

SEAFARERS LOG

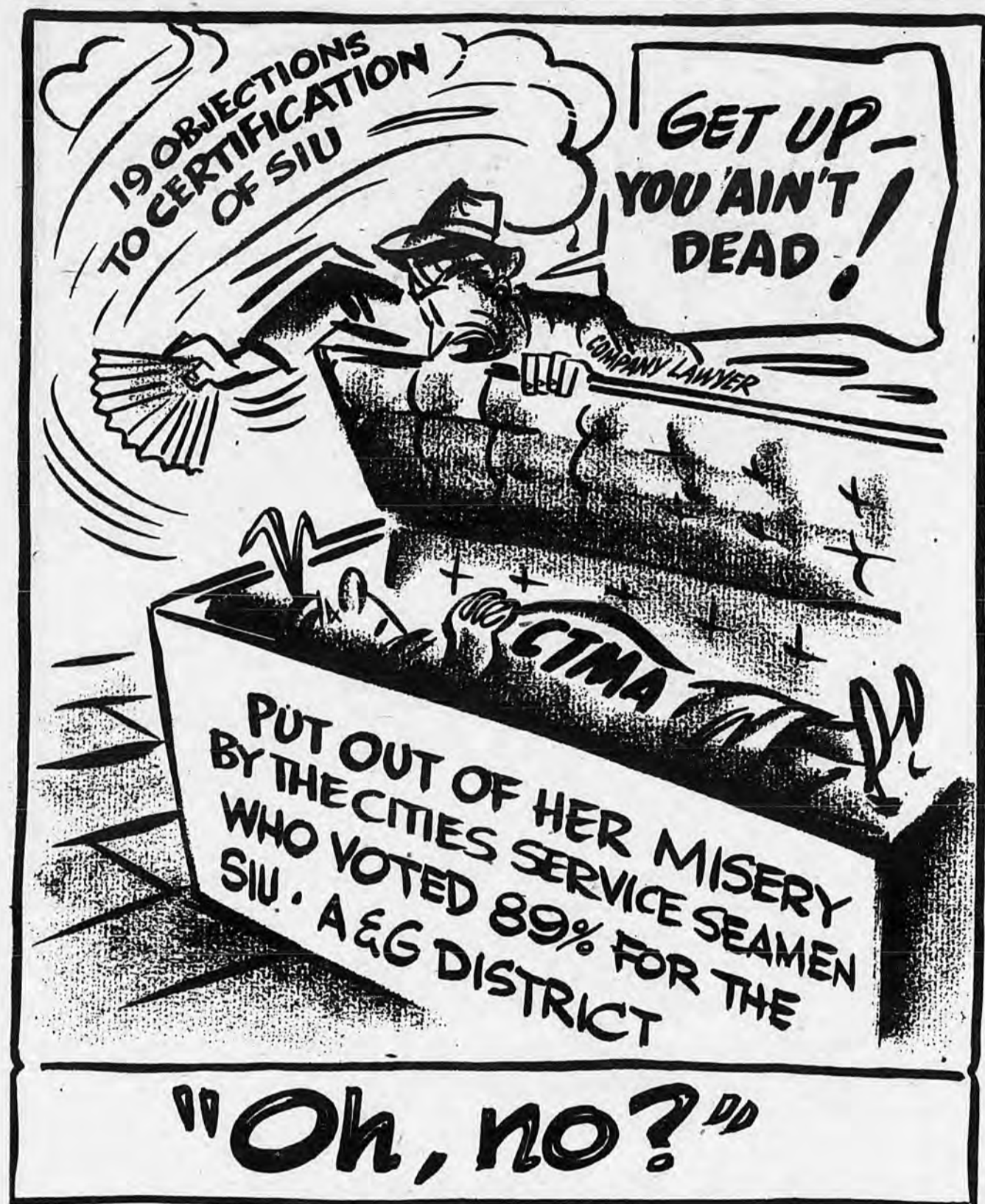


Official Organ, Atlantic & Gulf District, Seafarers International Union of NA

VOL. XI

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No. 17



SIU Canadian District Fulfilling Contracts With New Operators

By the end of last week, the SIU, Canadian District, had manned more than half the 100-odd ships of Canada's east coast merchant fleet, and was fulfilling to the letter the contract it signed with the Canadian shipowners federation late in March.

Meanwhile, close to 1,500 former members of the communist-led Canadian Seamen's Union had left their communist leaders and joined the SIU, confident that from now on they would get real trade representation and protection unmixed with communist party politics.

Canadian Situation To all communists and fellow-travelers:

The SIU Canadian District signed a contract covering the deep sea ships operating from ports in Eastern Canada. The SIU Canadian District is sailing those ships. Moreover, the SIU Canadian District will continue to sail those ships, despite the phony efforts of the communist leaders of the Canadian Seamen's Union to stop the SIU through their so-called strike—which was not called until after the SIU signed the contract. The lies and distortions of the reds will not turn the pro-SIU tide. The SIU is in Canada to stay.

To all A&G crews:

The SIU, Atlantic & Gulf District, has gone on record to support the Canadian District. The members of the A&G District will continue to support their Canadian Brothers as long as that support is needed.

Contact every Canadian ship you meet. If you find an SIU crew aboard, tell them you are behind them 100 percent. If you find a CSU crew, bring them around to the SIU viewpoint.

As a consequence, the CSU's phony, five-week old "strike" against the SIU-contracted ships was rapidly petering out, and the CSU itself was a dying organization.

However, the CSU's communist hatchmen, desperately trying to keep some kind of hold in Canada's eastern ports, notably strategic Halifax, continued their campaign of vilification and terrorism against the SIU.

COMMIES RAVE

The communist press, including the Canadian Tribune in Montreal, the Daily Worker in New York and the Daily Worker in London, raved wildly in support of the CSU's phony attempt to oust the SIU and regain the ships it lost through communist maneuvering. But the commie campaign, based on lies and distortion, was proving fruitless.

The International Transportworkers Federation, to whose leaders the CSU's communist officials had directed a plea for help, flatly refused to give any support.

The ITF's decision was made at ITF headquarters in London, and released in Ottawa by J. E. McGuire, Secretary-Treasurer of the Canadian Brotherhood of Railway Employees and a member of the ITF's executive Council.

MISREPRESENTED

The phony strike called by the CSU's leaders was put over on the CSU rank-and-file without a secret strike vote, and the alleged issues were thoroughly misrepresented. The strike was not called until after the SIU signed its agreement.

The CSU, which had a contract for the ships last year, began negotiating for a new agreement in October.

When the union and the companies failed to agree, the dispute was handed to a three-man Board of Conciliation, one of whose members was the hand-picked representative of the CSU officials.

PHONY ISSUES

When this Board unanimously agreed to a contract, it was expected that the CSU rank and file have given ample proof since that they would have accepted it had they known the truth about it.

However, their communist officials rejected it, claiming falsely that the agreement called for a 25 percent wage cut and loss of the Hiring Hall.

This rejection of the Conciliation Board proposals had the effect of eliminating the CSU, which never had been certified on the ships, from the field—un-

(Continued on Page 3)

CS Finds 19 'Objections' To SIU Certification

NEW YORK—The Cities Service Company is making a desperate, eleventh-hour attempt to halt certification of the SIU Atlantic and Gulf District as collective bargaining agent for the unlicensed personnel of its tanker fleet.

After the National Labor Relations Board announced, on April 15, that the SIU had received 89 percent of the votes in the election conducted aboard nine of the company's vessels, company attorneys filed a voluminous document listing 19 objections "to the conduct of the election and to conduct affecting the results of the election."

OLD STUFF

Virtually all of the objections allege that the conduct of the election by the NLRB was "otherwise arbitrary, capricious, illegal and void."

The company's arguments against the election are pretty much the same as those frequently, but futilely, presented by its attorneys when they sought to block the balloting.

Specifically, the petition

charges that "alleged personnel" did not receive sufficient advance notice of the elections, that "no valid list of employees eligible to vote was utilized" by the Board, that the company was not given a "reasonable opportunity to attend and challenge ineligible voters," that "voting was conducted in inappropriate place," and that "aliens were allowed to cast ballots."

TECHNICALITIES

The company's objection to the polling of aliens was made despite the fact that Cities Service hires men without respect to their origin.

Under NLRB procedure, the company had a period of five days after announcement of election results to file objections. It came through, as expected on the fifth day.

The Company has never failed to take advantage of any technicality in an effort to forestall the day when it personnel could freely exercise their choice of a bargaining agent.

Even after every attempt to prevent the election from taking

place ended in defeat, the company continued to employ stalling and obstructive tactics.

When the NLRB announced that the election would begin, the company refused to cooperate at every turn. In fact, it actively sought to snarl the pro-

Stay Aboard Ship

All pro-Union men aboard Cities Service Oil Company ships are urged to remain on their vessels until they win the protection of an SIU contract. The company is making every effort to replace men with known pro-union leanings. The overwhelming NLRB election victory brings nearer the day when Cities Service seamen can throw off the yoke of company domination.

Stay on the ships until the fight is won.

cedure by refusing to allow the men to ballot aboard the ships.

NLRB officials were forced to conduct the poll at dockside points away from company property.

INVESTIGATION

Ships whose crews balloted in the election are the Archers Hope, Bents Fort, Bradford Island, Fort Hoskins, Lone Jack, Royal Oak, Salem Maritime and Winter Hill.

The regional office of the NLRB is investigating the objections submitted by the company. Upon completion of the study, the board will forward a report, along with the company objections, to the national office of the NLRB in Washington for review and a final ruling.

If the objections are overruled, the NLRB will issue the order duly certifying the SIU as collective bargaining agent for the Cities Service fleet of tankers.

The Union already holds one certification by virtue of its overwhelming victory last year on the company's first six ships.

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Keen Competition

The cut-rate shipping business must be looking up. Panama and Honduras have acquired a partner in the seamy racket of registering ships under their flags so that greedy owners can avoid taxes, engineering standards and union crews. The partner is San Marino.

Sure, there's such a country. It's up a mountain and is surrounded on all sides by Italy. It has 38 square miles in which the 14,000 inhabitants jump up and down on grapes and milk cows. The only water flows down the mountain in a couple of trout streams. The midget state is listed as a republic and a communist government was recently voted into power.

Apparently, the 14,000 San Marensians are tired of the simple, mountain life. They want to branch out. They want a merchant marine.

They want it so badly that they don't care how they get it. They want it fast—perhaps to get ahead of Liberia, Pakistan or Lower Slobdovia in the race for a fast buck.

So far there has been no rush to San Marino's bargain counter. If one starts, the International Transportworkers Federation may make the San Marensians prefer the mountain to the sea.

There's Still Time

For three days last week, labor-backed forces in the House of Representatives fought a running battle against a numerically superior coalition of anti-labor Democrats and Republicans in an effort to knock the Taft-Hartley law off the books. Shortly after the legislative fight got under way, it appeared that the reactionary elements had the situation well in hand. But when the smoke cleared, things stood exactly as they were before the fight began.

The House pro-labor group valiantly tried to push the Thomas-Lesinski bill which would have repealed the Taft-Hartley law and substituted a modified Wagner Act. Organized labor was backing this measure. But the raft of anti-labor Congressmen who escaped the House-cleaning in the elections of last fall came up with the Wood bill, a monstrosity which the AFL had denounced as "even worse than the Taft-Hartley law."

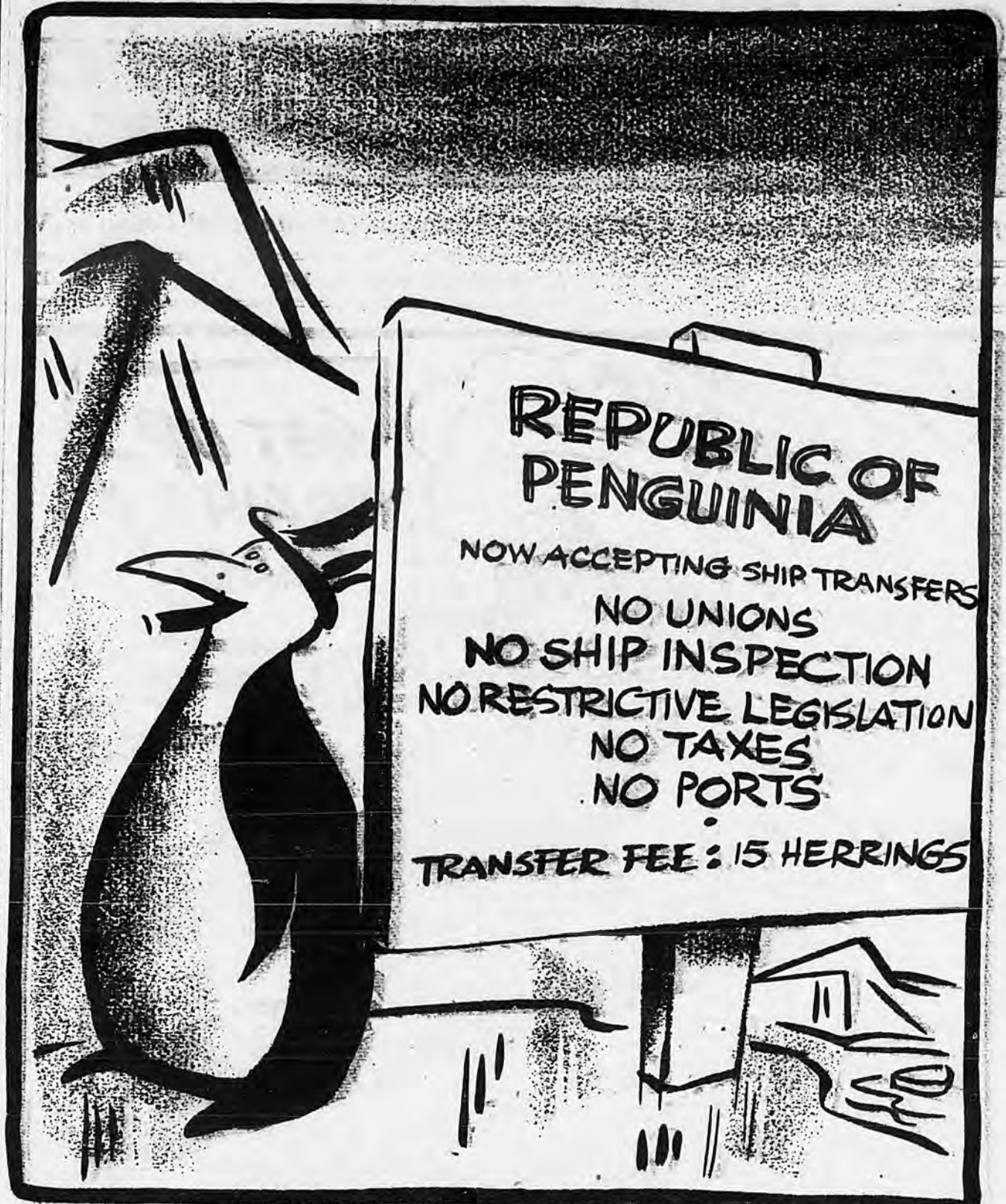
While the battle raged over the Wood Bill, a compromise in the form of the Sims bill was offered, and defeated.

On Tuesday, the House voted on the Wood bill and adopted it by a vote of 217 to 203. Things looked bad, but the labor minded members of the House didn't give up. The following day—after all-night maneuvers by both sides to swing votes—the House moved to recommit the Wood bill. When the tally was announced the anti-labor forces were stunned.

The results showed the Wood bill had been defeated, 212 to 209, thanks to a last-minute switch by 10 Democrats.

But from the shape of things it appeared that anti-labor people in the House still had enough votes to beat off the Lesinski bill. Representative Lesinski said he felt that any new measure would have to be along the lines of the Sims bill, which is a strongly modified Thomas-Lesinski bill.

Hope for repeal of Taft-Hartley still exists, however. The Senate is expected to consider the Thomas-Lesinski bill very soon. A battle is likely there too. And since many of the legislators are probably on the fence, now is the right time for Seafarers to write to their Senators and tell them to repeal Taft-Hartley and enact the Thomas-Lesinski bill.



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.

NEPONSET HOSPITAL

- R. A. BLAKE
- L. BALLESTERO
- J. S. CAMPBELL
- V. W. CHESNER
- J. T. EDWARDS
- I. H. FRENCH
- E. FERRER
- V. JIMINEZ
- J. T. KEMPT
- K. G. LUNDBERG
- C. L. MOATS
- W. SEARS
- H. SELBY
- J. SILLAK
- Q. TULL
- L. TORRES
- T. WADSWORTH
- G. WOODS
- F. ZESIGER

STATEN ISLAND HOSPITAL

- J. TURNER
- C. W. GOODWIN
- J. A. MARCOUX
- T. M. BROWN
- D. HERON
- M. LACO JR.
- R. A. BARRETT
- W. MEEHAN
- W. J. MAHONEY
- M. J. OLSON
- D. P. GELINAS

- V. DACO
- C. P. ALVARES
- M. J. LUCAS
- H. F. BEEKER
- V. E. GROVES
- O. O. MILLAN
- F. CHRISTNER
- A. J. JANELLO
- N. VRYDENBERGER

NEW ORLEANS HOSP.

- PETE SADAWSKI
- WM. R. GARDNER
- E. MASSEY
- J. DENNIS
- ROTZ
- LANDRY
- ELLARD
- N. R. CARMAZZI
- WM. N. PRICE
- JOHN DAVIS
- J. F. MENDOZA
- McAVOY
- KENNY
- EUGENE SAUNDERS
- W. McDONALD
- GEO. W. MEANEY
- S. C. ORTEGA
- CHAS. BROWN
- C. LOCIGNO
- C. ELLZEY
- J. DICKINSON
- V. LAWERENCE

- ARTHUR AVANTIS
- T. LEE
- JAMES LAFFIN
- L. KAY

BALTIMORE MARINE HOSP.

- G. BEKKEN
- R. SOUZA
- C. HANDERSON
- R. SIGLER
- M. M. COTLER
- F. KORVATIN
- W. SATTERFIELD
- H. MILLIRON
- L. McMILLIAN
- P. DOUGHERTY
- G. CARROLL
- W. CONNORS
- J. J. O'NEILL

U. S. NAVY HOSPITAL LONG BEACH, CALIF.

- J. O. ROLING
- WM. L. PARKS
- W. H. MILLISON
- MOBILE MARINE HOSPITAL
- A. J. HOWARD
- J. C. STEELE
- J. B. BERRIER
- J. P. BUCKELEW
- E. JARRETT

MOBILE HOSPITAL

- J. B. BERRIER
- F. C. HIGGASON
- J. P. BUCKELEW
- TOMMIE WILKINS
- ERNEST JARRETT

SAVANNAH HOSPITAL

- C. BUTLER
- G. LASS
- W. STEWART
- L. C. COLE
- WYCHE

GALVESTON HOSPITAL

- J. D. JACKSON
- L. R. WILLIAMSON
- J. HAVERTY

CSU Seamen Show Preference For SIU

(Continued from Page 1)

less it could hold on by main strength.

At this point, the SIU, whose representatives had many friends among the CSU rank and file, signed the agreement and declared itself ready and able to man the ships.

The communist leadership of the CSU called their alleged strike, only to discover that their members were joining the SIU in droves and sailing the ships under SIU contract.

Events of the past month have shown that the CSU rank and file had long been anxious to get out from under their communist officials. In fact, communist goon squads had to pull some of the men off the ships to give the strike a semblance of reality.

FALSE ISSUES

On other ships, communist agitators, by inventing false issues, managed to whip up enthusiasm enough to get the men to strike. They even induced men to strike in foreign ports by telling them that they faced pay cuts of 40 dollars a month, which was a lie.

SIU Canadian District spokesman denounced the actions in foreign ports as deliberate irresponsibility on the part of the CSU leaders.

Many of the ships illegally tied up abroad have already been manned by SIU Canadian crews, and the SIU Canadian District has announced repeatedly that it stands ready to man any contracted ship no matter where it lies.

Meanwhile, the crews who struck overseas are already realizing that they placed themselves in serious legal difficulties by their actions. The fines and the jail sentences both in Canada and abroad have been piling up.

In a series of nightly broadcasts over radio station CJCH in Halifax, spokesmen for the SIU Canadian District pointed out that the communist leaders of the CSU must have been more interested in disrupting and destroying the merchant marine than in advancing the welfare of Canadian seamen.

SCHEME EXPOSED

The communists literally had no strategy to win, as their members discovered after they had been hoodwinked into striking.

The SIU spokesmen stressed the fact that the CSU communist leaders had neglected to line up the kind of backing that seamen should have for a successful action on the waterfront.

They did not line up the longshoremen, the teamsters, the railway workers or the ships' officers. Moreover, they tried to strike with no money in their treasury.

They had constantly milked their members through special assessments and donations which disappeared in thin air. And after they started their present phony beef, they proved themselves ready to sell their membership out on a moment's notice.

After claiming that the Conciliation Board's contract proposal meant a wage cut and loss of the hiring hall, they suddenly said, in effect, that they would settle on the basis of their West Coast agreement.

On the West Coast, where they have 19 ships to the SIU Canadian District's 31, they renewed

IN NEW HALIFAX HALL



Halifax Port Agent Roy La Pierre (left) and Dave Joyce, Secretary-Treasurer of the SIU Canadian District, celebrate opening of new Hall in Halifax on April 25 with smiles and a handshake.



Communist leaders of the Canadian Seamen's Union said the SIU Canadian District couldn't open a Hall in Halifax. However, the Hall opened on schedule and more than 200 Halifax seamen, many of them ex-members of the CSU, applied for SIU membership and registered for jobs in the first two weeks.

their 1948 contract, backing down after threatening to strike.

Settling on the West Coast basis would mean acceptance of the Conciliation Board's proposals, against which the members of the CSU have thought they were striking.

In other words, five weeks on strike was just a joke the CSU leaders were pulling. This didn't sit very well with the CSU rank and file when it was revealed the other day.

REAL GOAL

It was obvious to SIU observers that the communists real aim was impairment of the Marshall Plan and the Atlantic Pact, and the creation of an unemployment situation which would be fertile ground for the sowing of communist propaganda.

The appearance of the SIU Canadian District scotched the commie scheme. In the fifth week of their phony "strike," non-communist CSU men, completely fed up with their leaders, were joining the SIU and lining up in the SIU Hall in Montreal and the new SIU Hall in Halifax for jobs.

And there were jobs on the board.

Landlocked San Marino Puts Her Bid In For Fast Maritime Buck

With an eye on Panamanian and Honduran profits, the little republic of San Marino is opening up another escape hatch for ship operators seeking to evade taxes, currency regulations, inspection services and wages in force in legitimate maritime nations.

The latest addition to the bargain counter "maritime" nations anxious to make a fast buck doesn't have a seaport anywhere in its 38 square miles of territory.

The tiny nation, whose 14,000 inhabitants recently elected a Communist Government, is situated

on the slopes of Mount Titano, near Rimini, in Italy.

San Marino's bid for some of the spurious ship transfers is contained in a circular recently issued by Otto Danielson of 5, Ny Todbodgade, Copenhagen, who bears the euphemistic title of "General Commissioner in Maritime Questions for the State of San Marino."

He "offers to" arrange the transfer—from any flag—of vessels of any size, any type and any age to San Marino registry. The advantages offered, says the circular, are these:

1. No changes necessary in the present management, crews, or officers.
2. No restrictions.
3. No state taxes.

"Commissioner" Danielson says that the cost of transferring a ship of 3,425 tons to the San Marino register is about \$2,662.50.

He breaks it down this way: \$100 for establishment of the company; another \$100 for juridical assistance; \$1,712.50 for a registration fee, based on 50 cents a ton; \$400 for registration of bill of sale, and \$350 for registration of the company.

The ship doesn't even have to have a bottom to fly the flag of San Marino.

Business men who are interested should get out their mountain boots and start climbing Mount Titano. When you get to the top, just holler for the Shipping Commissar!

How far San Marino will get in its attempt to muscle in on the lucrative racket of Panama and Honduras is as yet uncertain.

However, the International Transportworkers Federation may have something to say about all three chiselers.

Seamen Mourn Passing Of Raymond Shea

Raymond A. Shea, United States Shipping Commissioner for the Port of New York, whose deep understanding of seamen's problems won him wide-spread respect, died May 3 of a heart ailment at the home of his sister, Mrs. H. M. Tovar, in Brooklyn. He was 54 years old.

A veteran of World War I, Shea began his career in the Shipping Commission in 1921 as a clerk in the New Orleans office.

He was transferred to the New York office in 1922 and, after serving as deputy and chief deputy, was appointed Commissioner for the port in 1944.

Mr. Shea served there during the war and postwar years when more American flag merchant ships sailed in and out of port than at any time in the nation's history.

HAD HUMAN TOUCH

During Mr. Shea's tenure as Commissioner, a new concept of the human aspects of the merchant marine developed.

In sharp contrast to his predecessor, who was a stern disciplinarian of the old school, Mr. Shea recognized that many of the old statutes severely penalizing seamen for minor offenses were obsolete.

As a result, loggings became fewer. Men who missed ships were no longer deprived of pay for the full voyage, when it was evident that their actions were not intentional.

Mr. Shea made it quite clear that it was his function to see that justice was administered in all matters within his jurisdiction.

Skippers who previously had been prone to invoke maximum penalties for all offenses were

made to understand that there were such things as mitigating circumstances.

Among those representatives of seamen who came in contact with Mr. Shea, it was generally agreed that he had soundly influenced the thinking of many hard-headed Skippers in their treatment of the men who sailed under them.

ANTAGONISMS FADED

Because of the many wise decisions made by Mr. Shea, there resulted a sharp reduction in the antagonisms between the bridge and the foc'sle.

When it became known on the New York waterfront that Mr. Shea had died, all sections of the industry paid their respects to "a fine public servant."

Surviving besides Mrs. Tovar, are a daughter, Mrs. Elizabeth Vam Esslestein; two other sisters, Mrs. Eleanor McKee and Mrs. Catherine McAvinchy, and three brothers, Joseph, William and Cornelous Shea.

Mr. Shea was buried last Saturday in his home town of Brielle, N. J.

ATTENTION!

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

Shipping Is Fair In New York But It's Nothing To Brag About

By JOE ALGINA

NEW YORK—We're holding our heads above water, and that's about all. Shipping continues to hold its own, which is nothing to brag about in this port, considering the tempo. Anyway, here's the way things shaped up during the past ten days.

We paid off the Steel Apprentice, Steel Admiral and Queens Victory, Isthmian; Colabee, American-Hawaiian; Cornelia, Suzanne, Beatrice and Jean, Bull; Seatrain New Jersey; Carruth, Trans-Fuel; John B. Waterman; Gadsden, American Eastern, and Sanford B. Dole, Metro Petroleum.

The Gadsden is going to lay-up for ten days, and then go back into the heavy lift trade to Turkey. The Dole is expected to lay up indefinitely.

The sign-ons, a pitiful handful, numbered but four: James Gillis, Smith & Johnson; Steel Admiral and Steel Apprentice, Isthmian, and the Hastings, Waterman. Other than this quartet we handled several vessels here in-transit, each calling for a man or two.

On one of the in-transits, the DeSoto, an Electrician was fired for being four minutes late in reporting back to the ship.

We thought that was a pretty petty reason for canning a man and went down to the ship to square things away.

There we were told the man was fired for being drunk. When we said he looked pretty sober to us, we were told "Oh, we meant he was drunk the last trip out."

WRONG TIME

With that flimsy excuse they tried to boot the man off the ship, but they were set straight. If they wanted to can the man for being drunk, they should have done it at the end of the

previous trip, not a month later when another petty reason came along. The Electrician stayed aboard the ship.

We handled another beef this week which might be of interest to the membership. When the Steel Apprentice came in this week we found that, when the vessel had left port three months ago, a FWT had piled off five days before the ship sailed.

The Chief Engineer, instead of calling the Hall for another man put the Engine Cadet in the FWT job and the ship sailed.

This week we took the beef to the company and laid it on the table. The Engineer could have had a FWT if he had called the Hall, so the wages of one FWT were due.

After a look at the facts the company admitted that the wages were due the man and



with great pains they put up the money. The Cadet had been paid FWT wages plus overtime, so the company was out an equal amount of cabbage—roughly a thousand dollars.

The agreement was made that the money will be split evenly among the entire Engine Department. That was a voyage with a happy ending—at least for the men of the Engine Department.

SIU SUPPORTS FOOD WORKERS' DRIVE



In New Orleans, where the AFL Retail Clerks and Meat Cutters unions are conducting a joint organizing campaign, members of the SIU's local branch have been playing a traditional role. Seafarers have been marching side by side with their AFL brothers in the drive to extend the benefits of union contracts to unorganized workers. In photo above, bearded Seafarer Hurley is joined on picketline by International Organizer Crowell of the Meat Cutters union.

New Orleans Seafarers Helping Campaign Of AFL Food Council

By EARL SHEPPARD

NEW ORLEANS—The drive of the American Federation of Labor's Food Council of New Orleans to organize the city's retail clerks and meat cutters is continuing full scale.

This Branch of the SIU is lending every possible means of support to the unions involved, in line with our organization's traditional policy.

As part of the drive, the AFL Food Council, composed of Local 1608 of the Retail Clerks International Association and Local 407 of the Amalgamated Meat Cutters and Butcher Workmen

of North American, is conducting a successful and vigorous strike against the Capitol Food Stores.

Picketing of this chain continues on a daily basis, with Seafarers marching side by side with their Brother AFL unionists in the struggle to wipe out low standard non-union shop conditions.

The Seafarers is aiding the AFL Food Council because there are more than 10,000 unorganized retail clerks and butchers in this area who badly need the protection of union contracts.

In acknowledgment of the role our members are playing in this important organizing effort, James Suffredge, secretary-treasurer of the Food Council, and Patrick Gorman, international secretary-treasurer of the Meat Cutters Union have sent letters of appreciation to the SIU.

The communication from Gorman commending the SIU for its "outstanding support" appeared in the previous issue of the LOG.

Brother Suffredges' letter to the Union said that the New Orleans Branch "has provided immeasurable assistance to insure the ultimate success of this strike."

He emphasized the importance of the role of individual Seafarer "in picketing this chain of stores on a daily basis," and added that the Food Council had been receiving "a maximum amount of cooperation" from the Branch.

Hailing the "splendid and effective jobs" of the Seafarers, Suffredge said further:

"I wish at this time to express my sincere appreciation to you for the action your members and local officials have taken in behalf of the Food Council and the retail workers of New Orleans.

"Such unity of purpose, as has been displayed, is destined to guarantee to the workers of this community for the first time the genuine and tangible benefits of militant trade unionism. I am grateful to your organization and your local representatives."

San Juan Awaits Shipping Rise

By L. CRADDOCK

SAN JUAN—It's been several weeks since this port reported the happenings down here in the Islands, so here's an attempt to bring the situation up to date.

We've been busy getting to know the many Seafarers who sail out of this port, and learning the ropes of contacting the many ships spread around in the ports of the Island.

In addition, we've been giving the Hall a general house cleaning. A little souge action and paint have made a big difference in the appearance of the place.

At the moment shipping is slow, but we expect a pick up within a few days. The Inez, one of the Bull Line's newly purchased ships, arrived here this week with a fine crew aboard.

WAITING

We're looking for the day when the Puerto Rico, formerly the Borinquen, puts its nose in these waters. She's going to be a sweet looking job when the reconversion job is completed.

Brother J. N. Smyly, injured in an accident aboard the Wild Ranger, is in the hospital here and expects to be laid up for six to eight weeks. All of his friends are urged to drop him a line and make his lay-up period more enjoyable.

Cupid, I understand, has been pretty busy in these parts lately. Two Brothers tied the knot here in recent weeks, much to the pleasure of all hands. From reports the wedding parties were great successes. Good luck, Brothers.

Philly Squares Beef For Dutch Seafarers

By JIMMY SHEEHAN

PHILADELPHIA—Despite a good number of payoffs and in-transit ships, shipping has insisted on remaining slow in this port. There were sign-ons, but they were few and far between.

The Hall here is taking on a new look and will be ready for exhibition soon, the renovation process being almost completed.

While our job is to see to it that conditions are kept at top level on our contracted ships, we had the opportunity to settle a beef on a Dutch ship this week.

A crowd of Dutch seamen came into the Hall the other day with a beef concerning the food aboard their ships, and we told them we would do what we could to fix matters.

SIU ACTION

We got in touch with the Dutch consul in this port and he talked to the ship's Skipper. The up-shot of the whole matter was that the Captain ordered more stores.

The crewmembers were very happy to learn that they were able to walk into our Hall, and get our help when they needed it. We, by the same token, were glad to find that we were able to lend them a hand. Incidentally the seamen were members of the Netherland Seamen's Union, and an affiliate of ours through the ITF.

I guess that's why we are called an International Union—we handle everything.

Mobile Foresees Continued Fair Shipping

By CAL TANNER

MOBILE—The past period's shipping was fair, and the forecast is continued fair for the coming week. We had five pay-offs and four sign-ons during the past week, and expect Waterman and Alcoa to send us several ships apiece.

In addition to these, Waterman is bringing a ship out of the boneyard for operation in the Mediterranean. We should have something definite on this by the first part of next week.

The payoffs we handled—all of them in good shape—were the Choctaw, Chickasaw, Claiborne, Waterman; Cavalier, Puritan, Alcoa.

The sign-ons were the Cavalier, in from a regular passenger run; Monarch of the Seas, working the Puerto Rico trade; the Chickasaw running coastwise, and the Noonday, on coastwise articles now but due to go to Europe.

The Noonday provided us with our only major beef of the week. The crew decided to trim the wings of the Chief Engineer and First Assistant before they had a chance to flap them.

It seems that these two officers had promised the crew that they would be hard-timed on the outbound leg of the trip.

The crew made known their

displeasure to the Patrolmen, who chewed the dispute with the Engineers for a couple of hours and got them to promise to be good boys.

However, the crew, not trusting them from their record, refused to sign on foreign articles, but agreed to sign coastwise articles, thereby keeping the two officers in check.

BONEYARD CONGRESS

Here in the Hall members have been busy the past week getting letters and wires off to their respective Congressmen urging them to support the Lesinski Bill.

Indicative of the sweat the fellows have worked up is the fact that they sent out over

twelve hundred letters. Members have enlisted their families and friends in the fight, too.

No Congressman will be able to say he didn't hear from his constituents on this matter. We sure let them know how we felt about the Taft-Hartley Act and the Wood bill.

Some of the Brothers in the Mobile Marine Hospital this week are A. J. Howard, J. C. Steele, J. B. Berrier, J. P. Bucklew, E. Jarrett.

Also in these parts, riding the beach, are the following Brothers: W. A. Brown, J. Moore, C. Robbins, B. P. McNulty, C. H. Foster, J. Carter, F. Jarocinski, H. Myers, H. Andrews, J. Busionett, J. Zoubil, C. Tyler.

WARNING TO PILFERERS

Any crewmember found pilfering ship's gear is subject to charges by the membership of the SIU.

Crews of all SIU-contracted ships are reminded that in line with SIU policy, anyone caught walking off a vessel with ship's gear, such as linen, food and equipment, is to have charges placed against him by the ship's delegates and crew.

The SIU fought too hard for the high quality of equipment and food aboard ships to allow any irresponsible characters to jeopardize the union's gains. Although the amount of gear disappearing from SIU ships is the lowest in the industry, pilfering on SIU ships must be wiped out completely.

Tacoma Calls Cobb Crewmen Credit To SIU

By WILLIAM MCKAY

TACOMA — This past week saw a bit of activity here in the arrival and payoff of the Irvin S. Cobb, South Atlantic. She paid off all hands and took a full crew. The paying off crew was a fine bunch of fellows, a real credit to the Union. They were sober and gave us a clean payoff. We'll be looking for this crew out this way again.

Not so pleasant have been the gashounds and performers that have blossomed forth here as of late. We had to take action against several of them, in order to keep them from tearing the roof off the joint. A few of them, however, thought the membership was cockeyed in its action, and went around getting up petitions attesting to their sterling character.

Well, they impressed no one. They had their chance before the trial committee, and I'm sure they were given every possible



break. These fellows aren't newcomers to the Order of Barley-corn Boosters, most of them having been up on the same beef before. Anyway, they got what they've been courting a long time.

These fellows, and the other gashounds, too, should realize that the war is over and jobs are scarce. Performing can't be tolerated.

WHEN THE DAY'S WORK IS ENDED



Claiborne crewmembers Jaines, FWT, and Blythe, MM, relax in their fore-cabin following a day of labor. The Waterman ship is currently in the trade between Gulf ports and Puerto Rico.



Something good must be scheduled for tomorrow's dinner, judging by the smile of Steward H. G. Ridgeway as he types out the menu the Claiborne crew will scan on the morrow.

Shipping Continues Slow In Savannah

By JIMMY DRAWDY

SAVANNAH—We paid host to the Southport up on Charleston and put a good number of men aboard, one of the first real breaks we've had around here in a couple of weeks. Other than the usual routine beefs we squared her away in short time.

The in-transit vessels were the Steel King of Isthmia and the Robin Doncaster of Robin, both of them being in good shape.

For next week we have scheduled the Southland and the Dorothy; both will payoff and take crews.

Other than that short resume of shipping, this port has had little activity. All of the spring festivals and flower shows are over. The next big bust around these parts is Memorial Day. Until then, we'll take things easy and let life go on its merry way.

Engineers Still After Jobs Of Electricians

By JIMMY PURCELL

Since publication of an article in the Jan. 21 issue of the SEAFARERS LOG exposing the attempt by Engineers to muscle in on Electrician's jobs aboard SIU ships, things have improved somewhat. I should like to inform the membership of my observations on this score to date.

For the benefit of those who may not recall, or who did not read the article, this is the nub of it: With things getting a bit tough for the Engineers, they set their sights on Electricians' jobs.

They already have made considerable progress in this direction aboard NMU-contracted United States Lines' vessels, where they control the majority of Electricians' jobs.

In their campaign, these Engineers laid down a steady fire of criticism at SIU Electricians as a softening up tactic in the drive for the jobs.

The previous article pointed out that to effectively counteract such ambitions, SIU Electricians must perform their shipboard duties to the letter of the contract, in addition to cooperating fully with all hands aboard ship.

EASED UP

In the period since Jan. 21 the Engineers have toned down. They've eased up on the hard-timing of Electricians, because of the SIU's repeated warnings to the companies and the Engineers that the practice would have to stop. They were told that if the practice didn't cease, the companies would have to accept responsibility for any consequences.

Nevertheless, it is this writer's opinion that the Engineers' new tactic is to play possum. They

are simply waiting for the opportunity to drop the axe on somebody's neck to bolster their claims that the Electricians are irresponsible.

I think it should be pointed out at this time that there is a considerable amount of jealousy on the Engineers' part, because the Electrician's pay is high and because Electricians work day work, while Engineers, below First, have to stand watches.

What leads this writer to believe that the Engineers haven't given up their objective is that several instances have cropped up, wherein Electricians have been dropped to lower ratings and Engineers have taken over for the remainder of the voyages.

STRAIGHT TALK

In one case that was brought before the Coast Guard, representatives of your Union stated the issues very simply. Special Services Representative Joe Volpian and myself pointed out at the hearing that the Engineers involved were never certified as Electricians and had never sailed in that capacity.

Therefore, we argued, these men had no practical experience as Electricians and operated solely on theory.

Nevertheless, these hombres continued to make it as unpleasant as possible for every Electrician who sailed under them.

It might be of some satisfaction for the readers to know that I don't think we'll have any more trouble from these particular Engineers, as they are no longer with the company whose ship was involved.

This, however, does not mean that Union members—or, in particular, the Electricians—can afford to become lax in living up to the terms of the contract.

Otherwise, the Electricians would be leaving themselves open to the Engineers' sniping. Another example of the tactics the Engineers are employing is illustrated by situation I encountered aboard a ship recently.

SLICK TRICK

On this vessel, the Engineers played the Chief Electrician against the Second Electrician, or vice-versa. As a result, they succeeded in getting the boys to fight among themselves, while the Engineers sat back and enjoyed the proceedings. Meanwhile, they didn't forget to keep a log of the developments and "neglect of work."

The Engineers' game was quite obvious and I immediately informed all hands as to what they were trying to accomplish.

All of this proves that vigilance is absolutely necessary to avoid the trap that has been set for the Electricians.

In the previous LOG article dealing with this problem, we laid down some suggestions which, if followed, would prevent the Engineers from achieving their purpose. It might be well to repeat them:

On every SIU ship a Kardex Megagraph system should be installed to record the motor data, greasing record, brush sizes and numbers and the location of the spare parts box.

This record will aid the new man coming aboard to locate

(Continued on Page 11)

Alcoholism Has Been Problem Of Many Cultures

By JOSEPH I. FLYNN

A problem is the result of a situation that people have been unsuccessful in dealing with. Alcoholism is a situation that societies of people throughout the ages have had to deal with. Some were partially successful, but the greater proportion were unsuccessful.

Drinking has been a part of almost every society or culture. In 3000 BC the Egyptians had wine presses, and trained monkeys to gather the grapes. The Eskimos, Australian bushmen, people of Siberia, Polynesia of the Solomon Islands, Melanesians—which includes Hawaii and Samoa — and nomadic Indian tribes were about the only early peoples without alcohol.

DIVINE DRAFTS

The use of alcohol by the primitive man was undoubtedly considered a divine gift. It enabled him to rise above his environment, he forgot sickness, famine, cold and tribal wars.

The use of alcohol in religion goes away back. But here the drinker was not doing it negatively. To these people it was a mystical sort of thing, it was symbolic, a token.

In primitive societies all drinking was on a communal or tribal basis. There was no organized supply. They thought of wine as

possessing magic powers. They used it in times of need to help nature. They strove for a solution of problems as a unit, they worried together. While we in a complex society are independent, our anxieties are individual, we worry singly.

Teutonic tribes drank for inspiration and cementing of clan bonds. The same with the Welsh tribes in the 12th century. There were no taverns, no inns, no individual drinking. A breakdown began in the 13th century and mass alcoholism began in the 16th Century.

ALWAYS TROUBLE

It is not to be surmised that no problem existed before this time. Drinking and trouble always went together. The women in the primitive tribes were the first controllers. They hid the spears and watered the wine.

The Hindus decree death for any one making or using alcohol. Early societies recognized the bad as well as the good effects of alcohol, and very carefully regulated communal affairs. Individually intoxication was taboo between such affairs.

It was in Germany in the 16th Century that the first temperance groups started. There's a story that the president of the temperance movement died of chronic alcoholism.

This is humorous, if we should

not understand that temperance meant, in those days, moderation and not abstinence from drinking.

It was not until the 18th Century that full realization came that one had to quit altogether, or not at all.

Americans always liked to drink, especially in public places. In colonial days taverns were set up near churches, so that thirsty sinners might be refreshed.

Today is not by any means the heaviest drinking era in American history. In 1864 they drank more heavily (2.71 gallons per capita) than in any other recorded year.

Temperance organizations during the 19th Century were as popular as our YMCAs, Rotary clubs, American Legion Posts, etc.

DARK ERA

It was the work of temperance and prohibitionists that, in 1920, passed the Volstead act. But, like all attempts to restrict drinking, it did not succeed. We still have very fresh in our minds the speakeasy era, bootlegging, racketeers, gangsters, rum-runners that it brought with it.

Not only has the custom of drinking been successful in terms of sheer survival, but it has been successful in the face of

very severe opposition. We have to conclude from this that some important human value is involved here that makes alcohol hard to abolish.

THE NEW APPROACH

In its infancy is the beginning of a new attack on the problem of alcoholism. It's not concerned alone with the drinking of alcoholic beverages. It holds no pro or con views toward the total situation.

It's an educational approach backed by psychiatric, psychological, historical, economic and sociological research, such as offered by Yale, promulgated by the National Committee and Yale Summer School of Alcoholic Studies—this plus the success of Alcoholic Anonymity.

They endeavor to show people that excessive drinking leads not to reward but punishment. To set up a new stimuli within certain individuals, to teach groups to be discriminating in the use of alcoholic beverages and to bring to the public the facts, so they can judge and act for themselves.

For alcoholism can be called a habit, a learned thing, and proper knowledge will bring cooperation between all groups of people that will result in great gains in this social problem, by inaugurating a common sense practical program of prevention.



SHIPS' MINUTES AND NEWS

Union Strength Made US Conditions Tops, Says Veteran Of Decade On British Ships

Seafarer Edward M. Lewis at 29 can look back on almost 15 years of going to sea, but it is only the last five years that he recalls with fond memories—the five years he's been sailing American ships.

Lewis, who first went to sea aboard English ships when he was fifteen and spent almost ten years with the Castle and Cunard lines, made the big switch to American flag ships in 1943 and has never had the desire to go back to his old haunts, which he describes as "a rough way to make a living."

An American by birth, Lewis was taken to England while an infant by his British parents. Shortly after his fifteenth birthday he was presented to the Gravesend Sea School in London for initiation into the mysteries of seamanship.

With three months of training behind him he went aboard the Amadale Castle as deck boy. "In those days," Lewis stated, "conditions were really rugged. We worked four on and four off for \$10 a month. We slept ten men in a room, which wasn't too bad considering that in some parts of the ship 16 to 20 men slept in a room that served as combination foc'sle and mess-room."

SLIM PICKINGS

"The food was poor and sparse. We were rationed one egg twice a week for breakfast, and desert was served once during the week and once on Sunday," he noted.

As bad as the passenger ships were, Lewis remembers the freight ships as being worse. "In 1936 the passenger ships began giving out soap, matches and bed linen, but on the freighters men had to bring their own bedding and eating utensils until 1937." The tramp freighters, "ropers," as Lewis calls them, were the worst of the lot. A man had to be hard up for a job before he signed on one of the "floating coffins" out of Cardiff.

Following his apprenticeship as deck boy, Lewis worked his way up to AB. With the war nearing there was a big demand for seamen but only slight im-

provement in conditions. Responsibility for this Lewis attributes to the loose structure of the union, which made little attempt to build a solid membership.

Lewis recalls that men going to sea had to join the union, but there was no hiring hall, no Patrolmen to check sign-ons or payoffs, no contract specifying working conditions and overtime work and little union spirit among the crews. In fact, Lewis stated that even today the entire Stewards Department is free from union membership.

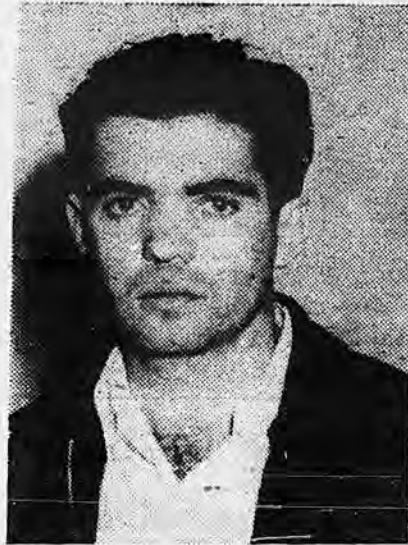
Other weaknesses that still plague the union are the ban against union activity on the ships and the continuous discharge book that every seaman carries.

OFF TO US

With a bellyful of conditions on English ships, Lewis, who had his choice upon reaching 21, decided to remain an American citizen. He tried to get a berth on an American ship, but because of US neutrality there were none to be found in England. In 1943 he tried again and was given permission to leave the country. He took a berth on the tanker, O. M. Burneth, an NMU-contracted ship.

After a couple of years of sailing NMU ships he returned to England to visit his mother, and in 1947 he returned to the United States aboard the South Atlantic ship, August Belmont. The crew recommended him for a permit in the SIU and he's been sailing SIU ships ever since.

Though conditions on English ships improved during and following the war, Lewis summed up his feeling for American ships when he said, "Conditions on American ships are far better



EDWARD LEWIS

than those of any other country—and only because of strong unions and wide-awake members. Nobody gives the seamen anything unless they fight for it." Displaying a well thumbed copy of the SIU agreement, he noted: "The Union fought to win this, I help the fight to keep it by seeing that the companies live up to their end of the bargain."

Bishop, Former Seafarer, Enters Illinois Politics

Despite a setback in his first attempt at politics, retired Seafarer Ira E. Bishop, recently a candidate for alderman in his hometown of Alton, Illinois, is far from discouraged. Brother Bishop has decided to stick in the political arena and shoot for higher elective offices.

A typical example of the growing participation of Labor in politics, Brother Bishop waged his campaign with the full endorsement of his county's Non-Partisan Labor League. In his campaign literature Bishop listed himself as a member of the

SIU Crew Thwarts Illegal Customs Raid In Venezuela

Customs men in the port of La Guaira, Venezuela, will probably think twice before they raid another SIU-manned ship in quest of booty. An ill-starred expedition aboard the MV Sea Trader last month taught them a much-needed lesson.

The incident was brought to light in the minutes of the Sea Trader's April 10 shipboard meeting. According to the minutes, this is what happened:

The Sea Trader arrived in La Guaira after calling at Colombia ports where several members of the crew purchased gifts. Shortly after the Sea Trader tied up, a raiding party of customs men swooped down on the vessel and picked up articles belonging to two of the crew.

PROMISED RETURN

After heated arguments and protests by the Seafarers, the customs men invited the two men involved to accompany them to the custom house, where they said the articles would be returned.

The two Seafarers immediately complied, but when they arrived at the customs house, they were placed under arrest. This illegal maneuver touched off a full-scale protest, with the vessel's Skipper joining crewmembers in seeking release of the victims.

Finally, with the aid of the American consul, the two Sea Trader crewmen were released. Besides giving up the men, the Venezuelan customs men were forced to return the articles they had attempted to confiscate.

In the past few months, reports of similar activities of Venezuelan customs men overstepping the limits of their authority have reached the LOG. The Sea Trader crew, however, is the first to report success in fighting the high-handed practices prevailing in the South American port.

Crew Stews As Brother Bucks Lux

Lux toilet soap may be a beauty aid to the movie queens but for the tender skin of seamen, it's just so much horse-radish, at least that's the note sounded in the minutes of shipboard meeting held recently aboard Bull Line's Beatrice, currently on the Puerto Rico run.

The lather over the merits of the highly touted skin shampoo was whipped up by the unsolicited testimonial offered by a crewmember at the April 3 meeting when he noted: "I have been using Lux for two weeks now and my skin has a rosy hue—rosy with an itchy rash."

A rush of brothers endorsing rival soap products attempted to gain the floor but were shunted down by a crewmember who rose to add his comments on the Lux question: "Although movie stars might groom themselves and derive much satisfaction and beauty from using Lux soap, this soap has caused me to lose my schoolgirl complexion," he said.

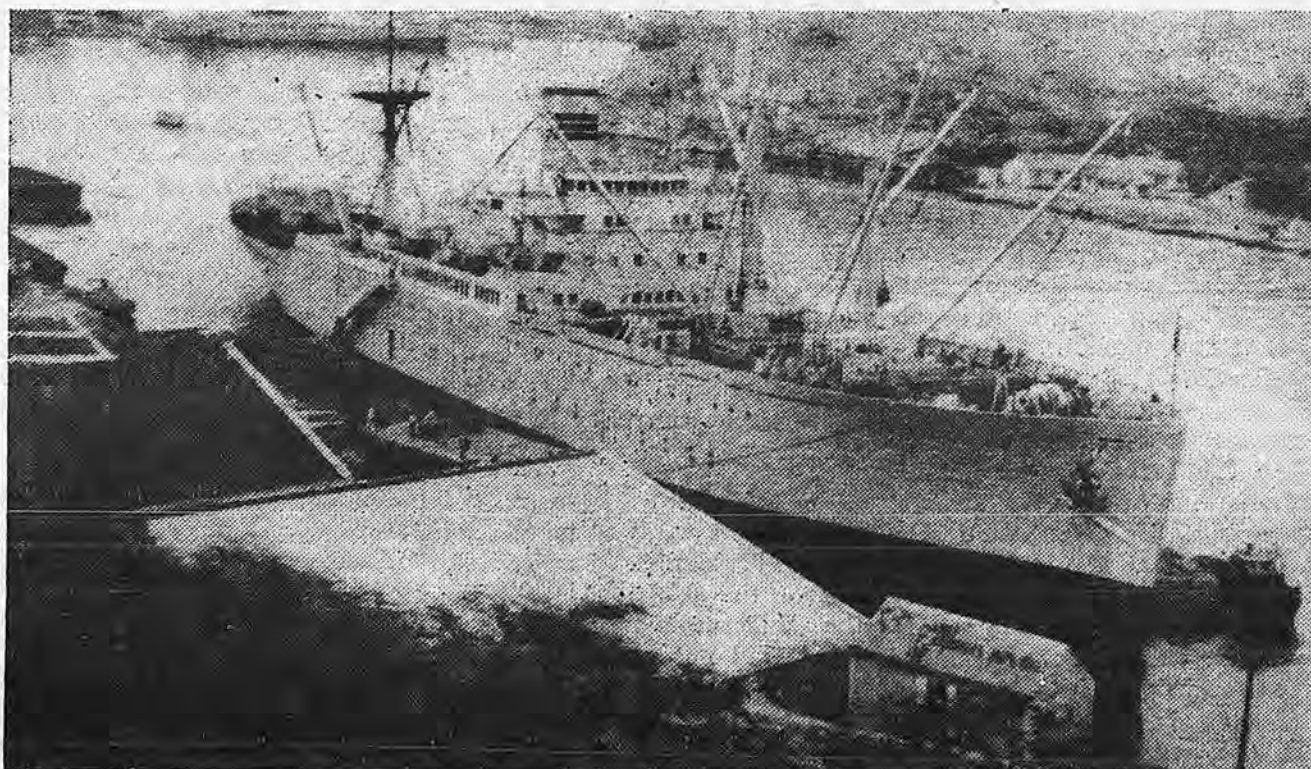
Shouts of "hear, hear" greeted the Brother as he returned to his seat. An immediate movement was afoot by the Camay crowd in the Stewards Department to offer their product as a substitute, but the Lava boosters in the Engine department held a quick caucus and squashed the movement. The Palmolive Party tried to rally its forces, but couldn't be heard over the fog-horn call to arms of the Life-buoy gang.

After ten minutes of demonstration during which forces were split, reorganized and cleaved again, the Chair finally restored order and recognized the Steward, who promised an impartial investigation of the charges. The chair then washed its hands of the matter.

Crew Donations To Late Member

The following is a recap of monies donated by crews toward the burial fund for Seafarer Marion Ackerman, Mobile Seafarer who died recently: Noonday, \$43; Jean Lafitte, \$20.76; Hurricane, \$42; Seafarers Gregg and Wages, \$2; Governor Comer, \$35; Total: \$142.76, for which a check was sent to Mobile Agent Cal Tanner on March 23. A check for \$100, from the Alcoa Clipper crew, was sent to Tanner on April 8, and the Union burial benefit of \$150 was sent on March 28.

THE CORSAIR IN PEACEFUL WATERS



Shot submitted to the LOG by Seafarer Barney Krieg shows the Alcoa luxury cruiser tied up in an Island port during a recent run to southern waters. Name of port was not given.

Digested Minutes Of SIU Ship Meetings

OREMAR, Mar. 1 — Ferron, Chairman; M. Eschenko, Secretary. Reports of the department delegates read and okayed. Discussion on the repairing of the water fountain in port side passageway. Attention called to the fact that crew was slack in taking cups back to pantry, keeping laundry clean. A system of fines was agreed on for various offenses against general ship-board welfare. Money collected from these fines is to be donated to Brothers in the hospitals. One minute of silent prayer in memory of our departed Brothers.



Union's slogan that an "SIU ship is a clean ship." Despite this and the time devoted to ship-board cleanliness at meetings, there are still some who have failed to pitch in and cooperate in the Stewards Department, he added. He suggested that all hands quit the backbiting and knuckle down to their jobs. It was agreed that a letter of condolence be sent to Paul Cook's mother and that a suitable memorial be purchased and presented to her when we arrive in the states.

in washing cups and saucers following coffee time. One minute of silence for Brothers lost at sea.

§ § §
STEEL TRAVELER, Mar. 1—George Everett, Chairman; Hemsley Guinier, Secretary. Delegates reported all okay in their departments. Good and Welfare: Suggestion made that shelves be installed in 8-12 foc'sle for books; that library be cleaned; that minutes of meetings be sent to LOG; that ship's delegate contact Chief Mate for purpose of having wind scoops placed in all port holes. Committee of three elected to shop around for a ship washing machine.

§ § §
STEEL AGE, Mar. 30—J. H. Fisher, Chairman; G. J. Kelly, Secretary. Delegates elected. New Business: Report on hand from previous trip read and all old beefs checked. Educational talk postponed until next meeting. Four delegates agreed to check the slopchest and medicine chest. Wilmington Patrolman to be contacted concerning lack of seating space in messroom.



§ § §
LAKE GEORGE, Mar. 20 —George Dunn, Chairman; William Beckwith, Secretary. Ship's delegate reported two week's supply of cigarettes aboard. Deck delegate reported overtime situation in his department has been ironed out. Engine delegate reported 37 hours of disputed overtime in his department. Good and Welfare: Decision to pay \$2 for cigarettes in Port Said accepted, but crew is to sign for them under protest. Decision made to hold another meeting to discuss cigarette situation in the event bonded stores are not available.

§ § §
ALCOA PENNANT, Mar. 12—McKennie, Chairman; McCulloch, Secretary. Delegates reported no beefs, the number of books and permits in their departments. Ship's delegate asked all men who had not donated their \$2 toward washing machine to do so as soon as possible. Topsis has agreed to kick in toward purchase of machine. Motion carried to have ship's delegate contact Chief Engineer, concerning sign-in fiddle forbidding the hanging of clothing there. Ship's delegate reported that Port Steward signified that company would put innerspring mattresses on its ships if it thought it would get the same satisfactory wear, that it gets from cotton mattresses. One minute of silence for departed Brothers.



§ § §
KATHRYN, Feb. 23 — J. C. Bernerd, Chairman; W. Fontan, Secretary. Delegates' reports accepted. New Business: Brother Lopez elected deck delegate. Motion carried that Steward be instructed to secure another coffee percolator. Motion by Rico, carried, that bulletin board be put up in messroom. Good and Welfare: Matters of interest to the crew discussed. One minute of silence for Brothers lost at sea.

§ § §
MANGORE, Mar. 18—C. D. Solloway, Chairman; W. Rogowski, Secretary. Delegates reported everything in order in their respective departments. After general discussion, charges were filed against a crewmember for conducting himself in manner unbecoming a Union man. All repairs to foc'sles and messrooms are to be referred to Patrolmen for action as soon as possible. Members stood in silence for one minute in memory of departed Brothers.



§ § §
SEATRIN TEXAS, Mar. 21—W. J. Brady, Chairman; M. Lynch, Secretary. Delegates reported on membership standing in their respective departments. Motion by Tennant that crew go on record in wholehearted support of the opinions expressed in letter written by William Davie crewmembers on questions of income tax for seamen and published in the Mar. 4 issue of the SEAFARERS LOG. Motion by Morris that any man failing to report aboard ship is to be reported to the Union immediately by the Ship's Delegate. Discussion on meal hours. It was decided to get in touch with the Union and to seek a change or clarification of the schedule called for in present agreement.



§ § §
ALCOA PARTNER, Mar. 7—Leroy Williams, Chairman; Robert Brennan, Secretary. All okay in the three departments. Ship's Delegate suggested that Steward lock pantry door and that all hands be given keys to the doors of their rooms. Steward promised a change in menu and said that with help of messman he would cooperate with crew in serving suitable chow. One minute of silence in memory of Brothers lost at sea.



§ § §
BRET HARTE, Mar. 13—H. R. Herman, Chairman; Frank S. Mitchell, Sr., Secretary. Reports of Deck, Engine and Stewards Delegates accepted. Motion carried calling on all hands to be present for meeting at time specified in posted notices. It was agreed that the constant beefing at meal times is to be stopped and that any complaints are to be brought up at the regular meetings. Steward stated that Union had put out vast quantities of educational literature designed to aid book and permit men in maintaining the validity of the

§ § §
MARORE, Mar. 21—H. R. Holden, Chairman; E. Bobinski, Secretary. Delegates reported on the number of books and permits in their departments. Motion carried that Steward contact Port Steward for new washing machine wringer. Motion carried for Steward to get regular coffee pitcher. Good and Welfare: Suggestion made that crew clean wash tubs following use and not soak clothes for more than four hours. New library to be secured when ship hits port.

§ § §
EVELYN, Mar. 20—J. T. Allen, Chairman; C. Mitchell, Secretary. Delegates reported everything in order. New Business: Brother Wood elected as ship's delegate. All delegates instructed to make out a repair list for presentation to captain. Crew agreed that food is very good and Messmen are doing a good job. Crew agreed to keep messroom and recreation room clean at all times. One minute of silence for departed Brothers.

§ § §
ZANE GREY, Feb. 20—Gibbons, Chairman; Carraway, Secretary. Delegates reported all okay, except deck delegate, who reported a passenger doing work on deck. Delegate reported a record of his work is being kept for collection of overtime money. New Business: Motion carried to have work bench removed from beside the 12-4 foc'sle. Good and Welfare: Chief Cook asked to prepare soup differently. Suggestion made that crew cooperate

Seafarer Sam Says:

EACH WEEK, THE LOG PRINTS THE NEWS OF THE BROTHERS IN THE VARIOUS MARINE HOSPITALS. THOSE IN A & G PORTS ARE VISITED BY PATROLMEN, WHO KEEP THEM UP-TO-DATE ON UNION ACTIVITIES. HOWEVER, THEY WOULD ALL LIKE TO HEAR FROM THEIR SHIPMATES. SO WHY NOT DROP THEM A LINE OR, IF IN PORT, PAY THEM A VISIT, AND HELP RELIEVE THE MONOTONY OF THEIR STAY.



CUT and RUN

By HANK

Brothers, you have the right to write Congressmen and Senators urging them to remove the ridiculous Taft-Hartley Act from the backs of labor unions. You and your families back home should keep sending those letters to the Washington people who were elected to represent the people and understand their protests. Write today, write tomorrow. Every letter protects the labor movement... Steward Harold Peeler sailed in recently from a voyage on the Marine Arrow with Blackie Mancino and Jessie Wood as shipmates. We're told that Blackie had his hands full of "overtime" blisters. And Brother Wood is no doubt catching up on some of his favorite golf-playing in between voyages... Brothers John Dugino and Tex Suit aboard the Colabee are so anxious to start using their baseball gear and play ball that they are hoping the rest of the crew gets on the ball too.

Although New York shipping hasn't been terrific it has been good enough in the past three weeks to move a lot of men out. Two pieces of good news were the progress of Arnold Bernstein's application to operate two ships and our victory in the recent counting of the ballots of the Cities Service ships... A few Brothers here in-transit were—Roger Trottier, James Hand, Steve Carr, Skippy Gusczyński... Aboard the Robin Kirk in Genoa, Italy, Brothers Lester Young, Pete Duffy and Samuel Parker wrote in to have LOGs sent to a good bar called the Cafe De Paris which is operated by an American... Brothers, the Cosmopolita Bar in Havana, Cuba, is now on the list to receive a bundle of LOGs. Grab those LOGs, Brothers—and keep up with your Union's affairs.

The SEAFARERS LOG will be sailing free of cost to the homes of the following Brothers—Ralph Yarborough of North Carolina, Herman Kemp of Florida, Richard McCamy of Alabama, Martin Pyk of Pennsylvania, Philip Zamenski of Maryland, M. J. Akins of Georgia, Thad Coveleski of Pennsylvania... You Brothers in other ports may be wondering where some of your shipmates are. Well, here are those who have been in town recently—Walter Migaud, Joseph Lapointe, Maynard Lind, Russell Lund, T. Joseph, Luis Ramirez with his mustache, Frank Throp, Edward Vail, Steve Clurman, W. Szostak, Raymond Davis, Lawrence Edwards, Martin Gross, Charles Jindra, Alan MacDonald, Alfred Emery, George Fargo, William Porter.

Brother Jack Williams, the Electrician, is voyaging aboard the Alcoa Pointer... Steve Laszlo has been plenty happy since he's been receiving a little mail... "Red" Braunstein may still be aboard the Steel Age as Carpenter... William West sailed for a Far East Isthmian trip... Brother Cyril Loades just sailed in from a long trip. He's got a sense of humor, too. He said, "Now I'm good for three weeks on the beach"... Now that we have baseball in season the Brothers are sure appreciating the television set on the third deck... There's a musical play on Broadway called "South Pacific." Well, how about some playwright putting out a play called North Atlantic — about a freighter during war-time?

THE MEMBERSHIP SPEAKS



Member Draws Bead On Edit Blasting Union Hiring Hall

To the Editor:

The enclosed editorial appeared in the Dallas Morning News on April 22. Aside from the obvious mis-information upon which the author bases his "discrimination" argument, I am curious to know why the subject has been treated editorially. Before commenting on the edit, here's what the newspaper said:

"It is not difficult to understand the insistence of union seamen on the use of hiring halls. On the other hand, it is just as easy to see how the hiring hall means the closed shop for seafaring men.

"The hiring hall is an arrangement under which idle seamen belonging to the union get numbers in accordance to their date of last employment or date of the application for a job. Jobs offered are then submitted for acceptance by the holders of the 'senior number on the board.' If the holder wants the job, he takes it. If he doesn't the next man in number of seniority gets a chance at it.

"Since these hiring halls are run by the unions, there is no chance for a non-union man to get in line for employment, of course. The convenience of the hiring hall for a class of skilled or semi-skilled worker who is in one port today and perhaps seeking work on the other side of the world three months from now, is clear. Its discrimination against the unorganized seaman is equally clear.

ONE BIG HALL

"The convenience of the hiring hall, maintained without charge by the port authority at each port, might be offered as a compromise. It seems better that the shipping men should go to one central place to hire men than that the unemployed should be tramping from dock to dock in search of work. It also seems good that a man not a member of a union should be able to get a job if he can find somebody who wants to hire him."

So much for the editorial.

The legality of the hiring hall under T-H has received some attention in the national news during the past week. One might expect, therefore, to read such criticism in publications located at shipping centers, but its appearance in Dallas would seem to be the result of pressure being applied in behalf of political supporters of the current move to change only the name of the T-H Law.

The strategy, obvious to a seaman, is not so obvious to those in this locality who are likely to read the editorial page of the Dallas Morning News.

Only the very naive could be so ill-advised as to base an objection to the hiring hall on "closed shop discrimination." After all, that portion of the maritime industry which remains unorganized today is rather small. The author of the editorial concedes the convenience and desirability of the hiring hall sys-

tem, but proposes a single hall for each port, controlled by the port authority, through which men would be hired regardless of union affiliation.

NO ENFORCEMENT

May I ask him just where in such a set-up the unions would fit in? How does he propose to negotiate and enforce contracts with the resulting amalgamated crews? Is he unaware of the difference between the skilled and semi-skilled qualifications of union seamen and the besotted scabs, most of whom are tramping from dock to dock for jobs because of expulsion from the unions for irresponsibility or communist monkeyshines?

It's curious, I repeat, that this should appear in a Dallas newspaper where it is not likely to be opposed editorially. I wonder if any of you have seen or heard of similar propaganda in other inland cities. If so, I believe we should call on other unions to watch for it and help us fight it with our best weapon: facts.

John B. Freeman

A BIT OF SUN IN THE ATLANTIC



Part of the Beauregard deck gang catches a bit of sun while returning from a recent trip to England. Forrest Nelson who submitted the picture stated that the crew is tops and the officers very cooperative. The Beauregard is now on a steady run to Genoa, Italy. Lots of sun in the Med for the boys.

Wagner Thanks CS Organizers For Good Job

To the Editor:

I have just returned from the Middle East on the Thomas Cresap. I hit port just in time to see the finishing touches being put on the Cities Service election. When that is done and we have proved our point as bargaining agents, then we should really go to work on them.

An organizer must be a subtle, but persuasive diplomat, and as I see it, we really owe the Cities Service organizers the heartiest thanks we have. Their job is almost done and the real work begins. We must now stuff that company so full of unionism that everytime the board of directors meets they'll bow in the direction of the SIU Hall.

We gained our standing in Isthmian through a long and hard road and we can do the same thing with Cities Service. In fact, with the Isthmian experience behind us we should be able to do the job here in double quick time.

So here's to seeing lots of you oldtimers and permitmen aboard those Cities Service tankers. Let's give them the business the SIU way: good men and clean ships.

Blackie Wagner



LOG-A-RHYTHM

The Long Road

By C. A. NESLEIN

My road stretches ever onward,
From sea to sea to sea.
I'm a cursed son of wanderlust
And there is no home for me.

My eyes have seen countless countries,
And my feet trod many miles,
And there is no heart within me
For having touched the dreamy isles.

And on nights when stars are bright,
And there's a calm and windless sea,
The memory of an island maid
Comes drifting back to me.

I see her in my mind's eye view,
On the sands neath coral head,
And the morning wind is in her hair,
And the sea is sun-blood red.

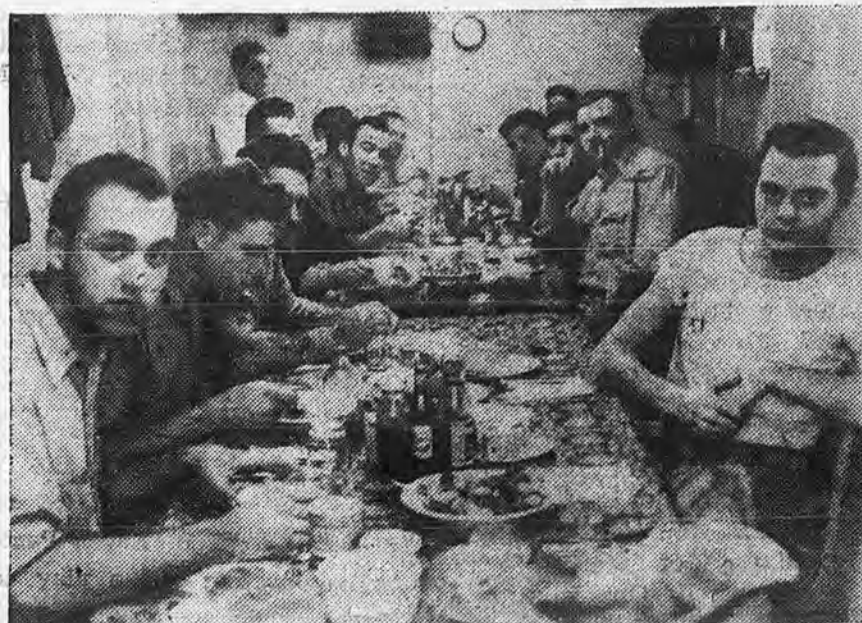
Her jade-green eyes smile at me,
They leave me but one choice:
To give my heart and soul to her
Of the laughter-silvered voice.

Maybe a fool I was and a fool I am
To have left my heart with her
When my ship sailed on the evening's tide
To only God knows where.

And now I live with memories
Of laughter, love and smiles,
For my heart is kept by a waiting maid
In the distant dreamy isles.

My road stretches ever onward,
From sea to sea to sea.
A lovelost son of wanderlust
And there is no heart within me.

TAKING UP THE WAIST SLACK



Allegheny Victory crewmembers dig into the offerings of Steward Otto Preussler's department during a recent run to Europe. The Allegheny is Uncle Otto's 115th ship since going to sea in 1904.

The Brooklyn Kid Returns To Roost In Crescent City

To the Editor:

After a ten day coastwise trip to Texas, the Brooklyn Kid is once more comfortably riding the beach in the Crescent City. Last week here saw many live ones in this port, including Jimmy Battles and Morgan Carroll, off the Alcoa Patriot. Jack Rankin and Dago Red Burke were also in town.

Henry Agusta and Hawthorne Frazier made the Alcoa Patriot and headed for bauxite country. I can hardly wait for the lucky day when I'll catch a scow headed for that country.

Freddie Parsons is in town, and had been seen around the Astoria looking like he stepped out of an Esquire ad. Norman Jackson was also here, but left on the Jean LaFitte along with Thomas Scott and Lamont Lott.

Jack Parker and Salty Dick have both been seen around Bienville Street recently. Muff Johnson was caught looking into a maritime cook book for a recipe for consomme, so reports Steward Lott.

Freddie, Walter and quite a few other permitmen in this port are suffering beach fever. There is no known cure for that ailment except a good card and a book to back it up. Well, until next time, I'll return to the tales the boys are spinning at the next table.

Dennis Saunders

Veteran Hub ILA Man Hits Use Of Foreign Ships By US

To the Editor:

Last week I wrote a letter to the Boston Post in regard to our merchant marine. I was a longshoreman in Boston for 49 years and a member of Local 800, ILA.

I told the Post that most of the sugar coming into the Port of Boston was arriving in alien ships to be sold to American housewives. No wonder our seamen are on the beach. I also told of the bulk of cocoa beans arriving in foreign ships.

A couple of weeks ago in the waterfront column of the Post they had listed four ships with cocoa bean cargoes. Three were Swedish and the other was Norwegian. I pointed out that the sugar refinery calls itself the American Sugar Company. I said it was American in name only, but the Post did not seem interested enough to print it, so I stopped buying the paper.

The sugar refinery had a strike a few months ago and the poor men who worked there for years lost pension and seniority because they lost the strike.

There are a lot of people buying this sugar who don't know these facts. I know that the SEAFARERS LOG is a paper that is good and has the interest of the

Chest Out



Seafarer Julio Bernard shows "what a good SIU Bosun looks like," according to his note accompanying the photo. Brother Bernard is currently taking it easy on the Leach in San Juan.

people at heart. I have boys in the SIU and I receive the LOG every week.

I hope the LOG will be in circulation for a long time to come, as it is a real paper.

Myles Kane
South Boston, Mass.

Suggests Meetings Slow Down Under Good And Welfare

To the Editor:

As a permit member of the SIU for nearly three years I have attended the membership meetings as much as possible when ashore. But, I am sorry to say, there seems a desire on part of the members to try to get the meetings over as quickly as possible.

I feel that our meetings should go along at a slower pace so that members and permitmen can give their viewpoints once in awhile under Good and Welfare. I do believe there are many of us permits who could give new ideas on things for the good of our Union, but as I see it not much time is given for many of us, especially the timid ones who need a little time to work up their courage, to go before the meeting.

If meetings would go a little slower, who can tell, maybe something constructive would come from the members present.

John Lavin

Seafarer's Sister Looks Forward To Each Issue Of Log

To the Editor:

I want to thank you for the LOG, made possible by my brother, Archie Wright. At present he is somewhere in the Pacific, heading to New York aboard the Zane Grey of Isthmian.

I wish to join all families of SIU members in letting you know that I look forward to receiving the LOG and enjoy reading its every page. I hope every member of the Union continues his good work.

Mrs. G. C. Turman
New Smyrna Beach
Florida

"Wotta Town"



That devilishly coy look on Seafarer Ray Stangle's puss stems from the rollicking good time he had ashore in San Juan during a recent stop made by the Morning Light. Looks like the poor boy doesn't know yet what hit him.

'Bama U. Seafarer Says Log Is Effective Union Medium

To the Editor:

It has been several years since I left the SIU, but I have been fortunate in being able to keep up with the SIU news and Union activities through the SEAFARERS LOG. At the present time I am studying labor and international relations at the University of Alabama.

I would like at this time to commend the staff of the SEAFARERS LOG for the fine job it does as a laboring man's paper. The comments that I shall make are shared by many of my friends and professors who wait in line each week for their turn to read the LOG.

It is the opinion of all of us that the LOG, as an instrument of the mer of the SIU, works diligently for the principles of democracy that are so dear to us all. The active fight for democratic action carried on by the SIU through the medium of the

LOG makes the Union and the paper a credit to organized labor in the United States.

The active and vigilant fight that you are waging against communist activities on the waterfront and wherever else they may be found supports this view.

Your many articles pertaining to those men who can seriously damage the future of any union leads me and my friends to believe that the SIU shall be as strong as the character of the men who make up the organization. From my experience while sailing on SIU ships I feel that the union shall continue its progress because of the good character it demands of its membership. The articles I referred to above were those on "gas-hounds," "scabs" and "pilferers."

I feel that your constant effort to organize the non-union shipping companies, the cooperative work the SIU is doing in aiding other unions are further tributes to your organization. Your consistent fight to maintain the best possible working conditions and wages in the maritime field is certainly an inspiration to working men in America.

Before I close, there is another comment that should be made. There are few, if any, weekly newspapers that so fully cover the many congressional bills, international maritime happenings and news of its membership as the SEAFARERS LOG. In every issue I find some item about a former shipmate of mine.

Here's hoping for further success for the SEAFARERS LOG and the men it represents.

Bob Pribbenow
Univ. of Alabama

Illness Beaches Filipponi In Army's Trieste Hospital

To the Editor:

Here I am back in the hospital again after one year to the day. Last year it was in Germany, this time it's Italy.

It seems that here in Trieste there is quite a bit of yellow jaundice. I was unfortunate enough to come down with it and thus miss my ship, the SS William R. Davie, a South Atlantic ship with a good crew.

While on the ship I took several rolls of pictures but I will have to wait until I leave the hospital to have them developed and forwarded to the LOG. I know that the crew is waiting to see the pictures and I'll speed them on to you for publication as soon as possible.

In these foreign ports, we seamen have our ups and downs with the Army but let's give credit where its due. This Army hospital — 7th Station Hospital, Trieste—is one of the best and seamen are treated like human beings, not like outcasts. There are six or seven other seamen

here who agree with me on that.

That's all for now. Regards to my old shipmates. I hope to see a LOG real soon—even an old one.

W. Filipponi

Manhattan Eatery Gets Seafarer's Full Endorsement

To the Editor:

There is a guy who owns a little beer joint at 220 W. 35th Street, Manhattan, called the "Snack Bar and Grill," who I can honestly recommend as tops. Any time you are in that neighborhood I would like to suggest that you drop by and look it over.

He is a good Union man, and has good food—ten cent beers, hot dogs and sauerkraut, etc. I think the membership will do well to give him their business.

William V. Glick

Here's A Moon Percy Didn't Find Romantic

To the Editor:

Speaking of exciting and dangerous trips to sea—

Well, my scariest trip took place in the latter part of 1944. It all happened one night as we were drifting along in foreign waters.

Now hold on and behold, Brothers—the war didn't have a thing to do with it. As I tossed and wriggled in my bunk (due to the heat) I decided to take a walk back to the chill room (poop deck) and cool off awhile.

While sitting there I noticed a big, fat, ugly-looking shadow, like some kind of a sea monster, staring at me. I was hoping it was only a dream because it was so dark that I couldn't find the right side of the ship from which to jump overboard.

As the shadow neared me I noticed it was the Moon. Not the Moon from way up above, but the Moon from the SIU—Moon Kouns. He suggested getting a cup of coffee, which I quickly accepted. I was so glad to still be alive that I drank three cups of the stuff, then hit the sack and slept like a newborn babe.

Percy Boyer

(Ed. Note: We'd like to hear the Moon's version of this. By the way, Brothers, got any scary experiences in your sea-bags?)

BUDDIES ON THE VOYAGER



The quartet of Steel Voyagers lines the rail for a quick snapshot during a break in the day's work. Ship was in Ras Tanura at the time. Left to right—Fireman, Wallace, Earl and Rudy Profozich. The pic was submitted by Profozich.

THE BEEF BOX

SPLIT ENGINE OVERTIME?

To the Editor:

Since 1943 I have been told by Patrolmen that the Firemen do not split their overtime; that is, whoever stands the watch gets the OT. I've always worked that way and consider it a good method. If I am right or wrong, please explain the set-up in the LOG.

Lloyd Short

Answer: The Brother is correct in that Firemen do not split their overtime and whoever stands the watch gets the overtime. However, if the Firemen want to share the overtime work they can do so by agreement among themselves to rotate their watches, thus giving each man a crack at the two overtime watches. This is strictly up to the Firemen to work out. Under no conditions, however, do Firemen split overtime money earned.

Good Union Crew Makes Cape Race Click

Wherever there is a capable crew working together to produce shipboard efficiency, you'll find a bunch of Seafarers who are alert Union men. Such a crew is the one recently aboard the SS Cape Race, two of whose members—E. B. McAuley and Bill Nicholson—have found that the atmosphere of cooperation aboard the ship provides the proper setting for their hobby of photography. Brother McAuley submitted the photos on this page to show LOG readers just what makes the Cape Race click.



Bill Nicholson strums Guitar in his room.



~ ~ ~

Here are Black Gang men who keep the Cape Race running smoothly. In front row (left to right): "Doc" Croker, Wiper; Manuel Rial, FWT; E. B. McAuley, Oiler, and "Rags" Reinholdt, FWT. Rear row: N. Barbour, FWT; "Sleepy" Holloway, Second Electrician; L. Anderson, Wiper; C. B. Moose, Oiler; "Red" McCorkle, Oiler, and Bill Nicholson.

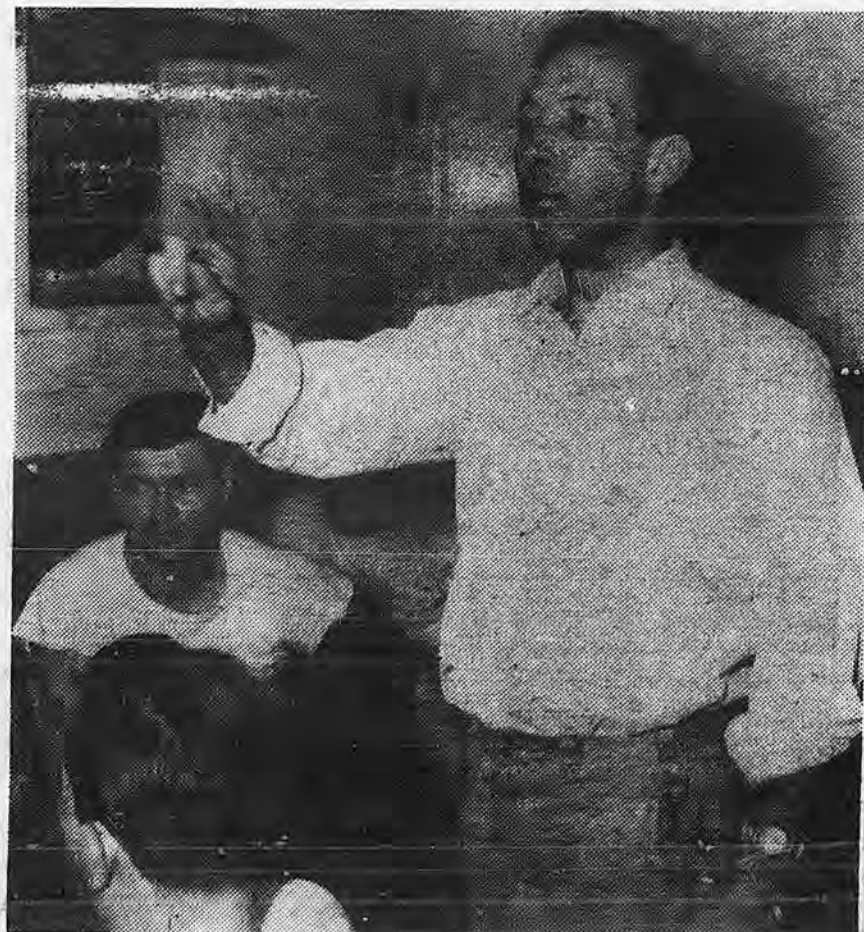
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A crewmember is usually easier to get along with when he's well-fed. Cape Race Stewards men, in photo above, do their darndest to see that their shipmates leave the mess-room happy. Front row (left to right): Candy Creech, Ralph Smith, Hughes Thomas, Hank Donnelly, O. Lorey; back row: Joe Faircloth, Bill Warmack, Carl Lowery, J. B. Davis and Bob Pierce.

~ ~ ~

Photographed at one of the Cape Race shipboard meetings, W. J. McNall gives his Brothers a few pointers on SIU Unionism. Among his listeners are Jimmie Davis (facing camera), Second Cook and Stewards Delegate.



Brother McAuley says the lad wielding the brush in photo above is "Charleston's gift to the SIU"—none other than "Bobo" Murray, OS. "Mac" says there were plenty of opportunities for action photographs on the Cape Race.

~ ~ ~

Subject of McAuley's "Portrait of a Bosun" at right is Ray Kitchens of Savannah. The six-foot-three Seafarer is a popular guy, "Mac" says. Kitchens was formerly Bosun on the Mosoil on which he had some pretty rugged experiences. The scow ran aground twice and was rammed once. Ray came out of it unruffled.





Engineers Still Trying To Take Electricians' Jobs From The SIU

(Continued from Page 5)

spare parts immediately, eliminate a lot of griping and reveal at a glance when the the motors and equipment were last serviced.

KEEP COPY

Furthermore, a duplicate copy of requisitions should be kept on board at all times to prevent duplication of orders. When spare parts are used, replacements should be ordered upon completion of the voyage.

A complete set of tools and instruments, such as meggers, should be supplied by the company and kept on board.

Since Electricians are not compensated for the use of their own tools on the same basis as Carpenters, all tools are to be left aboard ship so that the next man will be able to do his job efficiently.

Another valuable thing to

bear in mind is that, when Electricians tear down equipment for repair and parts have been ordered, they should tag the equipment with all necessary data, so that it will be easier for the succeeding Electricians to square away the job.

Coils should not be left around with tags removed and numbers missing. Otherwise, the relief man will lose a lot of time trying to find the proper coil for equipment under repair.

Keep all tools and equipment in their proper places and an up-to-date log account of work completed. Failure to do this will mean that, if an Electrician has to pile off in a hurry, the new man will be faced with a jig-saw puzzle.

COOPERATE

If at the end of a voyage, the relief Electrician shows up before the payoff, it would be very

beneficial if the retiring Electrician would show the relief man around the plant and acquaint him with the gear that has been acting up.

As most Electricians know, equipment is not standard on all ships. That is why it is suggested that Electricians cooperate with one another by extending the courtesies that will make their jobs easier.

In fact, it seems that a little more cooperation on the part of the Electricians will go far toward eliminating a good number of beefs, gripes and petty jealousies that may now exist.

It will certainly help to defeat the aims of the Engineers in trying to hardtime all Electricians.

Reports from many ships, and the instances elaborated on in this article, indicate a need for constant vigilance.

All of the cases referred to are based on actual fact. Names of ships and companies have been omitted purposely. However, they will be revealed when and if needed.

One final word of advice to the Electricians: These are your jobs that are involved. You must discharge your duties in a responsible manner. Gashounds and incompetents have no place in these positions.

The SIU is going to retain jobs for its membership, and it will not allow irresponsible members to jeopardize the jobs of others in the Electricians' ratings.

Baltimore Shipping Slows Down

By WM. (Curly) RENTZ

BALTIMORE — Shipping has been pretty slow here again for a week, and we think it will stay slow for another week at least.

When there is a change, we'll let you know through the LOG. For the time being, Baltimore is a good place to stay away from.

We did have some payoffs, seven in fact, but we had only five sign-ons, which weren't enough for this port.

The payoffs included three Ore Line ships and the sign-ons included two. As usual, when things are a little tight here, it was the Ore ships that kept us going. That's something to remember about those Ore Line scows, they keep a big port operating.

We didn't have much in the way of beefs, except for some overtime complaints on the Ore ships. Those Ore ships keep us busy all the way. But we got everything settled.

VOTE OF THANKS

Naturally everyone here was glad to learn the results of the Cities Service election. Actually, nine to one was just about the way we figured things would go. We'll get those Cities Service ships in line now.

We owe the lads who've been riding those Cities Service ships a big vote of thanks. They stuck through thick and thin. They took all the company nonsense and got the ships through the vote. Now, if they'll just stay aboard a couple more trips, we'll get them the SIU contract.

The SIU earned a compliment for itself in Italy. To be more precise, the SIU crew of the SS Irenestar, a tanker belonging to the Triton Steamship company, got a big compliment from Captain Salvatore Lizzio of Ignazio Lizzio & Company of Catania, agent for Triton.

Captain Lizzio sent a letter to Triton in which he said that the crew of the Irenestar was the best American crew he ever had met as an agent.

The chief of customs for Catania and the Captain of the port endorsed Captain Lizzio's note. The crew of the Irenestar must have made a real impression.

Despite the unfortunate fact that we are having a slow couple

of weeks, things are in first class shape in this port. However, if you plan to come here, make sure you have enough of what it takes to carry you through.

If you have a few bucks, you can enjoy the horse racing and the baseball while you wait for the ship. You know the ship will be here eventually.

- SS JEAN**
J. Malone, \$4.00; A. Rivera, \$1.00; F. Stephens, \$1.00.
- SS STEEL TRAVELER**
J. Walker, \$3.00; S. Shack, \$2.00; J. L. Palmer, Jr., \$1.00; I. Gorgas, \$2.00; C. J. Randazzo, \$1.00; M. D. Faircloth, \$5.00; E. W. Dodds, \$3.00; G. Bond, Jr., \$1.00; J. Ortiguerra, \$2.00; N. Marovich, \$3.00; D. B. Moon, \$5.00; G. C. Williams, \$3.00; M. C. Smith, \$1.00; D. J. Chirichella, \$2.00; L. E. Cooke, \$1.00; C. L. Starling, \$2.00.
- SS TRINITY**
W. M. H. Lewis, \$3.00; W. L. Gibson, \$5.00; P. Gorden, \$3.00; F. T. Andrews, \$2.00; F. J. Sullivan, \$3.00; E. Molieri, \$2.00; S. B. Marshall, \$2.00; J. Tito, \$1.00; J. W. N. Baumann, \$2.00.
- SS STEEL VENDOR**
J. A. Aramburu, \$5.00; F. T. Osetek, \$5.00; A. L. M. Diaz, \$5.00; M. DeCunha, \$5.00; H. Duarte, \$5.00; L. Fook, \$5.00; H. E. Long, \$5.00; I. Quanco, \$5.00; V. G. Orenicio, \$5.00; L. J. White, \$5.00; A. Hanstvedt, \$2.00; Chow Ging Song, \$5.00; A. Princen, \$3.00; J. Wm. Corcoran, \$3.00; G. Mealis, \$1.00; E. Vieco, \$2.00; A. L. Copeland, \$27.00; J. P. Banchard, \$2.00; S. S. Garden, \$5.00; R. Henningsen, \$5.00; Julius F. Bolz, \$3.00; F. Krgabac, \$2.00; B. Spicer, \$4.00; R. E. James, \$3.00.

- SS STEEL SCIENTIST**
W. Hallett, \$2.00; C. W. Frge, \$2.00; W. A. Ryan, \$2.00; J. R. Chaker, \$1.00; T. Martinez, \$2.00; J. Yianatos, \$2.00; O. A. Hess, \$2.00; R. J. Zumkley, \$2.00; P. G. Hellebrand, \$2.00; J. W. Broad, \$3.00; V. J. Tamulis, \$1.00; E. J. H. Huebner, \$1.00; I. Brose, \$1.00; A. D. Guida, \$2.00; D. DeLaCruz, \$1.00.
- SS SUZANNE**
D. A. Ortiz, \$2.00; V. Y. Remolas, \$1.00.
- MV GADSDEN**
L. Makowka, \$5.00; M. Sierra, \$1.00; C. C. Register, \$2.00; T. W. King, \$5.00; C. C. Lawson, \$1.00; A. K. Jockel, \$3.00; R. L. Cuthrell, \$1.00; A. Vidal, \$1.00; O. N. Peltoema, \$2.00.
- SS STEEL ARTISAN**
J. Beresford, \$3.00.
- SS ROBIN SHERWOOD**
H. C. Henry, \$10.00; J. Winley, Jr., \$2.00; C. Preclaro, \$2.00; R. E. Bliss, \$2.00; L. Bailey, \$2.00; R. R. Hightower, \$2.00; E. Rosa, \$2.00; M. E. Brown, \$2.00; A. Arancibia, \$1.00; D. E. Aunspack, \$2.00; M. R. Beavers, \$2.00; J. E. Bond, \$3.00; E. N. King, \$2.00; H. A. Manchester, \$5.00; R. Sadowski, \$2.00; O. C. Bourne, \$2.00; W. J. Brady, \$2.00; R. M. Guild, \$2.00; M. Kramer, \$1.00; C. Meyers, \$2.00; C. Achoy, \$2.00; E. Rose, \$1.00; J. J. Flaherty, \$3.00; E. Leasgang, \$25.00; F. Schumacher, \$1.00.
- SS STRATHMORE**
J. C. Loffler, \$1.00; G. S. Lynch, \$2.00; E. Sexton, \$1.00; S. Davnoras, \$1.00; J. S. Lewis, \$2.00; S. F. Schuyler, \$2.00; W. Verbo, \$2.00; Crew of SS Strathmore, \$5.00.

SIU HALLS

SIU, A&G District

BALTIMORE,14 North Gay St.
William Rentz, Agent Mulberry 4540

BOSTON,276 State St.
Ben Lawson, Agent Richmond 2-0140
Dispatcher Richmond 2-0141

GALVESTON,308 1/2 -23rd St.
Keith Alsop, Agent Phone 2-8448

MOBILE,1 South Lawrence St.
Cal Tanner, Agent Phone 2-1754
E. Sheppard, Agent Magnolia 6112-6113

NEW YORK,51 Beaver St.
Joe Algina, Agent HANover 2-2784

NORFOLK,127-129 Bank St.
Ben Rees, Agent Phone 4-1083

PHILADELPHIA,337 Market St.
J. Sheehan, Agent Market 7-1635

SAN FRANCISCO,85 Third St.
Frenchy Michelet, Agent Douglas 2-5475

SAN JUAN, P.R.,252 Ponce de Leon L. Craddock, Agent San Juan 2-5996

SAVANNAH,2 Abercorn St.
Jim Drawdy, Agent Phone 3-1728

TACOMA,1519 Pacific St.
Broadway 0484

TAMPA,1809-1811 N. Franklin St.
Ray White, Agent Phone M-1323

WILMINGTON, Calif., 227 1/2 Avalon Blvd.
E. B. Tilley, Agent Terminal 4-2874

HEADQUARTERS, 51 Beaver St., N.Y.C.
SECRETARY-TREASURER
Paul Hall
DIRECTOR OF ORGANIZATION
Lindsey Williams
ASST. SECRETARY-TREASURER
Robert Matthews J. P. Shuler
Joseph Volpian

SUP

HONOLULU,16 Merchant St.
Phone 5-8777

PORTLAND,111 W. Buraside St.
Beacon 4336

RICHMOND, Calif.,257 5th St.
Phone 2599

SAN FRANCISCO,59 Clay St.
Douglas 2-8363

SEATTLE,86 Seneca St.
Main 0290

WILMINGTON,440 Avalon Blvd.
Terminal 4-3131

Canadian District

MONTREAL,404 Le Moyne St.
Marquette 5909

HALIFAX,128 1/2 Hollis St.
Phone 3-8911

PORT ARTHUR,63 Cumberland St.
Phone North 1229

PORT COLBORNE,103 Durham St.
Phone: 5591

TORONTO,111A Jarvis St.
Elgin 5719

VICTORIA, B.C.,602 Boughton St.
Empire 4531

VANCOUVER,565 Hamilton St.
Pacific 7824

HEADQUARTERS,512 McGill St.
Montreal Plateau 670

Personals

ERLING MELLE
Get in touch with Rose Melle at 33 Alexander Avenue, Daly City, San Francisco, California.

ALBERT J. McHUGH
Your sister, Mrs. Charles O'Donnel, wants you to contact her.

THOMAS G. GALVIN
Your brother Matthew is anxious to hear from you. His address: 50 Ellery Street, South Boston, Massachusetts.

A. K. POWERS
Get in touch with Ruth. She's at 357 Ward Avenue, Norfolk, Virginia.

RICHARD L. TOLER
The radio from the SS John B. Waterman should be turned in to Headquarters at 51 Beaver St., New York.

BOYD DAVIS
Helen Zahar of 3728 West 30th Street, Vancouver, British Columbia, wants to hear from you.

HARRY D. DEDALCHOW
Your sister Mae wants you to get in touch with her at 6 Allston Place, Boston 14, Mass.

PHILIP SMIDER
Contact your cousin, Mary A. Brown, 37 Trotting Road Park, Lowell, Mass. She is anxious to hear from you.

KALJO POPP
See Joe Volpian at Headquarters, 51 Beaver St., New York City, about your passport.



THE SNAKE PIT, by Mary Jane Ward; Signet Books, 192 pages; 25 cents.

Interest in this unusual semi-autobiographical novel has been heightened by the startling movie made from it. Briefly, it is a subjective account of the experiences of a young woman who suffers a mental breakdown, goes insane if you like, and is sent to a mental institution for treatment.

The story is told in the first person in flashes of comparative sanity. The effect has the fascination of horror. However, the ending is more or less "happy." At least, the lady seems cured and is reunited with her husband.

THE LIMITATIONS OF SCIENCE, by J. W. N. Sullivan; Mentor Books, 192 pages; 35 cents.

The burden of Mr. Sullivan's argument is that the more we learn about the physical and structural nature of the universe the less we know. Every new discovery discloses new mysteries, and ultimate truth remains unfathomable. As a result, a survey of the limitations of science becomes a restatement of basic problems of philosophy. Naturally, the author must give emphatic attention to the possible limits of the human

mind itself. For instance, in the final analysis is mathematics an accurate tool for measuring the universe, or is mathematics a quirk of the human mind which leads to conclusions quite imperfectly related to reality?

Sullivan can't give the answers, but he poses the questions expertly and writes well. This is an excellent book for those who enjoy exploring the fundamentals.

THE GILDED HEARSE, by Charles O. Gorham, Signet Books, 160 pp., 25 cents.

This is a rather pointless, but highly entertaining, novel about a day in the life of the high-powered press agent for a multi-million dollar New York publishing house—and about a day in the life of his wife, whom he knocks sprawling in a ginmill in one scene.

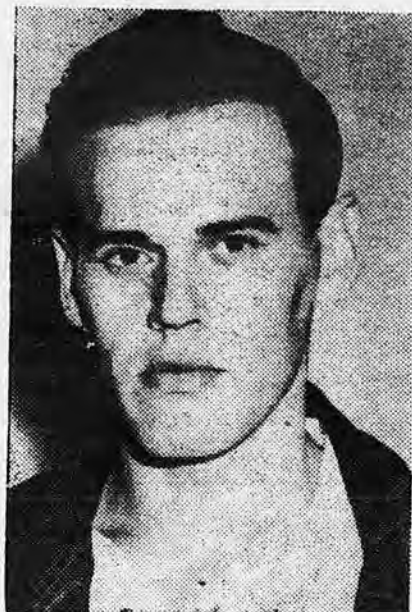
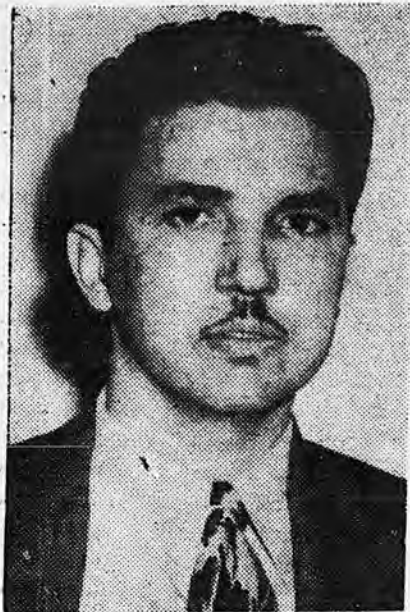
Both principals enjoy a spot of adultery, and endless quantities of liquor are consumed by the hero and others who flit in and out of the story. Finally the publicity chap and his wife make up, without quite forgiving each other.

Anyone who starts the book will finish it. Things move fast, and the brittle make-believe philosophizing in the conversation is eminently readable if not very enriching.

HERE'S WHAT I THINK...



QUESTION: Within recent weeks the SIU Canadian District has regained from the communists jurisdiction over Eastern Canadian shipping. What effect do you think this development will have on the over-all picture in maritime?



JOE CAMBLOR, Utility:

BUDDY LIST, DM:

GEORGE W. THAYER, BR:

LOUIS GOOCH, AB:

RALPH C. MILLS, Steward:

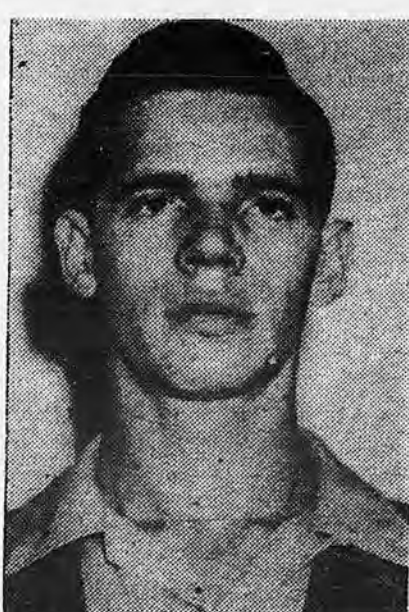
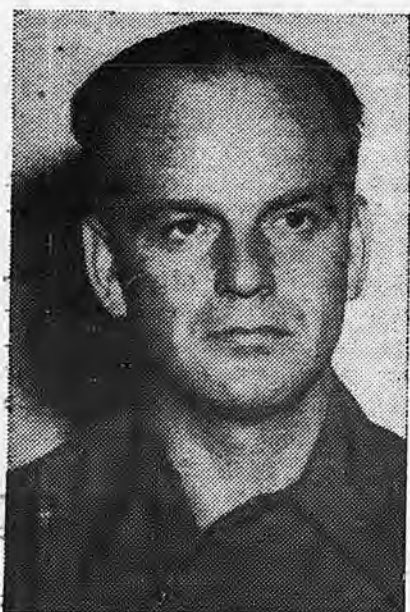
I think that this development means that genuine unity between the seamen of the two countries, Canada and the United States, will now become a fact. They both now have a single purpose—to win better wages, working conditions and improved job security. Canadian seamen will no longer have to battle constantly over things which never benefit them. They will not have to fight the communists' political battles, as they had been doing when the party-dominated Canadian Seamen's Union was in control. For the first time they now have a real Union.

The stronger a union is, the more it can do for itself in bettering conditions and wages. The SIU Canadian District has now been greatly strengthened through the work of the International, which in turn will benefit from that District's strength should a beef come up calling for the entire Union and all its Districts to put all power into the fight. The SIU was wise to go into Canada to clarify the situation. I'm sure that with the SIU being much stronger now, the operators here will listen more closely during contract negotiations and the operators in Canada will do the same.

When any group of seamen makes advances, seamen everywhere ultimately benefit. With the communists out, and replaced by an organization of seamen interested primarily in strict trade union objectives, the Canadian seamen are now on the road to a new deal. For them it means decent wages and conditions. They will have the protection of a Union that places their interests first. Under the control of the communists this was never possible, because the party's political goals were always given first consideration. That's all over, now.

I feel that a good job was done in Canada. Seamen and waterfront workers everywhere are probably glad that the SIU cleared up a muddy situation. Everybody, the seamen of Canada and the United States, and the maritime industry of Canada will benefit by the move. When the International expelled the communist-led CMU five years ago, it began the clean-up campaign; now it has been completed and the SIU has another victory to its credit. The entire seaboard is now free from commie control and the SIU is stronger than ever. All seamen will profit by the move.

The more strength we gain, the better off the Union is whenever a beef comes our way. The communists in control in Canada were a weak link in the solidarity of seamen in North America—they weakened labor everywhere. I'm in full accord with any move that combats communism, and I'm sure that the seamen of Canada will find that conditions will begin to improve now that they have only their economic betterment to worry about. The move by the Canadian District has solidified the entire east coast of North America, and has made stronger the seamen's movement.



CHARLES SCHERHANS, AB:

B. PRITKEN, Wiper:

DON SELKIRK, OS:

FRANK THROP, AB:

WILLIAM ZARKAS, DM:

The difficult job done in Canada by the SIU Canadian District will pay off in great benefits for the seamen who are now under the banner of the Seafarers International Union. In the recent campaign we not only brought great benefits to the Canadian seamen, but also benefitted the whole International. Events in the future will undoubtedly prove that the recapture of the situation in Canada by the SIU will be the opening wedge in cleaning all unions of commie domination. The sooner this is done, the better off will be the men of the unions involved. The seamen in Canada have a great future before them.

The victory of the SIU over the communists in Canada is a step toward driving the communists out of maritime and all other industries, where they have done nothing for the workers, except to cause confusion. The strengthening of the Canadian District will in turn strengthen the entire SIU. The victory of the SIU means better conditions for Canadian seamen, who have had a rough go of it until the present. They are far behind American conditions and wages, but with Canadian seamen now a strong part of our organization, they will go ahead with the rest of us toward a better way of living.

Among other things, the Canadian District's victory over the communists solidifies the position of the Seafarers International Union on the east coast. But the most important thing, I think, is that the Canadian Seamen will now find that they'll be working for better wages, under better conditions. Under the CSU they never had any protection. They were always being called out to fight for the schemes cooked up by the communists. Now if they have any beefs to fight, they'll be over the things all seamen are interested in—wages and conditions.

At one time I was a member of the Canadian Seamen's Union, so I know from personal experience that Canadian seamen are much better off under SIU contracts than they ever were under CSU. There is a vast difference between the two unions. I feel that the SIU is one hundred percent ahead of the CSU in conditions, wages and security for seamen. As Canadian ship-owners learn to abide by SIU contracts, the Canadian seamen will more and more realize the advantages of these contracts. It's a good thing to see that we have so many brother seamen in Canada who don't go for commie strong-arm stuff.

In my opinion the strengthened position of the SIU Canadian District means that the Canadian Seamen's Union finally went too far in trying to shove communist party policy down the throats of its membership. As a seaman I'm against the communist party, and I'm sure most of the Canadian seamen are, too. Up to now they couldn't say so. The way they have gone for the SIU Canadian District proves that they want good Union principles. I believe that Canadian seamen will fully support the SIU Canadian District, which is a Union for their protection and benefit only. And they'll enjoy the better pay and conditions.