

SEAFARERS LOG



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No. 23

Canadian Crew Charges CSU With Betrayal

Crewmembers of the SS Beaverbrae, one of the two Canadian ships being used by waterfront communists to cripple Great Britain, this week quit the communist-dominated Canadian Seamen's Union, after accusing its leaders of betraying them. Representing 65 percent of the vessel's complement, 42 men returned to work despite beatings and the threat of violence, and said they wished to return to Canada with the ship.

And in Montreal, John Harkin, former Secretary of the CSU and an admitted communist, quit the CSU, saying the strike was part of a communist plot to break up Canadian and US aid to Europe.

TO CHALLENGE COMMIE

The crewmen said that they would "challenge" Richard Barrett, communist secretary of the British Stevedores Union who maneuvered the tieup of more than half of the port of London, to keep his word to order his men back to work if a majority of the Beaverbrae crew returned to the ship.

William Lawther, president of the United Mine Workers Union and Arthur Deakin, secretary of the Transport and General Workers Union, both have condemned the tie-up as a communist maneuver. Bristol and Avonmouth dockers, who earlier supported the "strike," have refused to have anything to do with the phony political issue and a communist appeal to involve transport workers in Spitalfields has been rejected.

The Labor Government has branded the "strike" as a communist plot to disrupt Britain's economy and has called upon troops to unload ships blockaded by the communists.

303 Vessels Are Mine Casualties

Despite the fact that hostilities ended three years ago, the hazards of war are still a grim reality for seafaring men.

During the first six months of 1949, 29 ships were sunk or damaged by mines, bringing the total of casualties to 303 vessels since the wind-up of World War II.

Among the larger cargo vessels reported damaged by mines this year was the SIU-contracted SS Steel Admiral, Isthmian Steamship Company. The Steel Admiral was struck by a floating mine in the Saigon River on January 23.

The Isthmian ship was blasted off her course and barely avoided colliding with a passing ship and running aground in the narrow stream.

Bills Approve Hiring Hall

The Merchant Marine Reserve Bill, which would have forced seamen into breaking their own strikes, appears to have died of non-support.

Nothing has been heard of the measure since the flood of Seafarers' protests were topped off by the SIU Washington representative's denunciation at a House subcommittee hearing on July 6.

The only voice in favor of the bill was that of its sponsor, the Merchant Marine Veterans' Association, a small group of former seamen whose sailing was confined to the war period.

With the strikebreaking bill out of the way, Seafarers are turning their attention to legislation now in Congressional committees, which would exempt the maritime industry from the closed shop ban imposed by the Taft-Hartley Act. One bill, HR 5008, has been introduced in the House by Rep. John Lesinski (D., Mich.). An identical bill, S 2196, has been introduced in the Senate by Senator Warren Magnuson (D., Wash.). Both would amend the Taft law by permitting continuation of the hiring practices prevailing in the maritime industry prior to June 15, 1947.

All Seafarers should write at once to the House Labor Committee and to the Senate Labor Committee, as well as to their own Congressmen and Senators, urging favorable action on these bills.

Strong American Merchant Marine Is Aim Of Senate Committee Probe

A strong United States merchant marine was announced as the objective of the Senate investigation of shipping, to be resumed shortly by a subcommittee headed by Senator Warren G. Magnuson (D., Cal.). The group will study every phase of the maritime industry in the course of the second round of the inquiry, which is expected to last several months.

"We will have to resolve a number of vital questions in the merchant marine," Senator Magnuson said last week as he outlined the nature and extent of his committee's task.

Among the questions Senator Magnuson said would have to be answered by his group is: "Do we want a strong merchant marine?"

"I am sure," he added, "that we will decide in the affirmative."

Senator Magnuson, who has been in the forefront of every legislative effort to bolster the US maritime industry and to protect the American seamen against the competitive disadvantages held by foreign shippers, explained that his committee would have "to settle how best to achieve the objective."

He indicated that this might be accomplished through "favorable charter provisions, construction subsidies and favorable tax benefits."

The broad scale on which the probe will be conducted became apparent as the Washington State legislator disclosed the major problems the subcommittee would attempt to solve.

"First, we must meet head-on the question of subsidies," he said.

That the Senator is opposed to the intrusion of the military into the private shipping business was set forth clearly, when he declared that the committee would have to determine "just how deeply the military should be in the shipping business."

"I think we will come to the decision," he added, "that it should be only to the extent required by essential needs, where no private lines are available."

"The third head-on factor will be the passenger ship field," Senator Magnuson said. "We are not in it at all like other maritime nations. It is a rarity, relatively, for passengers to sail the seas of the world under the American flag although this country provides the bulk of travel."

At the first hearings held last month, the committee dug into the question of the transfer of American ships to foreign flags, notably Panamanian. When the sessions resume this phase of the inquiry will be scrutinized more intensively.

Senator Magnuson said he could "see no reason why there should not be drastic legislation setting up definite limits on transfers, where the tonnage is owned by American citizens. Another question: what shall we do about the millions of tons in the laid-up fleet?"

The question of how far the United States should go in maintaining its merchant marine is among those "that must be set-

Branches Okay Assessment For General Fund

Demonstrating the same foresight that has characterized the Seafarers' approach to all Union problems, Atlantic and Gulf District members have overwhelmingly adopted a resolution calling for a ten-dollar assessment to continue the all-out fight on anti-union legislation and to enable the SIU to maintain intact all of its membership services.

The forward-looking action was taken at regular membership meetings in all ports on Wednesday, July 13, and is calculated to meet the effects of the growing economic crisis upon the Union's operating efficiency.

For The Records

Seafarers making payments to Union Patrolmen and other authorized SIU representatives should make certain the receipts they receive specify the account to which the money is to be credited.

For example, receipts made for LOG donations should have SEAFARERS LOG written clearly alongside the amount. The same applies to receipts for dues, assessments and other payments.

Careful attention to this detail will enable Headquarters to keep its records accurate in crediting income to the various accounts.

The assessment would be earmarked for the General Fund, which is the only source of revenue available to the Union for meeting its day-to-day operating expenses. It is the General Fund which also permits the Union to carry on the extremely important job of organizing on a steady basis, and to conduct its legislative fights in behalf of merchant seamen's welfare.

IN NEW ORLEANS

Originally offered and passed at the regular meeting in New Orleans on June 29 by 36 SIU members in that port, the resolution recommended that after favorable action "for two successive meetings" in all ports, the question should be submitted to a referendum ballot.

The balloting period specified in the New Orleans resolution would be for 30 days, as required by the Union constitution, beginning Aug. 1 and continuing through Aug. 30.

In accordance with the procedure laid down by the Seafarers in New Orleans, the resolution will again be presented to the membership in all ports at the next regular meetings on July 27. If adopted at sessions at that time, the proposal will then go before the entire membership in the form of a question to be voted upon in secret

(Continued on Page 10)

A SCENE FROM SIU MOVIE



"This Is the SIU," a 16 mm. sound motion picture, which highlights the remarkable advances made by the Atlantic and Gulf District in the past few years, has just been released and will be available for showing in all ports soon.

A tribute to the membership and the Union, whose notable achievements have made the name Seafarers known throughout the world, the film attempts to show in some measure how the A&G District goes about providing its members with on-the-spot representation and shoreside services. Above is scene of one of the Union-sponsored Thanksgiving Day dinners which appears in the movie.

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An Eye To The Future

A group of alert Seafarers in the Port of New Orleans made a move two meetings back that should get the support of every member of the Atlantic and Gulf District. In their resolution, recommending that they and their Union Brothers assess themselves a ten-dollar bill to strengthen the Union's General Fund, these SIU men—36 oldtimers—took what at first might have appeared to be an unpopular step.

But it quickly became clear that the keen understanding of what lies ahead for men in maritime, the devotion to the type of trade unionism that has steadily brought their wages and conditions to the top in the industry, and the foresight to protect their security and welfare every step of the way, are not the sole possessions of these New Orleans Seafarers alone.

In ports up and down the coast, their Union Brothers demonstrated convincingly that they were equally conscious of the Union's role as it drives ahead in the face of increasing obstacles.

Apparently what prompted the forward-looking resolution is the fact that the current economic recession has an immediate effect on the Union's operating efficiency. Although the General Fund is in sound condition, the loss of revenue resulting from the shipping slump would ultimately require strengthening of the resources which are used from day to day in pursuit of a better life for the membership.

The Union long ago looked the problem square in the face. Expenses and personnel have been trimmed constantly, so that the organization is providing complete service to the membership with a minimum of expenditure.

It must be pointed out, however, that the Union's continued vigilance in protecting the welfare and security of its membership against the destructive forces led by vicious anti-labor legislators in Washington cannot be relaxed for a moment.

Only two weeks ago the United States Circuit Court of Appeals ruled that the Union Hiring Hall is illegal under the Taft-Hartley law. This means a relentless struggle must be waged if the rotary hiring procedure—the backbone of democratic maritime unionism—is not to be smashed and seamen shoved back decades to the days when they shuffled, hat in hand, from steamship office to steamship office in search of work at any conditions.

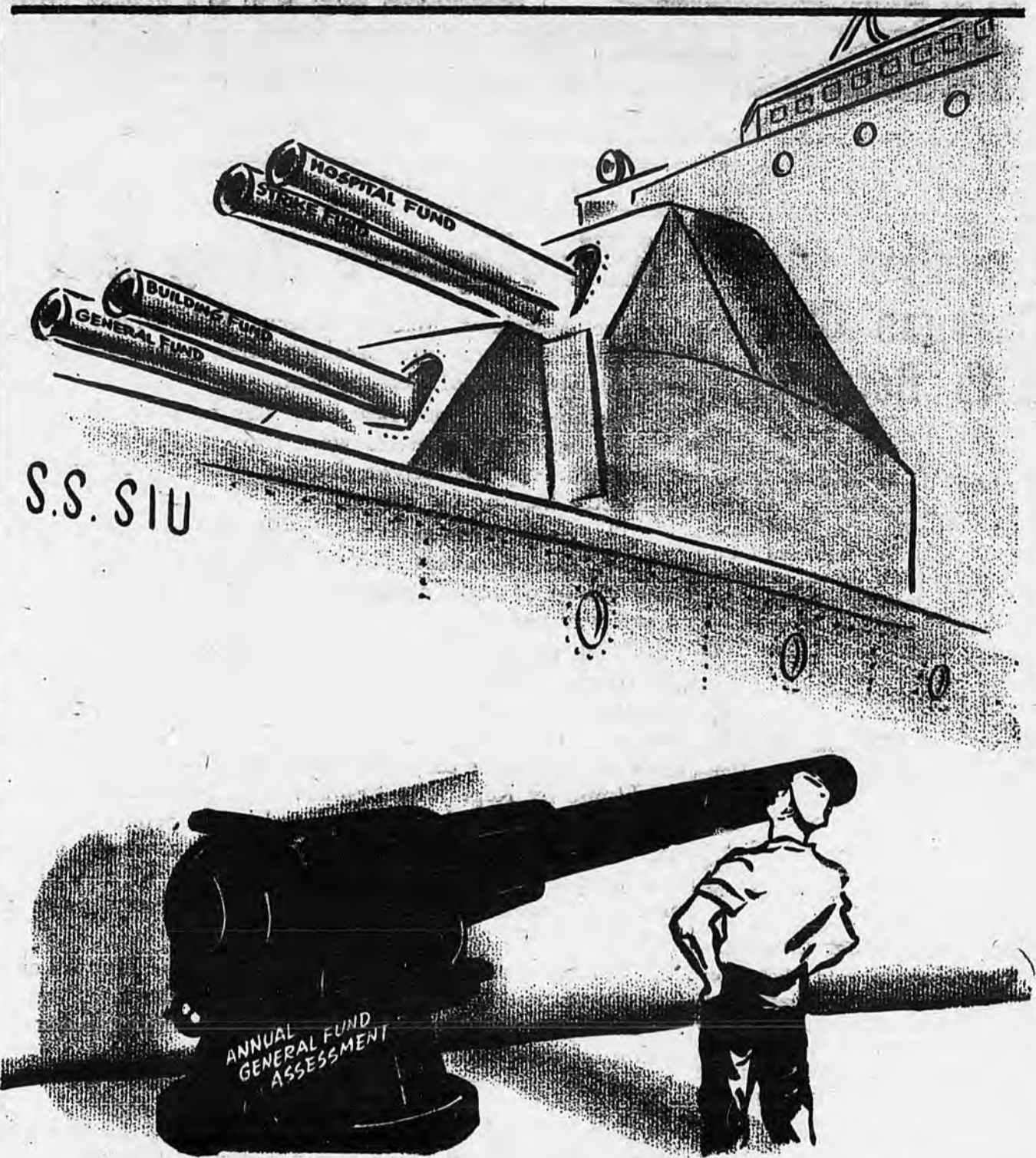
Funds for fights like this one, and the one successfully waged this past spring to protect American seamen's jobs in Marshall Plan shipments, and the one currently under way to kill off the Merchant Marine Reserve Bill, which would force seamen to break their own strikes—all these must be financed from the General Fund.

There is another way operating funds can be replenished. It is the way taken by many other waterfront unions, less mindful than the SIU of their membership's security. And that is by opening up the membership rolls and issuing new books to replace those that are retired.

Because the SIU has carefully avoided this procedure, Seafarers have greater job security than any other group of seamen in the nation—in spite of the slump. By not opening the books to fill up the gaps left by retirements, the SIU has consistently maintained the ratio of jobs to membership as one to one, while in other unions there are as many as four and five men to one job.

The way suggested by the New Orleans members' resolution might seem bold. But to those who understand the essential of good, sound trade unionism and that the Union's first concern should be for its membership's welfare, the New Orleans resolution stands as the only intelligent solution to the problem facing all unions today.

"Let's mount the Big One!!!"



Men Now In The Marine Hospitals

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

BALTIMORE MARINE HOSP.

- W. G. ALSTON
- D. BOYCE
- J. CHIORRA
- F. WATERMAN
- G. A. CARROLL
- W. E. LAMBERT
- F. KORVATIN
- J. M. FERNANDES
- W. VAUGHAN
- H. G. REYNOLDS
- W. H. WOODILL
- F. W. CHRISTY
- A. L. MASTERS
- M. I. EL MOUR
- H. H. DIDDLEBOCK
- E. ARDOIN

NEW ORLEANS HOSPITAL

- F. CORCORAN
- T. SANFORD
- C. PLATT
- E. MASSEY
- W. J. JOYNER
- J. DENNIS
- G. ROTZ
- L. LANG
- F. LANDRY
- S. MORGAN
- C. ELLARD
- L. WILLIS
- J. B. ALLRED
- B. VARNER

M. H. MUNSTER

- N. I. WEST
- G. H. NOLES
- B. K. JOHNSON
- A. MAUFFRAY
- N. STRATON
- P. G. BEAUFORT
- E. G. SANDERS
- C. R. SCHOOLER
- C. RAYFUSE
- E. G. PLAHN
- C. BROWN
- D. KOROLIA
- R. DICKINSON
- E. WARSAW, JR.
- A. ARVANTIS
- J. C. JARVIS
- J. C. HANSON

STATEN ISLAND HOSPITAL

- H. E. BONEWALD
- N. DORPMANS
- J. P. PROBST
- J. W. FAILLA
- W. E. THOMPSON
- M. J. LUCAS
- A. TREVINO
- J. HERNANDEZ
- M. FERNANDEZ
- L. OIEN
- T. KANADY
- I. RHODEN
- M. ROSSI

Hospital Patients

When entering the hospital notify the delegates by post-card, giving your name and the number of your ward. Mimeographed, Postcards can be obtained free at the Social Service desk.

- V. GROVER
- J. MAZZIOCCHI
- J. F. THOMPSON
- W. B. BADILLO
- J. J. DEVINE

SAVANNAH HOSPITAL

- J. H. MAXEY
- C. EXELL
- W. SMITH

MOBILE HOSPITAL

- J. SKINNER
- A. GORDON
- J. CURTIS
- M. LEOUSIS
- P. VANDEREIK
- M. SMYLY
- L. HOWARD
- H. FOY
- J. BERRIER
- J. PORTER
- C. GLOVER
- L. REINCHUCK

SAN FRANCISCO HOSPITAL

- J. KEENAN
- W. LANE
- R. W. FRYE
- W. SANDERSON
- S. WALERK
- PETER SMITH
- T. ISAKSEN
- M. CARAWAY

BOSTON HOSPITAL

- JOHN J. FLAHERTY
- R. FISHER
- FRANK ALASAVICH
- VIC MILAZZO
- E. A. PRENDERGAST
- H. WHITE

Why Training Program Must Be Scuttled

By CAPT. WM. C. ASH, Vice-President
National Organization Masters, Mates & Pilots, AFL

There is an old adage, "History repeats itself." We should receive valuable lessons from history repeating itself, but all we apparently learn is that history does repeat itself. It seems that insufficient corrective or preventative measures are taken to avoid mistakes made in the past.

Probably the most unfortunate facet of our postwar industry is the fact that our government did not keep its promises of maintaining an adequate merchant marine, with our country as a first-line maritime nation. As a result, today there is a huge surplus of trained personnel and no jobs.

Thus, immediately after the cessation of hostilities, our organization fronted a drive to curtail the training of men for an industry that cannot absorb them, particularly when the training is provided by our own government at the expense of the taxpayer.

We succeeded eventually, with the aid of other unions, in completely eliminating all apprentice training except for officers.

It is possible that the unlicensed seamen would then have very little concern as to the training of future officers for our merchant marine, perhaps feeling that this is a problem for the officers' unions, but unfortunately this is not the case.

Let me quote the history of the industry after the last war on this specific item.

There were five individual state nautical academies, each maintaining a "school ship" for the training of deck and engine officers. They were: New York, Massachusetts, Pennsylvania, California and Maine.

In the early days of and prior to World War II, these state academies did not receive any federal funds for their training, since they were strictly state projects.

NOT FOR POOR

Although the tuition was free and paid for by the state, living expense, clothing, uniforms, books, etc. had to be paid for by the parents of the students. This, then, precluded the possibility of a poor boy, whose family had no money, attending these school ships. The result was that the only type of student attending these schools was from above average-wealth families.

Although these schools were in existence for many years, they could not at any time in their entire history, including today, prove that more than 25 percent of their graduates ever stayed in the industry, and not even this percentage continued to go to sea.

Thus you can see that, for the most part, the training and education was wasted, and the industry did not receive men who really wanted to go to sea for a livelihood and to stay in the profession.

During the depression days of the late twenties and thirties, and almost up to the days of the Neutrality Laws in 1939, it was impossible for a graduate of a school ship to get a job as an officer, unless he had spent a couple of years in the foc'sle as an Oiler, Deck Engineer, AB or Quartermaster, even though he had a license.

Now, it was not at all uncommon in those days for a licensed officer to be in the foc'sle, the writer himself having sailed two years in the foc'sle with his license in his pocket. We are unfortunately returning to that condition today.

You are certainly aware that many men who had retired their books in the SIU, when they obtained a license, are now back in the foc'sle having reactivated their SIU books.

Naturally, if a man does have to go back to the foc'sle to earn a livelihood, he certainly wants to go back with the union that he supported while he was unlicensed, and I believe that every bona fide union man will see the justice of this.

But what about the hundreds of men that the state nautical academies are turning out today, and for whom there will be no officers' berth?

It is almost certain that they, like their predecessors in the past, will have to go into the foc'sle if they are going to make a livelihood at sea.

They are certainly not going into the foc'sle through the good will of any unlicensed unions, particularly yours, and yet these hundreds of trained men are a potential threat to every unlicensed seaman.

You must remember that, after you leave the original entry grades in your various departments, you are a skilled man and become more skilled the longer you stay in the industry. Therefore, if an officer's berth



WM. C. ASH

is not available, your job will be attractive to these young officers who have no previous merchant ship experience.

POTENTIAL DANGER

I think then that you surely realize the potential danger of turning out hundreds of licensed officers for whom there are no ships or officers' berths.

We have always felt that maritime training is a federal obligation. It certainly is in all other governments, which nurse and foster their maritime program as a very important part of their national economy.

It seems that our lawmakers have no such foresight, as has been proved time and time again.

We, therefore, endorsed the Merchant Marine Academy at Kings Point as the only place where such training should take

place, with only such men to be trained as the industry could absorb.

We have always stated that, because there is no GI Bill of Rights for seamen and because they get no educational advantages, the fairest thing that our government should do is to take young men off the ships for this education—men who have proved that they want to go to sea, that they like the sea, and will continue to go to sea, because they have already been in the foc'sle, and not to take boys off the streets and the farms and train them to be officers without even knowing if they will like the industry or the life at sea.

We have nothing against the boys who come out of the academies; many of them make very fine officers. This is particularly true of the federal academies whose cadets get one year of sea duty on merchant ships, as part of their training prior to graduation.

NO EXPERIENCE

In the state academies they get only service on their own training ship—which is usually in the nature of a luxury cruise at the taxpayers' expense—and have no experience in dealing with merchant seamen until they come aboard as licensed officers.

If the individual states (Pennsylvania threw in the sponge a couple of years ago) want to continue the maritime training program, they should do it at their own expense and our federal government should discontinue providing not only funds for the operation of the

schools and the ships, but actual compensation to the state nautical academies' students to the tune of \$65.00 per month.

It is very difficult for an unemployed seaman or officer to get \$65.00 from our government after he has already been trained at great expense by the government for the industry.

So you see, Brothers, it is apparent that all we learn from history repeating itself, is that it does repeat itself.

That is why the Masters, Mates & Pilots has been fighting the administration of the training program these years and while we have been the leader in having the maritime training program appropriations cut, we have already succeeded in getting the appropriation cut for this year by 50 percent.

SENATE BATTLE

There will be a battle on the Senate floor to restore this cut. The battle will be to support Kings Point and keep it going. If this were the only objective, there is much that we could support in such a battle, but this is not the true picture.

In order to support Kings Point, which is very exemplary, they by the same token fight to save the state nautical academies and these same state school ships would stay in existence by reason of hanging onto the political coattails of Kings Point.

You are urged to support our position in your own interests and write your Senators about this, and tell them to stop training Merchant Marine Officers whose only possibility of getting a job in the future is to go in the foc'sle.

SIU Contract Makes Difference, Says CS Vet

By KEITH TERPE

On Saturday, July 9, the SS Thomas Heyward paid off in Mobile, Ala. Just a lousy grain carrying Liberty, tying up for repairs. That's what a lot of fellows thought.

But for me it was quite another story. After four months on the Heyward, I was still paralyzed by the comparison between it and another ship that I had lately left—the SS Lone Jack, flagship of the infamous Cities Service fleet.

I joined the Lone Jack early in March in Philly, as a volunteer organizer for the SIU.

After a long, horrible screening I was awarded the job. When I say awarded, I mean just that. Dozens of fellows had been waiting week after week, month after month, hoping and praying that CS officials in New York would like their faces, political outlooks, P.S. record, religious background and a dozen other intimate little scraps of info that CS considers vital before employing anyone.

TOUGH LUCK

I'm afraid some of those men may still be sitting there hoping for that job. Those were the ones the CS secret service had discovered were, or once were, Union members or sympathizers.

Believe me, it would have been far easier getting a job counting the 1,000-dollar bills in the mint than it was getting on a CS ship in March.

I couldn't help but compare

this system of employment with the SIU policy of democratic shipping according to rule—and no questions asked. You only had to have the oldest card.

No begging, pleading, prostrate approach for a ship there. Maybe the Agent hated my face when I threw in for the Heyward on April 4. If he did, he didn't show it. My card got that job for me fairly, squarely and democratically.

But getting the CS job was only the beginning. The minute I stepped on the Lone Jack, I was carrying and storing stores—free—all afternoon. That night, after I had served supper to the officers, I also worked getting things arranged in the boxes—free.

In fact, overtime was one phrase you never used on the Lone Jack. It always brought long, cold stares and absolute

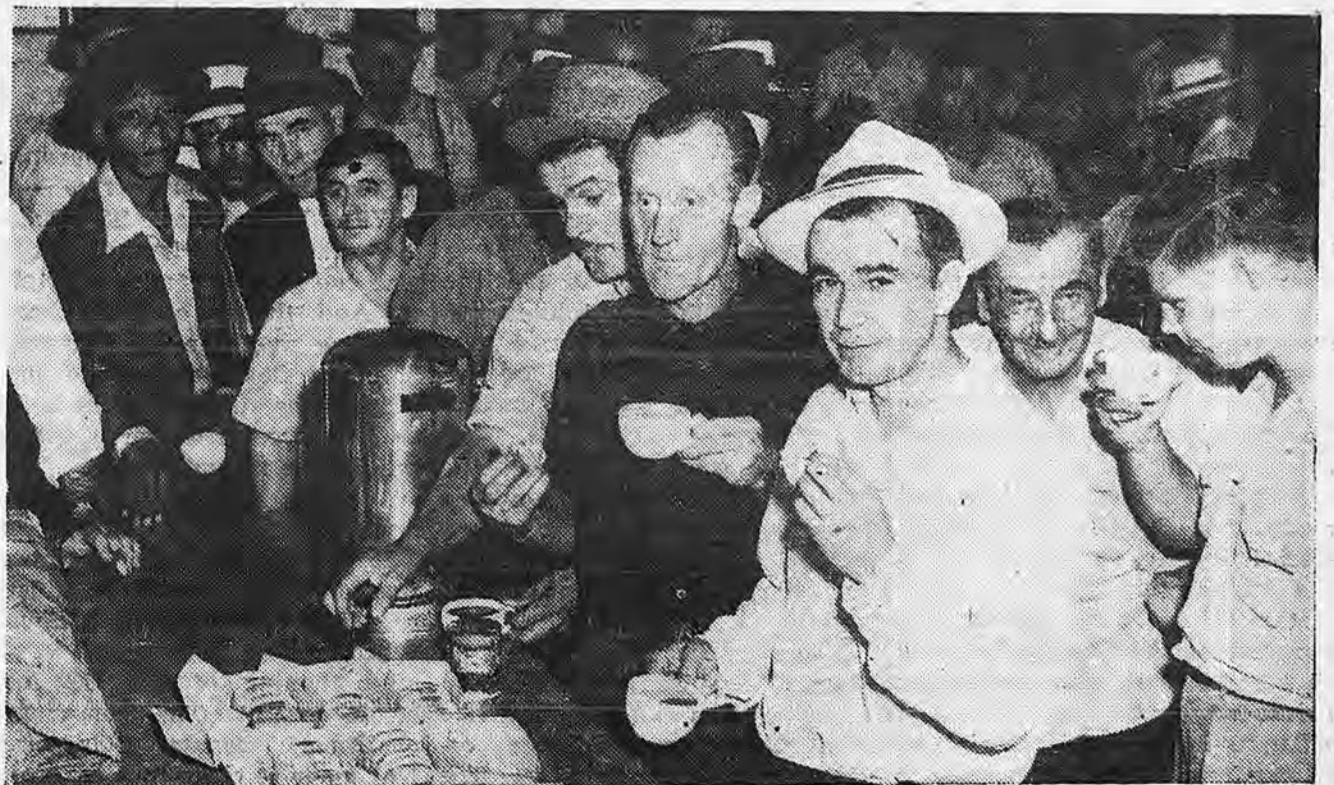
silence from the officers to whom it was mentioned.

You couldn't see your overtime sheet. It was made up, tallied, and paid without any consultation between you and the paymaster. If it was wrong, try and get it from the beach—just try, the CS officers said.

In the SIU each man had his own overtime sheet checked weekly by the Captain and the

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IT'S 10 O'CLOCK—AND COFFEE TIME



The Brothers in the above photo are observing a time honored Seafarers tradition—it's coffee (and doughnut) time in the recreation room of the New York Hall. Despite the hot weather, the steaming brew gets a big play every day at 10 AM and 3 PM.

Mobile Shipping Holds Steady; Coming Weeks Should Be Fair

By CAL TANNER

MOBILE — Since our last report, shipping has been keeping up a steady pace. In addition to the men shipped to vessels signing on, we answered calls for 16 deepsea relief jobs and 37 towboat relief jobs.

The prospects for the next two weeks look pretty fair, with the major companies expecting several vessels to arrive.

Ships paying off for the two-week period just ended were the Wacosta, J. N. Teal, Morning Light, Noonday, Monarch of the Seas, Antinous, T. Hagood, Fairisle, DeSoto, Stonewall Jackson, all Waterman; Clipper, Corsair, Planter, Alcoa; Irvin S. Cobb, South Atlantic, and the Camas Meadows, US Petroleum Carriers.

Those signing on were the Wacosta, bound for the Far East; Corsair, headed for British West Indies; Morning Light, sailing for Puerto Rico; Noonday, destined for Greece and Italy; Monarch of the Seas, going to Puerto Rico; Antinous, going on the coastwise run; Planter and the Clipper, both heading for the BWI.

In addition to these vessels, the Alcoa Roamer, Alcoa Ranger, Steel Ranger and Andrew Jackson came in in-transit.

All payoffs and sign-ons were smooth, with only minor beefs coming up. These were soon settled to the satisfaction of all concerned.

NEW SHIP

The Camas Meadows, US Petroleum Carriers, had been out for 15 months and has only about 10 of the original gang left aboard. This was the first time since the ship came under the SIU banner that she paid off in this port.

Seattle Shipping Is No Exception

By WILLIAM MCKAY

SEATTLE — West Coast shipping is slow and conditions in this port are no exception. Chances are that the trend will continue.

During the past week the SS Demostar, Dolphin Steamship Company, paid off here and then signed on again. Smith and Johnson's Pontus H. Ross paid off but headed out for the boneyard after that.

Several vessels called in-transit. These were the Calmar ships Penmar and Marymar, Waterman's Choctaw and Purdue Victory, and Isthmian's Steel Mariner.

There are no gashounds out here, as we don't allow them around the Hall. But occasionally one pops up on board the ships coming in. We can remove these men from intercoastals, but on the ships outbound for Europe, we can't always replace them.

This has been said time and again, but it bears repeating: Gashounds are a detriment to the membership and the organization. They only impede the progress of the Union. Certainly they can do our organizing drives no good.

There is nothing funny about a guy, no matter how nice a soul he might be otherwise, whose gassing up hurts our chances of making a decent living.

There was the usual amount of disputed overtime, which is to be expected in the case of a newly-contracted company. We settled what we could here and sent the rest to New York for final settlement.

Out of the payoffs we lost four Liberties to the laid-up fleet: the J. N. Teal, Thomas Hagood, Irvin Cobb and James Jackson.

In the last issue of the LOG we reported that the SS Golden City, skippered by Henry Bishop, has been all fouled up like Grogan's goat.

Now we are happy to report that the Union won all of its demands in this beef with the company and the Skipper. All logs were lifted and all other issues were settled in our favor and the Golden City signed on and sailed off.

While making the coast loading several of the Golden City crew fouled up and were promptly pulled off by the Union when she came in here to top off. The Mobile Branch will not tolerate any goofing off or performing while in this port.

Boston Pleased With Shipping

By BEN LAWSON

BOSTON — Beantown shipping has been good during the past couple of weeks, we're happy to report.

Our payoffs were aboard the Yarmouth, Eastern; Trinity, John M. Carras, and the Anna Marie, Bull. The Trinity signed on again.

In-transit was the Waterman ship Bessemer Victory. She came in with a few beefs in the Deck Department, but these were settled on board the ship before she left.

One very pleasant item we have to report this week is the fact that our boys aboard the Yarmouth are proving themselves to be a bang-up crew.

The Eastern Steamship Company reports that the present bunch of Seafarers manning the ship is the best they have ever had on the cruise ship, at least in the past eight or nine years.

NICE GOING

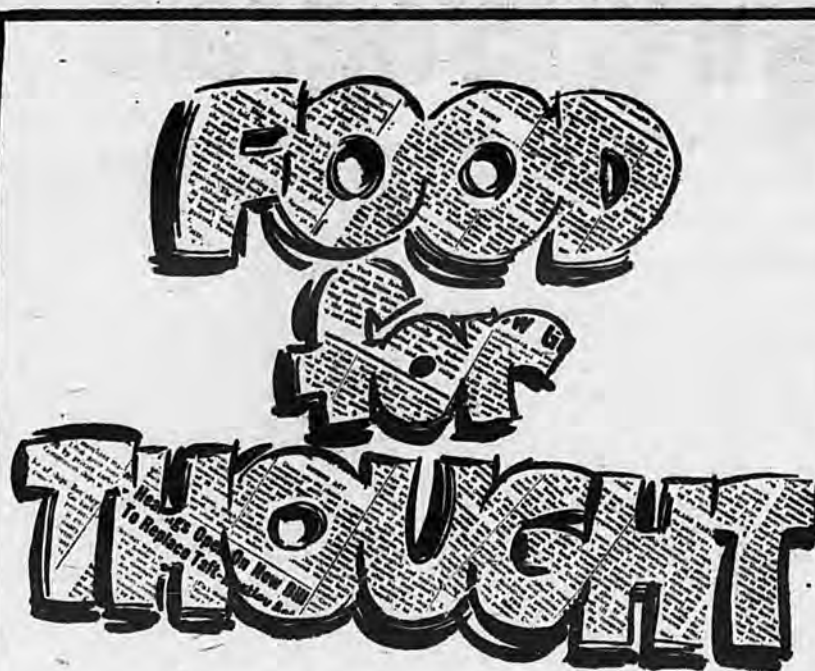
It shows that our boys have the know-how and are doing their jobs in a manner that reflects favorably on themselves and their Union. This kind of performance pays off.

Among our Brothers on the beach at the moment are Charlie Moss, who is trying to get a long trip. Previously he took the Irvin S. Cobb to Mobile, but the ship laid up. Charlie gets his old number back because the ship laid up within less than the 15 days.

In contrast to the way the lads on the Yarmouth have been doing their jobs, is the performance of a Deck man on one of the ships that called here in-transit.

This man has been placed on charges because he had been gassing up on the ship and had been running around issuing orders like Hitler used to. The Union membership is stamping out this kind of stuff, whether the performers have new books or old books.

UNION READING MATTER



6 ARTICLES ON TIMELY UNION TOPICS REPRINTED FROM SEAFARERS LOG • official organ of S.I.U., Atlantic & Gulf District • American Federation of Labor.

Just off the press is the SIU's latest pamphlet in the series of Union educational literature, "Food for Thought," a cover reproduction of which appears above. The 30-page publication contains six articles on subjects that often are debated among Seafarers asea and ashore.

Now available at all Atlantic and Gulf District Branch Halls, the pamphlet may be had upon request. "Food for Thought" will make a good source of subject matter for educational discussions at shipboard meetings.

New York Weather Is Really Hot, But Shipping Cools Seafarers

By JOE ALGINA

NEW YORK — This port continues to roast, and there doesn't appear to be any immediate prospect for a break in the heat spell—or in the shipping lull, for that matter.

Ships are coming in, but many of them are on the coastwise run and do not scoop up large numbers of men.

Among those vessels paying off during the past two weeks were the Inez, Suzanne, Frances, Helen, Bull Lines; Cape Mohican, Mar Ancha; Evistar, Triton; Colabee, American-Hawaiian; Steel Director, Isthmian, and the Chickasaw, J. B. Waterman, Bessemer Victory, and Azalea City, Waterman.

We're hoping to see business pick up in this port before long.

With Bull Lines' SS Puerto Rico scheduled to begin her runs soon the prospects appear brighter. And there's a good chance that we may see the Bernstein Shipping Company around soon. This is the outfit that is trying to put two passenger ships, on the European run.

PROBE MAY HELP

It may be that the full investigation of the maritime industry soon to be resumed by a Senate subcommittee may result in the strengthening of the US merchant marine. The committee's chairman, Senator Magnuson, had made it clear that his group is aiming at a stronger position for this country's fleet.

The committee has received an appropriation of \$50,000 to

carry on its work. One of the main things they will check into is the intrusion of the Army and Navy into private shipping.

A word on the assessment proposal, which was adopted at the last regular meetings. A ten-dollar bill may seem large at first, but we'll wager that any guy with his feet on the ground will agree that it is a sound move toward obtaining greater benefits for seamen.

A considerable amount of the Union's effort to improve our position is spent on the legislative front, fighting in behalf of laws that give us greater security. A solid example of the good work that is done along these lines is the unemployment insurance we now have.

JOBLESS PAY GAIN

Until a couple of years ago, seamen didn't get a red cent when they were out of work. The law excluded them from the benefits of jobless pay. But the Union's five-year battle to win eligibility was successful, and now all hands are entitled to unemployment benefits when they do not have jobs.

A drop in income naturally means that the Union cannot continue to push all its activities as it did during more prosperous times.

But we think that the fight must be kept up against those who seek to harness seamen who will sponsor legislation to with raw laws, and to back those better our conditions.

In-Transits Aid San Francisco

By JEFF MORRISON

SAN FRANCISCO — With a majority of ships hitting this port in-transit taking on a few men, shipping turned out to be fair for the past two weeks.

Those responsible for supplying the lift to local shipping were the Isthmian ships Steel Inventor, Steel Vendor, Steel Mariner, Marquette Victory; the Waterman vessels Purdue Victory, Choctaw, Twin Falls Victory, Monroe Victory, and two Calmar jobs, the Portmar and Penmar.

At the moment it appears as though shipping for the next two weeks will be fairly good. Vessels scheduled to arrive here, either for payoff, or in-transit calls, are the Kenyon Victory, Steel Mariner, Steel Traveller, Malden Victory, Young America, Purdue Victory, Oshkosh Victory and the Alamar.

GETS SCORE

This past week I called on the local unemployment insurance office to see what kind of system is in effect here. The unemployment agency has an office on one of the piers here to handle seamen's cases.

I learned that California gives disability benefits, as well as unemployment pay. This is no help to us, however, since the disability benefits are paid to employees of companies registered in the State of California. None of our contracted companies is registered here.

All of the ships coming in here in the past two weeks were fairly clean. There was nothing like a major beef. The few minor ones we did have were settled in SIU fashion.

Oldtimers on the West Coast at this writing are John (Bananas) Zeireis, R. Roales, L. Garrett, M. Birrane, M. Wiilik, C. Cothran and C. Mitchell.

Notice To Crews

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

Port Wilmington Is Quiet But Cool

By E. B. TILLEY

WILMINGTON — Shipping has been on the quiet side in this West Coast port, with most of the activity confined to ships calling in-transit.

Most of the men aboard stick to these ships, which have been coming in without any big beefs. There are enough men on the beach to take care of any immediate needs this port may have in the near future.

A payoff is scheduled for early next month, when one of the Isthmian ships comes in off the pipe run.

Better than shipping out here is the weather. This is one place where you don't have to go to bed with a fan in your hand.

HERE'S WHAT I THINK...



QUESTION: To what factors do you attribute the tremendous gains made by the Seafarers' Atlantic and Gulf District in the recent years?



CHARLES ROMAINE, FWT:

Our Union is a democratic Union that is interested solely in improving the status of its membership. No other issues confuse our membership, as has happened in other maritime organizations. Our full strength is used for the one main purpose. In keeping with the democratic principles, our men have the opportunity to speak their piece at the meetings and get their point across in the SEAFARERS LOG. Another thing, if a man has a beef or troubles, I have found that he is treated courteously. I have been going to sea for 30 years, including time on the Lakes. The five years I have been a member of the SIU have been the best.



OLGERDA BLUES, Oiler:

Several things are responsible for the gains made by our organization. In the past few years our membership has been getting the benefits of good Union education programs ashore and at regular shipboard meetings at which all issues are discussed fully. As a result they know the score on seamen's problems. All this means that the members know what's going on and are prepared to strengthen their Union whenever the need arises. Besides being well-informed, Seafarers are given satisfactory representation, and a satisfied membership is one that is best able to move ahead under all conditions.



A. J. (Hank) SWARTJES, AB:

One of the most important reasons for the success of our Union is that we have an organizing department that is on the ball. This is most important because, while shipping has declined and most maritime unions have been hard hit, we have suffered least of all. Our organizers have gone ahead steadily organizing new companies and bringing in new jobs. The men who have served as volunteer organizers also should be mentioned, because by their sacrifices they have helped bring more ships under the SIU banner. However, despite our gains, we must still push ahead, because a Union that stops advancing is inviting disaster.



JAMES F. BARRETT, AB:

The fact that the membership has the strong voice. All issues affecting the general welfare are discussed freely before any action is taken. The Union consistently urges all members to exercise their right to vote in every balloting. We have moved ahead, too, because of a good educational program. Educational meetings and literature have helped our organizing drive. They have also helped our members understand their rights and obligations so that, when they go aboard ship, they are good, conscientious Union men, able to solve many shipboard problems at meetings at sea.



HERMAN CHRISTENSEN, AB:

I think that one of the main reasons why the A&G District has been able to make such big gains is that it is made up of a membership that is more united than that of any other waterfront union. Our Brothers have shown that, whenever there is any problem that concerns the welfare and power of the Union, they can put aside the minor things and act as one for the interests of all. In all of our efforts to improve the seamen's lot, in our organizing drives, our men have always gone all-out. And — very important, too — the Union has always been prepared financially to tackle any job.



PETER THOMSON, FWT:

I think the A&G District has accomplished a lot because it is run as an efficient organization, with the membership having a voice in the making of policy and setting up programs. Our Brothers have shown that they recognize a problem and can act on it wisely. For example, when they decided to build up our Strike Fund, they enabled our Negotiating Committee to bargain more effectively. This is the kind of foresight that has enabled our Union to tackle each of its problems, and which proves that our membership is way ahead of those in other unions.



PADDY McCANN, Baker:

All in all, I think the fact that the SIU membership has not had to deal with any outside issues, but only with the things that finally affect their economic status, is the big reason for us pushing ahead the way we have in the past few years. This is a credit to the officials of the Union, who have kept us on the right course, and to the membership, which has shown that it wants the organization to keep on advancing in their interest. I believe that you will find a union, like any other organization, gets out ahead when those in it believe in it. That's the way it is in the SIU.



DUKE O'CONNOR, OS:

I would say that the Union has gone forward because the officials have been on the ball in sizing up the problems that lie ahead. Another reason is that our Union has always been out for the membership and is working all the time for its benefit. A lot of credit must also go to the members themselves, who are good loyal Union guys, always ready to cooperate with each other when the general welfare is involved. When you have the combination of efficient Union officials and an alert membership it's not hard to make big gains.



EDWARD SAUL, FWT:

I think we have made such great advances because our Union has a clear-cut program and has always been able to plan ahead to handle any problem that may arise affecting the welfare and security of the membership. And the membership has participated in the making of policy, because issues are not voted on blindly but are discussed pro and con at meetings and in the LOG long enough for all hands to learn the score and decide. Our organizing drives continue to succeed because non-union seamen see how effective the SIU is, and naturally turn to the organization which is best equipped and best prepared to do something for them.



JOHNNY ANDERSON, Ch. Ck.:

I believe that the great gains we have made put our Union in the position of being the strongest one on the waterfront. As I see it, this is because the SIU membership is a satisfied membership. One of the reasons for the membership's satisfaction with their Union is that they get the best representation. At every payoff SIU Patrolmen are on hand to see that all beefs are squared away, and that our agreements are lived up to by the companies. And we have a record of settling beefs that I've never seen equalled in all the years I've been sailing since 1910.



SHIPS' MINUTES AND NEWS

Long Haul To Citizenship Ended, Member Bids Aliens Take His Tack

An eight-year campaign by Finnish-born Seafarer Thomas Sheerburne for American citizenship was climaxed last month when he took the oath of allegiance to this country, the result of accumulating five years of seetime on American ships, more than half of which he logged during the war days.

Known to his shipmates in the SIU as Thomas Sjoblom, he dropped his Nordic surname during the naturalization process in favor of Sheerburne, a name he feels his Union Brothers will find easier to pronounce.

The 35-year-old Brother's long voyage toward citizenship began in 1941 when he came to this country from Finland and began sailing American ships. He sailed regularly during the war years. His precious pile of discharges grew steadily until the postwar slack came in shipping, a slowdown which hit aliens hard because of government restrictions limiting their jobs and prohibiting certain runs.

MAKES IT

Sheerburne, however, kept plugging, and by November of last year he had completed his seetime requirements. He filed the necessary papers and waited for Uncle Sam to call him in for the final okay. But one last twist of fate kept him from his goal temporarily.

Having received no word from the government by January he decided to make another trip. The holder of all deck department ratings, he signed aboard the Atlanta City in New York. The ship was ready to leave when he got a telephone call from his sister telling him that a letter requesting him to appear for final processing had arrived.

FATE'S TRICK

He was stuck on the ship and could do nothing about it. The articles had been signed. He bit his lip and made the trip, a six-months jaunt to the Far East. "That ship dawdled all over the Orient. I never thought she'd get back home," he said.

She made it, however. Back in New York in early June he hurried to the Immigration offices, and on the 20th he was granted citizenship.

NOT HARD

When asked about the final details of winning citizenship, Sheerburne said it was not hard. Once he had his seetime accumulated the rest came with little



Thomas Sheerburne looks fondly at his citizenship papers.

trouble. Other alien seamen concerned with the processes of citizenship need not worry about the examinations or red tape, he stated. "The bundle of discharges speaks for itself."

With citizenship won Sheerburne isn't entertaining any plans to retire from the sea. He intends to keep right on sailing in the SIU, which he joined in 1945. In addition to the many rights American citizenship gives a person, Sheerburne will not have to worry any longer about restricted crews and prohibited voyages. He can make them all now.

Secure in the knowledge that

he no longer has to worry about such things as the extension of the alien seamen waiver, Brother Sheerburne passed along—a bit of advice to other alien members of the SIU. He recommended that they heed the Union's repeated urging that all alien members who are eligible take immediate steps to obtain their US citizenship. He agreed with the Union contention that this is the only way aliens could insure themselves against the effects of the waiver's expiration.

Sheerburne makes his home at 25 Willowbrook Court, Staten Island, New York.

'Battle Of Wall St.' Shown On Seatrain Ship's Screen

Probably the most popular crewmember aboard the coastwise Seatrain New Jersey is Quartermaster Robert Lester, the owner and operator of a 16mm movie projector, with which for over a year he has been entertaining crews with the latest Hollywood celluloid creations.

Slated for showing during the ship's current run to Gulf ports is the SIU film "Battle of Wall Street." Reading in the LOG that the film was being made available to crews and organizations for the cost price of \$40, Lester visited SIU headquarters recently and purchased the film. Although he usually rents films, for which the crew chips in to cover the cost, Lester purchased the SIU film out of his own funds. "It's a film we can always use as part of our educational set-up," he commented.

When asked what sort of films the crew liked best, Lester listed westerns as first, with musicals' rating a close second.

Unfortunately with summer coming on the movie goers are forced to forego seeing full-length features because of the heat inside. The heavy load of deck cargo makes it impossible for the films to be shown on deck. For the summer months the crew will take its movies in small doses, sticking to sports-reels and short subjects.

An old hand at showing films, Brother Lester is also an accomplished cameraman. In his days aboard the New Jersey he has shot several hundred feet of the vessel being loaded and unloaded and the crew at work in and out of port.

An oldtimer in the SIU, Brother Lester makes his home in New York.

Breakdown Fails To Disturb Smooth Voyage Of Southstar

It was smooth sailing for the Seafarers crew of the SS Southstar on the voyage which wound up in New York on June 26. Even a breakdown outside Gibraltar on June 2, necessitating a 10-day layover on Oran for repairs, failed to dampen the crew's spirits, according to Ray Queen, AB, who served as Ship's Delegate.

The Southstar, a C-2, left New York on April 20 loaded with ECA general cargo for Mediterranean, African and Near East ports, with Genoa, Italy, as the first stop.

From the Italian port, the South Atlantic Steamship Company ship, under charter to the Prudential Steamship Corporation, continued her itinerary, which included Trieste, Piraeus, Algiers, Beirut, Istanbul and Iskenderun as ports of call.

SHAFT DAMAGED

A damaged stern shaft caused the breakdown off Gibraltar, as the ship was homeward bound. She returned to Gibraltar for damage appraisal. From the Rock, the Southstar was towed to Oran, where she entered drydock for temporary repairs. The shaft was repacked and the Southstar resumed her course to New York and the payoff.

Queen said that the lads aboard the Southstar found the Mediterranean run "lots of fun." They got a chance to see many places that are not ordinarily included in a ship's stopovers.

Photography fiends had a field

day in Istanbul and Brother Queen recommended that crewmen visiting the Turkish port, Trieste and Genoa should not forget to bring their cameras along. He said the atmosphere in these places was friendly and that there were a considerable number of beautiful buildings whose architecture the camera-minded would find challenging.

TOPSIDE COOPERATED

Queen said that a share of credit for the success of the voyage should go the Southstar's Skipper, Captain Albert (Buttsie) Haman. Haman is tough, but fair and considerate, the Southstar's Ship's Delegate pointed out.

"He doesn't stand for any foolishness but he can be counted on to give the crew a square break," Queen said of the Skipper. He added that Capt. Haman's handling of draws was especially noteworthy.

The only hitch in the entire trip, according to Brother Queen, was that the stores were poor. But he hastened to explain that Steward Walsh did everything possible to overcome this shortcoming.

Even the sun shone on the Southstar. And good weather, Queen concluded, can do an awful lot to help make good sailing.

'The Voice Of The Sea'

By SALTY DICK

The reason Johnnie Tonazzi is sore, is because he was chased out of Cities Service's employment office by the dispatcher. Pretty soon things will be different over there... The first man in the SIU to have his picture placed in his union book is Santos Garcia. I believe this is a good idea... Andrez Perez, after three months on the beach, is ready to go south on a short trip.

Every ship should have bound volumes of the LOG in its library. The ship's delegate should contact the crew on this matter and get copies from Headquarters... If you are on the beach as an out-patient, inquire about compensation. If you're on the beach longer than the prescribed time allowed you by the marine hospital (90 days) you may be able to receive aid if you can prove shipping is slow and it's not your fault.

Tomas Mercado has been feeling pretty well and is now ready to ship. He's the chap who was operated on in Port Elizabeth for appendicitis... Mike Rossi, after 12 days in the marine hospital, states the treatments were very satisfactory, but he can't say the same for the chow.

Who's the fellow who is wearing eight wrist watches and can't sell any?... I believe all Stewards should have at least six months discharges as Chief Cook before they can ship out as Steward... What official is saving miniature whiskey bottles as a hobby?

Tex Suit is looking well and bragging about the Colabee being a good feeder. He's gained over ten pounds... I hear the Greeley Victory is one of the best ships afloat. The crew gets along well and there are never any beefs, except those served at chow time... I'm not being a wise guy when I say this, but there are left handed and right handed cigars. I can tell the difference with one look.

Brother Alfred Boijer just got back from a round-the-world trip and he's a little sad. He claims he liked Bangkok better than any other port... I understand that Pennsylvania does not recognize Louisiana driving licenses and vice versa.

Who's the fellow who wants to operate a concession in Coney Island? He has the idea but is short on cash. Speaking of Coney, that's where you'll find me from now on this summer.

Send Those Minutes

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

Hold those shipboard meetings regularly, and send those minutes in as soon as possible. That's the SIU way!

Digested Minutes Of SIU Ship Meetings

DANIEL H. LOWNSDALE, April 3—Duke Livingston, Chairman; R. Guild, Secretary. Delegates reported small amounts of disputed overtime in their departments. Old Business: Letters were written to Congressmen in reference to Hoffman Plan. Good and Welfare: Suggestions made concerning chow and turned over to Steward. One minute of silence observed for departed Brothers.



STEEL VOYAGER, April 17—John Cannan, Chairman; Earl R. Gelnow, Secretary. Delegates reported no beefs. New Business: Stockmarr moved that galley stove be fixed and toaster be put on repair list. Good and Welfare: Suggestion made to have meetings every two weeks and alternate the hour. One minute of silence for departed Brothers.



CAPE NOME, April 29 — Charles Thompson, Chairman; James Boyles, Secretary. Steward reported complaints on chow and promised a change. Discussion on the ability of the Chief Cook. Each department polled on feeling toward Cook's ability. Motion carried that Cook remain in galley. One minute of silence for Brothers lost at sea.

ROBIN MOWBRAY, April 11 —Vlodok, Chairman; Albert Mosher, Secretary. Deck Delegate reported a few hours of disputed overtime, as did the Engine Delegate. Stewards Delegate reported everything okay. A vote of thanks was given the Stewards Department for the excellent food prepared and served during the voyage. Motion carried to elect Donato Giangiordano to take repair list and minutes of meeting to SIU Hall. One minute of silence for Brothers lost at sea.

ANNA DICKINSON, April 10 —Muches, Chairman; E. Bill Ray, Secretary. Delegates reported no disputes. Biehl elected Ship's Delegate. Motion carried to investigate background of man who joined the ship in Cuba. Good and Welfare: Blackboard to be erected in messhall.



ROBIN GOODFELLOW, April 20—Bernard Macey, Chairman; Mike Zelonka, Secretary. Except for disputed overtime, there were no beefs in any of the departments. Motion by Henry Shepeta, seconded by Christopher Karas, to have Patrolmen investigate reasons for men having to pay for penicillin. Under Education, Union activities were discussed in order to familiarize membership with organization. Suggested that all departments have their repair lists ready. Also suggested that Patrolman investigate ship chandler's attitude.

ROBIN GOODFELLOW, April 4—Tony Suarez, Chairman; Mike Zelonka, Secretary. Motion (by Oscar Kelepe, seconded by Hank Shepeta) carried to install a buzzer in the messroom for the standby watch. Also carried was

motion (by Joseph Ciuro, seconded by Anthony Pedicini) to have Purser give, prior to pay-off, each individual an itemized account of their slops and draws and a copy of the overtime which is approved by the company's shore representatives. Union agreement was discussed fully. Suggested that all hands stay on the alert at the payoff and conduct themselves in an orderly SIU manner.

STEEL KING, April 13—E. L. Eriksen, Chairman; V. A. Cover, Secretary. Motion by J. Costello, seconded by W. Evans, that Ship's Delegate write to Headquarters in regard to safety meetings. It was moved (by C. Kellogg, seconded by H. Kelly) and carried that letter be sent to Headquarters and to the company in regard to carrying of monkeys as cargo without penalty. If they are to be carried again aboard this ship, a special place aft should be provided for them. A vote of thanks was given to the four delegates.



SOUTHLAND, April 24 — Al Jones, Chairman; Leon Baker, Secretary. No beefs except one in the deck department which is to be referred to Patrolman upon arrival in port. Alexander Jones was elected Ship's Delegate by acclamation. Delegate was requested to get in touch with Captain about purchasing union-made goods for slopchest. Three crewmen volunteered to get estimate on cost of washing machine and installation. Crew discussed possibilities of getting new library. One minute of silence in memory of departed Brothers.

PETROLITE, April 16—M. R. Shea, Chairman; R. C. Bishop,

Sailing Short

All delegates aboard SIU ships are urged to make certain that every ship is fully manned before it leaves port.

If the company tries to violate the contract manning scale by sailing short, the ship's delegate should call the nearest Union Hall immediately.

The Union will take immediate action to see that our agreements are observed to the letter as it does whenever violations are reported.

Know your contract and report all violations to the Union right away.

Secretary. All department delegates reported everything okay. Motion by Brother Kelpss, seconded by Kavanaugh that there shall be no reliefs unless they come through the US Consul or the Agent. Under Good and Welfare, Brother Maher said that early in the trip a motion was made to encourage Unionism among our alien members and he added they have done a good job. Suggested that crew give vote of thanks to all the delegates for the good work they have done on this trip. One minute of silence in memory of departed Brothers.

DEL MAR, April 24—J. Tucker, Chairman; F. Sintich, Secretary. Departmental delegates gave their reports. Treasurer reported that at end of trip there was \$8.73 in the ship's fund and that he collected \$11, making a total of \$19.73 now on hand. Motion carried to elect new Ship's Delegate. Brother Scoper elected by acclamation. All hands stood in silence for one minute in memory of our departed Brothers. There was much discussion on the air-conditioning of the ship.



ROBIN LOCKSLEY, April 3—Lester J. Keyes, Chairman; James J. DeVito, Secretary. Motion carried to add repairs not made on last trip to list being drawn up for this voyage. Delegates reported on activity in their departments. Peter Patrick elected Ship's Delegate by acclamation. Brother DeVito discussed unemployment insurance and advised Brothers that the sooner they apply for it after getting off ship the sooner they will begin receiving benefits. Steward said he would accept soiled linen at 9 AM and 1 PM, and at later hours convenient to men on watch. Three departments are to alternate in cleaning laundry with Engine Department to begin, followed by Steward and Deck in that order.



FRANCES, May 15—B. Goodman, Chairman; S. Carr, Secretary. Previous minutes read and Delegates reports were given and accepted. Motion by Peter Viroel to have Stewards Department showers and head painted was carried. One minute of silence in memory of departed Brothers.

CHILORE, May 17—C. Penner, Chairman; R. Burns, Secretary. Vote of thanks given to Steward and Cooks for the fine way in which chow was prepared and served, especially for making the most of the stores they had to work with. Under Good and Welfare there was discussion on matter of crewmembers naming their own working rules with officers. This is definitely against Union principles and the agreement. Quartermaster on the four to eight is to be notified by the delegate to work only between 4 PM and 5 PM. After one minute of silence in memory of Brothers lost at sea, meeting adjourned at 6:50 PM.

Seafarer Sam says:

The New Orleans resolution for an annual General Fund Assessment comes before the Branch meetings for the second time, as per constitution, on July 27, and if passed again, goes to a referendum vote of the membership.

The resolution is reprinted on page 12 of this issue. Read it and the news story on page 1 so that you will thoroughly understand the issues involved.



CUT and RUN

By HANK

There's no forgetting the Brothers aboard Isthmian's Allegheny which sailed about three weeks ago for a lengthy voyage. There's Red Beers from the West Coast, who talked about the gourmet importance of seasoning "ice-boxed" shipboard food. And there's Bill Ayres, the professional musician, who does a fine job with an accordian (although we doubt if he struggles to carry one aboard ship) and a better job with a good old "hambone"—in other words, a guitar. Johnny Parsons is aboard, and he comes from that good old baseball country of Brooklyn. Sure enough, there's Jimmy Naylor—who keeps playing that record called Georgia On My Mind by singer Frankie Laine in the juke-box. Last, but not least, there's Tex Boillin who confessed that the ship should have stayed in his hometown port, Houston, Texas, longer than she has on occasions. Well, fellas, happy sailing, indeed... Brother Eddie McNamar shipped about three weeks ago, but it slips our mind what the name of the scow is. Next ship will be better, Eddie—we'll mention the name, we hope.

Buddy Benson sailed aboard the Oshkosh Victory. Buddy, who'll talk about anything from infinity, rocket ships, gastric juices, astronomy and spaghetti, says that lots of the Brothers have heard or visited that famous place in San Francisco for excellent Italian food—called Pinocchio's... We wish smooth recovery to Brother Cecil Lewis, who is down in Virginia right now... The C. "See" Mae restaurant and bar down in New Orleans has been recommended by the Bosun of the SS Andrew Jackson to receive a bundle of LOGS. Good enough—and you Brothers can pick up your copies, if ever down that way... Brother Peter Brownley, citizen of Florida, may still be in town since we noticed him several weeks ago.

We hear there's a record, out some time now, a Western number about a crew leaving a Texas port on a tanker. Sounds good, too... The SEAFARERS LOG will be traveling to the homes of the following Brothers—Robert Kennedy of Indiana, William Tarrant of Oklahoma, Robert Butler of Louisiana, Christopher Karas of Massachusetts, Richard McManus of California, M. Harvey of Florida, William McCarthy of Massachusetts, Philip Brooks of Louisiana, Albert Weber of New Jersey, Charles Swain of Georgia, Harold Lawrence of Florida, Donald Thornton of Maryland, Philip Colca of Mississippi, Jerome Stokes of New York, Jack Walker of Washington, George Lukach of Connecticut, Max Bielwaski of New York and Howard Van Bushkirk of New Jersey.

Who was and who is in town—Well, there was good old "Pegleg" Andy Anderson who sailed in and sailed out real quick. Smooth voyage, Andy... Robert Quinn, the tall old-timer, is in town... Most of the crew off the SS Michael, a tanker, are in town since she has been laid up. There's Bosun Roddy Smith and his cigars, Brother Richard Hanks, the Steward, sailed out of our town, for the coast, via airplane. The crew has said he's tops in belly-feeding. "Chuck," the Electrician, is in town and sure glad to see his shipmates of the SS Michael... Brothers, read those back issues of your LOG. Read all the booklets the Union has printed for your complete benefit and understanding. A new booklet containing the registration rules, the shipping rules and the transportation rule, as they are today, is of great importance to every Brother. It's called "Shipping Guide for Seafarers" and should be read and reread by every Brother sailing into port or sailing out for the seven seas... Brothers, hold those meetings aboard ship. Keep your jobs shipshape, according to the agreement: SIU ships are clean and happy.

THE MEMBERSHIP SPEAKS



Seafarer Slaps At Homesteading, Favors Annual Vacation Proposal

To the Editor:

"Seaman" is a word which means man-of-the-sea. If you are going to sail, be a man. The preamble to our constitution states, "We hold that the above rights belong to all seamen alike." We do not hold that matters that affect the welfare of the Union should be placed in abeyance to other interests.

We know that individual members, unable to claim legal defendents, may, and frequently do, have moral financial obligations to discharge, equal to the other's legal ones.

Therefore, to set up a claim to the exclusive right to ride ships in perpetuity "because I have a wife and kids" is baloney.

Another stunt that these members pull is to raise the false

issue of "the Union is supposed to give us job security." Sure, the Union stands for job security, but what is this thing? It is a secure guarantee that your job will not be jeopardized by the machinations of the boss owners nor their stooges, the company's fair-haired boys. It is not a guarantee that a handful of dues payers shall monopolize jobs when their Brothers lie idly on the beach carrying more than their share of the burden of Union duties.

FULL RESPONSIBILITY

Most men know what I mean, but to leave no careless loophole of escape, let me expatiate. The man on the beach pays all dues and assessments for job security, though he has no job at the moment. He stands subject to picket duty, and volunteer committee work; he must attend meetings, and may have to end up taking a job below his rating, perhaps on an unorganized ship.

The homesteader has eaten extra well or he wouldn't have homesteaded that particular ship. Certainly the man on the beach has drawn no pay. As one on the beach at the time, I devoted quite a number of days to a Union economic survey—voluntarily, without even lunch money.

I was astounded to discover how very many men on the beach were married with dependent minor children.

At about the same time I was serving as a member of the balloting committee on the transportation rule. There I was amazed at the number of men who were holding good paying, good feeding coastwise and passenger-ship jobs, and had been doing so for over a year, most of whom came to vote for Rule No. 2.

This is a dead issue. Why bring it up? Because these men will be the very ones to rise up to defeat Mobile's excellent resolution of recent date.

This resolution is to the effect that men due vacations must pile off and take a vacation. It is little enough to ask of these job monopolists that they give the guy on the beach a chance at 'two weeks' work and eats, after they have held a Union secured job for a whole year. Let them not then raise the false issue of Union security, and if one of them should do so, don't be fooled by it.

JOB IS THERE

His job is not being taken away from him, he can go back to it at the end of his vacation.

There is another objectionable aspect to these homesteaders. After a year or more aboard, they begin to think they own the ship, and, through controlled ship's meetings, they may try to put over special regulations that are not in conformity with Union policy. I have seen char-

acters who are actually afraid to get off their homesteads as they're in doubt that they could ever hold down another job. I've seen and known men on passenger, coastwise and near-by foreign runs who were afraid of off-shore dry cargo carriers.

I therefore urge all fair minded union men to help to pass Mobile's excellent resolution.

G. W. (Bill) Champlin

AFL Postal Clerk Enjoys Log Items Of SIU's Feats

To the Editor:

I am a member of Local 257, National Federation of Post Office Clerks, AFL. I've received your paper, the SEAFARERS LOG, several times and have read the stories telling of your Union's struggles.

I enclose a donation and ask that the LOG be sent to me regularly. Your Union has been much in the news lately and I should like to read your side of the story.

Fred Godzwon
Syracuse, N.Y.

ON THE POLARIS IN MARACAIBO



Here are some of the men of the Alcoa ship's Stewards Department as they were photographed by Sir Charles as the vessel lay alongside the dock in the Venezuelan port. The photographer said the boys fed well.

SS Colabee Vet Recalls Rougher Days On 'Coaster'

To the Editor:

I would like to have the LOG sent to my home in New York. It's my sister's home where I get my mail while in the big city.

I sympathize with Brother Flynn on his voyage aboard the old rustpot, Colabee (LOG, May 20). I sailed her before the war and during the war. Oldtimers can tell you of the time we hung the hook on that ship and made the company enlarge the shaft alley escape. It had been a violation of maritime law.

By the way, the Colabee is not a Hog Island ship. (Ed. Note: Brother Buckley is right, but just what label can be given the Colabee is hard to say. She resembles a Hog, though not built at Hog Island, but in Portsmouth, New Hampshire, in 1920 by the Atlantic Corporation and later converted in the Sun shipyards to a bulk carrier. The American Bureau of Shipping lists her simply as a "coaster.")

HIGH AND DRY

When the Colabee was under charter to Alcoa her Captain was "Shallow Water" Scofield, who gained that reputation because he went aground so many times. The Colabee is one of those old slow, but sure rustpots.

The ship I'm on now, the Seatrain New York, is a good job, a regular crew, and has Steward Joseph Malone.

The Brother who signs his letters, Wandering Seafarer, puts out some interesting reading. He has plenty on the ball.

Looks like I'm getting to be a box car sailor, I've been on this ship for a month now.

Joseph Buckley

Member's Florida Property For Sale; Price Is \$3,000

To the Editor:

I have a house and some property for sale that is an opportu-

ity for some member of our Union to get a bargain, if he wishes to make his home in Florida—near Daytona Beach. Here is what is for sale:

A fine rest camp, facing on two roads and located on 35 acres of high land with plenty of shade trees. The camp consists of two five-room houses, one made of cement block, one an old frame house. Both are lighted by electricity and are completely furnished and ready for immediate occupancy.

A 1937 Pontiac car in good running condition for transportation goes with the deal, along with a new washing machine, electric refrigerator, new bathroom and kitchen fixtures, screens, tools and more.

There are three deep wells, one 120 feet deep for an electric pump and two wells 40 feet deep, one with a hand pump. Plumbing fixtures are ready for installation.

HOME FOR YEARS

The owner of this property has lived on it for years during the time he has not been out at sea. It is ideal as either a vacation spot, or for a seaman who wishes to spend his later years in comfortable, spacious surroundings.

There is good hunting in the area, as well as fishing. And the swimming beach is not far away.

The property is taxable at \$8 per year, if used as a home. It is located seven miles southwest of Daytona Beach, and is four hours by car from Tampa, five hours from Savannah, two hours from Jacksonville, and five hours from Miami.

The price complete for this bargain is \$3,000 cash.

Otto P. Preussler
P.O. Box 1026
Memorial Park
Port Orange, Fla.



The Girl From The Village

By Benno Zielinski

In a little village in the country somewhere
I met a cute girl, blue eyes and fair hair;
On first sight something then told me
This is the girl for whom I have yearned.

*Over the years, sweetheart, early in the spring,
When in the forest the birds do sing,
And beneath the hills violets blossom,
That's when I'll see you again.*

It was early in the month of May,
She told me—she trembled that day—
She loved a sailor who never came back
And she could never love a seaman again.

*Over the years, sweetheart, early in the spring,
When in the forest the birds do sing,
And beneath the hills violets blossom,
That's when I'll see you again.*

In a little village we sat under a maple tree
I kissed her rosy lips, held her close to me;
Then left all my sorrows of what will be tomorrow
When I was with my little Marie.

*Over the years, sweetheart, early in the spring,
When in the forest the birds do sing,
And beneath the hills violets blossom,
That's when I'll see you again.*

ALOHA TO HAWAII



Bidding goodbye to Beautiful Hawaii—Honolulu, to be exact—Kyska deck men turn to casting off lines. Left to right: Jerry, AB and Ship's Delegate; Jackson, AB; Danny, AB, and Duda, OS.

C'mon, Lulu, Drop The Gun
—Shotgun's Done Left Town

To the Editor:

After enjoying myself for the past several weeks here in Dallas, I've decided to let you know about the greatest city on the Red River.

In order to get to Dallas from Galveston, you go the first 100 miles by plane. After that you take a train for 75 miles; then board a stage coach through the wilderness for 40 more miles. At the end of the stage route you get out and swing limb from limb for the last five miles.

There is one good thing about Dallas: a shortage of men. The other evening I went into a gin-mill for a shot of red eye, and met two young ladies. After buying them several drinks they started arguing to see who was going to win my companionship.

After arguing for about ten minutes, one girl says to the other one, "Listen, gal, I ain't

agin ya, but if yore hankerin for a feud, then draw yore six gun—I'll pulverize ya."

BOTTOMS UP

Well, seeing what kind of a position I was in, I just drank my shot of red eye with a sasparrilly chaser and walked slowly out the door.

The only trouble I had was my horse was gone. Yep. I went outside to the hitching post and found that some wrangler had rode off on my nag. I had a good investment there. I paid ten bucks for the horse and 40 for the saddle.

After finding that Dallas was a bit too trigger happy for me, I packed my seabag and started hitchhiking back to Tacoma. So if anyone sees a fellow who looks bowlegged with a seabag on his shoulder, stop and pick me up, cause Tacoma is a fur piece o' prairie from hyar.

"Shotgun" Still

THE BEEF BOX

MEETING NIGHT SHIPPING

To the Editor:

We, the crew of the SS Marymar, voted and passed the following resolution which we think will benefit everyone:

"If there is any change or new shipping rule enacted, it is to be posted at once on the bulletin board in every Branch and printed in the SEAFARERS LOG."

This matter came up when a member shipped on the four o'clock call to report to the ship at 8 A.M. the following morning. Within an hour of reporting to the ship the next morning, he called the Union Hall and requested a replacement for himself.

He was told that he would lose his shipping card if he got off, because he did not attend the meeting the night before after being shipped. According to Section 13 of the shipping rules he should have got his card back, for officially he was off the shipping list as of 4 P.M., three hours before the meeting.

Crew, SS Marymar

ANSWER: Technically the crew is correct, but for years the SIU has been operating on the procedure of not returning a shipping card if a man refuses a job taken on a meeting night. It was found that some irresponsible members were taking jobs and then refusing them Thursday morning, solely to avoid attending the meeting. To curb this practice, men who refuse a job after taking it the day of a meeting lose their shipping cards. Members who might possibly refuse a job the morning following a meeting should play it safe by attending the meeting and having their card stamped. Permittmen, of course, cannot refuse a job under any circumstances.

With Tears In Their Eyes Seatrader Men Bid Fond Adieu To Buenaventura And Ship

To the Editor:

Once again the MV Sea Trader is about to set sail for the port of Shangri La, or Buenaventura, Colombia. The whistle blows, the lines are up, the tug takes us to the open sea.

We had the usual difficulties during the trip. An overflow in the linen room spoiled the bed linen. We picked up a radio message stating that the No. 3 hold on a Grace Line ship was afire. We also received a cablegram from the Steward, telling us he had flown to Miami to catch the ship, but missed it. Then several crewmembers took sick. For a ship that takes only a month for a round trip, we had more than our share of casualties.

Crewmember Sir Charles is

Canadians Thank US Seafarers For Commie Fight Aid

To the Editor:

The crew of the Canadian-manned SS Seaside wishes to thank the American Brothers on the SS Hurricane, out of Mobile, for their support and strong backing in our fight to clear the commies out of one of Canada's most vital industries.

CSU FALSE

The CSU and their commie leaders are using every dirty and underhanded method in their attempt to prevent the loading and sailing of vessels taken over by the SIU and are using terroristic tactics in the endeavor to weaken the morale of our crews. Needless to say that this is only serving to increase our determination that the SIU record of never having lost a beef be maintained.

At the time of writing, four of our crew had just been beaten up while ashore or on the way ashore. The two who landed in the hospital are still there and are being well cared for, according to reports brought back to us by the Captain. The other two suffered less damaging injuries and will be back aboard later tonight.

Again thanking the American Brothers for their backing, we will drop the hook on this.

- M. O. Collette,
Deck Delegate
- O. Martin,
Engine Delegate

CHRISTINE CREW SHOWS THAT ALL HANDS HAVE SAVVY

To the Editor:

The crew of the SS Christine would like to record the fact that it has nothing but praise for the fine cooking of Chief Cook F. C. Harrington and Second Cook Fred Minco.

In fact, all of the Stewards Department aboard the vessel are to be commended for the fine cooperation they have given.

The Deck Department brought this ship into port in first-rate condition after a five-week trip, and the Engine room gang did its share with a clean engine room. The job done by the entire crew shows that this ship was in good hands.

George Weldon
Ship's Delegate

like some Congressmen in Washington, who do not give up their business while in Congress, but carry it on to assist their fellow colleagues. Sir Charles has his own slopchest aboard, namely, if you need a needle and thread, he has it. Chewing tobacco, cigarette papers, fountain pens, an extra shirt or tie or cap, shoelaces, insoles, haircutting tools, and his own sweet wine, if it is needed for medicinal purposes; in fact, he had almost everything.

SPEAK UP, MEN

What startled his shipmates most was his unique way of making them get up and speak at the end of an educational meeting. Here's how he worked: He would call on two of the crew to get up, face the class and tell them how to make an acceptance speech and a presentation speech. By giving each of the two a present, such as a bottle of wine, a cigarette case, a fountain pen, or some other article he helped make the speaker and class happy.

When the ship arrived at the Panama Canal photographs were taken and they came out fine. While we were passing through to Christobal, a young lady in a launch came alongside looking for Sir Charles, the Dapper Dan. Sure enough, Charles wanted to go overboard to greet her, but the Skipper spotted the flurry of activity and said, "Sir Charles, stay right where you are." So he stayed.

The next night we arrived in Buenaventura. We were scheduled to stay for 11 days, but were there only seven. This port, to me, is really Shangri La.

EXCHANGE RATE

The rate of exchange is 1.95 pesos to the dollar, but the black market offers 3.50 to 4 for a dollar. Rum is three pesos, a little less than a dollar a bottle, food is 70 centimes, or about 20 cents for a good meal. Beer is about 15 cents and coffee two cents. But you must bear in mind that these are the prices to the natives. Unless you have a guide

along, or know the score, you are liable to pay double for everything. After all, you are a rich American.

The perfumes, powders, colognes are only imitations. Be careful in buying perfumes. Always turn the bottle upside down and see if the trade mark is imprinted in the bottle. If it isn't, it is a lemon.

Most of the goods sold in Colombia are imported. Even their alligator bags, clothing, linens, silks and leather are imported. Only by careful examination can you be sure of not being hoodwinked.

The average pay of the natives is \$1 to \$1.50 a day. There are two classes of people in Colombia, the very rich and the very poor. The majority—the poor—live by the side of the road in the hills in squalor. Sanitary facilities do not exist and the food is poor.

I found it wise not to eat ashore; instead I took a sandwich with me.

FIESTA AIR

But despite the economic conditions the young ladies from the far away towns and hills came into Buenaventura regularly to get work. Ships come and go quite frequently and the large number of sailors in makes the town a lively place.

This is one of the nicest places in all of Colombia. Coffee is the main export item. People from all over Europe have come here to make their home. The most prosperous establishments are the drinking places, the food stores and the drug stores. It is possible to get a good watch here for about 110 pesos, which in the States would cost \$75.

Upon our return to New York, Red Gibbs came down to make the payoff, and after the usual bit of wrangling everything was settled satisfactorily. We left the ship and bid her fond goodbye, as she is being laid up. Here's hoping we'll make the trip to Buenaventura again — it was a moist-eyed crew that left that Shangri La of the South.

Sir Charles Oppenheimer

SYLVA'S SHIPBOARD HAND LAUNDRY



Frank Sylva turns to suds producing at the end of a day's laboring in the MV Sea Trader's Engine Department whero he's an Oiler and the Engine Delegate. A GI brush and brown soap do an effective job on the grimeiest of dungarees.

Minutes Of A&G Branch Meetings In Brief

BOSTON—Chairman, J. Greenbaum, 281; Recording Secretary, J. Kearney, 26753; Reading Clerk, B. Lawson, 894.

Other Branch minutes read and approved, along with Headquarters' report and Secretary-Treasurer's financial reports. Agent discussed the state of shipping in the port, saying that it had been pretty good for the past two weeks. Charges preferred against member were read. New Orleans resolution recommending assessment for strengthening General Fund was read and concurred in. Brother J. Hubbard took the Union Oath of Obligation. Under Good and Welfare there was much discussion on Union welfare plans. One minute of silence in memory of departed Brothers. 62 bookmembers were in attendance when meeting adjourned at 7:50 PM.

SAN FRANCISCO—Chairman, Jeff Morrison, 34213; Recording Secretary, P. M. Robertson, 30148; Reading Clerk, John Zeireis, 4125.

San Francisco Branch report and minutes of previous meetings in other Branches read and approved. Agent reported that shipping had been fair for the past two weeks, with a majority of the visiting ships taking a few men. Several ships are due in next week, he said, and are expected to help out shipping here. All beefs were settled in SIU fashion, the Agent said. Other reports read and accepted were: Dispatcher's, Headquarters' and Secretary-Treasurer's. Motion carried to elect trial committee to hear charges against man accused of conduct unbecoming a Union member. Motion carried to accept resolution adopted in New Orleans for a ten-dollar assessment for General Fund. One minute of silence in memory of departed Brothers. Meeting adjourned at 8:15 PM; 29 bookmen were present.

GALVESTON—Chairman, Keith Alsop, 7311; Recording Secretary, R. Wilburn, 37739; Reading Clerk, Hutchins, 39420.

Minutes of other ports read and accepted. Agent reported that shipping for past two weeks had been good and should continue so for another two weeks, then drop some. Patrolman's and Dispatcher's reports read and accepted. Membership voted 32 to 10 to concur with resolution adopted by New Orleans, calling for question of assessment to be submitted to referendum. Meeting adjourned at 8:05 PM, with 57 bookmembers in attendance.

TAMPA—Chairman, R. H. Hall, 26060; Recording Secretary, E. R. Smith; Reading Clerk, Ray White, 57.

Minutes of previous meetings approved. Branch Agent reported that Union's business is in good shape and that, although it is nothing to brag about, shipping has picked up a bit. The number of coastwise ships calling here has remained constant. He also said that the AFL Cigar Workers Union will be the only union on the ballot in the NLRB election scheduled for next week in a number of companies. The companies called for the election to see if the workers wanted representation. The Union is working to get a large turnout at the elections and we're behind them 100 percent, as they

A & G Shipping From June 29 To July 13

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	14	21	9	44	9	8	9	26
New York.....	139	125	121	385	92	89	82	263
Philadelphia.....	27	26	30	83	31	24	17	72
Baltimore.....	100	79	73	252	65	60	38	163
Norfolk.....	54	45	32	131	3	5	3	11
Savannah.....	15	12	21	48	10	17	11	38
Tampa.....	12	7	10	29	11	5	7	23
Mobile.....	64	51	50	165	56	59	53	168
New Orleans.....	88	77	149	314	62	73	125	260
Galveston.....	110	85	55	250	41	29	26	96
West Coast.....	34	29	22	85	16	16	9	41
GRAND TOTAL.....	657	557	572	1,786	396	385	380	1,161

are the people who were among our staunchest supporters in the 1946 General Strike, the Agent said. A communication was read from the Secretary-Treasurer announcing the pay boost in the form of a \$7.50 monthly clothing allowance on all SIU contracted ships. Resolution favoring \$10 assessment was adopted, after considerable discussion pro and con. Meeting adjourned at 8:30 PM, with 59 bookmembers present.

NEW ORLEANS—Chairman, Leroy Clarke, 23062; Recording Secretary, Bill Fredericks, 94; Reading Clerk, Buck Stephens.

Previous New Orleans minutes approved. Secretary-Treasurer's financial report read and accepted. Other Branch minutes accepted. Port Agent said that shipping and business had slowed down the past two weeks, but that the outlook for the coming weeks was fair, with a couple of new ships scheduled to crew up in this port. He added that he had been in San Juan all week and will make a detailed report to the membership. All beefs in New Orleans have been settled either at the payoff or at the sign-on. Patrolmen's and Dispatcher's reports read and accepted. Communications from members wishing to be excused from meeting were referred to Dispatcher. Trial committee reports accepted. C. W. Fisher and Paul Frazier took the Union Oath of Obligation. Under Good and Welfare there was lengthy discussion on San Juan, where a few men had gone on record not to live up to the policy adopted by the Union membership and had threatened Union officials attempting to carry out this policy. Meeting adjourned at 8:35 PM, with 312 bookmembers present.

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

Minutes of previous meetings in Mobile and other Branches read and approved. Port Agent reported on the prospect for shipping in the coming two weeks, listing the ships scheduled to arrive during that time. He pointed out that several ships were in the yard and were expected to take crews within two weeks. Shipping, therefore, should be good. He mentioned the progress of the alteration job being done on the Hall. The Agent stressed the danger to the Union membership in the recent court decision ruling the Hiring Hall illegal under the Taft-Hartley law, and he pointed

ed out that this was one of the many sound reasons for adopting the proposal for a voluntary assessment. The only way the Union can fight on the legislative front is to have funds to do so, he said. After much discussion pro and con, the New Orleans resolution calling for a General Fund assessment was carried. Motion carried that there be no changing or reallocation in Stewards Department, except on direct orders from Headquarters. Patrolmen reported on the ships visited for payoffs and sign-ons, in addition to those in-transit. Meeting adjourned with 286 members present at 7:35 PM.

PHILADELPHIA—Chairman, D. C. Hall, 43372; Recording Secretary, Bob Pohle, 46826; Reading Clerk, J. T. Manfredi, 34011.

Minutes of meetings in other ports approved after reading. Agent reported that shipping had been steady for the past two weeks, and he named the vessels that came into port. All beefs, he reported, were settled to the crew's satisfaction. Resolution offered by New Orleans for ten-dollar General Fund assessment carried unanimously. Reports read and accepted were: Secretary-Treasurer's financial, Headquarters', Dispatcher's and

Patrolman's. Communications from members seeking to be excused from meeting were referred to the Dispatcher. One minute of silence in memory of departed Brothers. Meeting adjourned at 7:45 PM, with 150 members in attendance.

NEW YORK—Chairman, Lindsey Williams, 21550; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Johnny Arabasz, 299832.

Minutes of other Branch meetings read and accepted. Port Agent spoke on the present state of shipping in the port, which he described as slow. Discussion on the ten-dollar assessment for the General Fund, proposed in a resolution by 36 New Orleans members. Motion to concur in the resolution was adopted, 489 to 54. Headquarters' report and Secretary-Treasurer's financial report read and approved. Motion carried to accept report on San Juan Hall submitted by New Orleans Agent Earl Sheppard and New Orleans Engine Patrolman Buck Stephens. Motion by James DuBose to instruct our Negotiating Committee in next discussion to eliminate vacation clause in favor of further wage increase, was carried. One minute of silence in memory of our departed Brothers.

ers. Meeting adjourned at 8:35 PM.

NORFOLK—Chairman, J. S. White, 56; Recording Secretary, J. A. Bullock, 4747; Reading Clerk, B. P. Rees, 95.

Other Branches' minutes of previous meetings were accepted as read. Motion carried to concur with New York meeting's recommendation on SS Puerto Rico. Headquarters' report to the membership read and approved. Following Dispatcher's report, membership stood in silence for one minute in memory of our departed Brothers. After considerable discussion on proposed ten-dollar assessment to bolster General Fund was overwhelmingly carried. Five members took the Union Oath of Obligation. Motion carried to reinstate Brother Charles D. Loane, who is seven months in arrears. He presented a hospital slip covering this period. 134 members were present when meeting adjourned at 8:05 PM.

BALTIMORE—Chairman, H. J. Acosta, 37770; Recording Secretary, G. A. Masterson, 20297; Reading Clerk, Jack Geller, 40141.

Regular order of business was suspended in order to go into charges and Obligations. Oath of Obligation was administered to W. E. Anderson, John Vieira, Jack Smith and L. F. Bresnan. Charges read and trial committee's report was read and accepted. Minutes of previous meetings were approved. Members with acceptable excuses were excused from meeting. Headquarters' report accepted. New Orleans resolution for ten-dollar assessment for General Fund purposes carried, after full discussion. Agent reported that shipping had been slow and payoffs down. All beefs pending were settled. Patrolmen and Dispatcher gave their reports, which were approved. One minute of silence in memory of departed Brothers. Meeting adjourned at 8:30 PM, with 230 members present.

General Fund Assessment Okayed

(Continued from Page 1)

balloting up and down the coast.

Pointing out the fact that the SIU Atlantic and Gulf District membership benefits from top wages, overtime and shipboard living conditions under the best contracts in the maritime industry, the New Orleans resolution recalled that the take-home pay of all Seafarers has just been increased by \$90 a year, as a result of the \$7.50 monthly clothing allowance won a few weeks ago by the Union Negotiating Committee.

Backers of the resolution at the July 6 meetings made it clear that they regarded this particular time as the most desirable to strengthen the Union's General Fund, since the assessment would represent but a fraction of the newly-won increase.

Many of those favoring the assessment elaborated on the point stressed in the resolution—that anti-union forces in Washington have redoubled their efforts to keep restrictive labor legislation on the books.

Expenditures must be made

to fight the constant attack being made to weaken trade unions in their fight to maintain decent wages and conditions for their memberships, they declared.

HIRING HALL IN DANGER

The resolution is evidence of the fact that the New Orleans Seafarers who offered it have their ears to the ground. An all-out battle is already in the offing to preserve the Union Hiring Hall as a result of decision by the United States Court of Appeals, Second Circuit, which, in the case of the NMU versus Great Lakes operators, ruled on July 5 that the Union Hiring Hall is illegal under the Taft-Hartley law.

In addition to its other legislative battles to tighten the security of its membership, the SIU is joining in the campaign to win passage of the bills offered by Representative John Lesinski (D., Mich.) and Senator Warren Magnuson (D., Wash.), which would permit continuation of the hiring practices prevailing in the maritime industry prior to June 15, 1947.

Funds to meet critical situa-

tions like these can only come from the Union's General Fund, proponents of the assessment proposal explained.

At the New York membership meeting, Secretary-Treasurer Paul Hall commented that, although the General Fund was in sound shape, and that there was no "immediate need or emergency," the proposal of the New Orleans members would enable the Union to face up to the rough times and still maintain its membership-to-jobs ratio of one-to-one. The Union's strict adherence to this ratio is responsible for the fact that the shipping opportunities of Seafarers far outstrip those of the memberships of other waterfront unions.

The New Orleans resolution also specified that "\$2.00 of this assessment be given to the International for General Fund purposes," since the International has actively aided the A&G organizing program—which has been successful in the acquisition of new jobs to replace those lost—and is engaged in widespread organizing campaigns in all areas of its jurisdiction.

Securing the future...

36 Seafarers in the Port of New Orleans have presented the following resolution for membership action

WHEREAS: The SIU, Atlantic and Gulf District, membership enjoys the best contracts embracing wages, overtime and living conditions, bar none, in the maritime industry, and

WHEREAS: Anti-union forces elected to office in Washington are doing their utmost to enact and keep anti-union laws on the statutes, and

WHEREAS: We have just won a \$7.50 increase in pay, which will increase the take-home pay by \$90.00 per year, and

WHEREAS: We can never become too strong financially, as it is at all times necessary to be able to combat any and all forces that might seek to destroy us,

THEREFORE, BE IT RESOLVED: That we go on record as assessing ourselves a \$10.00 Annual Assessment, to be known as a General Fund Assessment, and

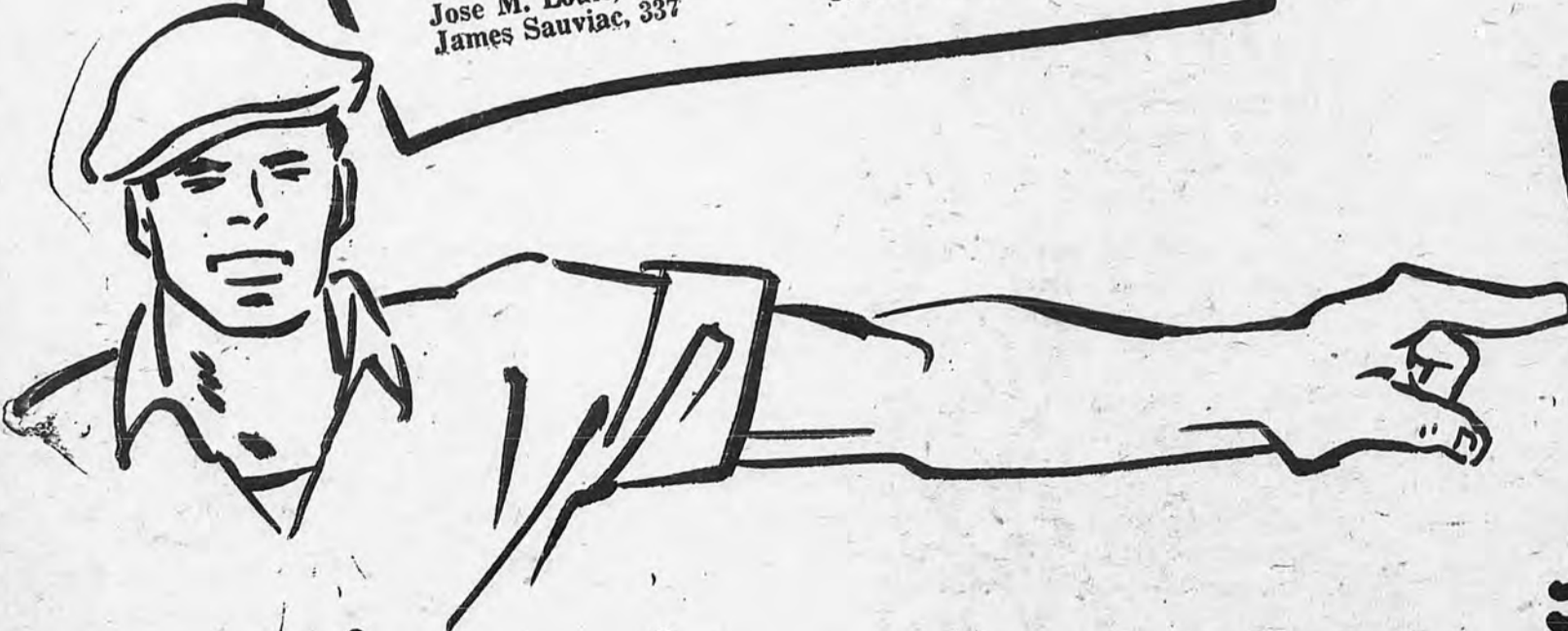
BE IT FURTHER RESOLVED: That \$2.00 of this Assessment be given to the International for General Fund purposes, since the International to which we belong has been active in our organizing program, and actively participates in all organizing drives that come under the heading of maritime, and

BE IT FURTHER RESOLVED: That if this resolution carries, and we earnestly recommend that it does, as every true SIU member should vote "yes," that copies of this resolution be sent to all ports to be acted on for two consecutive meetings, and

BE IT FINALLY RESOLVED: That all Branches shall notify Headquarters of the wishes of the membership and, if this resolution is carried, Headquarters shall stand instructed to prepare ballots and this resolution shall be submitted to referendum, the voting period to commence August 1, 1949, and to run for 30 days through August 30, 1949.

signed by the following members

- | | |
|-------------------------|--------------------------|
| Joe Martello, 303 | Joe Vaccaro, 51216 |
| Francis Peredne, 71 | H. M. Troxclair, 6743 |
| Johanny Johnston, 53 | John L. Fontan, 68 |
| Donald Ikerd, 47128 | George Allen, 114 |
| Fred Diekow, 168 | L. O. Reyes, 50935 |
| F. H. Garretson, 44 | Hugh Dick, 186 |
| H. E. McMurry, 47062 | Clarence Hawkins, 46747 |
| William Millison, 50274 | William Turner, 10736 |
| Leroy Williams, 28209 | Eugene Elmore, 48362 |
| Norman Hall, 22465 | Harold Tennant, 40517 |
| Andrew Messana, 100788 | Eugene Smith, 38225 |
| Edwin Westphal, 46203 | Noel McLaughlin, 37287 |
| Hugh Wells, Jr., 37757 | John Linn, 44 |
| E. T. Glenn, 2645 | Jose Galaraza, 5 |
| Chas. E. Spencer, 89 | D. H. Horn, 166 |
| George Inrwel, 20916 | John Kennedy, 88 |
| Jose M. Louis, 34831 | George Ryninger, 7 |
| James Sauviac, 337 | C. F. Haberghorst, 47998 |



**VOTE
YES**

and make your future secure!