

GENERAL FUND REFERENDUM ON



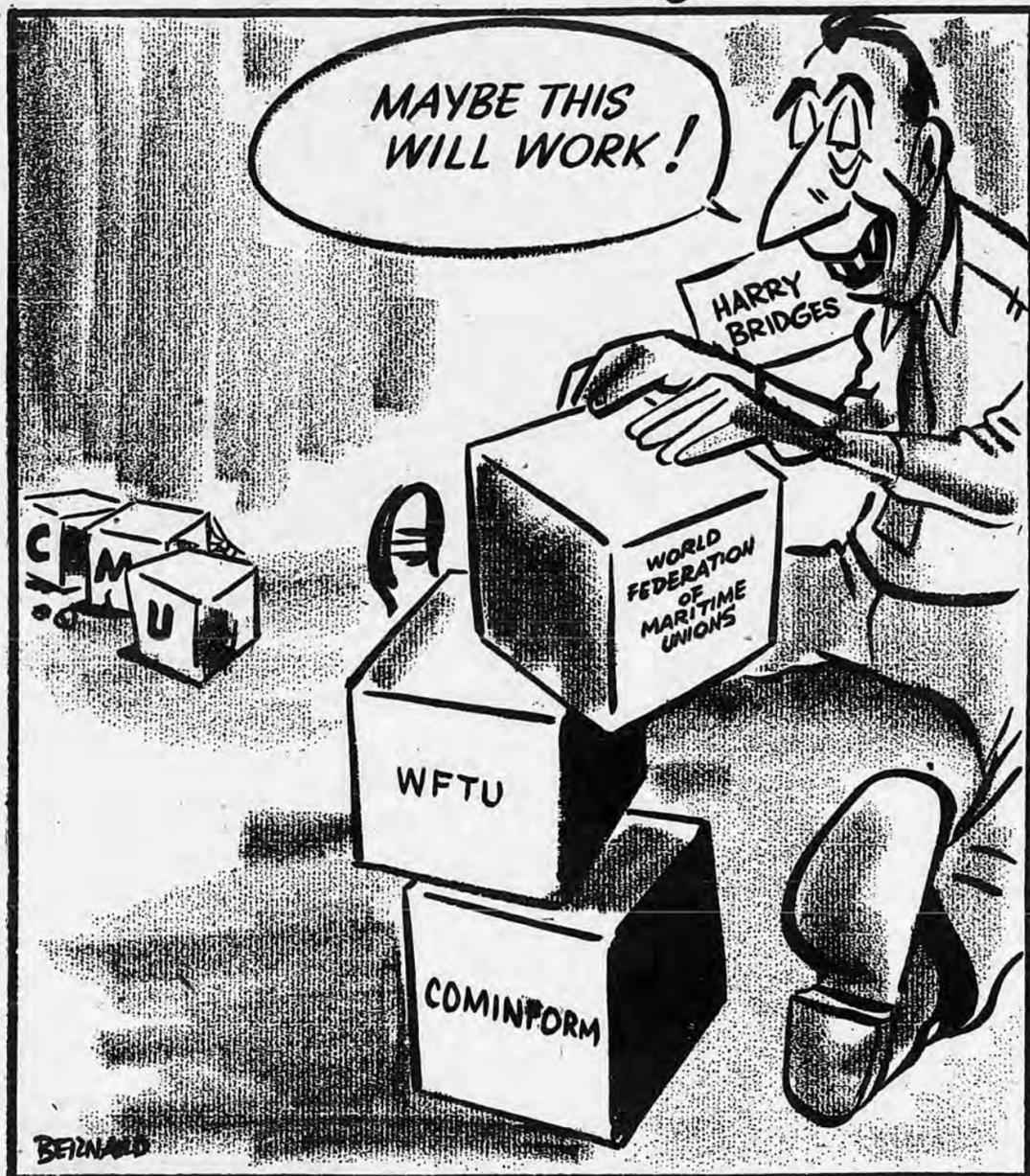
Official Organ, Atlantic & Gulf District, Seafarers International Union of NA

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No. 24

"The Foundation is Wrong, Harry!"



The Commies Mobilize Their Waterfront Brigades

By PAUL HALL, Secretary-Treasurer.

Atlantic & Gulf District, Seafarers International Union

With the Committee for Maritime Unity dead and buried for some two years now, the communists have revived their efforts for control of the world's waterfronts.

Through the medium of the recently formed World Federation of Maritime Unions, the party diehards hope to accomplish on an international scale what they failed to do successfully on the US waterfronts.

The organization was formed by communist-controlled maritime unions, meeting in Marseille which, significantly, elected Harry Bridges, who previously had served as co-chairman of the defunct Committee for Maritime Unity, as its president.

As do all communist fronts, this international body of party-dominated waterfront groups has a purely political purpose—to create chaos and confusion that will bring profit to the communist movement alone.

The maritime unions which the communists control lock, stock and barrel will naturally be used completely to carry out the program of disruption on an international scale. In organizations which the communists do not control, the objective will be to use well-disciplined party-liners to stir up internal battles and to befog issues.

Fortunately for the continued welfare of our Union, the communists will not be able to accomplish anything in the SIU, because here they are non-existent. Elsewhere on the US waterfront, however, they have ample reason to hope for partial success, at least. Events everyday demonstrate that they have a sufficient base in several American maritime unions to keep them rocking from stem to stern.

Because an unstable US waterfront—in fact, an unstable waterfront anywhere in the world of free maritime workers—is a constant threat to the well-being of our membership in particular, and seamen generally, we Seafarers must maintain a 24-hour watch for the first signs of communist-inspired chaos.

We must keep this watch on a world-wide scale, working with our brother members affiliated with the International Transportworkers Federation, to smash any communist attempt to make inroads on the freedom of genuine free trade unions.

We must link communist schemers with the union-hating shipowners, labor-baiting legislators who seek to put unions in straitjackets, and the other enemies of a free trade union movement.

We have fought too hard for too long to take any other course, and we shall come out on top.

Seafarers in all Atlantic and Gulf District ports were casting ballots in secret referendum on a ten-dollar assessment to build the Union's General Fund, with heavy participation reported as the voting ended its first week.

Balloting on the assessment, which would enable the A&G District to continue its running fight on anti-labor legislation and keep intact all

ITF Boycott Of Panama Ready To Roll

WASHINGTON — The International Transportworkers Federation, world-wide organization of maritime and allied unions with which the SIU is affiliated, has recommended that its members in 43 countries impose a boycott on the 800 ships flying the Panamanian flag.

At the same time the powerful federation ordered a boycott of the vessels of any country where communist-controlled unions refuse to work cargoes of ships sailed by ITF-affiliated members.

These decisions, on two of the major problems facing free trade unionists in maritime and allied industries, were reached at a conference last week in Washington attended by top ITF officials and representatives of its American affiliates.

Representing the Seafarers International Union at the conference were Harry Lundeberg,

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of its services to the membership, came after Seafarers overwhelmingly adopted a resolution originating in New Orleans at the last two regular meetings in all Branches.

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

The voting period began on August 1 and will continue through August 30 for a period of 30 days as required by the Union constitution.

URGE FAVORABLE VOTE

The resolution, presented by 36 Seafarers in the port of New Orleans, urged the membership to vote favorably on the assessment so that the Union could continue giving the type of representation that has resulted in the best contracts, embracing top wages, overtime and ship-board living conditions, of any on the waterfront.

The 36 sponsors of the resolution pointed out that the take-home pay of all Seafarers has just been increased by \$90 a year, as a result of the \$7.50 monthly clothing allowance ne-

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SIU Crewmen Sail Steel Flyer When CIO Unions Ignore Strike

Observing the failure of other CIO unions to recognize the CIO longshore strike in Honolulu, Seafarers at a special Headquarters membership meeting last Wednesday voted unanimously to carry out their contractual obligations to the Isthmian Steamship Company, and ordered the unlicensed personnel to return to the company's SS

Steel Flyer and sail her from the Hawaiian port.

The Steel Flyer is one of four Isthmian ships which had been tied up in Hawaii as a result of the three-month-old strike of the CIO International Longshoremen's and Warehousemen's Union, whose president is Harry Bridges.

When a recently-formed stevedoring firm in Honolulu began unloading the Flyer two weeks ago, SIU Headquarters instructed its members aboard the ship to refuse to work behind a picketline and the Seafarers walked off the ship.

Meanwhile, the Steel Flyer's licensed engineers—all members of the CIO Marine Engineers Beneficial Association—remained aboard and maintained steam.

With unloading completed, the stevedoring concern began putting a new 6,000-ton cargo on the Steel Flyer, and the Isthmian company sent a telegram to the SIU, asking what course of action the Union would take.

Headquarters decided to put the question to the membership for whatever decision it deemed necessary.

In view of the fact that the MEBA had not recognized the strike, and that CIO dock clerks affiliated with the ILWU in Honolulu continued working during the beef, the SIU membership voted to instruct the Steel Flyer crew to honor its agreement by returning to the ship.

Interestingly, enough, the

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SEAFARERS LOG

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Your Insurance

The ten-dollar assessment to build the Union's General Fund, on which Seafarers are balloting this month, is one of the most important questions affecting the general welfare that the membership will face.

Before a member decides how he is going to vote on this question, he should give it serious thought. He should understand that unions enjoy no special exemption from the effects of the prevailing economic situation.

There are innumerable sound reasons why an overwhelming majority should favor adoption of this assessment. The General Fund is the source of the Union's operating expenses. Although we are strong financially, most of our funds are ear-marked for specific purposes—strikes, building and the like—and cannot be touched for anything else.

The decline in shipping has resulted in a loss of revenue which is used to maintain the membership services, the organizing drives, on-the-spot representation, publications and the host of other essential functions of the Union.

Long ago the SIU realized that the postwar shipping boom would eventually level off, and it acted accordingly. All expenses were constantly trimmed to allow full operating efficiency with a minimum of expenditure.

We must also bear in mind that many of our smaller ports are not self-supporting. Nevertheless, they are maintained to provide the same representation and services that are available to members in the larger ports.

The Port of Boston, for example, pointed out this week that it is self-sustaining in only three months of the year. In varying degrees this is true of other Branches.

It is in periods of economic slumps, such as we now find ourselves, that trade unions face the greatest dangers from its enemies. The labor-haters in Congress proved that last month, when they banded together to squash the repeal of the Taft-Hartley law. Opponents of waterfront unions proved it again, when they sought to put across the Merchant Marine Reserve Bill, which would have forced seamen to break their own strikes. Thanks to opposition of the SIU, the Merchant Marine Reserve bill was knocked on the head.

To meet each of the problems and dangers posed by these times, the Union must be financially able to dispose of them, so that the membership will enjoy continued security.

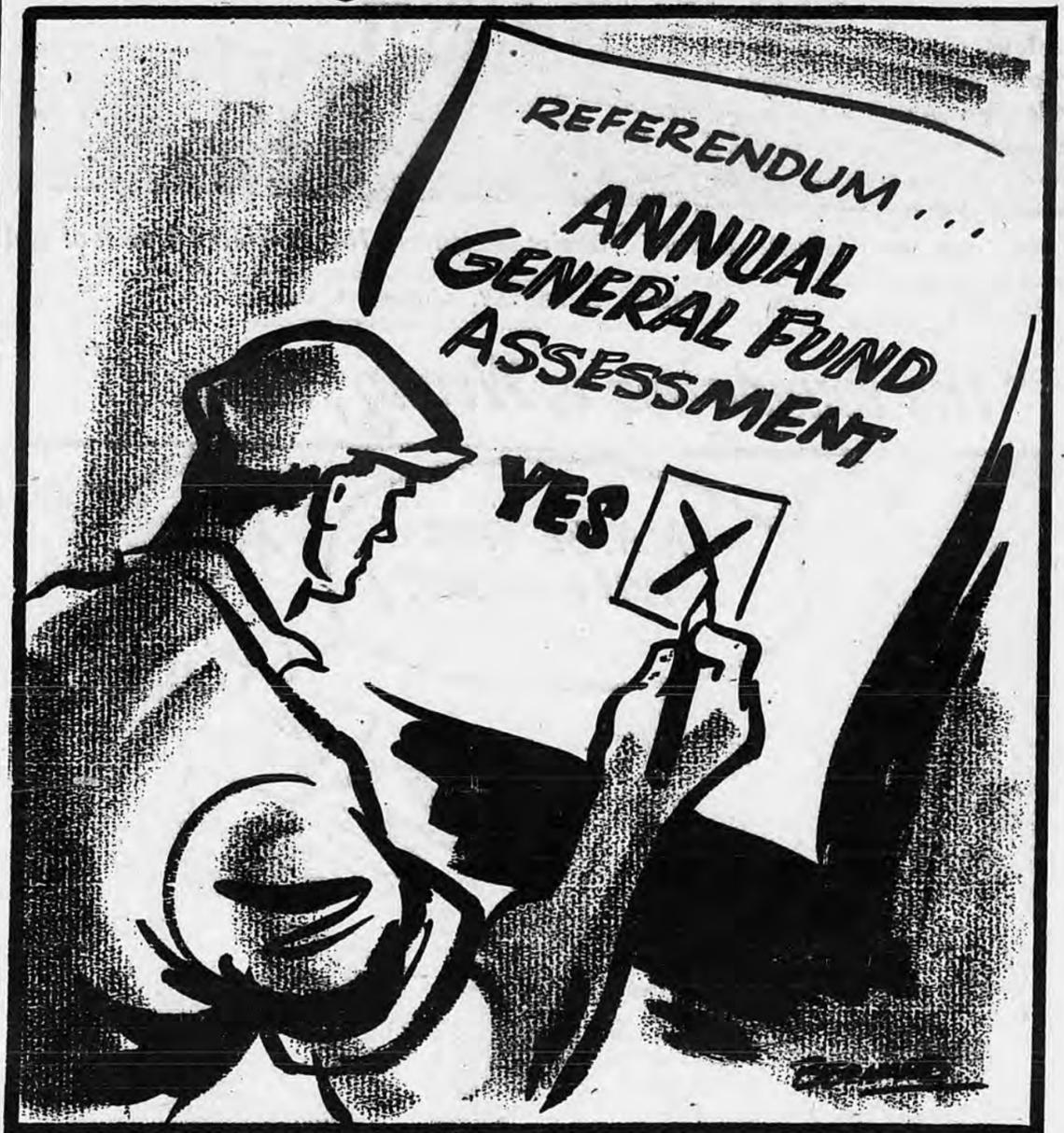
You should vote "yes" for the assessment, so that your Union can keep up the fight for your well-being as seamen. The assessment is a very small premium to pay for such necessary insurance in these times.

A Time Will Come

The profit-hungry shipowners, who have been fleeing to Panamanian registry to avoid meeting union conditions, taxes and safety regulations in effect in other maritime nations, have demonstrated once again that they lack even elementary decency. Even the government which offered them refuge felt their sting last week, when only two shipowners, representing eight out of 800 Panamanian flag ships, showed up for a meeting between representatives of shipping, the ITF and the Panama government.

But these rugged, self-sufficient, money-hungry operators may soon find out that pride and profits flee before a boycott.

"Making his mark"



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.

NEW ORLEANS HOSPITAL

- J. DENNIS
- G. ROTZ
- L. LANG
- F. LANDRY
- S. MORGAN
- C. ELLARD
- L. WILLIS
- J. B. ALFRED
- W. W. ROYES
- G. L. BROWNELL
- T. J. HOPE
- L. J. COWAN
- H. ABELL
- L. E. JARVIS
- W. SWILLEY
- W. JARRETT
- A. MAUFFRAY
- B. H. LAWDERBACK
- E. A. SANDERS
- H. R. PITT
- J. E. TASSIN
- C. D. SHIVELY
- A. SYLVERA
- C. BROWN
- D. KOROLIA
- W. KUSCHKE
- E. WARSOW, JR.
- A. ARVANTIS
- S. T. JAMISON
- V. LAWRENCE
- T. RIGBY
- M. H. MUNSTER

BOSTON HOSPITAL

- BOB FISHER
- VIC MILAZZO
- J. J. FLAHERTY
- FRANK ALASAVICH

STATEN ISLAND HOSPITAL

- H. E. BONEWALD
- N. DORPMANS
- J. P. PROBST
- J. W. FAILLA

W. R. THOMPSON

- M. J. LUCAS
- A. TREVINO
- J. HERNANDEZ
- M. FERNANDEZ
- L. OIEN
- T. KANADY
- I. RHODEN
- M. ROSSI
- V. GROVER

SAN FRANCISCO HOSPITAL

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



MOBILE HOSPITAL

- J. CURTIS
- M. LEOUSIS
- P. VANDEREIK
- E. DAVIDSON
- S. REINCHUCK
- L. HOWARD
- M. J. SMYLY

Directory Of 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
- NEW ORLEANS.....523 Bienville St.
E. Sheppard, Agent Magnolia 6112-6113
- NEW YORK.....51 Beaver St.
Joe Algina, Agent HANover 2-2784
- NORFOLK.....127-129 Bank St.
Ben Rees, Agent Phone 4-1083
- PHILADELPHIA.....337 Market St.
J. Sheehan, Agent Market 7-1635
- SAN FRANCISCO.....85 Third St.
Jeff Morrison, Agent Douglas 2-5475
- 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-TREASURERS
Robert Matthews J. P. Shuler
Joseph Volpian

S U P

- HONOLULU.....16 Merchant St.
Phone 5-8777
- PORTLAND.....111 W. Burnside St.
Beacon 4338
- RICHMOND, Calif.....257 5th St.
Phone 2599
- SAN FRANCISCO.....59 Clay St.
Douglas 2-8363
Main 0290
- 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

Two Beefs And What They Mean

The communist party and its trade union hacks have begun a campaign of lies and slander against the AFL maritime unions, and their chief target has been the Seafarers International Union, which has been their strongest opponent on the waterfront. Aside from their usual statements about the "Wall Street-dominated Unions" (We wonder where they were when the Seafarers were breaking cops' clubs with their heads during the UFE Wall Street Strike in 1948?) they have been accusing the SIU and other AFL unions of everything from "selling out to the bosses" to "splitting the working class." They are particularly incensed by the fact that the SIU Canadian District smashed the control the commie Canadian Seamen's Union had had on the east coast of Canada, and by the fact that many rank-and-filers of the MEBA, tired of having their union run by commie lawyers and politicians, turned to the SIU for a charter, forming the Brotherhood of Marine Engineers. Seeing their influence waning in maritime—not only in the United States, but over the world—the desperate commies are using all the underhand and conniving tricks they are noted for, trying to regain their once-held power. We present here, for the information of the members who may have missed previous articles, a brief summary of the Canadian beef, and the story of the launching of the Brotherhood of Marine Engineers.

The Canadian SIU And The Commies

When the communist-dominated Canadian Seamen's Union pulled its phony "strike" earlier this year the Seafarers International Union charged that the maneuver was strictly a political scheme of the communists to plunge the world's waterfronts into chaos and confusion.

Specifically, the communists were aiming to disrupt the shipping of Marshall plan goods to European beneficiary nations, in line with the stand taken by the Kremlin against the European aid program.

The communists most certainly would have attempted to instigate their plan for waterfront action in the United States, if they had had sufficient strength.

The strong anti-communist influence of the Seafarers and the other AFL Maritime Trades Department affiliates, coupled with the fact that communists were on the wane on the American waterfront, made this impossible.

They turned, therefore, to Canada, as the most feasible spot to start their political shenanigans. There the communists were virtually in supreme command of the waterfront, because of its airtight control of the Canadian Seamen's Union, which in 1944 had been expelled from the Seafarers International Union because its leaders refused to disavow allegiance to the communist program.

Briefly, this is how the communists went about their job of wrecking Canadian shipping, which

was transporting its share of Marshall Plan goods to Europe:

The communist-controlled Canadian Seamen's Union had been negotiating for new contracts to cover its 100-odd contracted ships sailing out of Canada's east coast since August, 1948, but talks were stalemated after months of discussion.

In October, 1948, the CSU leaders requested that a Conciliation Board settle the dispute. The Board's decision was to be binding on both parties.

A three-man board was designated, with the labor member being handpicked by the CSU. The Board made unanimous recommendations for a contract, but the CSU immediately rejected them.

The recommended contract contained the same wages and conditions acceptable to the CSU membership, but CSU communist leaders concealed this fact by falsely announcing that the contract called for a 25 percent wage cut and loss of the hiring hall.

The confused CSU membership, most of whom were militantly opposed to the communist-line followed by their leaders, didn't know which way to turn.

It was at this point that the SIU Canadian District, which had made friends and sympathizers among CSU members, signed the agreements the CSU had rejected and announced that

it had Canadian seamen who were ready and willing to man the ships.

Only then did the CSU communist leaders call the "strike"—without consulting its membership this time either.

They discovered almost immediately that their members, long anxious to get out from under the yoke of communist domination, were joining the SIU by the hundreds and were sailing the ships.

The SIU Canadian District gave wide publicity to the fact that the "strike" was nothing more than a political maneuver to use the Canadian seamen as pawns in the communists' game of international trickery.

Even the communists' most violent attempts to intimidate Canadian seamen failed to stem the tide, as more and more disgusted CSU men turned to the SIU.

The CSU's communist leaders, sensing disaster for their ill-conceived scheme, desperately sought to maintain their grip on Canadian shipping by inducing CSU men in foreign ports to strike, telling them they faced pay cuts of \$40 a month and similar outrageous lies.

Here again they demonstrated sharply their complete disregard for the welfare of the men they allegedly represented, for they exposed them to punishment under international maritime laws.

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The AFL Engineers And The MEBA

Back in mid-May of this year, the American Federation of Labor Brotherhood of Marine Engineers was granted a charter as an autonomous union affiliated with the Seafarers International Union.

The emergence of the BME was the result of many years of pressure from rank-and-file seagoing engineers who had long been dissatisfied with the kind of representation available to them. These men were fed up with having their policies of the Marine Engineers Beneficial Association, CIO, shaped by the communist party line.

So tight is the grip of the communist party on the MEBA that the only way the engineers could develop a free, democratic trade union of their own was to make a fresh start, which they did through the BME.

Membership was open to all licensed engineers, provided they are not members or fellow travelers of the communist party or of any fascist group.

When anyone steps on the toes of an outfit like the MEBA, he steps on the toes of the communists. So the establishment of the AFL Brotherhood drew from the communists an outburst that was loud and hysterical.

The MEBA's attack was centered on the fact that the AFL Brotherhood had a charter from the SIU. Some asinine observations, like "how

can a licensed officers' union operate successfully when it is connected with an unlicensed seamen's organization?" were made in the course of the attack. These had little effect in face of the BME's clear statement of organization and the purposes for which it was formed.

The BME is a union of, by and for the engineers. It will have its own constitution, its own shipping rules and will formulate its own policies. In short, the AFL Marine Engineers will run their own affairs from start to finish, in democratic fashion.

The SIU has no designs on the engineers. The charter was issued to the BME simply because the SIU recognized the plight of the engineers in the MEBA, who are nothing more than political footballs for the communist quarterbacks.

The SIU responded to the demands of the engineers because it always felt—and proved—that seafaring men can only win on the economic front if they are united and free of political domination.

The MEBA is perhaps the most backward union on the waterfront when it comes to accomplishments for its membership. Despite its comparatively long history, it has never made advances to keep pace with the rest of the maritime unions.

This sad fact is the result of communist domination—the use of the union for political ends

only. That is why the engineers, until the chartering of the BME, were demoralized, disorganized and lacking in everything a trade union should provide.

The loudest screams against the AFL Brotherhood came from the communist party hacks and fakers, speaking in their official capacities as communist smear technicians.

In the official party organ, the Daily Worker, these party line hacks described the AFL chartering of the BME as a move toward "the destruction of the labor movement."

Despite the fact that the Worker called the MEBA a "rightwing, conservative" union, it has devoted considerable space to singing the praises of the organization.

The communist party does not pour funds into the Daily Worker for it to glamorize "rightwing, conservative leadership." Any union, or labor official, who opposes the communists becomes the subject of daily tirades in the communist party paper.

Interestingly enough, the Worker made no mention of the fact that the "conservative" MEBA has for a chief counsel Lee Pressman, a leading tactician of communist unions. Pressman was fired recently from his job as counsel to the CIO by President Phil Murray, because

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Boston Favors Annual Levy For General Fund

By BEN LAWSON

BOSTON—There was no departure during the past two weeks from the usual slow shipping in this port, but in this respect Boston doesn't appear to differ from most of the other ports throughout the nation.

In addition to a payoff on the SS Ann Marie, Bull Lines, they had several in-transit ships. They were the Robin Gray and two Waterman ships, the Greeley Victory and Monroe Victory.

The beefs on the Ann Marie were settled right on board. A couple of beefs in the Engine Department of the Robin Gray will be settled at the port of payoff.

The Alcoa Partner sent in a call for two replacements. These were sent immediately to the vessel in Montreal.

One of our local Seafarers, Alec Olson, is having a heck of a time on his new sloop, cruising around the harbors in these parts. He always finds time to drop in at the Hall, however.

Brother Morris Norris is looking for a long trip, as is Ernie Belkner, Night Cook and Baker. Ernie's baking always makes a big hit with the boys on any ship he sails.

It should be pointed out that the action of the membership in approving the resolution for a ten-dollar assessment to strengthen the General Fund is a very good thing for many reasons. The smaller ports, most of which are not self-supporting, should especially go for this assessment in a very big way.

NOT SELF-SUPPORTING

The port of Boston only supports itself for about three months of the year. Yet the Hall is maintained and the membership given the same representation as anywhere else. It is highly important that our Union be financially able to continue this type of representation, and the only way it can do so is by having a sufficiently strong General Fund to enable the organization to sustain all ports alike.

The conditions of our Brothers in the local marine hospital are good, we are happy to report. These men are Bob Fisher, J. J. Flaherty, Vic Milazzo and Frank Alasavich.

There is a noticeable rise in unemployment up this way, a condition which is also being felt all over the country. Naturally, there are more and more non-seamen who are attempting to get jobs at sea. We think this is one of the times when Union protection proves to be exceptionally valuable.

CIGAR MAKERS WAITING TO REGISTER UNION APPROVAL



Members of Tampa's AFL Cigar Makers Union shattered their employers' dreams of a return to substandard conditions in one of the most resounding union victories on record. De-luded by the notion that the workers didn't want union representation, the companies called for a collective bargaining election by the National Labor Relations Board.

The Tampa cigar makers expressed their wishes in no uncertain terms. Out of 2,811 votes cast, 2,751 were for the union. Only 39 voted for no union and 21 votes were ruled void. In above photo are some of the Tampa cigar makers as they waited their turn outside the building where the balloting was conducted.

The trade union consciousness of these AFL people is well-known to the Seafarers, as they were among the SIU's staunchest supporters in the Port of Tampa during the important 1946 General Strike. Incidentally, Sam Gompers, founder and first president of the American Federation of Labor, came out of the Cigar Makers Union.

Mobile Hoping 7 Ships Get Cargoes

By CAL TANNER

MOBILE — Shipping in the port of Mobile has been slow for the past two weeks, although we had 11 payoffs and eight sign-ons, plus four ships in transit. Most of the sign-ons were on ships on continuous articles, and we were able to put only a few replacements on each.

Ships paying off for the last two weeks were the Monarch of the Seas, Wild Ranger, Iberville, Hurricane, Morning Light, Arizona, Alawai, Stonewall Jackson, Jeff Davis, all Waterman, and the Cavalier and Clipper, Alcoa.

Ships signing on and their destinations were: Monarch of the Seas, Puerto Rico; Fairisle, Bremen, Rotterdam and Antwerp; Wild Ranger, Puerto Rico; Iberville, coastwise; Morning Light, Puerto Rico; Clipper, British West Indies; and the Cavalier, British West Indies.

IN-TRANSITS

In addition, we had several in-transit ships. These were the Bessemer Victory, Greeley Victory and the Steel Architect. All were contacted and necessary replacements were sent to them.

Shipping is expected to be slow for the coming two weeks. However, we have seven Waterman C-2s in port laying around waiting for cargo. They are subject to call anytime cargos becomes available for them.

These ships are the Bienville, Alawai, Hurricane, Arizona, Mobilian, Stonewall Jackson and Jeff Davis.

Oldtimers coming back to Mobile after a trip won't recognize the renovated Hall. Repairs are going ahead full speed, and we are really going to have a first-class job when they're completed.

The renovations were started on orders from the local building inspectors here, and should be completed about the time of our next report. When everything is in order, we think Mobile will have a Hall as nice as any of the ship-shape buildings the Seafarers has.

A few Brothers are listed as patients in the Mobile Marine Hospital this week. They are J. Curtis, M. Leousis, P. Vandereik, E. Davidson, S. Reinchuck, L. Howard and M. J. Smyly.

SEEN AROUND

If you're looking for former shipmates on the Mobile beach this week, here are some of the lads seen around: P. Harrison, H. Taylor, P. Leonard, T. Pearce, H. Boone, J. Carroll, A. Olander, E. Jones, G. Glennon, C. Shartzer and Mel Shipley.

A lot of favorable comment has been heard around here on the proposed General Fund Assessment, with many members, particularly oldtimers, stating that this is the wisest moment

to strengthen our operating fund, so that we may continue our fight on all fronts to improve our position in maritime.

Another matter drawing a lot of favorable comment is the July 22 issue of "Topics for Ship-board Discussions," issued by the A&G District and being airmailed to all ships at sea. Opinion is that this is an excellent way in which to educate newer members.

NY Shipping Slower, But Keeps Pace With Post-Boom Average

By JOE ALGINA

NEW YORK — Business and shipping just about kept pace with the post-boom average during the past couple of weeks. If anything, the current rate of shipping established the fact that the boom period is over and that we have to adjust to the new normal.

In view of the trend, it is advisable for a man paying off a ship to expect to spend a little longer time on the beach, before he is able to catch a ship again, than he has in the past several years.

Right now is a good time to remind the Brothers in New York that they should not forget to file applications for unemployment insurance benefits, if they are eligible. Seamen's claims are handled at the office at 165 Joralemon Street, Brooklyn.

ILLNESS CASES

Men who sign off because of illness should report to the unemployment insurance office, as soon as they receive a hospital slip showing they are fit for duty.

Our payoffs for the past two week period included the following ships: Frances, Kathryn, Suzanne, Beatrice, Cornelia, and Elizabeth, Bull Lines; Steel Chemist, Isthmian; Raphael Semmes, Kyska, Claiborne, Waterman; Seatrains Havana, New York, New Jersey, and Texas;

Tampa Agent Heads Central Labor Assembly

Ray White, SIU Agent in the Port of Tampa, has been elected president of the Florida city's AFL Central Trades and Labor Assembly.

Elected with White to serve for the coming year was Frank Diez, president of the Joint Advisory Board of the AFL Cigar Makers Unions, who takes over the Tampa labor body's vice-presidency.

OTHER OFFICERS

Other officers elected at the July 19 meeting were: Hayward L. Parker, secretary; William E. Allen, treasurer; W. L. Vaigneur, conductor; L. C. Palmer, guard; and C. H. Johnson, Hazel Carlton and J. R. Webster, trustees.

White's election comes as the result of SIU policy of full cooperation and participation by port officials in the affairs of municipal American Federation of Labor groups, and is based on the view that the seamen's welfare is bound with the welfare of other organized workers.

ACTIVE IN COMMUNITY

The Tampa central labor body is currently cooperating with the AFL Labor's League for Political Education, in an effort to improve the well-being of the AFL unions' memberships and the rest of the community in Hillsborough county, in which Tampa is located.

The meeting at which the officers were elected also saw the adoption of a resolution protesting the unwarranted high rentals in the Tampa area, and calling for a leveling off to a point more in line with other living costs.

Robin Doncaster; Gadsden, American Eastern; W. R. Davies, South Atlantic; Telfair Stockton, Carras.

All the Seatrain vessels and Bull Line scows on the inter-coastal runs signed on again, as did the Robin Locksley, Robin Kettering, Raphael Semmes and the Trinity.

FUND TIE-UP

South Atlantic is tying up its Liberty ships pending action by Congress on the appropriation needed by the ECA to continue its operations for the coming fiscal year.

The National Security Resources Board is planning a mobilization program in the various fields of shipping.

Five committees have been set up to deal with various phases of the program, but oddly enough all representatives are from the management side. Not one labor representative has been named.

Since the seamen are the most important cogs in wartime shipping, it would seem that a man who knows their problems should be appointed to the group.

We'll close by saying that the break in the heat spell, slight as it may be, was most welcome. Now if we can get a similar break in the shipping lull, we're sure all hands would call it even.

San Francisco Sees Signs Of Shipping Pick-Up

By PAT ROBERTSON

SAN FRANCISCO — Indications are that shipping will pick up during the coming two weeks.

For the past two weeks things have been somewhat slow, since a large number of the ships arriving were on in-transit status. Also affecting business here is the CIO longshore strike in Honolulu.

At any rate, I've been kept busy pinch-hitting for Jeff Morrison, who is in Honolulu to give representation to SIU crews ar-

riving in that strike-bound port.

During the past two weeks replacements were sent to the following ships: Malden Victory, Waterman; Steel Traveller, Isthmian; Purdue Victory, Waterman; Steel Mariner, Isthmian; Steel Executive, Isthmian; Marquette Victory, Waterman; Portmar, Calmar, and Young America, Waterman.

Although we expect shipping to improve in the next two weeks, we still don't look for anything phenomenal. Among the ships due in here are the Oshkosh Victory, Loyola Victory,

Fairhope, Steel Age, Santa Clara Victory and the Seamar.

Among the Brothers who are late arrivals on the Frisco beach are Whitey Lewis, Twitchell, Willie McCuiston, Pete the Greek, and a few others who registered and then took off to see the town.

Those in drydock are J. Keenan, W. Lane, R. W. Frye, W. Sanderson, S. Walerk, Peter Smith, T. Isaksen and M. Caraway. We are all hoping to see these guys back up at the Hall and having coffee with us again soon.

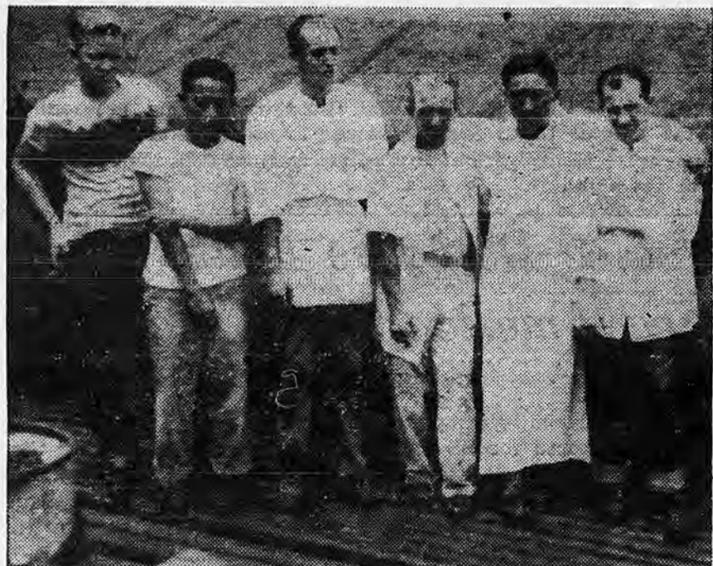
Seafarers Crews Make The News



Wilmington Agent E. B. Tilley photographed these galley men on deck of the SS Portmar when she arrived in Long Beach July 10. Left to right: A. D. Cano, Steward; C. Waldrom, Ch. Cook; C. Bouskila, Baker; A. Alcoin, MM; M. Aycock, MM, and W. Schaefer, Utility. The good crew brought the ship in without any beefs for a clean payoff.



The Fourth of July turkey dinner on the SS Steel Vendor was a humdinger. In photo above Chief Cook Isabilo Quanico puts the knife to one of the birds, while crewmen stand by. Third from left is Charles J. Hartman, Baker; second from right is Bosun John (Bananas) Zeiris. Among others are James Payne, Ch. Mate; Angel Sylvestri, Ch. Elec.; Al Robertson, MM; William Vandervlist, Pantryman; C. Sang, 3rd Cook. Photo by Joe Dioquino.



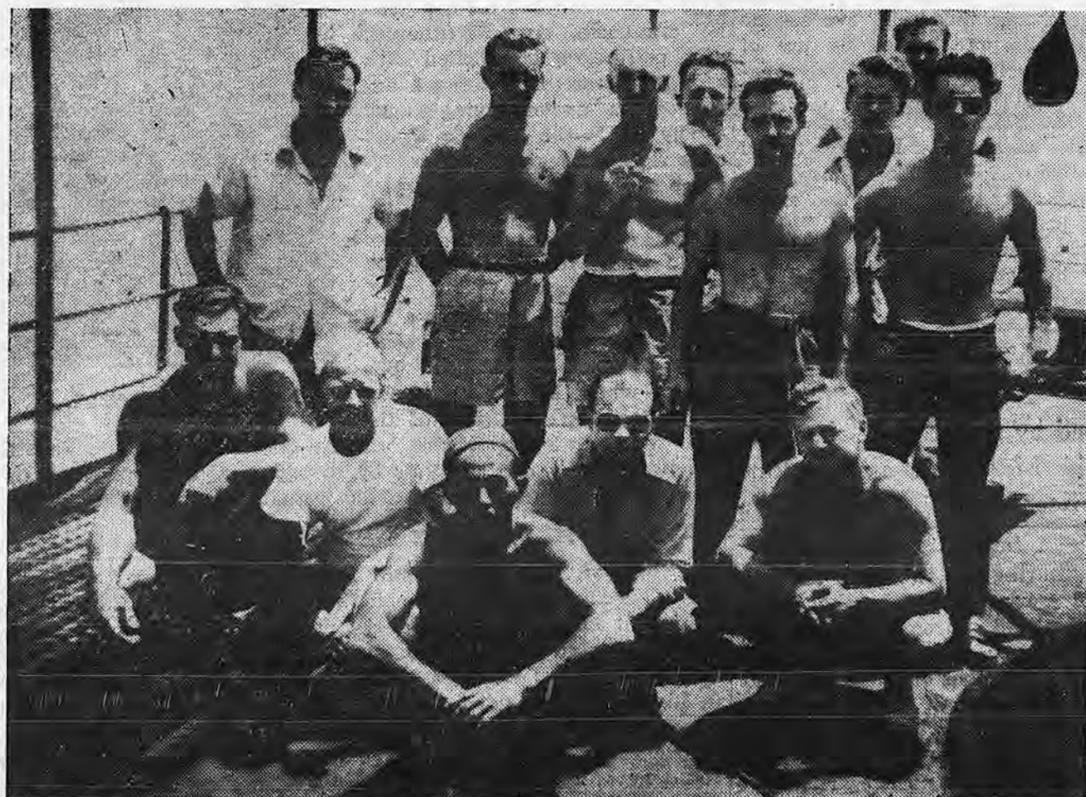
Leaving Long Beach on July 10 was the SS Winthrop Marvin, bound for the Persian Gulf. Among Seafarers aboard were men in above photo, also taken by Brother Tilley. From right to left are B. L. McNeil, 2nd Cook; Ping Sing, Ch. Cook; Richard Gragg, Steward, and F. Lord, Utility. Two crewmembers on left were not identified.



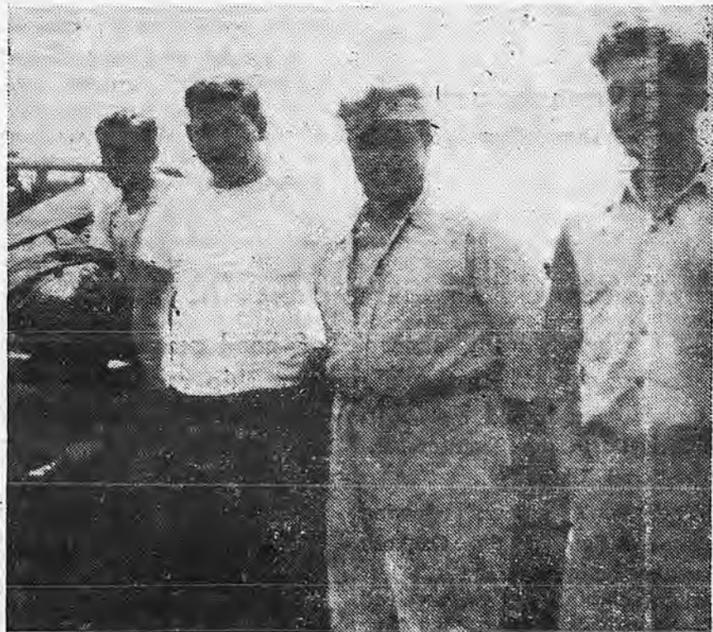
"Chips" Schoenborn relaxes in a shoreside refreshment station during recent Far East run made by the SS Steel Designer. He and his shipmates stood up well under the heat, thanks to moments like these.



With the same thought in mind, these three Steel Designer men take an outside table. Around the refreshments are Sheriff Keane, Art Raifsnider and Swede Carlson, all of whom appear contented. Brother Risbeck took this photo and one at left.



The Steel Designer was out three months and 22 days, with these lads as part of the ship's complement. Standing are Brothers Hanna, Bjogum, Charlie Bush, Chips Schoenborn, Kid Parker, Griffin, Smith and Nugent. Kneeling are Carlson, Hula Hula Mitchell, Risbeck and Tom Crawford. We don't know who the fifth man is. Charlie Bush brought the pix to the LOG.



While the Steel Vendor men were enjoying their July 4th chow, the crew of the SS Hurricane were pumping water into the ship's port tanks to right her after the iron ore cargo shifted and caused a 22 degree list. It happened off Narvik, Norway at 2 AM and these lads turned up with the rest; (left to right) Popa, DM; Forbright, AB; Barnett, AB, and Scarborough, AB. Jack Simison submitted photo.



SHIPS' MINUTES AND NEWS

Del Norte Crew Starts Classes In Seamanship; Two-fold Benefits Seen

Determined to make the SS Del Norte the best manned vessel afloat, SIU deck men on the Mississippi Steamship Company's sleek passenger-cargo ship have inaugurated shipboard classes in seamanship.

"We want to organize things so that those who are willing to learn won't have to do so the hard way," said Blackie Bankston, the Del Norte's Bosun, who is one of the oldtimers sparking the Union education program on the cruise ship.

Outlining the unique project, Brother Bankston declared that the benefits would be two-fold. First, it would enable the men "who are good material and who are willing to learn" to become expert seamen.

WILL AID NEGOTIATORS

The second advantage would be of great value to the Union as a whole. As Bankston put it, "This in turn would help in future negotiations to keep getting the best contracts and wages in the maritime industry for the Seafarers."

The seamanship classes have been underway for two trips and will continue as long as the crew deems it necessary, Bankston explained.

Serving as the Del Norte's "Professor of Seamanship" is Bob Garn. According to Bankston, Brother Garn tackles his educational duties with astounding enthusiasm.

"He doesn't mind one bit doing his share in teaching wire splicing and reeving blocks—in fact, he loves it," Bankston said.

Response to the seamanship classes among Del Norte deck men has been more than gratifying, Bosun Bankston pointed out. There has been "good attendance" at all the sessions held thus far and the progress of the classes indicates that there are some good pupils taking part.

HOPE OTHERS WILL FOLLOW

The Del Norte Bosun expressed the hope that the seamanship classes would establish a pattern for all crews aboard Seafarers-

contracted ships to follow. Such a broad system of shipboard education, right at the point where it could be the most practical, would be of inestimable value to both the Union and the membership, he predicted.

Speaking of the benefits of the classes accruing aboard the Del Norte, Bankston declared:

"It has done nothing but good on this ship."

The classes in seamanship aboard the Del Norte are held in addition to the highly successful shipboard Union educational meetings, which are conducted by Brother Bankston, and Thurston Lewis. Del Norte crewmembers are among the most avid readers of Union Education Department publications.

The Del Norte crew has acquired the use of a 16 mm. sound motion picture projector and all hands will soon have an opportunity to see the SIU films, "Battle of Wall Street" and "This Is The SIU."

Social Security

Seamen who have had Social Security taxes deducted from their pay should check their old-age and survivors insurance accounts with the Social Security Administration. The right of a seaman or his family to Old Age and Survivors Insurance benefits depend on the wages reported and entered on the seaman's wage record. The size of the benefit also depends on this wage record.

A special post card, Form OAR-7004 is provided for this purpose, and can be obtained by simply writing or calling at your nearest Social Security field office.

Topside Hails Oshkosh Vic Men's Know-how

The "shining example of good seamanship" displayed by the crew of the Oshkosh Victory when the Waterman ship ran aground off the Mexican coast on June 11, has been hailed by Capt. V. B. McFadden and Chief Officer Anthony Reale as "a real credit to the Seafarers International Union."

The ship's officers' glowing commendation of the Oshkosh Seafarers was contained in a letter dated June 18 and received at SIU Headquarters in New York.

Specifically referring to the work performed by the men in refloating the vessel, the officers' letter declared that "this crew, man for man, will stack up against the best crew afloat."

Complete text of the letter follows:

"It gives us great pleasure in writing this letter of commendation for the crew of the Oshkosh Victory. On the night of June 11, the vessel ran aground off the coast of Mexico and from the time of the grounding to the time the vessel was safely underway again, the work and effort put forth by the crew should be marked as a shining example of good seamanship and a real credit to the Sea-

farers International Union. "During the two days the vessel was aground the crew worked uncomplainingly and with such a fine spirit of cooperation that it is safe to say that this crew, man for man, will stack up against the best crew afloat. Both myself and the mate feel that if ever again we should find ourselves in serious difficulties we hope that once again we may have a crew like this one."

THEY'RE BEHIND NEW SHIPBOARD SEAMANSHIP CLASSES



Here are some of the members of the SS Del Norte's Deck Gang now aiding program of education designed to strengthen the arm of Union negotiators and to make the ship's crew the "best in the field." None of the men were identified, but that's Blackie Bankston, the Mississippi vessel's Bosun, sitting on the bit at the right.

19 On Strathcape Aided SIU Fight On Reserve Bill

Backing the SIU fight on the legislation to establish a Merchant Marine Reserve, 19 crewmembers aboard the SS Strathcape vigorously protested the bill as being in conflict "with our traditional rights."

In a letter to the House subcommittee considering the bill, known as HR 4448, the Strathcape Seafarers said the proposed legislation was "an insult to the seamen who answered their country's call in World War II."

Urging defeat of the bill, the Strathcape men said "we see no good purpose served by use of threats, force and military regimentation."

The SIU's denunciation of the bill, which would have forced seamen to break their own strikes, coupled with the storm of protests made by the Strathcape crew and others, apparently had good effect. Nothing has been heard further of HR 4448.

Venice Dampens Red's Spirits; 'See America First,' He Cries

By RED CAMPBELL

Having recently completed my annual "ulcer a la Waterman" treatment aboard the SS Fairland, I find myself on Beaver Street still shaking the coal dust out of my hair. The Chief Mate I left in Norfolk on a previous shaking. However, with all the distractions ten thousand tons of coal can bring, (for days the crew looked like the extras from the Jolson Story) our trip to Venice was somewhat eventful as all Waterman hops are.

Venice as you know is the city of watery streets—a decided saving to the taxpayer in the way of brooms. On street corners

instead of traffic lights they have bell-buoys. For the vacationing baseball umpire, local opticians sell seeing-eye fish. As for those famous singing gondoliers, they're nothing but an unorganized bunch of off-key garlic crunchers. At all funerals, each pall-bearer is supplied with a bilge pump. Every hotel advertises its "sunken living room"—why not?—the Grande Canal runs right through it. Every elevator has a periscope. They even catch herring in the mouse-traps. This is the only place in the world where the house detective takes soundings.

Our journey to town was a bit long but we enjoyed the company of an old fashioned bus driver—when he hit somebody he stopped. At this time of the year the town is overflowing with American tourists. The Venetian Chamber of Commerce stands by to take care of them when they go broke. Two bread lines will be introduced—one white, one rye.

MEAT BALLS WON'T LEAVE TOWN

However, while you're still financially able, you can dine at the "Chit-Chat." Each afternoon they feature very fitting chamber music—fit for a gas chamber. Eat one meat ball here and I guarantee you stay here. The Saturday night special is only 50 lire. You get a cup of coffee, a salami sandwich, and a stomach pump, (a highly recommended stomach pump.) The porter in the men's room quit—he couldn't stand the smell from the kitchen. Some people think Italian cheese is exported—it's deported. That stuff could never get to be as old as it smells. Another feature of the "Chit-Chat" is its midget waiters—you never know when you get short-changed. To top everything else off, the grape-treaders had a sit down strike—kinda messy.

Which all brings to mind my favorite pre-war slogan, "SEE AMERICA FIRST."



RED CAMPBELL

Digested Minutes Of SIU Ship Meetings

DOROTHY, May 15—M. C. McCranie, Chairman; F. Wray, Secretary. Minutes of previous meeting accepted as read. Old business settled. Delegates reported that everything was going smoothly, with no beefs in any of the departments. Motions carried: to have water cooler replaced or repaired in Savannah; to refer to Patrolman the matter of obtaining a clock for the crew's quarters aft; to give a vote of thanks to the Stewards Department for the swell chow and cooperation they gave all hands. Crew's Messman, **Cunningham**, suggested that crew try to keep messroom tidy at night. Meeting adjourned at 7:20 PM.



W. E. DOWNING, May 25 — Brady, Chairman; James Hickey, Secretary. Delegates' reports revealed minor disputed overtime in Deck Department, disputed port time in Stewards Department. Discussion on notice posted by Captain on conditions of payoff at Beaumont, Texas. Delegates in respective departments to make repair lists, copies to be given to boarding Patrolman on arrival in payoff port. Suggestion by Chairman Brady to enlist Day-man Bert Ohlsen as a new permitman. Move was acclaimed by all members present. One minute of silence in memory of departed Brothers.

MANGORE, May 8—(Chairman not given); Mason, Secretary. Delegates reported number of books and permits in their departments. Brother Keefer elected to confer with the Patrolman at the payoff. Motion carried that repair lists be made out by each department delegate and turned over to Ship's Delegate to be presented to Patrolman. Steward instructed to notify crew as to when stores and linen are being brought aboard. Discussion on amount of toilet soap to be issued. Matter of overtime for making ice to be referred to Patrolman. One minute of silence for Brothers who lost their lives at sea.



DEL MONTE, April 12—Henry Gerdes, Chairman; Bob Creel, Secretary. Election held for Ship's Delegate. John Alman elected by acclamation. Deck Delegate reported some disputed overtime which he believed to be good and payable. Other delegates reported all in order. Suggestion by Neagle that each man clean wash room after use. Exhaust fans suggested for all foc'sles. One minute of silence for departed Brothers.

ROBIN LOCKSLEY, June 19 —O. Klippberg, Chairman; J. DeVito, Secretary. Delegates reported no beefs. New Business: Motion by Walter Gustavson that delegate check repair list. Motion by Lester Keyes that when the Patrolman comes aboard, he, the Steward and Ship's Delegate find out why there wasn't enough food purchased in US before trip began. Motion by Steward Albert Vetu that no laundry be sent ashore in Lour-enco Marques, because goods

have been returned dirty and stained. Other Robin ships have had the same trouble. Motion by DeVito that Patrolman check high prices of slopchest.

JOHN W. BURGESS, April 24 — J. Furton, Chairman; M. Smith, Secretary. Minutes of last meeting read and accepted. New Business: Crew agreed that men will play poker in recreation room and clean up after game. Motion carried to give Stewards Department a vote of confidence for a job well done. Good and Welfare: Suggestion made to exchange library upon arrival in the States. One minute of silence for Brothers lost at sea.

INEZ, May 7—Lovz, Chairman; H. A. Orlando, Secretary. Delegates reported that all books were in good standing. Deck and Engine men gave vote of thanks to Stewards Department for their cooperation. No beefs on board. **G. Malby** was elected Ship's Delegate. Under Good and Welfare, department delegates were reminded to submit repair lists to Ship's Delegate before arrival in port. Meeting adjourned at 7:10 PM.

ROBIN GOODFELLOW, April 30 — Vincent Meehan, Chairman; Howard Rice, Secretary. Delegates reported no beefs. New Business: Motion carried to have

the matter of the dumbwaiter overtime brought to the attention of a Patrolman. Dumbwaiter is out-of order, necessitating the carrying of food up to the third deck. Motion carried to have Patrolman check with company officials as to the poor service given by chandlers aboard. Motion carried that a better grade of stores be put aboard. Motion carried that more frozen foods be put aboard. Good and Welfare: Suggestion made that Patrolman see that ship is adequately stocked with fresh food.



HELEN, May 8—E. Gonzalez, Chairman; J. A. Hightower, Secretary. All delegates' reports were accepted. Motions carried to have Patrolman clarify beef concerning BR eating in crew's mess at meal time, and to settle dispute between Chief and Second Cooks. Under Education, the Bosun explained the way a good Union man should conduct himself aboard ship. The repair list of the previous trip was checked and it was found that everything had been taken care of with the exception of a few items which will be attended to by Deck Delegate when he sees the Mate.

Personals



JOHN (Dominick) NEWELL
There is a letter for you at the Seamen's Church Institute, 25 South St., New York City.

JOHN R. WEBB
Get in touch with your wife, care of Adams Restaurant, 1100 Magazine St., New Orleans, La.

JACK LEONARD THROWER
Get in touch with Mrs. Shirley Wessel, Supervisor, Seamen's Church Institute, 25 South St., New York City.

PETER MACKIE
Get in touch at once with Local Draft Board No. 32, 301-303 Hinson Building, Tampa, Fla.

ANDREW BAILEY
Get in touch with your wife at 1253 East 35 St., Brooklyn, New York.

JOHN SUCHEVITS
Please get in touch with Roy Roberts, SS Portmar, care of Calmar Steamship Corp., 25 Broadway, New York, N.Y.

MALCOLM M. CROSS
Get in touch with your wife Florence, at 736 Cary Drive, San Leandro, Calif.

JOSEPH LEBLANC
Call at once at the office of William Mahler, attorney, 170 Broadway. He is holding gear and money for you.

FRANCISCO RUFINO
Get in touch at once with William Mahler, attorney, 170 Broadway, New York City.

O. (Bill) GONSALVES
Please advise Joe Aigna or Joe Volpian at New York Hall

of the date of voyage and name of ship you referred to in your recent letter to New Orleans Agent Earl Sheppard.

VICTOR E. JOHNSON
Get in touch with your father, Ed R. Johnson, Box 163, Woodhull, Ill.

MELVIN RICE
Communicate with your mother, Laverne Rice, 208 Penn St., Waxahachie, Texas.

ALVIN HENDERSON
Your lawyer, at 291 Broadway, asks you to get in touch with him.

HARLEY WOLD
Please write to M. E. Jones, 2517 W. Jackson Blvd., Chicago 12, Ill.

THORES E. DICKENS
Get in touch with Benjamin B. Sterling, 42 Broadway, New York City, regarding your case.

CARLOS F. HERNANDEZ
Communicate with William Mahler, 170 Broadway, New York City, regarding your case. Phone BEekman 3-3289.

MARTIN BLACKWELDER
Vincent O'Reilly wants you to get in touch with him at 2427 Ninth Walk, Jackson Heights, New York. He has checked your suit in the New York Hall.

ELEANOR MARIE HOTVILLE
Get in touch with William Mahler, 170 Broadway, New York City, regarding your case.

LAMAR PICKETT
Get in touch with your parents in Miami, Fla.

SEAFARER SAM SAYS:

Voting on the referendum for an annual General Fund Assessment will continue thru August 30. Head for the nearest A & G hall and cast your vote. It's your union, and it's up to you to help run it.



CUT and RUN

By HANK

In two shakes of a fantail, Brothers, we're piling on the scales of this column a fish tale as true as Florida fishing is world famous. Brother Larry White has confessed to some mighty fine Florida baiting and biting. In a lightweight workout he caught a 12 pound bass. And down in Boca Grande he pulled no punches in giving a KO to a heavyweight whopper—a 163 pound tarpon. Without any grunts, Larry sure can be classed as a professional fisherman, believe us or not. . . Several weeks ago that cribbage-playing champ, Weaver Manning, was in town. Last week his SS Tulsa shipmate, Bill Todd, came in—and back again at those pinochle games on the recreational deck. . . Bill Gale is in town again with a good old Florida tan on his face. No doubt Bill would say "And where else would I get the tan". . . Big Dutchy Bolz is anchored in this overheated town after his trip on the tanker SS Michael.

Oldtimer Harry Gallagher writes he'll appreciate hearing from his shipmates while he'll be drydocked for some time in the Ellis Island Marine Hospital in New York. He says everything is swell there—except there's no night lunch. Anyway, he wants his shipmate, Steward Frank Simone, on the Raphael Semmes to know (but he's only kidding) that he's hospitalized because of eating bad food. . . Several Brothers with smiles on their faces are wondering what ever became of B.T.O. Pete Loleas lately? They have been informed that he's studying at Sheepshead Bay to be a waiter so he can sling hash at his cousin's restaurant. . . Mike Rossi, the smiling Bosun, is now aboard the Waterman scow, Andrew Jackson, somewhere in the North Pacific Ocean right now. . . That international traveler of a cook, who is always wearing a mustache on his face, Jimmie Crescitelli (his first name is really Eugene) just came into port from Naples. How was Rome, Jimmy? . . . Les Ames is sweating out New York weather after being on the West Coast—mainly Portland, Oregon.

Brother James Biehl is down in New Orleans right now. How's everything with you, oldtimer? . . . Speaking of New Orleans, two Brothers from Mobile are in town right now, meeting a lot of shipmates. It's Bob Schaeffer and C. Ray. We have had the pleasure of being told that Bob Schaeffer is famous. He's the Casanova of the Vieux Carre down in New Orleans. . . And this reminds us of Brother Tony Pisano. He is the Casanova of Bourbon Street. . . Brother "Wally" Wallace, who came in after a trip on the Raphael Semmes, is probably wondering if Bob High has been turning to for those baseball games aboard the Robin Kirk—due in New York soon. . . By the way, Brothers, we have heard that coffee (and doughnuts) put out to the New York membership twice daily on the recreation deck is better tasting than any of the nickel or dime coffee these restaurants have. Not only is the coffee that good but it is plenty appreciated by the Brothers.

Here are a few items you can shoot the sea breeze about anywhere in the world. According to an article we read it said that a good cook is made of the following ingredients—(1) one part artist (which makes us think that Brother Norman Maffio, who is all artist, probably would be a perfect cook); (2) two parts inventor; (3) three parts efficiency plus a dash of personality. Well, and with a little gravy overtime any cook can be a super-doooper genius. . . According to experts the odds are (no fooling) 3,500,000 to 1 against turning up a perfect "25" cribbage hand. Wanna bet? . . . Is it hot these days. It sure is the humidity of getting this humidity day after day. Even the perspiration has perspiration. Well, Brothers keep the ships clean and happy. Your jobs and contracts are your security. Protect them by sailing the ships shipshape—the SIU way.

THE MEMBERSHIP SPEAKS



Gray Proposes Pooling Of Hospital Donations

To the Editor:

I had an eye-opening talk with the Union's Special Service Representative, Joe Volpian, the other day. He showed me files containing the names of the large number of SIU men in hospitals throughout the world, some as far away as Honolulu.

Some of these men are no longer eligible for Union hospital benefits because they have received their \$3.00 weekly benefits for the maximum 52 weeks. The Union, however, is taking care of these men out of the general fund.

I have also learned that certain groups of men in some of the marine hospitals are sending out form letters to companies on whose ships they have previously worked, asking for contributions from crewmembers. One man in this group has forwarded one of these letters to Seatrain, another man to Mississippi, another to Alcoa, and so on.

As a result of these direct appeals, the men in one hospital are receiving excessive benefits while the men in the far away places—all of them good Union Brothers—are getting along as best they can on the regular \$3.00 weekly benefits given by the Union.

TO REGULAR FUND

I suggest, therefore, that the men donating money at the pay-offs to their Brothers in the Marine Hospitals, contribute this money to the regular hospital



BILL GRAY

fund, specifying that it is to be used for the benefit of all members in hospitals. The money will thus be earmarked for the specific purpose for which it is intended.

Judging by what I saw in our Headquarters files, I realize what a swell job is being done for the members in the various hospitals. If we Seafarers have confidence in our Union—and there is every reason that we should—we will make our hospital contributions to the regular hospital fund, and leave it to the Union to see to it that all members in all hospitals receive equal benefits from the proceeds of our donations.

Bill Gray
Ship's Delegate
Seatrain New Jersey

H. J. Hanes Expects To Leave Drydock Soon, Head For US

To the Editor:

Just a few lines to let the boys know I am here, of all places, in the San Juan Marine Hospital.

I have been in hospitals twice before, once in 1911 for typhoid and once in 1925 with a broken leg. Outside of those two excursions, I had never been sick a day. That is, outside of a little hangover. But a trip around the corner would fix that up.

During the current stay in the hospital I have had two operations. Right now I feel fine. I left New York on Dec. 15 weighing 201 pounds. At present I tip the scales at 170.

GOOD CHOW

As I say I feel fine. This is a nice hospital. Lots of good food, with chicken three times a week and eggs every morning. Of course, if you have an eye for beauty you must look at the nurses. We have a nice fellow at the office here. He makes the rounds once a week, and sometimes twice.

He has lots of waterfront to cover and it keeps him pretty busy at times.

There are six SIU boys in the

hospital here, with one scheduled to be discharged today. That's about all the news now. I hope to see you all soon. I want to say hello to all the boys on the fifth deck and to Paul on the second.

Dr. Jaime Valitmour was just in and said just one more week. Then to get a ship back to the states.

H. J. Hanes

BURNS GRATEFUL FOR HOSPITALITY OF SIU BROTHERS

To the Editor:

I should like to express my thanks to the crew of the SS Greeley Victory for the cooperation and kindness they showed to me when I was stricken with appendicitis. I was Bosun at the time.

At the same time I want to thank the Brothers in the Tampa Hall for the splendid hospitality they gave my wife while I was recuperating from the appendix operation in the Tampa Municipal Hospital.

These men all showed themselves to be true friends.

Joseph E. Burns

Cola Bees Trim Baie Comeau Team, 12-10

To the Editor:

After losing two games by close margins on previous trips, the Cola Bees defeated the Canadian Baie Comeau All Stars, 12 to 10. The Canadians chalked up nine runs in the first inning, mostly on Cola Bee errors.

The softballing Seafarers settled down, however, and limited the Canadians to only one run for the remainder of the game. Spectacular hitting netted the Cola Bees their 12 runs in the closing innings. The All Stars was composed of the best players picked from four teams in Baie Comeau, where the Colabee picks up newsprint for the US.

The appearance of the Cola Bees on the Canadian playing field always brings out a large number of SIU rooters.

The Cola Bees keep in shape at sea by practicing in the number two hold on the way to Canada.

John J. Dugina



These four Seafarer stalwarts appear in the lineup when the Cola Bees, representing the ship of the same name, meet softball opposition in the port of Baie Comeau. From left to right: Slim Serralin, John Dugina, Bernie Friedman and Ed Nooney, whose fast ball and curve puzzle many a Canadian batter.

Support Urged For AFL Campaign To Oust Anti-Labor Congressmen In 1950 Elections

To the Editor:

Concerning Brother Haymond's article on the possibility of the SIU actively participating in the AFL's political education program, I, and many others whom I have talked to, are all for it.

As Brother Haymond points out, there was a time when the promises made by the majority of the politicians to labor was just so much vote-getting baloney. However, today, in President Truman and many Congressmen, who were labor-supported in their elections, we have men who have consistently proven themselves to be true friends of labor.

BUCK STONE WALL

Because Congress is still dominated by a reactionary, labor-hating element, these men have been defeated in the attempts to repeal the Taft-Hartley law and replace it with a fair labor-management relations bill such as the Thomas-Lesinski bill.

It therefore seems like plain common sense to me to try to do something about this situation. By doing our utmost in supporting labor's political aims we can help put men partial to labor in Congress and thus assure labor of a fair deal.

It is only natural that a young organization should concern itself with becoming strong internally first. However, we are now a strong, well-knit and solid organization and we are in a position to try to improve conditions by appropriate political action.

WE CAN DO IT

We have proven time and again that we are able to support and win beefs for, and in collaboration with, other unions. These, as well as our own.

Also, we have been a potent

factor in supporting or defeating various bills in Congress. Being able to accomplish this, it stands to reason that we also could be instrumental in helping carry out the political purposes of the American Federation of Labor on other issues affecting

working men and women. In conclusion, as a member of the AFL, I believe it is not only to our advantage to support the political aims of labor but also our duty as a legitimate trade union.

C. N. McInis

Log - A - Rhythms

FOREST FIRE

By I. H. Pepper

Over the forest green he rode...
Cracking a whip,
Racing the wind...
Death in a flaming robe.

A hundred thousand acres burn.
Brown-eyed doe with speckled fawn
Trembling, know not where to turn,
Remember not one quiet dawn.

Over the forest green he rode...
Scaling peaks,
Hurdling streams...
Death in a flaming robe.

Men sweat and curse and pray for rain.
No rest. Through heat and night and day
They labor on the mad terrain,
Where giant firs flare up like hay.

Over the forest green he rode...
Onward and onward,
Faster and faster...
Death in a flaming robe.

Crisp, charred spines of trees poke skyward.
Conscious of immodest dress
They drape themselves in shrouds of smoke,
The mountains blush in nakedness.

Over the forest green he rode...
Knowing no mercy,
Leaving but blackness...
Death in a flaming robe.

A Seafarer Sketches His Shipmates

Bessemer Victory Men Are Subjects For Norman Maffie

Del Sud Carries Good Crew But Designer Missed Boat



Chow, draft and a cat perplex the Deck Gang.



Maffie found the Black Gang pensive and orderly.



The galley was always jumping.

To the Editor:

I have just spent a few months aboard Mississippi's luxury liner, the SS Del Sud. I find that I prefer Baltimore's new Ore ships to it.

Of course, the run made by the Del Sud has the Ore ship's beat a long ways, but the designers of the Ore ships made up for this, in my opinion, by doing a better job than is evident on the Mississippi wagon.

For one thing, the reefer engineers on the liner are always catching it from one end or the other. The crews' quarters are air-conditioned, but the Stewards Department lives right over the engine room. There is no insulation and if the air is cooled enough for them to be comfortable, the passengers and the Deck Department are too cold. If the reefer tries to warm these people up, the Stewards Department has to squak. And this works the other way around in the winter.

SMALL LAUNDRY.

The crew's laundry is too small and it is right beside the watchmen's foc'sle who sleep in the daytime, and every time someone uses the clothes drier it wakes them up. Then when the glory hole steward has to take the dirty linen to the locker, he has to go topside, through the passengers' quarters and down another ladder up forward. Nor are there any wash bowls in the crews' foc'sles.

For a ship as modern as this I was a bit disappointed, but we have a fine crew aboard to keep the spirits up. Warren Wyman has been doing a fine job as Bosun, after relieving Rocky Benson. Jack Hartley keeps things rolling as smooth as could

be expected of a Ship's Delegate.

Al Flynn is taking his vacation this trip after a year of fine work on board. Keith Winsley, better known as Honolulu, heads the crew and arranges such sports as baseball games with the crews of other ships in various ports.

Max Lipton, who usually gets the chairman's job at the meetings, does just as fine a job in the galley as he does presiding over the meetings. Hans Spiegel has been handling the Stewards Department Delegate's job for quite a while now, and he has plenty to do as he has more men in his department than in the other two departments combined.

So with all these good Union men aboard—and I have only mentioned a few of them—the Del Sud should keep right on being a fine home for SIU men. With all these men working hard as they do, they kind of make up for the designer's mistakes. For myself though, I'm likely to go back up to Baltimore and try another Ore ship for awhile.

Paul Fernandez

Member Says Jobs Should Be Shared

To the Editor:

In response to Brother Buckley's article in the LOG (June 22) in which he opposes compulsory vacations, I would like to point out what I think are a few discrepancies in his reasoning.

Brother Buckley makes quite a point of job security. Also as to the right of a Union member to remain on ships, as long as he wants to.

It is my belief that the jobs belong to the membership of the Seafarers and not to any individual. A man may say that he is entitled to stay on a job as long as he wants to regardless of the scarcity of jobs, but on second thought he should remember that he was not alone on the picket line and that the job was fought for by all members alike. No one member, or one group of members gained anything by themselves, but all of them pulling together did.

IN THICK OF IT

In some instances, many of the Brothers were at sea on a company's ships that were being struck in the states and therefore it was necessary for members on the beach to hit the bricks and win the beef.

The jobs contracted to the Seafarers International Union belong to all members and if it becomes necessary to apportion the jobs and set a time limit so that all members can work part of the time instead of some members working all of the time, then that is what should be done.

Every full book member of this Union is entitled to his share of the work and any other viewpoint than this is basically wrong.

Irrespective of Brother Buckley's views there are many men in the Union who are sober, industrious and capable of handling even his job.

F. Smith

William W. Lamb

Rest Center Wins Praise As Good Deal For Seamen

To the Editor:

Here is something good for the membership which I have just accidentally discovered.

The American Seamen's Friend Society is maintaining a rest home on Staten Island, where seamen can board and room for three dollars a day. The home is located on 6640 Hylan Boulevard, Tottenville, Staten Island, and is the only such rest center now operating in the Port of New York area. Most of the others closed up after the war.

The building is a former mansion, not just a lean-to. Bathing facilities are located right on the property, which is in a country-like atmosphere. There are, of course, games, books, radios and other recreational material available.

The fare from Manhattan to the home is 17 cents, including subway, ferry and bus-transfer. The bus stops right at the door.

I understand any American seaman who feels he needs a rest is eligible. Mrs. Lee-Martin is in charge; the phone number is Tottenville 8-2828. Perhaps you would post a notice on the bulletin board or insert a line or two in the Union paper to let the boys in on something good.

Minutes Of A&G Branch Meetings In Brief

SAN FRANCISCO—Chairman, W. McCuiston, 23138; Recording Secretary, W. L. Busch, 50629; Reading Clerk, Pat Robinson, 30148.

All minutes of previous meetings in other Branches read and approved. Brother Robertson reported that he is serving as Acting Agent during absence of Jeff Morrison, who had gone to Honolulu to represent SIU A&G District membership in that port during the longshore beef. Robertson stated that the affairs of the port are in good shape, with the prospects for shipping looking better. The report on the San Juan Hall submitted by New Orleans Agent Earl Shepard and Engine Patrolman Buck Stephens was read in its entirety, and the membership voted to approve it after full discussion. A resolution on a voluntary ten-dollar assessment was read and discussed. The membership concurred in the resolution in a show-of-books vote. Under Good and Welfare, it was urgently recommended that the assessment be approved by the entire membership. Also discussed were the San Juan situation, the Honolulu beef and the organizational problems facing the Union.

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

Minutes of other Branch meetings read and accepted. Agent reported on the status of shipping in this port. Dispatcher announced the number of men registered and shipped for the period, and Patrolman's report was read. A motion carried to accept the Headquarters' report to the membership. The New Orleans resolution calling for a ten-dollar general fund assessment to bolster the Union was read for the second week, as per constitution. Following discussion, a vote was taken and the resolution was adopted unanimously.

NORFOLK — Chairman, Ben Rees, 95; Recording Secretary, J. A. Bullock, 4747; Reading Clerk, B. Taylor, 28926.

Motion carried to accept previous meetings' minutes as read. Headquarters' report to the membership read and approved. The Port Agent reported on shipping in Norfolk, particularly mentioning the payoff of the SS Taddei, which recently signed a Union agreement. The company paid off under the new scale, including last spring's \$3.50 wage increase and the recent \$7.50 clothing allowance. Agent recommended that a vote of thanks be given Brothers Mahoney and Stevens for their efforts in bringing the ship in Union style, without beefs or disputed overtime. The membership responded enthusiastically. Agent said the company appears to be a good one and is an excellent addition to the SIU fold. Five ships are scheduled to arrive here in the next seven days to payoff and two others to pick up cargo. At the moment there are ten ships in port that could call crews, if cargo for them become available, the Agent announced. The resolution to put question of ten-dollar General Fund assessment to a referendum vote was adopted unanimously. Motion carried instructing Agent to get started on building repairs in accord-

A & G Shipping From July 13 To July 27

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	16	23	13	52	3	8	12	23
New York.....	143	126	108	377	89	62	53	204
Philadelphia.....	29	21	14	64	20	20	14	54
Baltimore.....	111	111	97	319	105	109	75	289
Norfolk.....	44	39	22	105	30	27	21	78
Savannah.....	18	10	17	45	8	9	6	23
Tampa.....	8	6	5	19	7	7	6	20
Mobile.....	92	70	62	224	50	48	31	129
New Orleans.....	105	96	123	324	99	89	142	330
Galveston.....	88	90	58	236	18	12	22	52
West Coast.....	42	32	23	97	25	21	12	58
GRAND TOTAL.....	696	624	542	1,862	454	412	394	1,260

ance with recommendations of Building Maintenance Committee's report, which has been approved by membership in all Branches. Under Good and Welfare membership discussed the urgent need for repairs on the Norfolk Branch building.

MOBILE — Chairman, Louis Neira, 26393; Recording Secretary, James L. Carroll, 50409; Reading Clerk, Harold J. Fischer, 59.

Motion carried to read only New Business of other ports. Brother Fischer read the Agent's report, stating that the Agent was in Washington with other SIU International officers to discuss the proposed Panamanian boycott. He said the officials were also going to attend Senate and House hearings on bills affecting labor and matters of interest to the maritime industry, particularly the closed shop provisions of the Taft-Hartley law. The Agent's report said that there were eight C-2s in port to take full crews. A report on building renovation stated that the repairs on the Mobile Hall would probably be completed by next meeting. As per the constitutional requirement, there was a second reading of the ten-dollar General Fund assessment resolution, put forth by New Orleans members. Membership voted to adopt the resolution, following the action taken at the last meeting on this proposal. Brother S. N. Hurst and J. R. Matthews took the Union Oath of Obligation.

GALVESTON — Chairman, Keith Alsop, 7311; Recording Secretary, R. Wilburn, 37739; Reading Clerk, J. Byrd, 34683.

Galveston and other port minutes of previous meetings were read and accepted. Port Agent discussed shipping in the port for the past two weeks and the prospects for the coming two weeks. Patrolman's and Dispatcher's reports accepted. The report on the San Juan Hall submitted by Earl Sheppard and Buck Stephens was read and a motion carried unanimously to concur with recommendations made in the report. The resolution to place the question of a ten-dollar voluntary assessment on a referendum ballot was adopted for the second successive meeting.

TAMPA — Chairman, R. H. Hall, 26060; Recording Secretary, E. R. Smith, 20057; Reading Clerk, N. Ellis.

Only New Business of previous meetings in other Branches was read. As required by the Union

constitution, the New Orleans resolution calling for a referendum on the proposed ten-dollar General Fund assessment was presented for the second successive time and the membership voted overwhelmingly for adoption. The Agent spoke on local shipping and discussed the prospects for the coming two weeks. Motion carried to place on probation for two years a permitman, who had fouled up on three different occasions during the past three weeks, ashore and aboard ship. The case was discussed thoroughly and the membership held that, if the man was to be given a chance, he should be placed on probation. Under Good and Welfare the question of gashounds and performers came up, and several speakers pointed out the dangers to the Union if their actions were to be permitted to continue.

NEW ORLEANS — Chairman, Bill Higgs, 223; Recording Secretary, James Tucker, 2209; Reading Clerk, Buck Stephens, 76.

A motion carried to hold over until the next meeting the cases of 11 men charged with activities harmful to the Union, in order to give them ample time to appear before the membership. Minutes of other Branch meetings read and approved. Port Agent stated that business affairs of the port are in good shape but that shipping and income had fallen off. Outlook for next two weeks is not very

bright, he reported, as a settlement in the grain elevator strike appears far off. With quite a few grain ships scheduled for this port, the beef has affected our shipping. One ship has already been diverted to Galveston. Agent said that if strike should be settled before next meeting, there should be a pickup in shipping. Report on San Juan Hall read in its entirety. After full discussion, a motion carried unanimously to concur with the report. Motion carried to adopt resolution calling for annual assessment to build General Fund to enable Union to continue its broad functions. Meeting adjourned to permit showing of film, "This Is the SIU."

PHILADELPHIA — Chairman, L. Carden, 40375; Recording Secretary, D. Hall, 43372; Reading Clerk, S. Bergeria, 7142.

Minutes of previous Branch meetings were accepted as read. Agent gave his report on the status of shipping, which has not been too bad. He also outlined some of the organizing activities with which this port is concerned. Motion carried calling for concurrence with report on the San Juan Hall submitted by Bull Sheppard and Buck Stephens. Motion carried to accept Secretary-Treasurer's report and the Headquarters report, as well as a motion to adopt resolution for a ten-dollar assessment, which was presented by New Orleans members. Under New Business, motion carried recommending that Agent buy

two window fans for the Hall here. Motion by L. Dardin carried, instructing Galveston Branch to place complete minutes of its meetings in the report to Headquarters, and to notify the Secretary-Treasurer that this has not been done.

SAVANNAH — Chairman, Jeff Gillette, 37060; Recording Secretary, W. J. Brantley, 111; Reading Clerk, Charles Rice, 40707.

Headquarters' report read and accepted. Agent reported that shipping had been on the slow side. Job calls came from the Cape Nome in Charleston, and the Carabelle and Canton Victory in Jacksonville. A replacement was sent to the Beaver Victory, as one of her crew got off to go to the hospital. Several ships are due to call during the next two weeks. Minutes of other Branch meetings were approved. Motion carried to excuse Frank Oetgen from the meeting. Following a reading of the New Orleans resolution for a ten-dollar assessment for the General Fund, there was full discussion on the question. A motion to adopt the resolution was carried unanimously. Membership-voted approval of the report on the San Juan Hall, reaffirming their previous recommendation that the Hall be closed and a representative stay in PR to handle Union affairs.

BALTIMORE — Chairman, William Rentz, 26445; Recording Secretary, Eddie Mooney, 46671; Reading Clerk, Al Kerr, 29314.

Trial Committee's report was read and accepted. Minutes of other ports approved. Several men were excused from the meeting after presenting acceptable reasons. The resolution from New Orleans recommending a ten-dollar General Fund assessment carried by a vote of 340 to 2. Motion carried to accept and concur in report on the San Juan Hall. Under New Business, a motion carried calling for the appointment of masters-at-arms at the meetings. During Good and Welfare the Union's film, "This Is the SIU," was shown and was well-received by the membership. Meeting adjourned at 8:05 PM, with 342 members present.

Members Cast Referendum Ballots On Fund

(Continued from Page 1) — gotiated by the SIU just a few weeks ago.

The resolution stressed the fact that "it is at all times necessary to be able to combat any and all forces that might seek to destroy us" and that, for the Union to be in a position to do so, the General Fund must be strengthened. The ten-dollar assessment was offered as the best means by which this needed strength could be obtained.

Members speaking in behalf of the resolution at the July 13 and July 27 meetings in A&G ports pointed out that anti-union forces in Washington were redoubling their efforts to keep restrictive labor legislation on the books, and offered as evidence the coalition which has prevented repeal of the Taft-Hartley law.

Other supporters of the assessment stressed the fact the Union must be financially prepared to

wage fights in the interests of the membership on several legislative fronts.

They pointed to the dangers to the Union Hiring Hall contained in the recent Federal Court ruling—in the case of the

NMU versus Great Lakes operators—that the Hiring Hall is illegal under the T-H law.

Those backing the assessment proposal declared that funds to fight these battles can only come from the Union's General Fund.

Two CIO Affiliates Ignore ILWU Strike

(Continued from Page 1)

MEBA, which did not see fit to leave the ship to help their CIO affiliate—even though the AFL Seafarers showed them the way by pulling a "suitcase parade"—are threatening the SIU on the west coast with action by the same CIO longshoremen, because the Brotherhood of Marine Engineers, SIU, is proving too popular with the membership of the commie-ridden MEBA.

But maritime observers wonder just how much cooperation is possible between these com-

mie unions, when it means losing cabbage, which is what the Hawaiian situation proved. Meanwhile the SIU membership refuses to hold the bag for the commie-controlled ILWU — especially when the company involved is Isthmian, which was organized only after an extensive campaign which lasted two and a half years, cost several hundred thousand dollars of the Union's money, and meant back-breaking work under intolerable conditions for hundreds of volunteer organizers—not when the ILWU does not expect the same support from its own affiliates.

The Canadian SIU And The Commies

(Continued from Page 3)

At this stage of the game, the communists' plans for sabotage of the anti-communist nations' economies began to emerge in the clear.

Canadian and British communists, working hand-in-glove, began a campaign to draw British waterfront workers into the plot. Despite the pleas of British trade union officials, communist-controlled dockers in Bristol and Avonmouth pulled unofficial, wildcat stoppages and refused to handle Canadian ships. Goods for Britain lay rotting in the ships while the communists rejoiced.

The International Transportworkers Federation, representing millions of anti-communist maritime and transport workers in many nations condemned the "strike."

Arthur Deakin, head of Britain's General and Transport Workers Union, and William Lawther, president of the Mine Workers Union, branded the "strike" as a communist plot to wreck Britain's economy.

The Bristol and Avonmouth dockers finally heeded their union officials' pleas and voted to return to work.

The communists then turned to London, where two Canadian ships with CSU crews were await-

ing unloading. Richard Barrett, communist secretary of the British Stevedores Union, succeeded in tying up more than half of the shipping in London. Communist party members paraded in London's streets urging support for the tieup.

The Communist-controlled Italian Confederation of Labor and the French Confederation of Labor both followed the communist line to the letter and parroted in turn that they would urge their members to refuse to unload Canadian ships.

Meanwhile, the communist world labor body, the World Federation of Trade Unions, last week formed a new seamen's and dockers section to be used "to promote peace"—of the kind they promoted on the Canadian and British waterfronts.

By July 22, the British trade unionists and the nation at large became so bitter over the communist torpedoing of their nation's economy that the dockers agreed to return to work.

This break came shortly after British authorities seized two Americans and one Dutch national on charges that they were sent by communists to England to block settlement of the beef.

The men were Louis Goldblatt, secretary-treasurer of the Pacific Coast branch of the CIO Longshoremen's Union and chief aide to Harry Bridges; John Maletta, a member of the same union's executive committee and Johann Blank-ezee, secretary of the communist controlled General Maritime Union of Holland.

Thus the plot of the communists to wreck Canadian and British shipping ended—for the time being. But the communists are determined to continue their waterfront sabotage in the interest of the Soviet Union because of the principal role of maritime in most nations' economies.

They have bolstered their setup by the formation of the seamen and dockers section of the WFTU.

All the communist party bigwigs throughout the world, especially those in maritime organizations, will be on the alert for opportunities to use the waterfronts for achieving the movements' objectives. Of course, everything will be done under the guise of genuine trade union beefs.

The Seafarers, who long ago called the hammer and sickle a ball and chain for workers, intends to continue its vigilance in fighting the communist plotters whenever and wherever they threaten the security of free maritime workers.

The AFL Engineers And The MEBA

(Continued from Page 3)

he consistently followed the party line and bucked CIO national policy.

The mere fact that the official communist line is to smear the SIU and the BME, just as it does every other genuine, democratic trade union, proves that these organizations are offering to their memberships something impossible to attain under communist domination—good wages and conditions under contracts negotiated by the rank-and-file, free from political maneuvering.

The communists' principal purpose is to keep seafaring men from accomplishing these objectives. Their aim is to keep maritime in a state of continual confusion, so that they may control the situation for the party's own political interests.

Satisfied merchant seamen are always a threat to the aspirations of the communists. Communist politicians cannot thrive in a healthy atmosphere.

The fact that several shipping companies are now operating their vessels under contract to the AFL Brotherhood of Marine Engineers means that the licensed engineers can look forward to a new era of unfettered trade unionism, and that one more communist-dominated waterfront union is on the skids.

As was also proven in the case of the Canadian Seamen's Union, if rank-and-file maritime workers are given an opportunity to get out from under communist domination, they'll take it.

The commies may be on the wane, but they're not out of the picture by any means. As their grip on waterfront workers slips more and more, they'll become more ruthless and fight dirtier to implement the party's hard and fast policy of "rule or ruin."

This means that those men sincerely interested in the preservation of clean, democratic trade unionism in maritime will have to keep their heads up, and not ever allow themselves to be

taken in by the malicious lies and slanders that are the trade mark of the communists.

Meanwhile, since the MEBA and the communist party are trying to undermine the SIU, all Seafarers crews are requested to follow the following policies:

To regard all MEBA officials boarding, or attempting to board, SIU vessels as hostile to our organization.

To inform all shipboard engineers that the SIU has no designs on their jobs or security—but also to point out that engineers can further their own interests by joining the Brotherhood of Marine Engineers.

To watch out for tools or stooges of the MEBA and/or communist party spreading anti-Seafarers propaganda, and to notify SIU officials in the first port the vessel hits of the lies spread and, if possible, the names of the individuals involved.



SS PONTUS ROSS

Crewmembers who paid off this ship in Seattle on July 7 can collect their clothing allowance by calling at or writing to, Smith and Johnson, 60 Beaver St., New York City. Applicants should give their social security numbers and ratings held aboard the ship.

MARION CARROWAY

Chief Cook
SS Steel Rover
Voyage No. 4

Get in touch with Mr. Woolen, Insurance and Claims Department, Isthmian Steamship Company, 68 Trinity Place, New York City, where you can pick up your hospital discharge.

KALJO POPP

Your passport has been found and is being held for you on the 6th floor of the SIU Hall, 51 Beaver St., New York City.

ITF Readies Boycott Of Panamanian Shipping

(Continued from Page 1)

president; Paul Hall, first vice-president, and vice presidents Cal Tanner and Morris Weisberger.

Also present at the meeting were John Owens, secretary of the International Longshoremen's Association; Tommy Atkins, president of Local 88, Masters, Mates and Pilots, and Charles May, national president of the MM&P.

The action in the Panamanian situation was taken as an answer to the refusal of Panamanian operators to take seriously a mediation meeting sponsored by the Panamanian government at its Embassy here.

Only two shipowners, representing eight of the 800 ships flying the Panamanian flag, showed up for the meeting, at which it was hoped the long-threatened boycott could be avoided by discussions aimed at eliminating some of the sub-standard conditions prevailing on ships of Panama registry.

Originally scheduled for May 1 last, the boycott was postponed by the ITF after the Panamanian government asked for a chance to correct some of the abuses on ships which have been using Panama registry as a refuge from Union wages, conditions and safety inspections.

"ONLY ALTERNATIVE"

The ITF's president, O. Becu, who is also head of the Belgian Transport Workers Federation, said at the meeting that the boycott "seems to be our only alternative."

"We have exhausted all other possible means of agreement," he said. He warned that "the boycott may suddenly come upon the shipowners."

In a resolution adopted at the conference, the delegates stated: "The labor representatives considered the attitude of the shipowners as definite proof that they had no intention of dealing with the unions, nor to accept the efforts of the Govern-

ment of Panama to mediate the difficulties between seafarers and themselves."

A definite date for the boycott will be set by a special committee.

The decision to boycott ships of countries whose communist-controlled unions refuse to work ships sailed by members of unions affiliated with the ITF, was made to counteract any disruptive tactics attempted by the newly-formed communist World Federation of Maritime Unions, which has designated Harry Bridges as president.

DIRECT ACTION

Thus any future actions by communist-controlled waterfront unions to tie up ships manned by ITF members, such as occurred in Great Britain when communists halted loading and unloading of SIU Canadian District vessels, will be met by direct, concerted action by 5,000,000 workers affiliated with the ITF.

In dealing with the Panam-

anian flag problem, the ITF conference pointed out that ABs on those ships receive as little as \$30 a month, compared with \$233.50 on US ships.

Reduced manning scales have resulted in as few as 27 men on ships which should have 45 to 50 in their crews.

The ITF also explained that American, British, Greek and other owners had transferred 800 ships to Panamanian registry since the end of the war, to avoid meeting union standards and seamen's legislation of the world's principal maritime nations on safety and taxation.

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.

Build THE GENERAL FUND!

No 38447

REFERENDUM BALLOT

Seafarers International Union Of North America
Atlantic and Gulf District

REFERENDUM BALLOT

Voting Period From August 1 To August 30, 1949

INSTRUCTIONS TO VOTERS: Vote either YES or NO on the following resolution by marking a cross (X) in the appropriate box. Do not use a lead pencil in marking the ballot. Ballots marked with lead pencil will not be counted. Mark your ballot with pen and ink or indelible pencil. DO NOT PUT ANY OTHER MARKINGS ON THIS BALLOT.

FOREWORD

At the regular meetings held up and down the coast on July 13 and 27, the following resolution, submitted by 36 members in the Port of New Orleans, was approved and is hereby submitted to the membership, as per Constitution.

RESOLUTION

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

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

WHEREAS: We have just won a \$7.50 increase in pay, which will increase the take-home pay by \$80.00 per year, and

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

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

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

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

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

ARE YOU IN FAVOR OF THIS RESOLUTION?

Yes

No

317

YES!
FOR PROTECTION

YES!
FOR SECURITY

YES!
FOR EXPANSION

YES!
FOR THE FUTURE

YES!
FOR JOBS

VOTE
YES...

To make your union secure
to make your future secure