PAUL PEGER
Johnny Yarborough, 35 E. Bay Street, Apt. 205, Jacksonville, Fla., wants you to get in touch with him immediately.

EDWARD CONTROL
EMIL PONTELLO
Anyone having information about the above named Brothers is asked to write to P. San Miguel, c/o the New York Hall.

GORDON CHAMBERS
Please write home immediately.

ARTHUR P. HUBBARD
Get in touch with Ben Sterling, 42 Broadway, New York City, in connection with your case.

GEORGE M. SCHEMM
Anyone having information about the above named is urged to write to Mrs. Charles E. Schemm, Route 1, Fredericksburg, Maryland.

FRED ENGLAND
Please write to P. M. Dutch) van der Eik, 813 Charles Street, Mobile, Ala.

JOHN FRANCIS WEBB
Write to your sister, Mrs. C. H. Leach, 431 West Avenue, Pitman, New Jersey.

EDWARD CANTRELL
Get in touch with P. San Miguel, SIU Hall, 51 Beaver Street, New York.

WALTER HENRY HOFFMAN
Contact Local Board 38, 44 Court St., Brooklyn. Important.

HENRY C. WEAVER
Your sister and sister-in-law are both seriously ill. Write to Miss Allene Weaver, 206 E. Kornegay St., Dothan, Ala.

ESSEN JOHNSON
Your nephew is anxious to hear from you. Write to Ernest Johnson, 115-58 220th St. Cambria Heights 11, Long Island, N. Y.



SS ROBIN KIRK
J. W. Whitney, \$2.00; M. M. Amato, \$2.00; A. F. Langley, \$2.00; C. H. Peterson, \$2.00; T. B. Rosencrans, \$2.00; R. B. Wagner, \$3.00; M. Perry, \$2.00; A. V. Tuum, \$2.00; F. Higgins, \$2.00; F. T. Turner, \$3.00; A. F. Burris, \$2.00; R. A. Sipsey, \$1.00; R. Jones, \$5.00; T. E. Richardson, \$2.00; E. S. Rivera, \$1.00; J. Garcia, \$1.00; L. Edstrom, \$1.00; P. Warola, \$2.00; A. Mannicic, \$1.00; P. Pietro, \$1.00.

SS CALDWELL
W. E. Gray, \$5.00; H. N. Peterson, \$2.00; H. Golder, \$2.00; Colin, McFerson, \$5.00; B. B. Spears, \$2.00; J. R. Brown, \$2.00; M. S. Grant, \$2.00; V. R. North, \$1.00; S. S. Wilson, \$2.00; F. Zaborowski, \$1.00; L. H. Tetterton, \$2.00.

SS ALLEGHENY VICTORY
N. J. Wuchina, \$1.00; B. Schesno, \$1.00; J. J. Devine, \$2.00; G. R. Sneeden, \$2.00; J. J. Metsnit, \$1.00; J. Karl, \$1.00; A. A. Rosales, \$1.00; M. Dej Matos, \$2.00; J. Gural, \$1.00; E. F. Lesser, \$1.00; W. J. Jennings, \$5.00; R. Paine, \$1.00; A. Dunbaugh, \$2.00; F. Senent, \$2.00; W. M. Rodriguez, \$5.00.

SS SEATRIN TEXAS
A. G. Lopez, \$1.00; H. Winborn, \$2.00; H. C. Zirkel, \$2.00; W. E. Pepper, \$3.00; A. Turir, \$1.00; H. F. Wells, \$2.00; L. C. Oxley, \$1.00; E. M. Misa, \$3.00; L. Iturrino, \$1.00; H. J. Pollins, \$2.00; O. Killie, \$5.00.

SS STEEL DESIGNER
H. Painter, \$2.00; W. Doyle, \$2.00; L. Diudonne, \$2.00; A. Vazquez, \$4.00; J. Barnes, \$2.00; A. Guerreiro, \$3.00; J. Greco, \$1.00; E. Marte, \$2.00; V. D'Aco, \$5.00; L. J. Oien, \$2.00; M. Tucker, \$5.00; A. Dolce, \$4.00; J. H. Murray, \$2.00; V. J. Helms, \$2.00; J. Zohil, \$2.00; F. H. Tisk, \$2.00; H. Nettelbladt, \$2.00; G. A. McDonald, \$3.00; S. A. Nylund, \$5.00; F. G. Quinonez, \$4.00; A. G. Acedo, \$2.00; V. P. Rivera, \$5.00; N. J. Wood, \$2.00.

SS STEEL RECORDER
R. M. Green, \$1.00; E. C. Brundaoe, \$2.00; R. E. Welker, \$2.00; W. H. Hall, \$1.00; W. J. Gerivassi, \$3.00; S. P. Andersen, \$1.00; D. Giangeordano, \$4.00; L. Sueres, \$2.00; C. Wallander, \$5.00; M. A. Carbonell, \$2.00; A. B. Valentine, \$1.00; J. Maisonet, \$1.00.

SS R. SEMMES
R. Yantz, \$1.00; A. M. Cartegena, \$1.00.

SS CALEB STRONG
A. Brancone, \$1.00; J. Townsend, \$1.00; T. Walker, \$2.00; P. Aldevera, \$5.00; W. Bause, \$1.00; J. M. Krusczyński, \$1.00; W. Zaleski, \$1.00; L. F. Toland, \$1.00; J. Kumor, \$1.00; B. Zagorda, \$1.00; G. W. Hoyde, \$2.00; W. Downs, \$1.00; K. Hoffner, \$2.00.

SS ROBIN KIRK
C. J. Betz, \$1.00; G. Garcia, \$1.00; T. Vargas, \$2.00; E. Valentin, \$2.00; F. F. Frone, \$2.00; E. W. Adamko, \$1.00; P. DeJesus, \$1.00; P. J. Erazo, \$3.00.

MV GADSEN
O. Y. Kivikoski, \$1.00; J. Velez, \$1.00; G. C. Register, \$2.00; J. W. Overton, \$2.00; H. Randoja, \$2.00; F. Fromm, \$1.00; E. C. Robinson, \$2.00; L. Tuckfield, \$1.00; H. Dunn, \$2.00; L. D. Dixon, \$2.00; M. T. Reed, \$2.00; J. Cichomski, \$1.00; R. E. Davis, \$2.00.

NOTICE!

Baggage tickets for the following men are being held in the fourth floor baggage room, New York Hall. Baggage was removed from the SS Sea Trader on February 3: Stanley Weuzinski, J. E. Steube, Joseph Castelein, Charles Donlin.

A. SWENSON
Your baggage is in the New York Hall, 51 Beaver Street, New York, under the name of Harry Harper.

Will the Bosun who shipped out of New York Hall on Dec. 2, 1948 and joined SS Stony Creek in Boston, please communicate with Pumpman E. E. Overturf, 440 Avalon Blvd., Wilmington, Calif. It is very important.

Fateful Voyage Of Mary Celeste Still Puzzler

By AUGUSTUS H. COTRELL

The Mary Celeste sailed from New York to Genoa in November, 1872. The Captain was a men with a splendid reputation both as a mariner and a gentleman, and his family was with him.

The ship made a good passage at first; early in December two vessels recorded in their logs that they had sighted her 300 miles off Gibraltar. Then on December 5, the Captain of a British brigantine that fell in with her noted that her course was queer and erratic and sent a boarding party over to see if she needed help.

On deck all was silent. Not a living thing was in sight—nor a dead one.

The boarding party called out, but got no response. Every soul aboard had simply disappeared.

The ship was in perfect condition. The cargo was well-stored and in good order. There was plenty of food and water aboard. The cash box was intact.

In the forecabin were the seamen's chests and clothing, dry and undisturbed. Some underclothes had been hung out to dry; in the Mate's cabin was a piece of paper with an unfinished position on it. A child's dress was still in the sewing machine, and there were four half-eaten breakfasts on the table.

The Mary Celeste's lifeboat hung on its davits. There was no sign of violence, nor of any sort of trouble. The ship's papers and chronometer were the only articles of importance that were gone. The ship's log contained not a hint of tragedy.

There was not one clue that might lead to the solution of the riddle of where those two score people had gone and, to this day, there has never been a word which threw any sensible light on the extraordinary mystery.

MONEY DUE

Crewmembers of the SS Mossoil, payoff of October 7, are requested to write to Federal Motor Steamship Company, 30 Broad Street, New York. The company is paying war area bonus money for time in England.

Notice To All SIU Members

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

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

PLEASE PRINT INFORMATION

To the Editor: I would like the SEAFARERS LOG mailed to the address below:

Name
Street Address
City Zone..... State
Signed
Book No.

'Solidarity' Is More Than A Word To SIU

Wherever seamen meet, the Atlantic and Gulf District of the SIU is mentioned with respect, for seamen know that the present wages and conditions are a direct result of the unending battle put up by the A&G against the hard-fisted shipowners and the government bureaucrats.

And wherever other union men and women meet, the A&G District is also mentioned with respect, for throughout the land it is well known that the Union stands ready to assist honest unions—AFL, CIO, and independent—in the prosecution of a just beef. The list of those unions which have received SIU help reads like an honor roll of labor.

Recently, four more unions sent official communications to the A&G District, in appreciation of the aid which volunteer Seafarers have rendered. These expressions of gratitude have come from the Typographical Union, whose picketlines on Long Island were bolstered by SIU members; from the New York City section of the American Federation of State, County and Municipal Workers, whose organizing drive is being aided by white-capped Seafarers; from the AFL Retail Clerks, who appealed to the SIU to help them in organizing department store employees, a field where the commies have long held sway; and from the New York Teachers' Guild, whose salary campaign received the active assistance of the SIU.

The New York TEACHERS GUILD LOCAL NO. 2 · AMERICAN FEDERATION OF TEACHERS



2 East 23rd Street
New York 10, N. Y.
GRamercy 7-6282

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Executive Secretary

March 7, 1949

Mr. Paul Hall
Secretary-Treasurer
Seafarers Intn'l. Union
51 Beaver Street
New York 4, New York

Dear Mr. Hall:

The Salary Campaign Committee of the New York Teachers Guild wants to thank the Seafarers International Union for the assistance your members have given recently at our outdoor meetings.

We hope in this way to reach thousands of parents of New York City school children to enlist their support of certain educational bills now before the State Legislature. These measures would mean more and better schools for their children, and better qualified teachers to teach them.

It is practical evidence of the solidarity of the labor movement that your members are willing to lend a hand in this work. We certainly appreciate it.

Fraternally yours,

Rebecca C. Simonson

Rebecca C. Simonson
President, N.Y. Teachers Guild

rcs:bg
oelu:153

Affiliated with American Federation of Labor, New York State Federation of Labor, Central Trades and Labor Council, Empire State Federation of Teachers Unions, Joint Committee of Teachers Organizations, Women's Trade Union League

NASSAU COUNTY TYPOGRAPHICAL UNION

Number 915

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PRESIDENT
52 ST. MARKS AVE
FREEPORT, L. I.
FReeport 8-2932-1W

SAMUEL M. KATZ
SECY-TREAS.
2115 RYER AVE.
NEW YORK 27, N. Y.
FOrdham 5-3963

HAVING JURISDICTION OVER NASSAU COUNTY

February 28, 1949

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

Dear Sir and Brother:

Thank you very much for the active and effective assistance your membership has been giving us in our lockout at Glen Cove.

The S.I.U. has demonstrated once again its realization of the vital necessity of inter-union cooperation, and its open-hearted generosity and self-sacrifice in rendering aid wherever the cause of unionism can be advanced.

Please assure your members of our grateful appreciation.

Fraternally yours,

John J. Byrnes
John J. Byrnes
President

American Federation of STATE, COUNTY AND MUNICIPAL Employees

AFFILIATED WITH THE AMERICAN FEDERATION OF LABOR
FEDERATION OF LABOR
AFL
MUNICIPAL

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EXECUTIVE ASSISTANT

H. Z. COLLIER
INTERNATIONAL SECRETARY-TREASURER

NEW YORK OFFICE
261 BROADWAY NEW YORK 7, N. Y.
WOrth 2-7593

March 2, 1949

Mr Paul Hall
Secretary Treasurer
Seafarers International Union
Atlantic and Gulf District
51 Beaver Street, New York City

Dear Sir and Brother,

On behalf of our organization I wish to take the opportunity to thank you for the assistance you have given us.

The successful response to our organizational efforts has been materially aided by the splendid cooperation we have received from the officers and members of the Seafarers International Union.

We hope that public employees may shortly have the effective unionism the Seafarers have built for themselves.

Please be assured that we shall continue to do whatever we can to assist you in your struggle to preserve the jobs of American seamen.

Fraternally,
Walter S. Pasnick
Walter S. Pasnick
General Representative

SECRETARY-TREASURER JAMES A. SUFFRIDGE, LAFAYETTE, IND.

RETAIL CLERKS INTERNATIONAL ASSOCIATION

Affiliated with the
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Lafayette, Indiana

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OFFICE OF
INTERNATIONAL SECRETARY-TREASURER
LEVERING BUILDING

March 1, 1949

Mr. Paul Hall, Secy.-Treas.
Seafarers International Union of N. A.
Atlantic and Gulf Divisions
51 Beaver Street
New York, New York

Dear Sir and Brother:

On behalf of our International Union I want to let you know how we feel about the loyal cooperation and assistance which your organization has extended to us in our New York organizing campaign.

The spirit of your men who have volunteered to assist us, their courage, intelligence and ability, is sufficient to reinforce one's faith in the future of our labor movement.

In our fight to unite the department store employees under the banner of the American Federation of Labor and free them from communist domination, the help of your men has already been an important factor.

A good deal of interest in your organization has been aroused in our national movement as a result of your interest in our problems. It is naturally a matter of interest to union labor that an organization is able to inspire its members to volunteer assistance such as your organization has given us.

There is a wide-spread desire in our movement to reciprocate. Please feel free to call upon me and upon our organization rationally at any time for cooperation and you may rest assured that there will be an enthusiastic response.

With cordial regards, I am

Yours fraternally,

Samuel J. Meyers

Samuel J. Meyers
International Vice-president
RETAIL CLERKS INTERNATIONAL ASSOCIATION, AFL

oelu:153

1440 Broadway -- Room 1564
New York 18, New York