

# LABOR GROUPS BLAST CS



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The failure of the Cities Service Oil Company's Marine Division to institute any perceptible change in its labor policies toward seamen personnel, in the ten months since it promised a Senate Labor subcommittee that it was going to start with a clean slate, is causing considerable concern among sections of organized labor having relations with the company.

Evidence that the company is still showing the same disregard for the legally- and contractually-guaranteed rights of its tanker personnel are accumulating in the SIU's files. Because the Marine Division actions have developed into a pattern that is so strikingly similar to that

which prevailed in the pre-contract period, trade unions, notably in the Lake Charles, La., area, site of the company's major refinery, have registered sharp protests.

The SIU was informed this week that among labor groups protesting the company's attitude in dealing with issues between it and the SIU, were the Lake Charles AFL Central Labor Union, the Lake Charles Building and Construction Trades Council, and the Lake Charles Metal Trades Council.

The protests were addressed to C. Storey, vice-president of the CS Marine Division, with copies being sent to W. Alton Jones, president of the parent company; J. R. Adkins, marine superintendent; L. D. Mann, general manager of the Lake Charles refinery; E. Maddock, acting manager of the Marine Division, and Senator James Murray, chairman of the Senate Labor Committee.

Among the specific issues evoking the labor protests are the Vacation Plan agreement, which the company has openly refused to discuss at all, in spite of its professed intention to develop a smooth and amicable relationship with the Union representing its unlicensed seamen.

Darrell H. Blair, Secretary of the Lake Charles Building and Construction Trades Council, declared in a letter to W. Alton Jones that "as members of this community (Lake Charles) we have watched in recent weeks the continued persecution of Cities Service seamen..."

Blair said that in face of the

(Continued on Page 15)

## Bering Sea Fishermen, Cannery Workers Win 33-Day Strike; Both Join Seafarers

Aided by the powerful support of the Seafarers International Union and its seagoing sections, through the AFL Maritime Trades Department, 2,300 Alaskan fishermen and cannery workers in the Bristol Bay area won a bitter, 33-day strike in which they faced the combined opposition of industry and communist-led scabs. The successful strikers, who recently became affiliated with the SIU, came away with a contract granting them union recognition, higher wages and an employer-paid welfare plan.

Agreements signed by the two groups on July 3 cleared the way for full operations in the area, which produces about \$20,000,000 worth of salmon annually.

The fishermen, who are members of the Bering Sea Fishermen's Union, won payment of 40 cents for each fish. The cannery workers, members of Local 46, Cannery Workers Union, won a 15 percent wage increase and a welfare fund to which the employers, the Alaska Salmon Industry, Inc., will contribute 20 cents on each case of salmon canned this year.

Both groups voted to affiliate with the SIU about two weeks ago. The International office of the SIU, the Atlantic and Gulf District and the Sailors Union

## SIU Districts To Meet On Wage Reopening

Representatives of the various affiliates of the AFL Maritime Trades Department will confer in New York shortly with the seagoing sections of the Seafarers International Union to discuss joint action on the question of wage increases.

Both the SIU's Atlantic and Gulf District and the Sailors Union of the Pacific adopted a policy of "watchful waiting" several weeks ago, in view of the confusion existing in the maritime industry as a result of the unsettled policy of the Wage Stabilization Board.

The SIU and SUP have been withholding wage demands, for which they have already received authorization from their respective memberships, until the WSB sets the absolute ceiling on pay hikes in maritime.

Because of the indefiniteness of the agency's policy in regard to certain industries, shipping included, the eight percent pay rise granted to the NMU by contracted operators at the expiration of its contracts two weeks ago cannot go into effect.

Should the government agency rule that the maritime industry is subject to wage controls, maritime observers predict that it will be sometime until the NMU can get any action on its demands.

While the operators and the NMU have agreed in principle to the wages, it has been pointed out that nothing can or will be paid until the WSB renders a verdict.

On that score, then, the NMU increase is nothing more than a paper gain at the present time, with NMU members unable to pick up a single penny of it.

The SIU-SUP viewpoint has been that until the agency sets up some definite policy as to whether there is a ceiling for maritime wages, or whether the industry is subject to any controls at all, any action would be premature.

As a matter of fact, there is belief in some quarters that the shipping industry is exempt from the wage ceilings, inasmuch as its prices are not restricted.

If this proves to be the case, the SIU will not by any means be bound by any so-called pattern for wage increases set by the NMU, but shall use its economic strength to set proper wage scales in keeping with the present high cost of living.

## CS Pays Off

**BULLETIN**—Word was received as the LOG went to press that five men of those with unfair labor practice charges against the Cities Service Oil Company have received their back pay awards.

The following men received checks, in the amounts noted, from Charles M. Douds, Regional Director of the NLRB's Second District:

James McDevitt, \$1,136.66; Alfred Kasaistis, \$1,589.07; Steve Wartelsky, \$1,412.77; Rudolph Matura, \$1,756.71, and John Orosz, \$1,762.15.

Checks made out to men unable to appear at the Board's office will be forwarded to them by registered mail. Franklin Libby will get the highest sum—\$3,466. A full list of the awards will appear in the next issue of the LOG.

of the Pacific had given the fish and cannery workers financial support, and SUP ships operating in the area refused to cross the floating picketlines put up by the fishermen.

The strike started on June 1, when the Bering Sea Fishermen's Union went out for a contract and union recognition.

Its members established floating picketlines around ships entering Alaskan waters. The SIU and SUP announced support of the walkout, and when the SUP

(Continued on Page 14)

## Gumshoe Nabs Culprit With — 3c Tomato

By LINDSEY WILLIAMS

**NEW ORLEANS**—Most of the SIU members are well acquainted with the super-sleuthing of "Dick Tracy," "Fearless Fosdick" and "Kerry Drake," but only members sailing the Mississippi scows out of New Orleans have had the privilege of meeting Super-Sleuth E. A. "Sherlock" Williams.

District Attorney Mc Donald, of Brooklyn, Governor Dewey and Senator Kefauver have all had their day as crime-busters, but the good citizens of New Orleans brush aside their accomplishments as small-time stuff in comparison with the work of Captain Kinney's waterfront "Sam Spade."

Here is a real-life Sniff-N-Snoop who will undoubtedly be acknowledged as the greatest thing to happen to the maritime industry since the discovery of sliced bread and the round wheel.

The exploits of Ellery Williams started one morning when an apple rolled from a crate loaded aboard ship by stevedores.

Needless to say, Ellery got his man, an unsuspecting stevedore who picked up the apple. Now Ellery is not the ordinary type of sleuth, as you have probably guessed already.

After being thoroughly reprimanded and lectured at great length on the evils of apple filching, the unlucky stevedore was allowed to go home to his wife and babies. By now Ellery's reputation had been established.

### FAMOUS CASE

Ellery's next big job was solving the case of the stolen dishrag. The dishrag thief was a canny one but he made one mistake, he had take our Hawkshaw too lightly.

While going through the culprit's suitcase, Ellery found two dishrags carefully secreted in the folds of his shirt, and again old Hawkshaw had his man.

By now, criminals were fleeing from New Orleans in droves. Four big-time racketeers ignored subpoenas from the Kefauver Committee to escape scrutiny from this waterfront Sam Spade. The above-mentioned cases will no doubt be recognized as

great police work throughout the world but Sam's work was still unfinished.

Last week the SS Del Norte was loading stores, the weather was hot and humid, and only the whirring of the electric winches was breaking the monotony on the peaceful New Orleans waterfront when suddenly Sam shouted "Eureka!"

Winning the World Series, a hole-in-one, pitching a no-hitter, peace in Korea—all seemed trivial that day. Sam had hit the jackpot!

Walking down the gangplank, eating a tomato in full view, was the 2nd Electrician, Dellman Willett. Sam got his man, and before the Mate could yell "Fore-N-Aft" the culprit was lodged in the second district hoosegow and charged with the theft of a three-cent tomato. Sam was made! The New Orleans papers had screaming front page headlines, "Seaman charged with theft of a three-cent tomato." At last report E. A. Williams' employers were unhappy. He would probably be a holdout for higher wages.



Dellman Willett and Tomato

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267

## No Compromise

Before winning a contract with the Cities Service Oil Company covering the tankers operated by its Marine Division, the SIU's Atlantic and Gulf District was forced to wage a four-year battle that has few, if any, parallels in modern labor history.

The Union's determined fight to bring genuine collective bargaining representation and security to the men of the Cities Service fleet against odds that were seemingly insurmountable and which were without precedent in maritime was regarded by experienced observers as somewhat of a miracle.

Against every conceivable anti-union weapon, both fair and foul, the SIU held fast to its course, which finally led to a contract covering unlicensed personnel in the CS fleet. In its mad campaign to halt its seamen from obtaining the representation which they so sorely needed and which they overwhelmingly selected in free and secret balloting conducted by the National Labor Relations Board, the Marine Division pulled out all the stops. Mass firings, crimps, labor espionage, radio silence, and company unionism were among the scores of illegal devices employed by the company in seeking its ill-fated objective.

Based on testimony at hearings in Washington and investigations by staff members, the Senate Labor subcommittee probing labor-management relations in the tanker field last fall summed up the Cities Service case in these words:

"It is almost unbelievable that any union could continue in existence in the face of this combination of legal stalling and violent anti-union activity. Certainly a smaller, poorer and less persistent union would have been destroyed."

As the hearings ended, company officials testified that its sordid anti-union record was a thing of the past and that the future would see a new attitude on labor relations in the Marine Division.

The SIU expressed concern on this score, however, and raised the point that the same vicious labor-hating philosophy would break out anew when the hearings were over. Here are excerpts from the official Senate record, with SIU A&G District Secretary-Treasurer Paul Hall testifying:

Mr. Hall. . . . But unfortunately, when we go back to New York—and that is what really has us concerned—you must remember that Mr. Farrell (CS counsel who represented company in final negotiations) will step out of the picture. And we will probably be forced to do business with the same group of guys that you have heard so much discussion about. . .

Senator Murray. Are you going to stay in the picture, Mr. Farrell, until you make sure that this contract is successful and these good relations made permanent?

Mr. Farrell. Absolutely, Senator. . .

Mr. Hall. . . . It may be that we have graduated into a more pleasant atmosphere, but this octopus is still alive, and even though it is mighty pleasant at this time, when we go back to work we don't know but what we will have to do battle with that same octopus all over again. It is not a pleasant thought.

Senator Murray. I would advise you to try to assume that this contract was made in good faith and that the company intends to carry it out. And you have been assured by Mr. Farrell that as far as he is concerned, he is

(Continued on Page 14)

# "The Same Old Bag"



# Personals



### JOHN J. LESKUN

Your mother, Mrs. Adele Leskun, writes that your family has moved to 38 South Catherine Street, Shenandoah, Pennsylvania, and wants you to write.

### FINNERTY MARTIN

(Ex-Steel Advocate)

Get in touch with Hennessy & Hennessy, Citizens Bank & Trust Building, Savannah, Georgia, regarding the case of Dennis H. Brazell.

### WILLIAM J. CLEGG

Get in touch with Silas B. Axtell, 15 Moore Street, New York 4, New York, who has been asked to handle your case by your Seattle attorneys.

### FRED NYMAN

Your mother, Ingeborg M. Nyman, who passed away recently, left you one-fifth of her estate. Get in touch with George E. Darling, 507 Main Street, Fort Jefferson, New York, for further information.

### E. (Hap) HARDENBROOK

(SS Arizona, 1944-1945)  
E. Sullivan, who was Fireman on the same ship, says it is very important that you contact him at 567 West 191 Street, New York City.

### ANTHONY KRISAK

"Contact me at once about some personal gear: Veva."

### ED SIMMS

Will this Brother, formerly Baker on SS Citrus Packer, send his address to Jack Fitzgerald, c/o SIU Hall, 450 Harrison Street, San Francisco, California.

### RAMON LOPEZ

See your attorney, who has a check in settlement of your case.

### ROY H. WHITE

Get in touch with Doc.

### KENNETH THOMAS

Get in touch with your draft board.

### JOSE REYES

Contact Benjamin B. Sterling, 42 Broadway, New York, immediately.

### BERNARDINO PUGA

Get in touch with your attorney as soon as possible, concerning settlement of your case.

# Notices

The men listed below have filled out their Welfare Plan beneficiary card improperly and must fill out a new one as soon as possible:

John Kuczynski, John Matkoski, George Papadakis, John A. Hetzell, William Harold Rowley, Chambers Orr Winskey, George Smith and John Banach.

Checks are being held for the following men on the 6th floor of the New York Hall. Please call for them as soon as possible:

Albert Buck, Erich Borgh, John F. Dixon, Raymond Dunway, Carlin Dennis, Clyde Finney, Juan Delgado, Kenneth J. Gelzhiser, Philip P. Guimond, W. A. Henley, Jr., Ronald E. Voss, Kenneth Singh, Joseph F. Lewis,

Thomas C. Lockwood, Adolph W. Sadenwater, James F. Thompson, John L. Keflan, Dominic W. Pasqua, Keith W. Forster, Ramon Aquiar, Harold Cahen, John Early, Francis E. Perry and Frederick J. Durham.

## Tankermen

Under no condition, is any man to leave his ship until he is replaced. Cases have been reported where replacements did not report and men had to stand two watches. Be considerate of your shipmates and do not take off until you are sure your watch will be taken care of.

## An Example Of Seagoing Chicken

### Notice

Since overtime is charged for bringing cigarites onboard for your own convience the overtime charged for same will be added to the price of the cigarettes or about two cents more per carton. Also this will be the last cigarettes carried it is not required to carry same coastwise. Price of cigarettes Lake Charles, about \$3.00 a carton plus taxi.

*H. C. Hunter*  
H. C. Hunter, Master

The above notice was posted on the Bulletin Board of the Cities Service tanker, Cantigny, by her Skipper, H. C. Hunter. Just how silly and petty can a guy get?

## Recently Organized Companies Boost Shipping In Philadelphia

By STEVE CARDULLO

PHILADELPHIA, July 6 — Shipping for the first week of this past two-week period went at a terrific pace.

Eleven ships paid off here and we had seven ships in-transit that took some men.

The payoffs included the Winter Hill, Council Grove, Bradford Island and Government Camp (Cities Service); Robin Doncaster (Seas); Trinity (Carras); Republic and Federal (Trafalgar); and the Hilton, Evelyn and Emilia (Bull).

### Diabetes Victims Are Warned Of Dangerous Remedy

The one million known diabetics of the United States were warned that a diabetic remedy being mailed from Mexico is worthless and extremely dangerous if employed as a substitute for insulin.

The Food and Drug Administration, with the cooperation of Customs and Postal authorities, has been able to prevent delivery of about 20 individual packages of the nostrum, which is advertised and labeled as "Cacalia Composita, Mexican Indian Root."

It is being offered by "Mexican Indian Root Co., Mexico City." Circulars give the name of "Dr. Miguel C. Martinez, general manager."

One-inch advertisements for the remedy have been showing up in large and small newspapers and magazines throughout the country.

Cities where the ads are known to have been published are: San Francisco and Sacramento, New York, Cincinnati, Detroit, Pittsburgh, Philadelphia, Uniontown, Pennsylvania, and Bridgeport, Connecticut.

Direct mail advertising is also being used to promote the remedy.

FDA officials said the mailings were heavy in the Vermont area, but the packages which were denied entry were addressed to all sections of the country. The remedy has been priced at \$15 and \$25, cash in advance.

Please notice that seven of these ships belong to three companies — Cities Service, Carras and Trafalgar — which were brought under contract comparatively recently, the result of our extended organizing drive.

### KEEP IT IN MIND

This is something to keep in mind when approached by the Organizers and asked to try to bring an unorganized outfit under SIU contract. Sure, shipping is good now, but don't forget that a lot of it will vanish again after this Korean thing is settled, and it's going to be nice to have some substantial outfits, who are not strictly wartime babies, listed on our shipping board.

The in-transit vessels line up this way: the Robin Mobra (Seas); Calmar and Marymar (Calmar); and four Waterman ships, the Gateway City, Raphael Semmes, Lafayette, and the Chicasaw with Captain Morgan Hiles, that Old Devil of the Sea.

While shipping slackened off the last of these past two weeks, we were kept busy with draft board cases.

It seems as though the only men the army wants are in the SIU. Of course, we know we have the finest men in the maritime industry, but we hope that they leave us some seamen so that we can carry their supplies and ammo for them.

### HEAVY VOTING

Up to this date more than a hundred votes have been cast in the constitutional referendum, and we should have many more by the time that the voting ends.

From what the Brothers say in conversations, the overwhelming majority have voted "yes" on this proposition, which is designed to prepare the SIU for the days when the stormy seas come.

One of the local bistros has changed hands and has been redecorated, and has been doing a rushing business with the SIU men. At night they're all congregated there: Hose Nose Gardner, Reds Healey, Bill Carney, Joe (Overtime) Brooks, Come on the Dock Moriarty and others.

Of course, we don't attribute their hanging around there to the fact that the pretty girls

from the telephone exchange and the waitresses come in there,

In fact, it doesn't any difference at all. The boys just happen to sail their ships right up against the bar, and it's only a coincidence that the pretty girls are there while the big, dashing sailors spin those fascinating tales of the briny deep.

However, everytime our Dispatcher walks into the door, these brave seamen disappear, because they know he's out on a shanghai job.

Also in port is John (The Wheel) Hetzell, who, in our estimation, is one of the finest Union men and shipmates we have met. He is always ready to promote the Union's interests, whether it's walking the picket-line, serving on committees or serving as Delegate aboard ship. We need more like him.

### South Atlantic Gets Okay For Two Ships

The Federal Maritime Board has recommended approval of the South Atlantic Steamship Company's application for two government-owned, dry-cargo ships for bareboat charter on Trade Route No. 11.

According to the Board, the application is in the public interest. In recommending approval of the application to the Secretary of Commerce, the agency said that the route, which embraces the South Atlantic, United Kingdom and Atlantic service, would not be adequately served without the two ships sought by the SIU-contracted company.

## CS Company-Stiff Deck Officers Foul Things Up—But Good

The following report was written by a Brother currently on a Cities Service tanker. The name of the ship and of the writer have been deleted, to prevent possible reprisals and hardtinting from CS ships' officers.

Having sailed on two other Cities Service ships since the contract was signed, I was under the impression that CS was going to be an exception and we would have harmony between the supervisory personnel and the Union seamen in record time. As most of you members know, it takes a few months for Union and company to straighten out the working conditions when a contract has just been signed.

The department heads on my two previous CS ships were very cooperative and we had very few beefs and most of the minor beefs were settled on the spot.

### EFFICIENT PERSONNEL

My next and present ship runs coastwise. We have a very efficient engine and stewards department on this ship with all hands including the department heads and men cooperating and doing a damn good job.

The deck department is the most fouled up that I have ever seen. In the last five voyages forty-three men have been replaced with very few replacements in the engine room or stewards department. With these figures alone you can definitely tell something smells in this department.

This is my third voyage and I would like to go back and give you a play by play description of how the deck department men are driven.

I signed on as Pumpman and we sailed early Wednesday morning. Wednesday being a holiday none of the day workers worked. Thursday the fire-works really started. The Mate told me we had to butterworth all tanks, test all tank bulkheads and repair any leaks we found before reaching Lake Charles on Monday afternoon.

### SKIPPER SAID SO

The stripping lines are a little different on this ship, so the Mate and I went to the pump-room to line the pumps up for butterworthing and the way he lined them up I told him I didn't think they would keep two tanks dry at the same time. The Mate said he didn't think they would either but the Skipper told him to line them up this way. After washing four tanks and the pumps weren't keeping up and I reported this to the Mate and

no action was taken. All the tanks we did Thursday with the exception of two which had to be done over. Friday morning they really began to get excited. We went over the tanks we washed Thursday again for fifteen minutes each.

The Captain, the Mate and Bosun were all on deck giving orders. The three daymen and one AB were shifting hoses and machines, raising tank tops, securing butterworth plates, rigging electric blowers, wind chutes and were chipping the catwalk at the same time.

While this ten-ring circus was going on I was working the valves for butterworthing, pumping up tanks to test the bulkheads and trying to find time to repair a line which had broken on one of the stripping pumps. The Mate and Captain were also turning valves and giving orders; things were so fouled up that we were actually working against each other.

We knocked off at 5 PM Friday and started again Saturday morning, the daymen knocked off at noon Saturday and didn't work again until Monday. At noon Saturday I was discharging some ballast with the pumps so the Mate told me to finish the tanks I was working and then stop the pumps, open the sea-cocks and the valves for the ballast tanks on deck and let the ballast gravitate out. He told me to knock off as soon as the valves were open.

### SWEAT SHIPS

I have been sailing as Pumpman on T-2 tankers for over five years and there is less overtime on this ship than any other I have ever been on. It isn't the money involved that matters so much, it is the amount of work they expect me and the deck gang to do and the number of jobs they expect you to do at one time to prevent working after hours or on weekends.

Sunday morning I was supposed to work for the Chief Engineer, repairing leaks in the tanks. As I was receiving my instructions from the Chief, the Mate told me to pump some more ballast out so I asked him what job I was supposed to do: pump ballast or work in the tank. He told me to do both and I told the Mate that I thought this would be too much, going from tank to pumproom, turning valves and getting the necessary tools from the engine room for the tank job. I also told him that my feet and legs were sore from walking so much the other two days. The Mate told the Skipper and the Skipper asked me what was wrong. I told him the same story I had told the Mate, so he said start the ballast out and the Mate will turn the valves. To keep peace in the family I did this. The Mate discharged the ballast, which is a contract violation, so the Deck Delegate put in overtime.

Monday morning we still had several tanks to butterworth and the pilot station was just a few hours away. The circus got under way early and as soon as the

(Continued on Page 14)

## IN THIS ISSUE

Report of Seafarers Welfare Plan .....	Page 6
Dope Pushers Get Deep Six .....	Page 6
Here's What I Think .....	Page 7
News From the Ships .....	Page 8
Minutes of Shipboard Meetings .....	Page 9
Letters From the Membership .....	Page 10
Seamen and Customs Regulations .....	Page 12
Roundup of Maritime News .....	Page 15

### Reports From Branch Agents:

Lake Charles .....	Page 4	New Orleans .....	Page 5
Wilmington .....	Page 4	Baltimore .....	Page 7
Savannah .....	Page 4	Galveston .....	Page 7
Boston .....	Page 5	Seattle .....	Page 14
Mobile .....	Page 5		

# Machinists May Strike CS Refinery In Lake Charles

By KEITH TERPE

LAKE CHARLES, July 5—Well this port was not exactly swamped with Cajuns since the last report, when the shipping picture was painted in French—but a few non-French speaking souls showed up and asked if it was okay for them to grab one here. The answer? — Yes! And we shoved them out the door with a shipping card in their hands.

The sun is bright and the shipping good in old Lake Charles, so any of the membership that craves a regular coastwise run is urged to make tracks for southwest Louisiana.

Contributing to the general shipping boom here for the last two week period were the following ships: Government Camp, Cantigny, Winter Hill, Abiqua, Royal Oak, Lone Jack, Paoli, Chiwawa and Fort Hoskins (Cities Service); the Bull Run (Petrol Tankers); and several ships in Texas ports also called in for men.

Although the manpower situation here is critical, and the number of replacements needed for the above ships high, we were able to supply all hands, and the ships sailed right on schedule.

Some of the non-union fink ("independent") outfits that run down here into the Gulf were not so fortunate, however. Several cases of ships being tied up because of lack of crews in the Texas areas have been reported in the last week.

Even the NMU in Port Arthur is finally approaching the position where they have jobs for their membership, and their contracted companies have on several occasions called us and asked for an AB or so to clear the ship.

Needless to say, we are more concerned with getting our own ships out, but we feel for the dear old NMU—even though we can't reach them when it comes to shipping our people to their ships.

Action here on the labor front promises to be fast and furious in the next few days, in the event that the AFL Machinists in the Cities Service Refinery cannot come to an agreement with the company on certain contract differences.

They have already formed a strike committee, and are hoping the Company will see the light before they have to go the route. So far this is still in the talking stage, and we hope that a satisfactory agreement can be reached soon.

Seafarers have been active lately here in furthering policies of the Central Labor Council. One of the programs which we assisted with was the distribution of "The Union Buyer's Guide" along with members and officials of the Operating Engineers and the Metal Trades Council.

No meeting could be held in this Branch this evening, due to the lack of a quorum. However, I have attended the Central Labor Body meetings, both regular and special sessions, as well as meetings of the Building Trades Council, Metal Trades Council and the Machinists Local all held in recent days.

A special meeting of the Southwest Louisiana United Labor Policy Committee was called and Brother Mayo, Chairman of the State ULPC, as well as Harry Roach, Chairman of

the Local UPLC, and Darrell Blaire a member of the committee all gave some very inspiring talks.

Whitey Tradewell and James Collins are still on the beach here. Whitey is awaiting, with considerable pain, the arrival of a son and heir (he hopes)—and we are waiting, too, so we can ship Whitey out.

Jimmy is the living, breathing (barely) proof that it pays to hang onto your papers. He lost his on a trip to France recently, and so far has been here six weeks waiting for the Coast Guard to reissue them.

Ted Weaver dropped into Lake Charles, and hopes to be here a day or two before shipping.

Ted was one of the original CS volunteer organizers and has stuck with it—which every one should have done. Ted expresses the belief that this company could be among our top contracted companies if the company attempted to get along with the Union in the interests of smooth and harmonious relations.

"If these people didn't have the rottenest, blackest record on anybody's waterfront, and if they gave us a fair shake I know they wouldn't have the big turnovers in men and there would be a lot less friction."

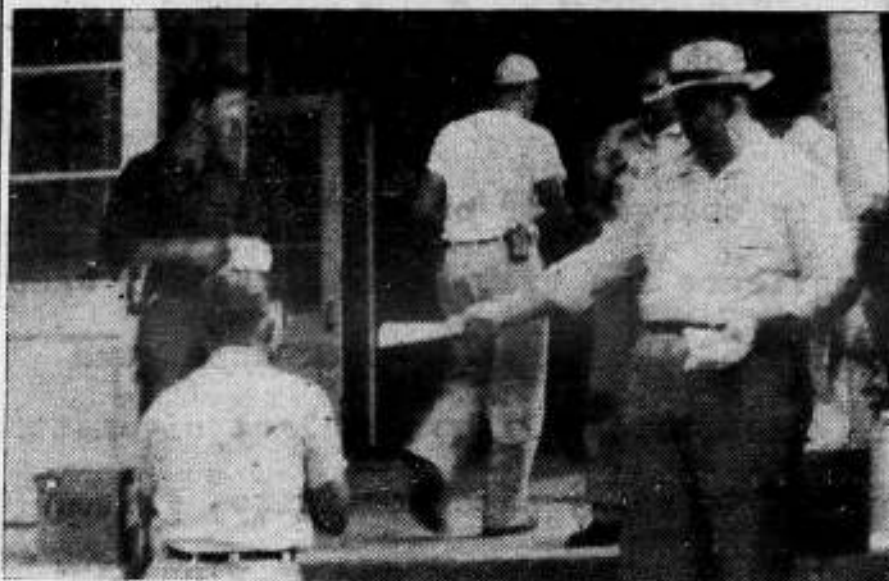
A member since 1947, Weaver has participated in numerous shoreside beefs of the SIU while ashore, and has been active all the way through our CS drive.

## Appreciates SIU



Charles W. Thompson knows the value of an SIU contract—he sailed on non-union ships.

## Spreading The Union Word



Cliff Fontenot of the Seafarers (left) and Paul (Tiny) Teague, International Representative of the Operating Engineers (right), hard at it giving out the "Union Buyers Guide" prepared by the Lake Charles AFL Central Trades Council. 3,000 "Guides" were passed out in a matter of minutes as the shift changed. (See story below.)

## Accolades Given To Clean Ships By Wilmington

By JEFF MORRISON

WILMINGTON, July 8—There's no kick from this port on the current state of shipping. In fact, everything is running smoothly and in the past two weeks some good clean ships came into Wilmington.

The San Angelo Victory (Seafarers) established some sort of a record when she paid off. Operating in true SIU style, this ship was one of the cleanest to hit this port in a long time. There were a few beefs on over-time, but outside of these there were no complaints. The ship signed on again.

We had a pretty good sample of SIU-contracted ships in port on in-transit status. There was the Yaka (Waterman); Malden Victory (Mississippi); Las Vegas Victory (Isthmian); Barbara Fritchie (Liberty Navigation) and the Penmar, Seamar and Calmar (Calmar).

The Yaka vied with the San Angelo Victory for honors. She'd meet the standards of anyone, insofar as a clean ship is concerned. Her stewards department was especially clean and a large measure of credit for this condition must go to Steward Chandler for his successful efforts.

We were unable to hold the last regular membership meeting at this Branch, because of the lack of a quorum.

## Pick Up Gear Left In Beaver St. Hall

The Headquarters—New York Branch issued another reminder this week to Seafarers who still have not claimed baggage left in the baggage room on the fourth floor.

With the new building in Brooklyn being readied for occupancy, it is essential that all baggage be picked up at the Beaver Street Hall as soon as possible. While most men have responded to the earlier notices to this effect, there are still some items that have not been called for.

The baggage room must be cleared to facilitate the vast job of transferring all gear to the Brooklyn quarters. The call to pick up baggage has been repeated throughout the past several months.



Nolan Fontenot (SIU), Tiny Teague, L. A. Morrison (Business Manager of the Lake Charles Metal Trades Council), Jimmy Collins (SIU) and George Krebs (an operator in the Cities Service refinery) line up for their photo just before 4,500 members of the Operating Engineers and the Metal Trades Council left the refinery. All hands were given a copy of the "Buyer's Guide."

## Seafarers In Lake Charles Help Distribute 'Union Buying Guide'

LAKE CHARLES, La.—Local Seafarers have taken an active part in assisting the Lake Charles Central Trades Council in distribution of "A Buyer's Guide For Members of Organized Labor."

This guide, as recently reported to the LOG, is a unique cataloging of all of the many businesses, services and shops in this area that are either union shops or favorable to the union movement locally.

It is estimated that over 90 percent of all such places in Lake Charles and surrounding areas fall into this category and

are listed in the "Guide," making Lake Charles one of the most solid union cities in the country.

All plants and refineries in this area have been covered and several hundred "Guides" have been placed aboard SIU ships that hit this area regularly.

To quote from Mr. Walter Mayo's preface to this guide: "Our objective is good will and a better relationship between business and union members in this community and we realize that this is obtained only through a better understanding of the problems of each in cooperative action."

## Savannah Expecting Period Of Slow Shipping

By E. B. TILLEY

SAVANNAH, July 5—For the last two weeks we had pretty good shipping, but the next two-week period looks like it's going to be kind of weak. The only ship due in is South Atlantic's Southwave. However, the weather, which has been hot, looks as if it will continue to be sizzling. But, as the man says, you can't have everything.

Four ships paid off here since the last report, and signed on again. These were the Monroe (Bull); Wanda (Epiphany), and the Southwind and Southstar (South Atlantic). In-transit were the Raphael Semmes (Waterman); Robin Doncaster (Seas), and the Steel Chemist and Steel Vendor (Isthmian).

There was only one beef in the whole batch, and that was on the Wanda, which paid off in Charleston. For some reason the Master didn't give a hoot what the galley looked like, and would not give the okay to have it painted.

It was so bad that the Shipping Commissioner got on his tail about it. We had a talk with the new Skipper, and it looks as if everything is going to be all right.

Nobody around here has any particular beef—maybe one reason is that there are only eleven bookmen on the shipping list at this time—but I sure enough have.

And this is it: I don't think that the \$50 fine slapped on those guys who miss ship is

enough. Some of these birds think nothing of the \$50, as long as they are able to go out and gas up, and in their irresponsible way they continue to make it tough on their shipmates.

This is one offense that certainly merits more severe punishment. What it should be, I leave to the membership; but think it over, Brothers, and see if you don't agree with me.

One of the eleven men who have registered is Charles W. Thompson, who got his book in 1948, by virtue of serving as a volunteer organizer on a Liberty tanker out of this port.

Previous to that time, he had sailed on numerous unorganized ships, and now he says he knows what it means to be in a strong Union like the SIU.

Talking about a strong Union, the voting on the constitutional amendments won't roll up a big total in this port, but those who are casting their vote here all seem to be in favor of it.

We certainly hope that the other ports feel the same way—and reports would seem to indicate that—because unless we prepare now for the future, we may find ourselves behind the well-known eight-ball.

Six men are currently in the Marine Hospital and, I am sure, will enjoy hearing from their shipmates. L. L. Lfofley, H. L. Rogers, G. F. Johnson, S. L. Dennis, P. S. Lanier and G. W. Newman are the laid up Brothers, so drop them a line, or pay them a visit, if you're around these parts.

## Good Shot Of SIU Hall In Mobile



There doesn't seem to be very many Seafarers around the Mobile Hall, and for two very good reasons: First, they are dispatched almost as soon as they hit the port, and second, those still on the beach are too smart to stand in that hot Alabama sun. They're all inside enjoying the blessings of air-conditioning. (Wish we could say the same about the LOG office.)

## Mobile Boasts Of Good Shipping; Teamsters' Strike May End Soon

By CAL TANNER

MOBILE—It appears that the good shipping prevailing in this port will continue for quite a while, at least.

The principal item of interest on the local labor scene is the strike of the AFL Teamsters against a Coca-Cola bottling plant here. This beef, which has the full support of the SIU, has been in effect for several weeks now. However, there are hopes that a settlement will be reached within the next few days.

As for shipping activity, we had seven payoffs in the past two-week shipping period. They were the Pilgrim, Corsair, Runner, Clipper and Cavalier (Alcoa), and the Maiden Creek and Monarch of the Seas (Waterman).

There were no beefs on any of these ships.

Sign-ons were the Pilgrim,

Runner, Clipper, Corsair, Maiden Creek, the Del Alba (Mississippi). In-transits were the Steel Flyer (Isthmian), De Pauw Victory (South Atlantic) and the Iberville (Waterman).

On these sign-ons and in-transit ships, the story was the same—no beefs.

### FULL CREWS

At the last regular membership meeting, we reported that full crews will be furnished to the Allison Houghton (Alcoa), Clearwater Victory (Isthmian), and the John Lind (Isthmian). We also reminded all hands to apply for their validated papers, as the deadline for this occurs on August 1.

At the meeting, the Headquarters report to the membership was read and concurred in, as was the Secretary-Treasurer's financial report. There were 150 members present when the session adjourned. Louis Naira acted as Chairman, J. Carroll as recording secretary and R. Jordan as reading clerk.

Among those present at the meeting was Brother E. D. (Curly) Moyd, who has been a member of the SIU A&G District since its inception. Moyd, who holds book No. 10829, feels that the SIU Welfare Plan is one of the greatest accomplishments ever secured by any maritime union because of what it does for Seafarers and their families.

This oldtimer says that things like the Welfare Plan are among the reasons he favors the dues increase. He has been telling shipmates that continued finan-



E. D. MOYD

cial strength means continued power for the SIU. And that, he points out, assures Seafarers of top protection for the future.

### ACTIVE IN BALLOTING

And speaking of voting, the following ships took an active part in balloting: Alcoa Pilgrim, Alcoa Corsair, Monarch of the Seas, Alcoa Runner, Maiden Creek, Alcoa Clipper, Alcoa Cavalier, Del Alba, Steel Flyer, De Pauw Victory and the Iberville.

This was accomplished through the fine cooperation and the efforts of the various department heads, in seeing that the men were given time off to come to the Hall and cast their ballots.

Thus, almost all the men aboard these ships were able to express their views through the medium of the secret ballot.

# Shipping, Voting, Weather Set Hot Pace In NO

By LINDSEY WILLIAMS

NEW ORLEANS, July 6—Shipping in the port is still very good for ABs, and rated engine department men can have a choice of any and all runs. Shipping will continue to be very good for weeks to come with 9 scheduled payoffs for the coming two weeks in this port.

Since the last report we had the following payoffs: Hattiesburg Victory (South Atlantic); Oceanstar (Dolphin); Fairland (Waterman); Catahoula and Carabule (Cuba Distilling); Del Viento, Del Campo, Del Norte, and Del Mundo (Mississippi).

In-transit were these vessels: Alcoa Cavalier, Alcoa Corsair

and Alcoa Runner; Seatrain New Jersey and Seatrain Texas; Del Viento, Del Alba, Lawrence Victory and Del Sol (Mississippi); Morning Light and Monarch of the Seas (Waterman); Steel Flyer and Steel Vendor (Isthmian), and Spartanburg Victory (Bloomfield).

On the sign-on side of the ledger were 11 ships: Alcoa Roamer; Del Viento, Del Norte and Del Sol (Mississippi); Carabule and Catahoula (Cuba Distilling); Fairland (Waterman); Joseph Pulitzer and Tuskegee Victory (South Atlantic); Peconic Bay (Seatrade), and Oceanstar (Dolphin).

There were very few shipboard beefs in these last two weeks, and those were all squared away at the payoff or the sign-on.

On the Carabule we had a beef with the Chief Mate. From all indications this bird hates to see a smooth-running ship, and is continually trying to keep the crew in an uproar so he can have his way in working the men and not have to live up to the agreement.

He was squared away this trip, and the company in New York stated that, if his actions continued, they would have to replace him, as they are in accord with the Union and want smooth-running ships and not a bunch of beefing at all times.

This crew should be commended on a job well done, by keeping their nose clean and seeing the beef through without jumping up and quitting while the beef was in progress.

Speaking of the SS Carabule, she will get innerspring mattresses on her next voyage. The SS Catahoula, her sister ship, was equipped with innerspring mattresses today. After several beefs with the crew, and officials in New York and here trying to sell the idea to the company, they have finally agreed to place these mattresses on board their ships.

Let's hope that they are well-taken care of and appreciated by the crews of these ships. If so it will make it much easier to sell the same idea to other companies.

With the placing of innerspring mattresses on board the Cuba Distilling ships, we also got word that Alcoa Steamship Company will start very shortly to place innerspring mattresses



STANFORD SMITH

on board all of their privately-owned ships.

Voting is going on at a rapid clip in this port with 545 cast at this writing.

There is a great trend toward "yes" voting on this issue and the Brothers who are doing their utmost to get as many to vote as possible themselves deserve a vote of thanks.

A great many of the Brothers on the beach are getting out and scouring about in order to see that all bookmembers vote. All Delegates have been instructed to get their crews up to vote on this vital issue.

From the number of members who have expressed themselves on this issue, it should carry well over the two-third vote that is required by the constitution. For a stronger SIU, all members are urged to vote and to vote "YES."

About the only beef among the membership in this port is a beef that the picards can't square away but have to go along and bitch and beef the same as the membership—and that is the damn heat.

The temperature has run well over the 90 mark for quite some time, with little or no letup in sight. All hands that sweat it out here in the Hall agree we need the extra dough, so we can get the New Orleans Hall air-conditioned along with the Hall in Mobile.

With the Hall air-conditioned, we may be able to entice a few more ABs to come around and ship during the hot weather.

At the meeting last night, there was a motion under New Business to try to get some fans in order to help cool the Hall off for the meetings.

All reports and minutes were accepted with the exception of New Business from Frisco which was non-concurred in (Ed. note: to allow 90-day voting). There was no Good and Welfare, as the Brothers were trying to dodge the 94 degree heat.

On the beach for a while, until he recently shipped on the SS Del Norte as Chief Baker, was Brother Stanford Smith.

Brother Smith is well-known on the passenger ships for his baking ability, and all members who have sailed with him will agree that he knows his cream puffs, chocolate eclairs, etc., when it comes to whipping them up for both crew and passengers.

Brother Smith has all stewards department ratings, and has been sailing steady with the SIU since its inception—with the exception of the war years when he joined the Seabees.

He has taken part in many SIU beefs and has been active in the strikes that the SIU has been taking part in since its start.

Brother Smith has been a seafaring man for many years and says "The Welfare Plan and the Vacation Plan are tops—the biggest things that ever happened for the betterment of seamen and their families. I am proud to belong to the SIU, as it is definitely the best Union, and the first in all of the new deals in advancement for seamen."

In the hospital are the following Brothers: J. C. Kueider, Fred Garretson, L. T. Link, R. C. Arnold, S. McDonald, G. A. Williams, C. E. Wallick, L. Tickle, F. J. Momdesire, E. C. Simonson, H. H. Hamilton, W. C. Pairs, L. L. Rigaud.

R. Cruz, E. E. Gross, W. O. Cara, D. D. Kelly, L. Lang, K. Raana, O. Celestine, J. Mayrbat, C. H. Summerett, G. J. Peirsall, Gregory Morejon, T. L. Dugas and W. H. Butts.

On the beach here, in the oldtimer class, we have these Brothers: Louis O'Leary, Bob Carter, "Piggy" Sahaque, Philip Maechling, "Whitey" Lewis, Alex Witchins.

Bobby Welch, Leonard Munna, Al Ballard, Gus Bartlett, Ed Blackman and Patty Driscoll.

## Shipping Takes Branch Meeting From Boston

By BEN LAWSON

BOSTON, July 5—You can tell anybody you meet that shipping is good in this port—so good that we didn't even have enough members around to make a quorum for the regular scheduled Branch meeting.

Four ships paid off here during the two-week period, two signed on, and six were here in-transit. Paying off were the Ann Marie (Bull); Julesburg (Mathiasen); Royal Oak (Cities Service) and Yarmouth (East-ern).

The Julesburg and the Federal (Trafalgar) signed on, while the visiting in-transits were the Steel Artisan and Steel Navigator (Isthmian); Robin Mobrai (Seas) and the Chikasaw and Gateway City (Waterman).

There was a beef on the Chickasaw about the Mate running the gang, but it was straightened out okay, and the deck gang left happy.

There is nothing much else to report from this neck of the woods, except to call your attention to the fact that we have four Brothers in the Brighton Marine Hospital: F. Dirksmeyer, Ollie Purdy, R. Dunsmoor and G. Voorloomis. If their friends and old shipmates take a little time out to drop them a line, it would make their time there a little brighter.

# Dope Pushers Get Deep Six From The SIU

The nation has been reading with horror the details of the vast narcotics traffic that are being disclosed in the probes currently being made by various government agencies.

Of particular concern is the extent of the traffic among school children and juveniles, who appear to have been singled out as a major source of income by the operators in the illegal trade.

The shocking disclosures made at recent hearings painted a picture that has grim overtones for the country as a whole. The narcotics racket is being pushed on such a gigantic scale in grade and high schools that an alarming percentage of the nation's youth is being exposed to addiction to the various forms of narcotics.

Consequently, fear has been expressed in many quarters that the nation will be forced to accept the fact that many of its youth are helpless victims of the dope pushers and will require treatment at public expense.

Testimony by government agents reveals that the narcotics trade in New York and other areas is part of an international ring with headquarters abroad. Charles (Lucky) Luciano has been mentioned as a possible head of the operation.

While the public has only lately become aware of these shocking facts, the Seafarers International Union recognized the problem several years ago—1947, in fact. Taking the view that water-borne transportation can be a vital link in the international dope traffic, the Union called for, and received, approval from the membership for a strong policy against any crewmember in any way involved with narcotics.

As a result, the SIU cracked down on all violators of the policy that called for expulsion of weedhounds and purveyors of dope wherever they were discovered aboard contracted Union ships. In implementing this policy, the Union also strove to educate the membership on the dangers posed by individual dope pushers.

The membership realized that the dope addict or purveyor in their midst was not only a threat to the nation as a whole, but was an extreme danger to the Union, their own welfare and the safety of their vessel.

In the several years since the policy was instituted, the drive has been waged relentlessly and offenders have been placed on charges and, where the evidence so warranted, were expelled from the organization.

While the incidence of hopheads aboard SIU ships has been reduced to the point where they are practically negligible, the SIU's program has not been slackened one bit, and the membership has been repeatedly alerted to the problem posed by this type of union-wrecker, as they have been labeled by the SIU.

The membership and officials of the SIU are continually reminded of their obligation to place the possessors of dope on charges whenever they run across such characters.

## REPORT OF The Seafarers WELFARE PLAN

### REPORT NUMBER SIX

By PAUL HALL, Secretary-Treasurer, SIU, A&G District; Chairman, SIU Welfare Plan Trustees

Each week the Seafarers Welfare Plan will make its report to the membership of the Atlantic and Gulf District through the SEAFARERS LOG. Included will be the names of the men receiving hospital benefits, the amounts paid, the hospitals in which they are receiving treatment, and the total amount paid out since the inception of the plan on July 1, 1950. Also included in the report will be the names of the men who have died and the amounts paid their beneficiaries.

#### Period Covered By This Report

June 17 - June 30

Cash On Hand

\$280,536.07

US Government Bonds

\$506,137.54

Estimated Accounts Receivable

\$160,000.00

Hospital Benefits Paid In This Period

\$3,167.00

Total Hospital Benefits Paid Since July 1, 1950

\$50,490.00

Death Benefits Paid This Period

\$5,500.00

Total Death Benefits Paid Since July 1, 1950

\$49,000.00

The figures cited in this report of the Seafarers Welfare Plan cover the first year of operations insofar as the payments of benefits are concerned. It was on July 1, 1950, that our Welfare Plan began paying the hospital and death benefits. The Fund itself began collecting contributions from the operators six months earlier, however.

As will be noted above, the Fund disbursed a total of approximately \$100,000 in benefits in the first 12 months of operations. Hospital benefits paid out in the period came to \$50,490.00, with death benefits paid to the beneficiaries of deceased Seafarers reaching \$49,000.00.

It should be noted that the figures above showing the Fund's investment in US government, interest-bearing bonds do not include the recent purchase of an additional \$250,000 of the government securities, the transaction having been concluded in the period immediately following the one closed out in this report. Actually, therefore, the investment in the government bonds is over three-quarters of a million dollars, the interest from which will go to reducing the cost of the Plan's administration.

Thus, one year after payments were begun, the Seafarers Welfare Plan is in an extremely sound financial condition. From the standpoint of service to the membership, the Plan is in an equally sound condition. The wisdom of setting up a self-administered plan of operation is very clear in light of the efficient and prompt manner of payments to all beneficiaries everywhere. Throughout the entire first year of operation the payment of benefits has been accomplished smoothly and with practically no beefs, if any, from any quarter.

Where attention has been called to any existing kinks, they have been quickly ironed out. Inasmuch as the Seafarers Welfare Plan is a pioneering project, the success that has been scored in every phase of its operations stamps it as a really remarkable advance for organized seamen, one in which all of us may justifiably take pride.

As in practically every period, the hospital benefits of

the June 17-June 30 period were paid to Seafarers in hospitals throughout the nation. The Public Health Service Hospitals in Staten Island and in New Orleans were neck and neck, with 25 SIU men in the latter institution receiving benefits, and 24 hospitalized Seafarers being paid in the New York hospital.

The Manhattan Beach hospital in Brooklyn was a close third, with 22 men eligible for the weekly \$10 benefits. Baltimore had 13 SIU men eligible, Savannah 12, San Francisco 11 and the rest were scattered throughout 12 other institutions, as a reading of the list below will indicate.

There has been a slight change, in name only, in the Marine Hospitals. From now on they will be known as the US Public Health Service Hospitals. Dr. Leonard Scheele, Surgeon General of the Public Health Service has informed the Union that the change in names was made to provide a uniform designation for all hospitals operated by the Public Health Service and to aid in correcting a prevailing misconception among many shoreside people that the Marine Hospitals are associated with the US Marine Corps.

Actually the name Marine Hospital has been in use for over 150 years, ever since the institutions were set up to care for seafaring men only. However, Congress has broadened the list of beneficiaries so that today about half of the patients are made up of groups other than seamen.

At any rate, Dr. Scheele assured us that the same "quality and quantity of service," will be continued.

As many men will recall, in the period immediately following the war the Seafarers waged a strong campaign to improve service in the hospitals. At that time there were many complaints about service, lack of personnel and so on. These matters were subsequently cleared up to the point where, today, Seafarer patients in all ports have been commending the quality of service and courtesy given them in the various Public Health hospitals.

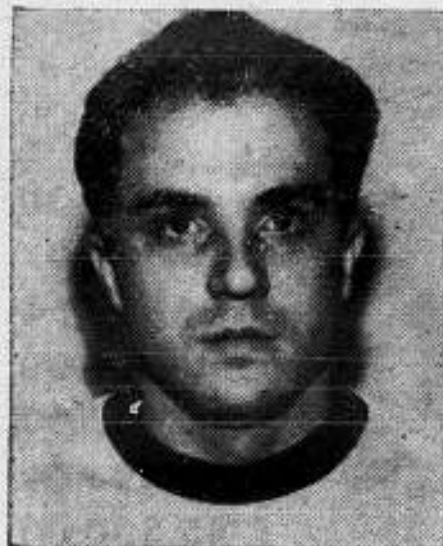
Listed below are the Brothers who have received hospital benefits during the period covered by this two-week report, the hospitals they were in and the amounts they were paid.

<b>US MARINE HOSPITAL GALVESTON, TEXAS</b>		Lewis, Joseph F. .... 20.00	Swienchoski, S. .... 10.00	Larsen, R. F. .... 40.00	Waterman, Elton ..... 30.00
Thomas, William N. .... 20.00	Jastrzebski, W. .... 10.00	Thomas, B. E. .... 30.00	Motus, F. .... 17.00	Lopez, E. .... 40.00	Dyczek, Karol ..... 10.00
McIsaac, H. C. .... 10.00	Rios, A. .... 10.00	80.00	Sanchez, Charles ..... 10.00	McIlreath, D. .... 40.00	244.00
	Pilutis, Joseph ..... 10.00		Muller, A. .... 10.00	Makris, C. .... 37.00	
<b>US MARINE HOSPITAL STATEN ISLAND, NY</b>	Dacey, C. .... 10.00	Mohann, George ..... 54.00	Johnson, V. .... 10.00	Milazzo, Vic ..... 40.00	
McGuigan, A. .... 13.00	320.00	Remahl, E. .... 10.00		Murphy, B. .... 33.00	<b>ST. AGNES HOSPITAL PHILADELPHIA, PA.</b>
Lawlor, James ..... 10.00	<b>US MARINE HOSPITAL MANHATTAN BEACH BROOKLYN, NY</b>	Lomax, A. .... 20.00	Ashurst, James H. .... 20.00	Sullivan, T. .... 40.00	Bargone, William ..... 10.00
Lomas, A. .... 20.00		Barron, John ..... 20.00	Atmore, Robert ..... 40.00	Vorke, Peter ..... 30.00	<b>US MARINE HOSPITAL CHICAGO, ILLINOIS</b>
Craig, Frank ..... 10.00		Prescott, Jack ..... 10.00	Blake, R. A. .... 40.00	Dalton, Jack ..... 47.00	Slowik, Adam ..... 24.00
Koslusky, J. .... 13.00		Dixon, Earl ..... 10.00	Bruno, M. .... 40.00	Moore, George ..... 47.00	Nankivil, B. .... 7.00
Dixon, Earl ..... 10.00		Blomgren, J. .... 10.00	Driscoll, J. J. .... 40.00	854.00	
Feliciano, A. .... 10.00		Callisto, J. .... 13.00	Edwards, J. T. .... 40.00		<b>US MARINE HOSPITAL BALTIMORE, MARYLAND</b>
Queary, A. .... 10.00		Landry, F. .... 10.00	Espinoza, J. .... 40.00	Brown, Claude A. .... 10.00	<b>US MARINE HOSPITAL SAVANNAH, GEORGIA</b>
			Ferrer, E. .... 40.00	Randolph, Claude H. .... 34.00	Porter, James R. .... 10.00
			Crimes, F. .... 40.00	Plahn, Eugene ..... 20.00	Lofley, L. L. .... 20.00
			Lancaster, J. M. .... 40.00	Pickur, Andrew ..... 10.00	Newman, Guy W. .... 30.00
			Landry, F. .... 40.00	Gill, Joseph ..... 20.00	Musgrove, T. C. .... 20.00
				McKenzie, Ralph ..... 20.00	Buckley, M. .... 10.00
				Vaughan, William ..... 20.00	Homan, J. .... 10.00
				Reier, George F. .... 20.00	Shedd, R. C. .... 10.00
				Dean, Clinton ..... 20.00	Hiers, G. F. .... 20.00
				Tyson, James ..... 10.00	Lanier, P. S. .... 10.00
				Foy, Henry J. .... 20.00	

(Continued on Page 14)

# Here's What I Think

**QUESTION:** The SIU has been urging its crews to hold shipboard educational meetings to help integrate the new men into the Union. Have you found these meetings effective in teaching newcomers how to think and act as good SIU unionists?



**PHIL JORDAN, Cook:**

Yes, they are effective because they help new men who do not know the score. And that's what the Union is for—to help them. Some of these newer men don't know anything about the part organized labor has played in raising the standards of working men, seamen especially. The meetings help to show how we won the conditions we now enjoy. Besides, these meetings help train men to take Delegates' jobs and to be active, responsible Union men.



**PARTHA JERNIGAN, DE:**

We held educational meetings on the Peconic Bay, a new ship under the SIU banner, and they went over fine. There were seven or eight new men and the meetings helped, because an informed Seafarer is an asset on any ship. At first, these men didn't even know they got overtime for overtime work. In addition to posting agreements, we discussed the agreement provisions fully. The meetings and educational literature go a long way in helping these new men.



**GUILLERMO NUNEZ, Elec.:**

These meetings were getting into full swing on the Chickasaw just as I paid off last month. Portions of the regular meetings were devoted to educational sessions and they were very useful. We had three or four new men aboard and they got a chance to learn how the Union is run, and what is expected of them as Seafarers. These meetings are effective because they show new men that conditions they come into were not enjoyed by seamen until very recently, and had to be fought for.



**H. KELLY, Bosun:**

They certainly do. These meetings help the new men understand the agreement and the rules under which we sail. There are lots of men who are interested in the Union, how it operates, its contracts, history and so on, and these meetings are the best way for them to learn these things and to discuss them with their shipmates. In fact, the meetings are also helpful to the oldtimers, because they keep them up to date.



**TONY SKILLMAN, AB:**

These meetings help the newer men, the oldtimers and the Union. I think it's better to work alongside a good Union man who knows the score than the guy who doesn't know what it's all about. One of the best ways to educate the new man to Union ways is through the shipboard meetings because it gives him a chance to know how his shipmates have strengthened their position through the Union.

## It Seems Every SIU Ship Hit Port Baltimore

By EARL SHEPPARD

BALTIMORE, July 9 — The Port of Baltimore continues to match the weather with its shipping and business.

If there ever was a ship built, it tied up in Baltimore during the last two-week period or the period before that. From June 20 through July 5, we paid off and signed on the following ships: the Santore, Baltore, Marore, Venore, Cubore and Bethore (Ore); Portmar (Calmar); Golden City, Hurricane, War Hawk, Rafael Semmes (Waterman); and the Legion Victory (Bloomfield).

In addition, we paid off the Edith, Inez and Mae (Bull); Robin Goodfellow and Robin Mowbray (Seas), and the Lafayette (Waterman). We also signed on the Azalea City (Waterman); John Sturgess (Seas) and the Salem Maritime (Cities Service).

To make things a little hot for the Dispatcher, these ships made Baltimore a port of call and took replacements: Hilton, Angelina and Dorothy (Bull); Chickasaw and Hurricane (Waterman); Alcoa Pilgrim, South Star and South Wind (South Atlantic); Steel Chemist and Steel Navigator (Isthmian); Calmar (Calmar), and the Southern States (Southern Trading).

We were also asked by our Brothers to the north and south to send a few rated men their way, which we were able at times to do. To their everlasting credit, we also received a rated man or two from our aforementioned Brothers.

If you wish to make friends with the officials in this port, come in during one of these hectic weeks and kiddingly say, "Gee, I wish I had your job." You are liable to get it!

One of our oldtimers here, John La Foe, passed away during this report's duration. The membership in the port went on record at the meeting to send a wreath to Johnny, who was well liked around these parts.

In the hospital we had Ralph McKenzie, John Klemowicz, Eugene Plahn, Walter Ostrowski, George Espalla, Edmund Blosser, Robert Gilbert, Wm. Mc Ilveen, Bill Derol, George Reier, and Clinton Dean.

McKenzie, Klemowicz, Espalla, and Mc Ilveen are now discharged. A Brother not mentioned till now is "Uncle Otto" Preussler, who has over one hundred discharges to his credit. Otto holds book 2957, and is well known to all hands up to eighty years of age.

Unfortunately, however, he is now in the Marine Hospital suffering from the loss of his right eye, from an unusual accident. He was struck by a porthole fan.

The last meeting was a routine one. All Branch minutes, Headquarters report, Secretary-Treasurer's Financial reports, were accepted, with the exception of the resolution from Frisco wherein it was proposed that balloting on important issues be extended to three months.

All hands agreed that, if such a ruling went through, we would find ourselves constantly voting and possibly having two or three balloting committees operating at the same time. The meeting was attended by 174 members.

One point that this port would like to remind all book and permit holders about, is the paying off rule of the Union, which requires that proper notice be given.

With shipping on the boom,

this rule is very important and the officials in this port will enforce it to the hilt.

If you intend to payoff a ship, be sure that you give at least twenty-four hours notice to the head of your department that you intend to terminate your employment.

If you do not give proper notice, and a replacement is not secured, and you leave the vessel without waiting to be relieved, you are guilty of failing to join your ship and are automatically fined fifty dollars for the offense.

Don't wait until the morning

of the day you are sailing to give your notice, and then expect your replacement to be there in an hour or two.

Speaking of hiring procedure, we'd also like to let you know that all hiring should be referred through the office. In that manner, if there is a duplication of jobs, the company can be held responsible.

A good percentage of the men aboard SIU-contracted vessels today are new in the industry, the Union, or both. It is up to the oldtimers, and the more educated young bookmembers aboard ship, to not only preach but to practise good labor policies, so that a good example will be set for these new men.

Let's remember that a percentage of them will remain in the industry even if the boom ends, and the manner in which they are broken in now will determine what kind of a Union you will have.

Your piccards can make the proper recommendations and do a job, but without a healthy, active and wised-up membership your chances of success over any extended period of time are slim.

Educate your fellow crewmembers as well as you are able to. If there is little interest in your first conversation or meeting, don't stop there. Call a few more meetings and you'll find out that there is a gradual increase in interest at the meetings, especially if you pick your topics in advance and prepare your discussion.

Regardless of the attitude, always hold your meetings and elect your Delegates. Don't ever fail to do that. Who would the Captain have to growl at, if you don't have a Delegate?

## Galveston Shipping Slows A Bit, But It's Still Pretty Good

By KEITH ALSOP

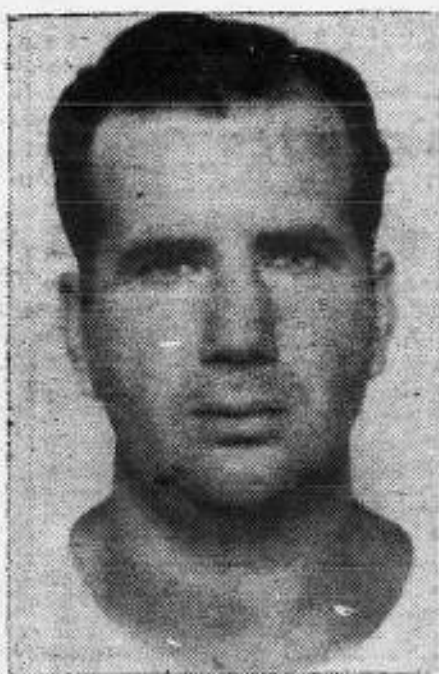
GALVESTON, July 6 — Shipping has slowed down somewhat from the dizzy pace we had been travelling, but it is by no means bad, as a glance at the shipping figures will show you.

We had five payoffs during this past period, which included the High Point Victory (Seatrade); Francis E. Warren (Mississippi); George Kulukundis (Mar Trade); Stratcape (Strathmore) and the Harry T (Palmer). The last four of these signed on again.

Coming into Galveston in-transit were the Del Alba and Del Mundo (Mississippi); Bents Fort (Cities Service) and the following Seatrains: New York, Havana and New Jersey.

There were a few minor beefs that popped up, but all of them were settled at the payoff.

Around for awhile was John Reilly, who sails Steward out of this port. Johnny joined the SIU in 1943 and has been active in Branch activities around here and in all Union beefs when ashore. During the Isthmian strike he was in Marcus Hook and pitched in there. You could call him a typical Seafarer and



**JOHN REILLY**

not be wrong.

Also on the beach at this time are A. Ellis, J. Phillips, U. Beyeler and K. Kristensen. In the Marine Hospital at this writing are H. M. Bomar, J. F. Lewis and J. Ward.

Since there weren't enough men around to make a quorum, there was no regular Branch meeting in this port.

# SHIPS' MINUTES AND NEWS



## Passage On Freighter Tops Luxury Liners, Author Finds

The streamlined vessels may offer loads of luxury but they can't give the ocean traveller the full flavor of the sea that comes with a trip on a freighter, says Willie Snow Ethridge, author and wife of the former chairman of the U. S. Advisory Commission on Information.

Mrs. Ethridge, accompanied by her 12-year-old son, Mark, sailed to Greece in May aboard the SIU-contracted SS Algonquin Victory on what she described as "the happiest trip we have ever known."

### NOTHING LIKE FREIGHTER

"There is nothing like a freighter, no matter what sailors sing in the South Pacific about a dame," Mrs. Ethridge said. "From now on when I'm fortunate enough to have time and money to travel, if ever, I'm choosing a freighter over the Queens."

Mrs. Ethridge, who has authored several books, the most recent of which are "This Little Pig Stayed At Home," and "This Is Greek To Me," said there were many reasons for the first-rate trip she and her son enjoyed on the SIU-manned vessel.

### HAPPY SHIP

"First, it was a happy ship. The officers and seamen were friendly, kidding, easy-going people and we were accepted, thank goodness, as just two more members of the crew. At meal times we talked knots, currents, winds, radar, stars, the loading and unloading of freight, the unions and what great improvements they have brought about in the lives of those who sail the seas, the personal peculiarities of ports—Genoa, Piraeus, Volos, Istanbul . . .

"And at night after supper, we played canasta in the Chief Engineer's room, the players rotating almost as regularly as their watches. And all day and far

into the evening we listened to music from the innumerable radios and victrolas. (I waked up practically every morning to the lilting notes of the Tennessee Waltz.)

"But even above the radios and victrolas there was the voice of Johnny Cruz in the galley lifted high in what I suspected, knowing Johnny, was the latest Puerto Rican number, though it could have been an Italian aria. Johnny served the meals—and such meals. Nothing like home.

### TOP CHOW

"Some days we had fried chicken for dinner and broiled steak for supper. And always the most de-licious creamed soups and breads and pastries. The Cook was a Belgian with a French flair, but Johnny had his hand in the pastries, too, and as he confided one noon: 'Where I put my big hand it turns out good.'

"And there were those long leisurely, long hours for walking the deck—a freighter has plenty of deck room—for sleeping, for gazing at the sun-spangled sea and for doing many of the other things that you always dream of doing, but never have the time for at home or on a Queen. Yes, it was a good trip. The very best."

Mrs. Ethridge, her son and husband live in Prospect, Kentucky. Mr. Ethridge is the publisher of the Louisville Courier Journal and the Louisville Times. He was recently chosen by President Truman to head the Psychological Warfare Board but was forced to refuse the appointment for reasons of health.

## Going Up The Grand Canal



On deck as the St. Johns Victory moves up the Grand Canal in Venice, Italy, are "Legs," Louie O'Leary, Finn, Pete and Tommy and some unidentified shipmates. Photos by Mike Papio.



Enjoying coffee time as the Bloomfield vessel navigates the canal are Charlie Dueitt, Arlen Jones, Butch Wheat, Norman and Bob Batson. The trip was the first for the ship under the SIU banner and the crew said it was "a good outfit."

## Chowhounds Find Heaven On Seacoral

Twenty-six days at sea and not a single beef about the food or service—that's the proud boast of the Seafarers crew aboard the SS Seacoral. And the lads owe it all to the first-rate stewards department, says Ship's Delegate H. L. Brandies.

Brother Brandies seems to think that the absence of beefs (and abundance of beef) in the first 26 days of the voyage establishes some sort of record.

"Ask and you shall receive, is the motto of our Steward, George Midgette," writes Brandies, "and the Cooks' and Mess-boys slogan is 'we aim to please'."

Brother Brandies' letter, which was dispatched from Yawata, Japan, says that the Seacoral (formerly the Coral Sea) is "scheduled to shuttle over here in the 100 percent zone for the next four months, and could you think of a better time to have such a solid stewards department?"

(The Ship's Delegate submitted a sample menu with his letter but space limitations prevent its publication. It's a humdinger, though—Ed.)

In his letter, Brandies says that the Seacoral crew would like to express its appreciation to Wilmington SIU Agent Jeff Morrison for the smooth payoff and sign-on in Long Beach, Calif., on May 8. And a word of thanks was expressed to Captain R. V. Tallin "for his outstanding discretion and cooperation with the crew, and for his understanding of Union matters."

"I'm sure," concluded Brother Brandies, "that every SIU Patrolman would appear much younger in a week's time if every SIU ship ran as smooth as the jolly Seacoral."

## US Public Health Service Renames Marine Hospitals

In order to provide uniform names for all hospitals operated by the government's Public Health Service, the US Marine Hospitals have been officially designated as US Public Health Service Hospitals. The change went into effect on July 1.

In a letter to A&G District Secretary Treasurer Paul Hall, advising him of the new designation, Dr. Leonard A. Scheele, Surgeon General of the US Public Health Service, wrote that "We feel it is more appropriate that all of our hospitals carry the name of the Federal organization that operates them—the Public Health Service.

"While American seamen and other Service beneficiaries know and understand the mission of the Marine Hospitals, the public frequently associates them with the US Marine Corps," Dr. Scheele said in explaining the reasons for the decision to change the hospital names.

Historically, the name "Marine Hospital" dates back over 150 years to the time when they cared for seafaring men only. "Since then," Dr. Scheele pointed out, "Congress has added to the list of Service beneficiaries, and today over half of our patients

come from groups other than seamen."

Dr. Scheele assured Secretary-Treasurer Hall that "the change will be one of name only." He said that it would in no way alter the quality or quantity of the service, or the conditions under which patients receive care.

In closing Dr. Scheele told the A&G District official that "speaking for the Public Health Service, I wish to assure you that we are very proud of our close association with the Seafarers International Union of North America."

Service and treatment in the Marine Hospitals, or Public Health Service Hospitals as they are now known, has shown marked improvement over the past few years, a distinct change from the period immediately following the end of the war when the SIU campaigned for correction of a number of inadequacies and shortcomings in the service.

## Del Mar Shipmates



George Libby, Bosun, and George McFall, Linenkeeper, grab a life-ring on the Mississippi passenger ship but only as a prop for the photo.



# Digested Minutes Of SIU Ship Meetings

**ROBIN HOOD (Robin), May 20** — Chairman, Donald Hilton; Secretary, J. Barnette. Delegates reported some disputed overtime. Ship's Delegate to ask for shore leave in Trinidad to buy a part for the washing machine.

**BETHORE (Ore), May 27** — Chairman (not given); Secretary, N. Dunbar. Delegates reported number of books and permits in their departments. Request made for tablecloths.

**STEELORE (Ore), May 20** — Chairman, Leon Gray; Secretary, Philip Korol. Delegates asked to press for payment of money for no breakfast and no linen one day. Ship's Delegate asked to contact AMMLA for a new library. Vote of thanks given stewards department for the fine work they have done.

**BALTORE (Ore), May 27** — Chairman, D. DiMaio; Secretary, Ray Shields. Delegates reported no beefs. Vote of thanks given stewards department. Discussion on gear stolen from crewmembers in Sparrows Point.

**ALCOA PATRIOT (Alcoa), May 19** — Chairman, Trawick; Secretary, Paul Wilkins. Ship's Delegate reported that he had talked with Captain concerning the logging of a Wiper. The Captain stated that he wanted to talk to the Patrolman about the Wiper's conduct. Discussion about charges against crewmember who fouled up. Discussion on the benefits for new members and their Union duties.

**PURPLESTAR (Triton), May 13** — Chairman, Julian Lelinski; Secretary, R. Niedermeyer. Discussion on keeping ship clean. Crew voted thanks to stewards department for fine work.

**SEATRAN NEW JERSEY (Seatrain), May 20** — Chairman, Leonard Brown; Secretary, Norman Power. Delegates reported all in order. Ship's Delegate reported that guarantee for washing machine be filed with ship's papers. Discussion on keeping messroom clean through cooperation of all hands.

**June 10**—Chairman, Bill Fredericks; Secretary, Al Power. Delegates reported number of books and permits in their departments. Motion carried to act on the five subjects sent to ship by Headquarters.

**SEATRAN NEW YORK (Seatrain), April 27**—Chairman, F. Berthold; Secretary, C. Goldstein. Delegates reported some disputed overtime. Chief Engineer to be seen about sougeeing and painting the quarters. Men coming to ship after having time off are asked to leave the men working alone.

**NASHUA VICTORY (Triton), May 19**—Chairman, Eddie Lamb; Secretary, Jean Clouteau. Ship's Delegate reported that Captain's inspection showed everything to be okay. Crew decided to let gangway watch use own discretion in admitting guests to ship.

**ELIZABETH (Bull), May 27**—Chairman, Kosta Hatgimios; Secretary, Pedro Reyes. Delegates reported no beefs. Motion carried to put awnings back aft. Motion carried to lock up night lunch while in port.



**WESTERN FARMER (Western Navigation), May 6**—Chairman, M. Sanchez; Secretary, J. Castellon. Repair list made up and approved. Captain told Ship's Delegate that ship was clean and no one had been logged. Crew asked to leave quarters clean when leaving ship.

**WESTERN TRADER (Western Navigation), May 28** (Chairman and Secretary not given). Delegates reported on books and permits in their departments. Short talk given new men on the functions and operation of the SIU.

**DANIEL LOWNSDALE (Isthmian), May 30**—Chairman, Tommie Tucker; Secretary, Clarence Hamby. Delegates reported on the number of books and permits in their departments. Discussion on first and second meals in the stewards department.

**CARRABULLE (Cuba Distilling), May 20** — Chairman, W. Butts; Secretary, M. McCoskey. Delegates reported no beefs. Letter from Headquarters on March of Dimes read and approved. Motion carried to take action against crewmember who missed ship two times in four months. Suggestion made that a definite clarification be made of the contract clause referring to launch service in Cuba.

**STEEL APPRENTICE (Isthmian), May 27**—Chairman, T. Tipoldos; Secretary, R. Mitchell. Delegates reported no beefs. Motion carried to donate to the March of Dimes at the payoff. Delegates to be queried about repair list.

**DEPAUW VICTORY (South Atlantic), May 20** — Chairman, Victor Miorana; Secretary, P. W. Lusk. Ship's Delegate reported that crew has subsistence for four meals and lodging due them. Discussion on painting of foc'sles. Ship's Delegate given a vote of thanks for fine work. Crew went on record to confine all games to unlicensed personnel. Discussion on fouled-up books of Steward, which will have to be okayed by the company.

**TADDEI (Shipenter), May 27** —Chairman, Red Brady; Secretary, George Bauer. Delegates reported all in order. All hands told to keep messhall cleaner, and assist in allowing the Pantryman the freedom of starting a day's work without a sink full of dirty dishes.

**WINFIELD S. STRATTON (Bull), June 6**—Chairman, Machele; Secretary, M. Cruz. Crew acted on five current issues, which were all adopted unanimously. Crew passed a vote of confidence to the committees that are undertaking the negotiations with the companies.

**MAE (Bull), May 27**—Chairman, Charles Starling; Secretary, Richard Galling. Discussion on the Cities Service article in "Fortune" magazine. Motion carried that money collected for the ship's fund at the end of the trip be turned over to the March of Dimes.

**ROYAL OAK (Cities Service), May 27**—Chairman, William Datzko; Secretary, Richard Heeler. Ship's Delegate reported that a volume control would be put on loudspeaker. All hands were urged to study Union literature. Motion carried to have the ship fumigated. Suggestion made to have salt tablet dispensers placed at the water fountains.

**May 28**—Chairman, R. Brindamous; Secretary, Harry Zuckel. "Fortune" magazine article on the Cities Service case read and discussed. Discussion on three men who had been fired in the stewards department. Crew voted to keep the three men aboard and censure the Steward for poor food.

**ABIQUA (Cities Service), May 27** — Chairman, Clarence Phibidoux; Secretary, J. Hancock. Delegates reported all in order. Ship's Delegate reported \$36 had been donated to the March of Dimes. Short talk given newcomers on the SIU constitution and by-laws.

**STEEL ARTISAN (Isthmian), June 24**—(Chairman not given); Secretary, S. Gotowicki. Delegates reported some disputed overtime in all departments. Motion carried to make ship's hospital serviceable. Beef raised about Djakarta and Belewani Deli where Captain breaks sea watches, though crew is convinced that they are in an open roadstead.

**CHIWAWA (Cities Service), May 6**—Chairman, Berkey Shyler; Secretary, Alfred Arroyo. Delegates reported number of books and permits in their departments. Messman told to serve entire crew before giving out seconds. Union literature on Hiring Hall brought to crew's attention and posted on bulletin board.

**June 14**—Chairman, C. W. Ely; Secretary, W. Giroud. Delegates reported on number of books and permits in their departments. Suggestion made that Engine Delegate see Engineer about repair of poop deck lights and having boat station numbers painted on engine gang foc'sle lockers.

**SALEM MARITIME (Cities Service), June 3** — Chairman, Steve Deri; Secretary, Warren Mendow. Ship's Delegate reported that request for awning will be taken up with company. Motion carried to have a repair list ready for shipyard.

**YOUNG AMERICA (Waterman), (date not given)**—Chairman, W. O'Connor; Secretary, John Burke. Ship's Delegate stressed the importance of maintaining a gangway watch. Discussion on transportation along the west coast.

**ANGELINA (Bull), June 10**—Chairman, W. Walker; Secretary, C. Bairstow. Delegates reported no beefs. Discussion and voting of five issues sent to the ship by Headquarters. Discussion on the set up and operation of the Welfare Plan and the new Vacation Plan.

**DEVILS LAKE VICTORY (Bloomfield), April 24** — Chairman, Al Stephens; Secretary, D. Allbright. Stewards department cooperation asked in disposing of garbage. Crew asked to cooperate fully in bringing ship in clean.

**June 6**—Chairman, A. Stephens; Secretary, Frank Hughes. Ship's Delegate stated that Captain reported crew was best he had seen in 40 years of sailing. Stewards department thanked for the fine job it is doing.

**STEEL DESIGNER (Isthmian), May 27**—Chairman, G. Brown; Secretary, Hector Conrad. Delegates reported no disputed overtime. Ship's Delegate to see Captain about having crew's quarters painted. Steward reported beef concerning overtime work in the iceboxes. Messman told to stay out of saloon, except during his working hours.

**STEEL FABRICATOR (Isthmian), May 6**—Chairman, W. Whelan; Secretary, J. Merkel. Delegates reported everything okay.

**STEEL FLYER (Isthmian), June 3**—Chairman, Orlando H. Lopez; Secretary, H. Gibbs. Ship's Delegate reported one man had failed to join the ship in New Orleans. Stewards Delegate reported minor beefs, to be referred to Patrolman.

**STEEL SEAFARER (Isthmian), May 27**—Chairman, R. Guild, K. Oborski. Delegates reported number of books and permits in their departments. Cleaning of recreation room put on a weekly basis for each department.

(More Ships Minutes on Page 13)

## Directory Of SIU Halls

### SIU, A&G District

BALTIMORE	14 North Gay St. Earl Sheppard, Agent	Mulberry 4540
BOSTON	276 State St.	
BEN LAWSON, Agent	Richmond 2-0140	
DISPATCHER	Richmond 2-0141	
GALVESTON	308 1/2-23rd St.	
KEITH ALSOP, Agent	Phone 2-8448	
LAKE CHARLES, La.	1419 Ryan St.	
KEITH TERPE, Agent		
MOBILE	1 South Lawrence St.	
CAL TANNER, Agent	Phone 2-1754	
NEW ORLEANS	523 Bienville St.	
LINDESEY WILLIAMS, Agent		
NEW YORK	51 Beaver St.	HAnover 2-2784
NORFOLK	127-129 Bank St.	
BEN REES, Agent	Phone 4-1083	
PHILADELPHIA	337 Market St.	
S. CARDULLO, Agent	Market 7-1635	
SAN FRANCISCO	450 Harrison St.	
LYLOYD GARDNER, Agent	Douglas 2-5475	
SAN JUAN, PR.	252 Ponce de Leon	
SAL COLLIS, Agent		
SAVANNAH	2 Abercorn St.	
E. B. TILLEY, Agent	Phone 3-1728	
SEATTLE	2700 1st Ave.	
RAY ONTES, Agent	Seneca 4570	
TAMPA	1809-1811 N. Franklin St.	
RAY WHITE, Agent	Phone 2-1323	
WILMINGTON, Calif.	440 Avalon Blvd.	
JEFF MORRISON, Agent	Terminal 4-2874	
HEADQUARTERS	51 Beaver St., N.Y.C.	
SECRETARY-TREASURER	Paul Hall	
HEADQUARTERS REPRESENTATIVES	Joe Algina Robert Matthews Joseph Volplan	
<b>S U P</b>		
HONOLULU	16 Merchant St.	Phone 5-8777
PORTLAND	111 W. Burnside St.	Beacon 4336
RICHMOND, Calif.	237 3rd St.	Phone 2599

SAN FRANCISCO	450 Harrison St.	Douglas 2-8363
SEATTLE	86 Seneca St.	Main 0290
WILMINGTON	440 Avalon Blvd.	Terminal 4-3131
NEW YORK	105 Broad St.	BOWling Green 9-3438

### Great Lakes District

ASHTABULA	1036 W. 5th St.	Phone 4-8831
BUFFALO, N.Y.	10 Exchange St.	Phone Cleveland 7391
CLEVELAND	2602 Carroll St.	Phone Main 0147
DETROIT	1038 3rd St.	
HEADQUARTERS	Phone Cadillac 6857	
DULUTH	531 W. Michigan St.	Phone Melrose 4110
MILWAUKEE	683 S. 2nd St.	Phone Broadway 2-5017
SOUTH CHICAGO	3261 E. 92nd St.	Phone Essex 3-2410

### Canadian District

MONTREAL	463 McGill St.	MArquette 5909
HALIFAX, N.S.	128 1/2 Hollis St.	Phone 3-8911
FORT WILLIAM, Ontario	118 1/2 Syndicate Ave.	Phone 3-3221
PORT COLBORNE, Ontario	103 Durham St.	Phone 5591
TORONTO, Ontario	86 Colborne St.	Elgin 5719
VICTORIA, B.C.	617 1/2 Cormorant St.	Empire 4531
VANCOUVER, B.C.	565 Hamilton St.	Pacific 7824
SYDNEY, N.S.	304 Charlotte St.	Phone 6346
BAGOTVILLE, Quebec	20 Elgin St.	Phone 545
THOROLD, Ontario	37 Ormont St.	Phone 3-3202
QUEBEC	113 Cote De La Montague	Phone 2-7078
SAINT JOHN, N.B.	177 Prince William St.	Phone 2-3049

# THE MEMBERSHIP SPEAKS



## Seaman's Wife Lauds SIU's Vision In Welfare Program

To the Editor:

For the past couple of months I've been meaning to write a letter letting the Union know how I feel about the wonderful things it has been accomplishing for the men who are fortunate enough to belong to it. But with three children and a home to care for in the absence of my seafaring husband, I just kept putting it off.

Reading over the last issue of the SEAFARERS LOG, which just arrived at our house, I decided that here is one wife of an SIU man who is going to "hit the deck" and say what she thinks without further ado.

First, let me say that I think the SIU has shown that it has vision by steadily building welfare benefits for seamen, who, until the SIU started fighting for them, were far behind workers in industry on shore.

I think the way the Union has built its Welfare Plan in the short space of a year is a magnificent accomplishment. No wonder it is a model for other maritime unions.

And the Vacation Plan is just one more example of the leadership the SIU has shown in instituting improvements for seamen. I would say that what marks the SIU as a superior representative of seafaring men is that it has ideas, ideas that it puts in action.

I'm speaking, of course, from the viewpoint of a woman, a wife and mother, to whom security is a very important thing.

While I naturally hope that no such tragedy befalls any of our seafaring families, it is nevertheless most comforting to know that if anything should happen to our husbands, or fathers, the Union has seen fit to protect us against the panic that comes with the realization that

you are on your own and without funds in a crisis. The new increase in the Welfare Plan's death benefits now provides us with adequate protection.

Let me say again that I'm sorry I didn't get around to saying these things before. I think the Union's good work deserves encouragement.

Mrs. T. J. Harding  
Cleveland, Ohio

## Ask Congress To Release Men In Army, He Says

To the Editor:

From what I have read and from what my friends have written to me, I see that the government has realized the mistake in drafting active seamen. I also hear that in New Orleans newspaper ads are being run for seamen.

It seems to me that if you were to put pressure enough on Congress it would see the light and discharge us.

Also, if our Brothers who are sailing now were to write to their respective Representatives in Congress, telling them what hardship was placed on the merchant marine, I am sure it would help our case.

### RODE AMMO SHIPS

I think that I was doing my duty riding those ammo ships during the last war but it seems that our great and glorious leaders have forgotten. Remember how they used to rave about us. Heroes in dungarees—that's what they used to call us.

I am sure that all the rest of us active seamen who were drafted feel the same way as I do. We have been scuttled by our own political leaders.

Here is an idea. The Army and other military branches have a reserve. We should have the same thing for inactive seamen. Then when an emergency comes along, all a draft board would have to do is notify each beached seaman who is registered with his local board to "shape up or ship out."

John Turner. US52006344  
COL 35, R.C.T. APO 25  
c/o PM, San Francisco, Cal.

## Log-A-Rhythm

### Heaven Down Below

There is little ceremony;  
Not many prayers are said;  
For flowers, the phosphorous ray;  
The mourning hymn, wind across the waves.

Down to his coral tomb he glides, to rest;  
His marker, a star, the sailors know;  
And for this lonely seaman  
We know there is a Heaven down below.

—Anonymous

## Busy Men At Sea



Ernest Skipper, OS, takes a moment to check his brush while painting on the Seatrain Havana.



A broken cigarette holder is put back in commission by T. Spencer, Deck Engineer. Photos by Lester Moore.

## Grant Crewmen Warmed By News Of Vacation Plan

To the Editor:

Well here we are in Rio after a disastrous trip from Mobile to Boston, and from Norfolk to the land of rum—Trinidad. The only trouble we had after leaving Norfolk was with the galley range but by the time we got to Trinidad, the engine must have been brewing trouble for we sure had it.

We laid at anchor in Trinidad for one week waiting for some parts from the States. And by the way, they should have sent a new stove, too. The stove is a coal burner and I think that a ship coming out of the boneyard with a coal burning stove should have it replaced with an oil burner.

This ship was laid up for quite awhile and everything about the stove was rusted, so that the time the heat hit it, well, the stove just couldn't take it. We are doing the best we can with it to turn out meals but I hope something is done on arrival in the States.

We just received the May 18 issue of the LOG. The whole

crew is well pleased with the Vacation Plan. I myself have been sailing for a number of years and have never collected vacation for I never stay on one ship that long. Under this new Vacation Plan, I see that I can collect a few extra dollars now.

As for my part, I think that was a great piece of master work for the Union to have come up with the Vacation Plan idea and win a Fund like that from the shipowners. I think everyone in the SIU will agree with me, too.

I'll sign off now, hoping that every SIU member has good sailing.

C. L. Stringfellow  
SS Edward L. Grant

## Hanson Skipper Impresses Crew As 'One Of Best'

To the Editor:

I would like to take this opportunity to write a little note in praise of the Captain of the SS John Hanson, William Travis, with whom we have just completed a voyage from San Francisco to Canada to load and then on to the United Kingdom.

Captain Travis rates with the best of them going to sea today. He was very considerate of his men—one and all—and deserves the highest praise possible from this crew. We would like everyone in this Union to know that it is a great pleasure to have been able to sail with this man among men, who went out of his way many times to satisfy the crewmembers.

We hope that you will give him a very good name among the members of our Union, as he is 100 percent and one of the best to sail with.

Pat Ryan  
SS John Hanson

## Don't Let Book Get In Arrears, Brother Advises

To the Editor:

One very important thing is to keep your dues paid up and be in good standing all the time, for if you do not live up to the above rules, you will suffer the same as I am today.

I am behind in my dues and I cannot blame anybody but myself, though this is the first time since 1946 that I have been behind.

I made my last trip around the world, returning in March of 1950. I was paid off with \$1,250. At this time I paid my dues up to July 1, 1950. Since then I have not worked, besides having bad luck, for I was robbed of \$660.

If I had paid my dues for one year and eight months, today I would not suffer in the hospital. I have no one to blame but myself. I could have paid my dues, but I was too proud to ask my brother to lend me the money.

In August of 1950, I was to ship on one of the Isthmian ships and got turned down by the doctor. In October, I was turned down again by the same doctor.

On December 24, I got lye in my left eye and I can thank our Dispatcher, Paul Gonsorchik, for getting me immediately to the hospital, where I have been treated ever since.

Then the doctor on Jay St. found a cataract on my left eye and sent me to Staten Island for an operation. Now I feel better again, and hope to ship out as soon as I get out.

I am 69 years old, have been a seaman over 52 years, and have seen plenty of hospitals around the world, but the treatment which I have received here cannot be bettered anywhere. The doctors are the best, and the nurses also. They are all too pleased to do something good for one, especially for a seaman.

Vincent Kapur

## She Looks Ahead



This petite young lady answers to the name of Ruth. The niece of Seafarer Luis Ramirez, she says she wants to be an SIU stewardess when she grows up.

## Bright Open Face

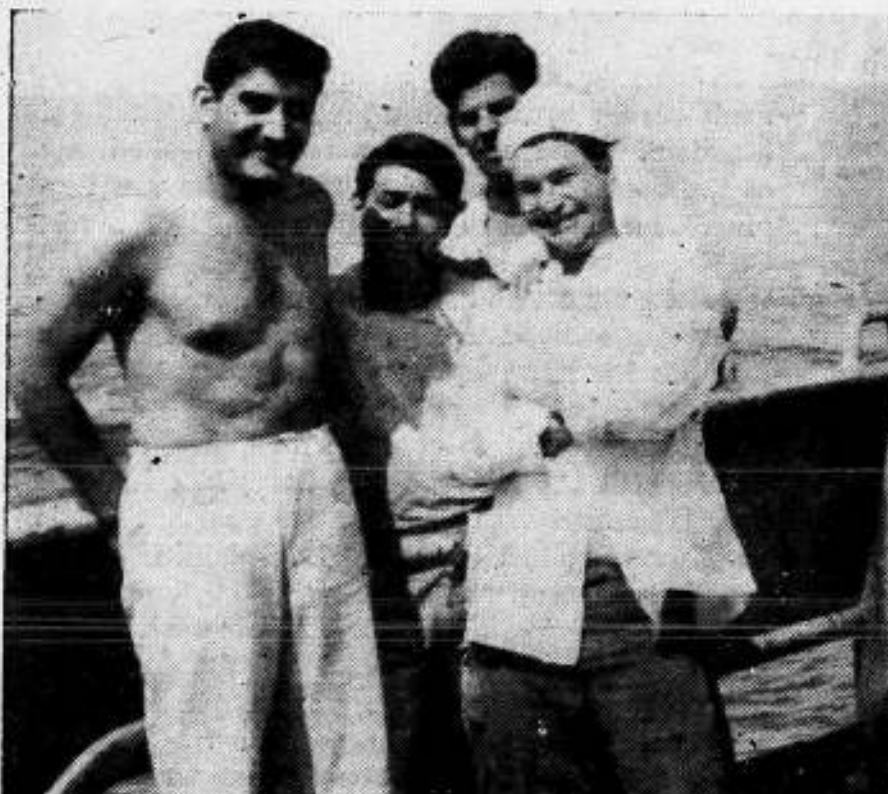


Four-month-old Stephen James Hunt believes in looking at a situation squarely. He's the son of Seafarer and Mrs. John Hunt of Dorchester, Mass. A member of the SIU for 11 years, John is presently Deck Delegate on the Gateway City.

## They Rode A Good Feeding Ship



Members of the Aspinwall's crew gather for group photo during trip to Ancona, Italy. Ship paid off last month in Norfolk. Photo submitted by George Liebers, Steward (third from left standing).



Four happy Seafarers on the Aspinwall on first voyage after she came out of boneyard were (left to right) Lou Nehin, Ship's Delegate; Corsiaca, Wiper; unidentified Fireman, and G. B. Davis, Night Cook and Baker.

## The Deck Was Your Table, The Sea Your Sink In '16

To the Editor:

In a recent issue of the LOG, I noticed that one of the readers is very anxious to see more stories about the "old days at sea." I think I can supply some information by going back a little.

I have my ISU book and all discharges since 1917. I joined my first ship in England in 1916. I was given a few dollars in advance to provide myself with a donkey's breakfast, pillow, some cigarettes and whatever other necessities I might require for the deepsea trip.

### MESSROOM! WHAT'S THAT?

There was no such thing as a messroom aboard the ship, nor was there any such thing as ham and eggs. You sat on the deck and when you finished eating you washed your own dish in sea water, which you pumped up yourself.

Perhaps you'll say "Ah, well, this was not an American ship." Right, but things were not too much different in those days, even on American ships. When I got to the States I joined the ISU and shipped on my first American-crewed ship, the El Sud, operated by the Morgan Line in 1917. What a slave ship she was.

We got Morgan Line "strawberries" every trip — that is,

prunes and dried apricots. Also canned corned beef, etc.

And the whole waterfront was monopolized by "shipping sharks," who hung around and when you paid off, brought you to a clothing store and got a rake-off on the purchases you made.

I could go on indefinitely telling of experiences like these and other rotten conditions that prevailed on the waterfront, until we got an organization together like the SIU.

We had plenty to contend with, including the IWW, shipping masters, and stinking shipping companies. But now we are really getting places. So hold on, Brothers, lest we have another desperate struggle.

Paddy Farrell

### Cronin Pallbearer At Slifker Rites

Brother Harry J. (Popeye) Cronin served as a pallbearer at the funeral of "Whitey" Slifker in Baltimore recently. A letter to the LOG from another of the four SIU men who acted as pallbearers incorrectly spelled Brother Cronin's name.

Cronin, now aboard the SS Venore, asked the LOG to properly record his name.

## 'Lucky' Asmont Recommends Good Deal In Naples

To the Editor:

I think Seafarers should know of a good deal that exists in the Port of Naples, Italy. It's the Seamen's Club run by Mr. and Mrs. Sette and it's got everything in town beat.

First of all, there's good food and at reasonable prices. Good entertainment is a feature during the evenings. Besides, Mr. and Mrs. Sette will help you out with any personal needs.

These people visit the American seamen in the Naples hospitals and bring them cigarettes and other items that help make their stay a bit more pleasant.

I discovered the place while I was a patient at the International Hospital, where I stayed for three weeks. When I got out I stayed at a hotel but, since I couldn't speak the language, someone suggested that I try the Seamen's Club. I did and I got a good room at a decent price. And the food was tops.

I think all hands ought to investigate the place when their ships call at Naples.

J. (Lucky) Asmont

## Wants Seafarers War Story, LOG At Army Post

To the Editor:

Please send me a copy of "The Seafarers in World War II." Also please send me the LOG to my new address at Fort Devens, Massachusetts. I really enjoyed receiving the LOG at my home, and will enjoy getting it at this post.

I retired my book three years ago (my last ship was the Steel Navigator) and have been working in the hard coal mines. I belong to the United Mine Workers of America, headed by John L. Lewis.

In comparing the good and bad points, I still rate the SIU as the best Union I ever came into contact with.

Just a little advice: If any of you fellows are waiting to be snatched by the draft board, you had better join up, as the enlistee has a much better deal in the Army.

Pvt. John Paulus, 13402054  
Recept. Det., ASA Tng. Rgt.  
Fort Devens, Mass.

## NMU Patients In Galveston Find 'Welfare' Tough To Get

To the Editor:

When you hear squawks from NMU members in the Marine Hospital that their Welfare Plan setup is not near as good as the Seafarers Welfare Plan, they're not kidding. It's real rough on those guys. I recently was a patient in the Galveston Marine Hospital so I know what I'm talking about.

I was in the hospital just about one month, from May 7 to June 8, and every week without fail the SIU Patrolman came around and paid me and the other SIU men our weekly benefits, and I guess I don't have to say how handy that money came in.

For the NMU men it was a completely different story. Many guys that I knew had been there for several weeks hadn't received a dime in any benefits. First of all, to be eligible for the \$5 weekly benefit a guy had to be hospitalized for 17 days. The average man whose period of hospitalization ran from 10 to 12 days could get nothing under this arrangement.

In all the time I was in the hospital, not one NMU man had gotten a penny from their Welfare Plan. Those who were eligible for benefits had to fill out an application and send it to New York. Several guys had done that when I was in the hospital but as of the day I left none had received any response.

There were a couple of real pitiful cases. Like one NMU guy who had been in the hospital for two years. The NMU Welfare Plan agreement didn't take care of him like the SIU did with its special list and he couldn't ever get anything. He was just a for-

gotten man as far as the NMU plan was concerned.

With all the NMU guys dead broke and without cigarettes or other items that men in the hospital need, the Seafarers would help them out when we got our hospital benefits.

You've got to see a situation like this to really appreciate it. It certainly made me understand why the NMU guys were beefing plenty about the treatment they were getting from their welfare setup.

Donald Mease

## Union Carpenter Calls Vacation Plan Model For Craft

To the Editor:

I am writing you to tell you how much I enjoy reading the SEAFARERS LOG. My son, who has been shipping for six-and-a-half years, has gotten his license and is now Third Assistant Engineer on the Topa Topa. I was wondering if I would continue to receive the LOG, since he has shipped in a different classification.

(Editor's note: Until your son asks us to take him off the mailing list, or until he changes the address, the LOG will continue to go to your address.)

I really enjoy reading the LOG and, since I have been a union man for years, I note with great satisfaction the progress you have made in the last two years, especially with the Cities Service tankers and your Vacation Plan.

I am a member of the Brotherhood of Carpenters and Joiners of America, Local 286, Great Falls, Montana. Your Vacation Plan is one that could easily be made to work with our craft, as we too usually work for several different contractors during a year's time.

I intend to show this Plan to our Local soon, and see if we can't work out something like it.

Joseph Houser  
Gl. Falls, Mont.

### ATTENTION!

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

## Caricatures Of Shipmates



MARIO REYES, SHIP DELEGATE, HAS HELPED IMPROVE THE WORKING RULES



CONSTANT DIAZ, CHIEF COOK, WHOSE TASTY DISHES KEEP THE CREW ASKING FOR ENCHORES

ARTHUR CAPOTE STANDS FANTAL LOOKOUT OUT OF HAVANA, BIDDING GOODBYE TO HIS BEAUTIFUL CUBAN WIFE.



"RED" HECTOR, RELIEF MAN AND PHOTOGRAPHER, WHOSE PHOTOS HAVE BEEN PUBLISHED BY THE LOG.



THE S.S. FLORIDA IS A HEAVEN FOR STEWARDS AND BOSUNS—NO BASHFULS, NO PERFORMERS... CREW 100% ON THE JOB.

Seafarer-cartoonist sketches pen and ink comments on personalities and life aboard his present ship, the SS Florida.

E. Reyes, Artist

# Seamen And Customs Regulations

If you bought a set of dishes for Aunt Matilda on your last trip to a foreign port, and ran afoul of customs regulations because you figured you were entitled to bring in a certain amount of goods duty free, take heart — it's a common stumbling block for seamen.

Even Seafarers who have enough discharges to paper a room find at times that their beliefs as to customs regulations are more fancy than fact.

Queries received at SIU Headquarters from Seafarers and crews as to customs regulations show that many seamen are not familiar with the law, and a lot of fables have been built up as to the rights and privileges of seamen in bringing goods into the country.

In an effort to clear the air of misconceptions, the office of the US Customs in New York was consulted. The answers customs men gave to the questions raised by SIU men are as follows:

**How much can I bring into the country duty-free?**

The law allows a seaman to bring into the country the clothing and personal effects he took with him, plus the following: one quart of liquor (opened), 300 cigarettes or 50 cigars or three pounds of tobacco, or a proportionate amount of each. These items do not have to be declared.

Anything in excess of these which is not on the free list is subject to duty. (The free list has hundreds of duty-free items but all must be declared. Antiques, for example, are duty-free.) Seamen, as a rule, are not allowed to bring in a specific amount of goods duty-free as are tourists and passengers. The situations where they are allowed this privilege are explained below.

**Are there different regulations in different US ports?**

Overall the regulations are the same. The customs service maintains a school in New York, where inspectors from all over the country are taught uniform enforcement of the law. There may be slight differences in some ports where the handling of problems calls for somewhat different methods. The handling of such situations is at the discretion of the customs officer in charge of that port.

**How much in value can I take ashore if I am not returning to sea?**

In this case a seaman is considered the same as a passenger. He fills out a "Declaration and Entry of Crewmember for Imported Articles" and writes on it "I am leaving the vessel and do not intend to reship immediately."

The Skipper or Chief Mate then signs the declaration to the effect that he believes the statement to be correct. The seaman may then bring in items amounting up to \$200 in value if he has been out of the country at least 48 hours, and has not had a previous exemption within 30 days, plus \$300 additional if the trip has been longer than 12 days.

The law on this is as follows:

"An officer or seaman leaving a vessel arriving from a foreign port shall be considered a returning resident of the United States, provided he is a resident and (1) leaves the vessel without intention of reshipping on a vessel touching at foreign ports, or (2) remains on or transships to a vessel which is to proceed to another port of the United States in a movement in which entry of the vessel will not be required."

Crewmembers not intending to leave the sea can, in certain circumstances, bring in items up to \$500 in value by following part 2 of the above — which means that if a ship returns from a foreign trip and docks at, say, Boston, discharges all of its foreign cargo and then proceeds down the coast to another US port, the ship is not cleared again by customs in its second US port because it was already cleared in Boston. Men wishing to take advantage of the law in this case would fill out the "Declaration and Entry of Crewmember for Imported Articles" in Boston

and take his goods off the ship in the second US port.

**What is the set-up of a bonded locker?**

According to customs men, the bonded locker is not something for seamen to be concerned with. Sometimes for security reasons the customs inspector will put certain items into a locker and seal them up. These items are already listed on the crew list and have been checked by customs men.

**What should I do if I buy something in a foreign port and want to follow the proper customs procedure?**

When buying an article, get a bill of sale. When the Purser or the Skipper is making up the crew purchase list, the seaman should be sure the items he purchased are added. Later, when he leaves the vessel, the seaman should show his purchased items and produce his bill of sale. He then pays duty on his purchases and is in the clear.

According to customs men, the one hitch in this is that a seaman sometimes tells the ship's officer to add his purchase to the list, but later finds out the item was not added, and he faces a possible fine in the amount of the value of the goods and must go to the Custom House to get the matter squared away.

One failure of seamen at times is to see that the cigarettes they are carrying in excess of 15 packs are added to the list. Some men think that if the cigarettes are stuck in with the slopchest stores they are all set, but this is not the case.

Customs men suggest that seamen can expedite their clearance if the crew puts all purchases together in one place, so customs men can go over them all at once and not have to jump around from bag to bag. After checking off all the purchases the customs men can then go through the rest of the crew's luggage quickly.

**What if I want to take from the US a foreign-made item, such as a German camera?**

When joining the ship go to the customs inspector and get a registration certificate for the item. The certificate is good for two years. If the seaman has brought the camera into the US after a previous trip and has declared it, the duty receipt from that time is all that is needed.

Customs men suggest that for convenience, where possible, the duty receipt should be pasted somewhere inside the item. If the foreign-manufactured item was bought here, keep the bill of sale.

**How about bringing in a pet dog?**

Customs men frown on bringing in certain fruits, plants, vegetables and animals. The animals allowed, among them dogs and gorillas, must be inoculated and passed by the US Public Health Service.

Animals, it seems, have given the customs men some bad moments at times and have also been the source of a few laughs. One time in New York when customs men were checking a crew, one of the seamen seemed anxious to be on his way. He showed the inspectors an empty bird cage and told them it was for a canary in his home. The inspectors were about to pass him when the man tipped his hat to scratch his head and a parrot flew out and off into the blue yonder.

In another situation a customs inspector remembers his brush with a member of the animal kingdom. While checking a crew he asked one of the men what he had in the bag he was lugging. The man shrugged and said, "Not much. Go ahead, take a look." The customs man opened the strings a bit and stuck his hand in. He quickly let out a howl and jerked his hand out. He had put his hand square in the face of a very strong and belligerent baby gorilla.

More important to customs men than shaking hands with the animals seamen collect in their travels around the world, is the constant battle they wage against the smuggling of illicit goods, primarily narcotics. According to customs men, it's a rare seaman who is involved in such goings on. However, where seamen learn that narcotics are hidden aboard ship, they are urged to report the fact to the Skipper immediately.

There's no question of protecting anyone or being a "squealer," as the presence of such goods are as dangerous to all aboard as a bomb, and can cause a lot more damage in the long run. Incidentally, customs men invite anyone interested to stop in and see their exhibit of seized narcotics at their training school at 54 Stone Street, New York.



Walter Duminski, instructor in the US Customs School in New York, looks over an opium pipe and samples of opium seized by the government, which are among the exhibits displayed in the Custom School classroom.

# Digested Minutes Of SIU Ship Meetings

**STEEL NAVIGATOR** (Isthmian), May 27—Chairman, G. Smithers; Secretary, A. Mosher. Communications from Union read and accepted. Engine Delegate reported 53 hours of overtime. Suggestion made to fumigate ship.

§ § §  
**JEAN LAFITTE** (Waterman), May 4—Chairman, Ray Queen; Secretary, Clyde Still. Delegates reported number of books and permits in their departments. Discussion on repaying Engineer money advanced to buy washing machine.

§ § §  
**CITRUS PACKER** (Waterman), April 8—Chairman, C. Aubert; Secretary, H. Cordes. Delegates reported some disputed overtime in all departments except the engine department. A vote of thanks given the Baker for putting out good pastry.

§ § §  
**WILLIAM W. HARPER** (Waterman), May 20—Chairman, Lee Snodgrass; Secretary, George Foley. Delegates reported all okay. Crew asked to conserve water as many leaks have not yet been found.

§ § §  
**MOBILIAN** (Waterman), April 12—Chairman, Harry Reynolds; Secretary, John Kalmick. Delegates reported no beefs.

May 20—Chairman, Leonard Spivey; Secretary, John Kalmick. Discussion held on dispute in engine room. Discussion on dirty water tanks.

§ § §  
**BIENVILLE** (Waterman), May 14—Chairman, John Santaniello; Secretary, Ralph Hornocker. Delegates reported on number of men in their departments. List of repairs readied for when ship takes its annual inspection.



§ § §  
**W. E. DOWNING** (Mathiasen), May 20—Chairman, John Lane; Secretary, Dan Sheehan. Delegates reported on number of books and permits in their departments. Discussion on excess noise at meal hours making it impossible for the Messman to hear orders.

June 3—Chairman, E. Callahan; Secretary, L. Arnold. Delegates reported no beefs. Discussion led by Ship's Delegate on the responsibilities of work-permitmen. Discussion on soap and match shortage in engine department.

§ § §  
**SEAWIND** (Seatraders), June 16—Chairman, Tony Martinez; Secretary, E. Williams. Delegates reported number of books and permits in their departments. Discussion on possible purchase of new washing machine in San Francisco. Three men commended for their work in the stewards department.

§ § §  
**ALEXANDRA** (Carras), June 9—Chairman, H. Wirtz; Secretary, E. Royes. Delegates reported no beefs. Suggestion made that receipts for washing machine, iron and ironing board be sent to Headquarters to have the property recorded as being that of the Union. Educational discussion on the rules and regulations of the SIU. Men assigned to sanitary work were told to do better in the future.

## A&G Shipping From June 20 To July 4

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	31	22	13	66	17	18	16	51
New York.....	145	144	114	403	189	198	126	513
Philadelphia.....	50	25	32	107	75	47	55	177
Baltimore.....	162	103	105	370	133	109	98	340
Norfolk.....	22	4	4	30	57	45	47	149
Savannah.....	12	12	14	38	15	15	12	42
Tampa.....	(No Figures Received)				(No Figures Received)			
Mobile.....	61	55	51	167	40	41	36	117
New Orleans.....	108	104	94	306	99	83	93	275
Galveston.....	53	37	36	126	34	32	26	92
West Coast.....	-33	32	22	87	10	13	19	42
<b>GRAND TOTAL.....</b>	<b>677</b>	<b>538</b>	<b>485</b>	<b>1,700</b>	<b>669</b>	<b>601</b>	<b>528</b>	<b>1,798</b>

**SEACOMET** (Colonial), June 17—Chairman, Sol Cohen; Secretary, Frank Votto. Special meeting called to discuss the five issues sent to the crew for discussion and vote. Entire crew went on record in praise of the Vacation Plan and the increased benefits in the Welfare Plan. The other issues raised were also given full endorsement.

§ § §  
**FEDERAL** (Trafalgar), June 16—Chairman, Bill Anderson; Secretary, J. Melvyn Lundy. Delegates reported the number of books and permits in their departments. Educational meeting held for the new work-permitmen on the ship. Vote of appreciation given the stewards department.

§ § §  
**PETROLITE** (Mathiasen), June 20—Chairman, George Noble; Secretary, Stanley Schuyler. Discussion on putting up awning back aft. Number of books and permits in each department reported. Motion carried for each man to donate \$1 to ship's fund at the payoff. Steward given a vote of thanks for doing wash to meet the linen issue. Discussion on the five issues sent to the ship; entire crew voted to accept all five.

§ § §  
**NATHANIEL B. PALMER** (Palmer), June 10—Chairman, J. Doris; Secretary, M. Hauf. Delegates reported no beefs. Motion carried for no one to payoff until all disputed overtime is settled. Discussion on Chief Engineer breaking watches when ship is in port less than 24 hours.

§ § §  
**SEACOMET** (Zenith), June 14—Chairman, Lyons; Secretary, Anderson. Special meeting called to discuss and vote on the five issues sent from Headquarters. All five points explained to crew and the members voted unanimously to accept and endorse all five issues. Crew was praised for bringing in a clean ship.

§ § §  
**SEAPEARL** (Colonial), June 2—Chairman, M. Anderson; Secretary, P. Wilkins. Delegates reported number of books and permits in their departments. Motion carried that anyone having a beef is to see his Delegate and let the Delegate take the matter from there. Crew in agreement that ship is one of the cleanest they have ever been on despite the fact that ship has been out of boneyard only six weeks. Discussion on painting the ship while at sea.

§ § §  
**AMBERSTAR** (Traders), June 10—Chairman, H. Carney; Secretary, H. Hiff. Delegates in all

departments reported some disputed overtime. Steward thanked the crew for its cooperation during trip. Vote of thanks given 1st Assistant for the aid he gave in installing the washing machine.

June 23—Chairman, Jan Fouts; Secretary, Richard Huff. Delegates reported number of books and permits. Discussion on the five current issues sent to the ship for action. All were adopted. Discussion on proper care of the washing machine.



§ § §  
**BEATRICE VICTORY** (Trans-Fuel), May 21—Chairman, R. Grani; Secretary, J. Elliott. Ship's Delegate asked the crew to cooperate and not delay the ship when she stops in Algiers for bunkers. Ship's Delegate to see about new deck chairs and cots for crew. Crew warned to keep recreation room and laundry clean.

June 17—Chairman, J. Lawton; Secretary, J. Elliott. Delegates reported no beefs. Suggestion made that repairs be listed in triplicate. Patrolman to be consulted over question of delayed sailing in Algiers.

§ § §  
**SEA CLOUD** (Seatraders), (date not given)—Chairman, R. McCullough; Secretary, W. Geary. Delegates reported number of books and permits. Motion carried that men who foul-

ed up be turned over to Patrolman. Bulletin "Our Obligation" read to crew and discussed.

§ § §  
**OCEAN C** (Ocean Transportation), June 24—Chairman, Eddie Albinaki; Secretary, Gaetano Busciglio. Delegates reported all in order. Ship's Delegate to see Captain about cereal at every breakfast. Members asked to cooperate in cleaning dishes at night.

§ § §  
**GRENVILLE M. DODGE** (South Atlantic), May 23—Chairman, J. Williams; Secretary, C. Wynn. Beef raised over Wiper not being allowed to make coffee in the afternoon. Motion carried to have officers' rooms checked for linen, as crew's quarters have already been checked.

§ § §  
**SPARTANBURG VICTORY** (Bloomfield), June 3—Chairman, Blackie Rose; Secretary, W. Walsh. Ship's Delegate reported that purchase of a washing machine in Buenos Aires was impractical. Discussion on advance in South American ports to be made in dollars. Few beefs on chow raised. Stores to be checked in future before ship sails. Agreement made that each crew-member is to donate \$5 to ship's fund.

§ § §  
**BRADFORD ISLAND** (Cities Service), June 14—Chairman, Mark Oliver; (Secretary not given). Delegates reported some disputed overtime. Treasurer reported \$21.60 in ship's fund. Engineer to be told about poor performance of crew's refrigerator. June 26—Chairman, T. McHonan; (Secretary not given). Delegates reported number of

books and permits in their departments. Men asked to take better care of washing machine.

§ § §  
**ABIQUA** (Cities Service), June 17—Chairman, W. Kane; Secretary, A. Smith. Delegates reported some disputed overtime. Motion carried to draw up a repair list. Beneficiary cards were distributed to crew and the SIU Welfare Plan was explained.

June 24—Chairman, W. Kane; Secretary, Samuel Curtis. Delegates reported no beefs. Vacation Plan discussed and approved.

§ § §  
**ARCHERS HOPE** (Cities Service), June 17—Chairman, J. Schuler; Secretary, H. Young. Educational bulletin "Our Obligation" read and accepted. Beef raised on engine men doing work of deck department.

§ § §  
**QUARTETTE** (Standard), June 10—Chairman, D. Parker; Secretary, P. Cassidy. Deck Delegate reported approximately 250 hours of disputed overtime. Motion carried that sprinkler system be put into working order. Discussion on contribution to be made to March of Dimes.

§ § §  
**WILLIAM A. M. BURDEN** (Pacific Tankers), June 17—Chairman, Gene Flowers; Secretary, Charles Murphy. Delegates reported no beefs. Ship's Delegate reported that money had been sent to the March of Dimes. Suggestion made that mail situation on Suez Canal be improved. Men who bought liquor in Suez Canal were reprimanded for their conduct, and told they would face charges if they repeated.

§ § §  
**BULL RUN** (Mathiasen), April 29—Chairman, F. Johnson; Secretary, S. Eullison. Delegates reported beefs on water tanks and disputed overtime in deck department. Discussion on repairs needed before crew signs articles.

June 10—Chairman, J. Johnson; Secretary, Dresley. Deck Delegate reported some disputed overtime. Discussion on welfare and death benefits.

June 20—Chairman, Blanchard; Secretary, F. Johnson. Delegates reported all okay. Motion carried that \$10 be taken from ship's fund for purchase of magazines. Suggestion made that all meat be checked and that found bad be taken off ship in next port.

§ § §  
**SOUTHERN CITIES** (Southern Trading), June 11—Chairman, Spencer Arent; Secretary, L. White. Delegates reported all okay. Ship's Delegate discussed performing by crewmembers and missing watches. Crew told to notify department heads when switching watches.

§ § §  
**ALCOA RANGER** (Alcoa), June 19—Chairman, R. Kelly; Secretary, Louis Moore. Delegates reported all okay. Motion carried to stop buttermilk and have a better grade of ice cream put aboard. Five issues discussed and voted on.

§ § §  
**CANTIGNY** (Cities Service), June 13—Chairman, Keith Terpe; Secretary, J. Kovachic. Special meeting called to act on the five issues raised in the SEAFARERS LOG. All issues were approved unanimously and thanks extended to the SIU Headquarters staff for the fine work done.

## Union Wreckers 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 payoff or sign-on by being gassed up.

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

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.

# Seattle Seafarers Hail Victory Of Bering Sea Fishermen, Cannermen

By RAY OATES

SEATTLE, July 7—The Bering Sea Fishermen's Union won its 3-day strike against the Alaska Salmon Industry. It was a bitter fight, with the Seafarers International Union giving full support to the Bering Sea Fishermen.

The fishermen won payment of 40 cents per fish and welfare contributions by the employers based on 20 cents per case of salmon packed. Full details of the story will probably be covered elsewhere in the LOG, but we want to say that the commies have been dealt a severe blow by this victory.

Here in Seattle shipping is good, with two ships—Mankato Victory (Victory Carriers) and the Purple Star (Triton)—paying off in the shipping period just ended. These vessels held sign-ons and port activity was heightened by the arrival of the Las Vegas Victory (Isthmian) and the Seamar (Calmar), which called in-transit.

### LOGS DROPPED

On the Purple Star, the Skipper has a bookfull of logs. Some were good and some not so good and, after wrangling awhile, the Skipper dropped all of them. On the Las Vegas Victory, in the Gulf to West Coast trade, there were three men in the stewards department who apparently were out for the ride and wouldn't perform their jobs.

After talking to these men it was decided that the best thing was for them to get off the ship. We shipped replacements from the Hall. One of these birds thought it was quite an accomplishment for him to have sailed on three ships in as many weeks. Inasmuch as he had fouled up on all, he was sent packing. We spent a few hours with

### Living Costs Rise 10 Percent In Year

Here's one big reason prices must be controlled:

The cost of living jumped 10 percent between April 1950 and April 1951—and they're still going up.

How they rose during the Korean war is shown by the table below. The table is taken from the consumers' price index published by the Bureau of Labor Statistics (BLS) and shows how various items of the budget of moderate-income families in 18 large cities have increased between April 15, 1950, and April 15, 1951. Those are the latest dates for which figures are available.

The table shows how costs compare with the 1935-39 period of 100 points.

	April 15, 1950	April 15, 1951
All items	168.5	184.6
All foods	197.3	225.7
Meats	224.6	272.5
Beef and Veal	246.4	309.5
Dairy products	179.6	204.1
Clothing	184.9	203.6
Rent	130.1	135.1
Housefurnishings	185.4	211.8
Miscellaneous*	154.7	164.6

\* Includes medical care, drugs, household operation, recreation, alcoholic beverages, tobacco products, personal care, transportation, etc.

the Coast Guard the other day about the clearing of two of our men who ran afoul on the SS Choctaw. I would like to warn the men who are fouling up that the Coast Guard is getting tough, and that if they continue to foul up they will find themselves on the beach for three months or longer.

### TOUGH ON SHIPMATES

These guys not only foul up themselves, but create a hardship on their shipmates by depriving them of the services of their shoreside officials, who are kept busy running to the Coast Guard to defend the foul-ups.

No meeting was held as we lacked the quorum necessary to conduct business.

Brothers Joe Rudolph, Gene O'Mara, Ed Carlson, Berger Johannsen, and Carroll Quint are among those on the beach here. Only one of our Brothers is in the hospital. He's C. W. Shivers. Any of his former shipmates and friends who drop him a line or pay him a visit will be doing a good turn.

With the big salmon starting to run in this immediate area, anybody who wants to get some good fishing while waiting for a ship should head for Seattle. And the weather is fine since the big rains have disappeared for the summer—we hope.

# No Compromise

(Continued from Page 2)

going to stay with it until the relationships become very satisfactory.

\* \* \*

It is ten months since that testimony was given. Despite his assurances, Mr. Farrell is no longer in the picture, and the relationship between the company and the union has not improved. In fact, a pattern has gradually evolved that is shockingly similar to the labor relations policies employed by the Marine Division in the sordid pre-contract days.

In short, the fears expressed by the SIU at the Senate hearings have now become a reality.

The reason is simple and clear. The same ignorance and bias, the same irrational hatred of unionism, the same neurotic refusal to accept the modern concept of labor relations which produces efficiency and good will on both sides in the maritime industry today, is directing Marine Division policies.

While this evidence of diseased thinking still pervades the Marine Division, there obviously cannot be any progress toward attaining the smooth labor-management relations that exist elsewhere throughout the organized sections of the maritime industry.

The SIU is anxious to reach a sound, healthy relationship with the Marine Division. But both parties must show good faith and a desire to deal honestly with mutual problems. However, the prospects for a normal approach to these problems, so long as the Marine Division is bogged down by a perverted perspective, is mighty dim.

In face of this situation, the SIU is once again documenting its case. The relentless fight that marked the first phase of the relationship with Cities Service will be renewed until the men in that fleet enjoy the full protection and representation to which they are entitled by virtue of their agreements and the laws of this land. On this there can be no compromise.

# Company Stiffs On CS Tanker Foul Things Up

(Continued from Page 3)

Pilot boarded I secured the butterworth system. During this time we also had boat drill, changed linen and the Captain put out a draw. I was so busy that they excused me from boat drill. I didn't have time to change my linen and was too tired to go ashore so I didn't take a draw.

Taking my experience on the other CS ships into consideration, and talking to some of the CS seamen, I don't believe the officials at 70 Pine Street are putting this much pressure on their supervisory personnel. I believe the Captain and Mate of this ship are responsible for the poor working conditions we have on this ship. I know this situation will be cleared up sooner or later and the sooner the better off the company, ship supervisory personnel and seamen will be.

At present this is the third voyage for me. Voyage No. 2 was considerably better. I lined up the pumps myself and we had no trouble butterworth. The Mate stayed in his room most of the time but the deck department was still driven like a bunch of prisoners. They still insist on them doing several jobs at once.

I saw one man on another ship seriously injured while butterworth and will probably see another if the working pace on this ship isn't slowed down. I have put the plates on several butterworth holes myself. This is not my job, but to prevent someone from stepping into one of these holes I have been doing this of my own free will. If the Bosun didn't drive the men back to the chipping hammers and paint brushes so fast they would have time to secure them.

I heard one man ask the Bosun if he could get a drink of water and go to the head. Of course this man is new in our Union, but he is driven so hard he is afraid to take a break on his own without receiving a tongue lashing.

On several of my many trips past the midships house this trip I have heard loud reports like the firing of a pistol or rifle and after being shot at several times and hit once during World War II, I usually jump when such blasts occur. I thought the Captain might be target practicing, but I am told by more than one crewmember that the supervisors are celebrating the Fourth of July with firecrackers.

I have heard the reports and at least three men saw them use them. I don't think an oil tanker which usually carries gasoline is the proper place to use firecrackers in celebrating the Fourth.

## REPORT OF The Seafarers Welfare Plan

(Continued from Page 6)

Dennis, S. L.	10.00
Johnson, G. F.	10.00
Rogers, H. L.	270.00
	430.00

### US MARINE HOSPITAL SAN FRANCISCO, CALIF.

Thurman, Henry	40.00
Rivera, Ruperto	30.00
Harris, J. G.	7.00
Maasik, J.	10.00
Mitchell, Frank	21.00
Jarvis, L. E.	20.00
Rogers, William H.	20.00
Sadowski, P.	10.00
Hahn, C. F.	20.00
Moats, C. L.	20.00
Smira, G. M.	20.00
	218.00

### BRIGHTON MARINE HOSP. BOSTON, MASS.

Marques, J.	10.00
Cabral, E.	10.00
Brown, A. G.	10.00
Krotenberg, A.	10.00
Campbell, L.	10.00
Dirksmeyer, F.	31.00
Gardner, E.	14.00
	95.00

### US MARINE HOSPITAL SEATTLE, WASHINGTON

Shiver, John	42.00
Schmidt, George	10.00
	52.00

### DEERSHEAD STATE HOSP. SALISBURY, MARYLAND

Lucan, Michael J.	40.00
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### US PUBLIC HEALTH SERVICE US MARINE HOSPITAL NEW ORLEANS, LA.

Arnold, R. C.	10.00
Buckley, E. R.	10.00
Caldwell, J.	10.00
Cara, W. O.	20.00

Celestine, Oliver	20.00
Chahoc, P. T.	10.00
Cruz, Rogelio	20.00
Gross, E. E.	20.00
Desoso, S. M.	20.00
Garretson, F. H.	10.00
Hackett, J. J.	10.00
Kelly, Daniel D.	20.00
Kuschke, W.	20.00
Kueider, Joseph	10.00
Lang, Leo	20.00
Martin, A.	10.00
Mauffray, A.	10.00
Mayrbat, J.	20.00
McKay, M.	20.00
Mondesire, F. J.	10.00
Patterson, E. A.	10.00
Raana, Karl	20.00
Ray, Claude	20.00
Tickle, Lonnie	20.00
Wallick, C. E.	20.00
	390.00

### US MARINE HOSPITAL MOBILE, ALABAMA

Burke, Tim	20.00
Shepherd, B.	10.00
Ashurst, James	10.00
Birmingham, J.	20.00
Slay, James	10.00
	70.00

### FT. WORTH, TEXAS

Wise, Joseph	68.00
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### US MARINE HOSPITAL MEMPHIS, TENN.

Ratcliff, R. A.	40.00
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### US MARINE HOSPITAL FT. STANTON, NEW MEXICO

McDonald, Donald	40.00
Pritchard, E. L.	40.00
Shively, Clarence D.	40.00
Woods, Gidlow	40.00
	160.00

### LOS ANGELES COUNTY GENERAL HOSPITAL LOS ANGELES, CALIFORNIA

Neumaier, Charles J.	37.00
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### US MARINE HOSPITAL NORFOLK, VIRGINIA

Platt, Elijah C.	28.00
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### Death Benefits Paid

Pedersen, Sverre	500.00
Sofianos, Dimitrios	1,000.00
Holden, Hubert	1,000.00
Gray, William E.	1,000.00
Smith, William C.	1,000.00
Thompson, Robert W.	1,000.00
	5,500.00

# Alaskan Affiliates Win Beef

(Continued from Page 1)

manned Sailor's Splice arrived at Naknek she refused to unload the cannery cargo.

After five days, the company ordered the vessel to return to Seattle with her cargo.

The Bering Sea Union broke away from the communist-dominated Alaska Fishermen's Union last January, when a move was made to merge the AFU with Harry Bridges' West Coast long-

shore union. Last April, it filed unfair labor practice charges against the industry because it signed a contract with the AFU.

### COMMIE SCABS

The commie-dominated group tried to smash the strike and were reported transporting communist sympathizers from West Coast waterfronts to the strike area for linking activities. The AFU kept working behind the

picketlines at the Ekuk cannery in Alaska.

The Cannery Workers Union joined the strike late last month and switched its affiliation from the CIO to the SIU.

Representing the new SIU affiliates in their successful contract negotiations was Jim Downey, who served as chairman of the joint committee that met with representatives of the cannery industry.

# ROUND UP OF MARITIME NEWS

The Indian government has set up its own hiring halls for seamen in a move to stamp out waterfront bribery and corruption. The men will be registered and shipped under the rotary system. . . . Dredging operations giving Port Newark a 35-foot channel to the Atlantic Ocean was completed on July 10. Newark, which has no lines serving Europe or the Mediterranean, hopes to attract some. . . . AFL International Longshoremen's Association charges that high pier rentals demanded by the city of New York are driving shippers to other ports, and is launching a campaign to bring the rentals down.

Waterman has received permission from the Interstate Commerce Commission to expand its intercoastal service. It can now move cargo from California eastbound to Baltimore and Atlantic ports south of Baltimore. The ICC also granted the company the authority to carry passengers between Miami, Florida, and the various Pacific and Atlantic ports it already serves. . . . Moore-McCormack will continue to operate its three "good neighbor" liners, the Argentina, Brazil and Uruguay, having submitted a bid of \$22,000 per ship per month for the charter of the fleet. In addition, the company must construct (with the aid of a construction differential subsidy) two combination vessels, when required to by the Maritime Administration. The new ships will be 646 feet long, have a speed of 23 knots, and will carry 650 one-class passengers. The dry cargo capacity will be 3,450 deadweight tons, and refrigerated cargo 450 deadweight tons.

US has granted another \$17,225,000 to Japan for building new merchant vessels, in addition to the \$14,450,000 granted previously. Japanese international class shipping will total 277 ships of 1,683,000 gross tons by March 31, 1952, according to the Japanese government. . . . J. Lewis Luckenbach, chairman of the board of managers of the American Bureau of Shipping, died on July

4, at the age of 67. A member of the board of governors of the Propeller Club, and a member of other shipowner organizations, he was a member of the unlamented US Shipping Board during World War I.

A bill, HR 4544, introduced by Congressman Anfuso of New York, would establish in the Bureau of Customs the US Customs Port Patrol and the US Customs Border Patrol, in order to improve the enforcement of the anti-smuggling laws. Customs Port Patrol officers would be assigned to every pier and dock where any foreign vessel or any ship carrying cargo from a foreign country has tied up, or where passengers are disembarking from any vessel which has arrived from a foreign country. These officers would be authorized to make searches, and make seizures and arrests, in accordance with the law.

15 more Liberty ships were allocated to general agents on July 2, it was announced by the National Shipping Authority, five of which went to SIU companies. Two were allocated to Alcoa, while one each went to Bloomfield, Bull and Eastern. The total allocations under GAA now total 187, of which 175 are Liberties, 11 Victories (one assigned for repairs only) and one C-4, also assigned for repairs. . . . Leading American oil companies have made plans to pool their overseas supplies, tankers and other facilities on a world-wide basis, to lessen the effect of a shut-down of Iranian oil, now being nationalized. Legal clearance from the Department of Justice is being awaited.

The Coast Guard has completed setting up of appeal boards to hear cases of those who have been screened out as poor security risks. Local appeal boards will have 11 labor members, six operator members, and one alternate for the operators. The national appeal board in Washington consists of five labor and five management members, and two alternatives, plus Coast

Guard members. Local boards are located in New York, Boston, Philadelphia, Baltimore, Norfolk, New Orleans and San Francisco. It is expected that all US ports will have boards in the near future. . . . The Maritime Commission has given its approval for the building of nine new foreign-flag tankers in American shipyards.

The CIO Marine Engineers and the AFL Masters, Mates and Pilots have announced a program for joint action. They have notified the operators that they will work together for uniform expiration dates for their contracts. They will also collaborate more closely on legislation that affects the maritime industry. They are taking under advisement the question of merging both organizations, although it was stressed that a merger is "not in the immediate thinking" of the officials of either organization. The MEBA claims 14,000 members and the MM&P 8,000. The unity talks were initiated by the MM&P.

Another One Big Union is due to hit the waterfront one of these days, this one composed of shipowners and operators. The National Federation of American Shipping, the principal group of shipping interests, is behind the move for a single agency to strengthen industry's voice in Washington and — of course — to present stronger opposition to demands of the maritime unions. . . . Senator Warren G. Magnuson (Dem., Wash.) rapped the excessive use of foreign-flag ships by State Department officials and employees. Although the Merchant Marine Act of 1936 requires them to use American ships when available, this provision has been exempted in every appropriations bill since 1947. State Department statistics showed that last year 811 employees travelled to and from Northern Europe in American-flag vessels, while 926 went aboard foreign liners. All in all, in travel to and from all parts of the world, 2,002 went on American ships, and 1,828 used foreign ships.

## Louisiana Labor Groups Rap CS For Anti-Union Policy

(Continued from Page 1)

"brutal record already written into the annals of the US Senate by the Cities Service Marine Division," his organization was "shocked and alarmed to discover the current stand that the Cities Service Oil Company is taking in respect to this union (SIU)."

He expressed the fear that failure to resolve the issues in question "might conceivably lead to serious trouble in this area."

Stating that "the economic and moral status of the citizens and workers of this area is woven far too closely and intimately with the marine phase of the Cities Service operations to permit any conflict or strike to exist without definite harm being done to all," the building trades official urged the company to make every effort to effect a smooth relationship with the SIU.

In his protest, L. A. Morrison, Jr., Business Manager of the Lake Charles Metal Trades Council, struck hard at the nub of the problem that is preventing the company from entering into any relationship with the SIU based on good faith and sincere intent.

"Apparently the inquisition is not yet over," Morrison wrote to Vice-President Storey. "Apparently not only seamen, but the entire labor movement concerned with your company must be persecuted still further because

of a malignant and evil condition that exists in your Marine Division."

Here Morrison was referring to the irrational anti-labor philosophy of certain Marine Division officials, whose policies precipitated the overwhelming number of unfair labor practices filed against the company during the SIU's organizing drive, and for which the company will shortly begin paying out the first \$150,000 awarded to claimants by the National Labor Relations Board.

These company policies also led to the hearings held last fall before the Senate Labor subcommittee, headed by Senator Murray, at which Marine Division officials vowed that with the signing of the SIU contract they were going to turn over a new leaf.

### INCONSISTENT POLICY

Morrison said that the Marine Division's policies are "wholly inconsistent" with those of the refinery sections of the CS empire, who enjoy harmonious relations and are able to adjust minor differences quickly. In the Marine Division, Morrison said, "the most devious and diverse methods are used to prevent a smooth and happy relationship between company and union."

The AFL Metal Trades officer also foresaw the possibility of serious trouble affecting all skills and crafts unless the prom-

ised scrapping of the anti-labor viewpoint was forthcoming.

Walter R. Mayo, president of the Lake Charles and Southwest Louisiana Central Trades and Labor Council, declared in a communication to top level company officials that, in view of the Marine Division's sordid record in labor relations, "it seems inconceivable that such a flagrant disregard for the welfare and interest of your employee's in the Marine Division should still prevail.

"The Organized Labor movement here in the Lake Charles area is dumbfounded to find that the Seafarers are still being oppressed and persecuted at every opportunity by your Marine Division," the AFL official continued.

"Considering our excellent relations here with the Tutwiler Refinery of Cities Service, it is hard for us to believe that any but the best and most harmonious relations are experienced throughout your corporation.

"Yet the facts speak for themselves," Mayo asserted, "and the situation created by one division of your company is serious enough to spell disaster for all phases of your operations here."

The Central Trades official pointed out that all crafts are ultimately affected by the labor policies of the company with any individual organization.

"The crafts employed in the Tutwiler Refinery here would of

necessity suffer as much in the event of any unpleasantness," he said, "as any of the other parties to the disagreement."

Mayo asked that the company "take any and all steps" necessary to "effect a smooth and happy labor policy," in the Marine Division similar to that which exists "throughout the rest of your operations."

### INCIDENTS MOUNT

As the SIU continued to accumulate documentation of incidents throughout the CS fleet involving discriminatory treatment of seamen, violations of the agreement and statement of company intentions, and other evidences adding up to a lack of good faith on the part of the company, A&G District Secretary-Treasurer Paul Hall, informed Vice-President Storey of the parallel existing between the company's present labor relations policy today and that which was employed at the height of the company's infamous anti-union campaigning.

Commenting on the incidents which have been pyramiding throughout the CS fleet, Hall said "The record will demonstrate that contrary to all assurances made by company officials to the US Senate Committee last September, the Marine Division has not had the slightest change of heart with respect to its attitude toward unionization of its seamen.

"The company is using the

same stalling techniques, the same scheme to avoid acceptance of the fact that it must deal with the Union in good faith in order to build a sound relationship," the SIU official said.

"Ten months have gone by and the company has failed to convince anyone that its plea for time was genuine," he added. "We're still confronted with the same problem. However, the Union is prepared to continue the fight, and is carefully documenting its case much as it did in the pre-contract phase of the battle. We are soundly convinced that the Union position is correct and justifiable. There are certain fundamentals that some Marine Division people must learn are necessary to accept in our way of life."

Meanwhile, it is expected that payment of the individual awards to Cities Service seamen who filed the first group of unfair labor practice charges against the company will be made shortly. The amounts have already been determined by the NLRB and the names of the men and their prorated shares of the \$150,000 agreed upon in the settlement stipulation have been forwarded to the company.

As soon as the company completes making out the checks and forwards them to the NLRB, the Board will notify each of the men involved that they can pick up their back pay awards.

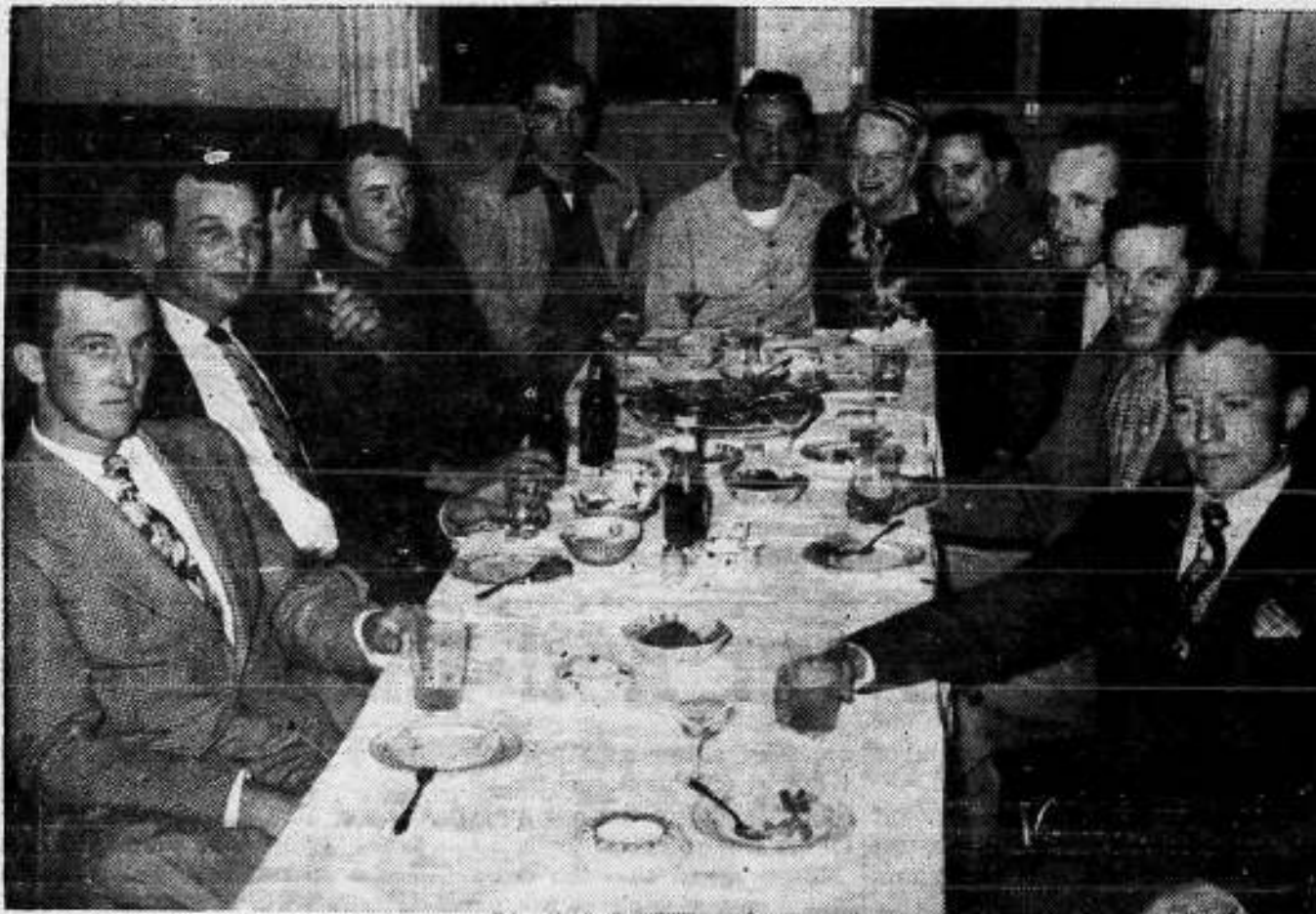
# Seafarers Report From All Parts Of The World



Sporting bandages on their arms after receiving first aid at a New Orleans hospital, the Deck Maintenance and an AB pose on deck of the Steel Maker. They were injured when a cable broke as a boom was being secured.



Crewmen on the SS Florida amuse themselves in a friendly card game in the Port of Havana. Left to right: Frank Fernandez, A. Chavez, an unidentified man, Iglesias, R. Brito, M. Roque and E. Reyes. Photo by Hector Reyes.



Crewmembers of the SS Northwestern Victory attend celebration at USS Club in Kobe, Japan, on reunion of their shipmates, James Santiago (seated at center of table) and his soldier-brother, Arnold. With them is Jane Gallagher, USS representative, who helped bring the two brothers together in Kobe, Japan.



Seafarer James Santiago (right) with his brother Arnold (center) and their brother-in-law Agustin Diaz, whom the Santiagos met in Kobe for the first time in eight years.



Seafarer James De Vito and his bride, the former Caroline Jennings pose shortly after their marriage on June 11 in Capetown, South Africa. All hands are wishing the couple the best of luck.



John Holoboski, a member of the SIU since 1945, recently received his Third Assistant Engineer's license. John holds SIU Book No. 46713. A former shipmate of his, Robert Barnes, also got his Third Engineer's ticket. Both men pulled together on the SS Southstar in 1945.



Joe Faircloth, Chief Cook on the Steel Maker, relaxes in his off-hours as the ship makes her way through the Panama Canal.