

# CITIES SERVICE SIGNS UP, AVERTING STRIKE BY SIU



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

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No. 5

## Old-Line Vet Groups Hit At Sick Seamen

In keeping with their policy of blocking the welfare of the American merchant seamen, the old-line veterans organizations are waging an underhanded fight against use of New York's Manhattan Beach Hospital for tubercular seamen.

With the completion of the 1,000-bed Fort Hamilton hospital, the Veterans Administration has returned the Manhattan Beach institution to the United States Public Health Service, which has title to it, and which wants to use the facilities for the 260 tubercular patients now at Neponsit Beach Hospital.

### PHONY EXCUSE

American Legion and Veterans of Foreign Wars posts in the Manhattan Beach area are opposing the move on the stupid grounds that a tuberculosis hospital would jeopardize the health of the community.

Manhattan Beach chapters of the American Veterans Committee, a World War II group, however, have publicly announced their support of the move to transfer the Neponsit patients to the reclaimed USPHS hospital, and have branded the Legion and VFW stands as being against the public interest.

In response to the pressure groups, a hearing was conducted by Congressman Emmanuel Celler in the Surgeon General's office in Washington on Feb. 8. Outstanding authorities on tuberculosis, including representatives from the USPHS, the American Tubercular Association and the health departments of the City and State of New York, testified that use of the Manhattan Beach hospital for tubercular patients would positively not create a health hazard for the surrounding community.

### IGNORE FACTS

Despite the overwhelming testimony of the medical experts, the opponents of the use of Manhattan Beach for tubercular seamen have continued their expensive pressure campaign against the transfer.

Observers, who have studied the situation closely, see the "health" argument advanced by the vets organizations as a flimsy front.

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## CITIES SERVICE, TOO— IS SIU!



## Company Recognizes SIU As Sole Agent; Scale Up, \$13 — 36.50

NEW YORK, MAR. 10—CITIES SERVICE, TOO, IS SIU!

In one of the most significant collective bargaining victories in modern maritime history, the SIU Atlantic and Gulf District brought CS's Marine Division's 16-ship tanker fleet under Union contract late tonight.

As the news of the stunning success raced up and down the US waterfront, Cities Service seamen were jubilant over terms of the contract, which gives them across-the-board wage increases ranging from \$13 to \$36.50 per month, and the standard Union rate of overtime pay.

Under terms of an interim pact, the company agreed to recognize the SIU as sole collective bargaining agent for all 16 ships in the fleet, ending one of the longest and most bitter anti-union campaigns on record.

### HIRING GUARANTEE

The pact also gives Union members guaranteed hiring rights and establishes a solid grievance procedure for job protection. Article 2, covering employment procedure, says:

"The Company will not discriminate in hiring unlicensed personnel, or in their tenure of employment, between Union and non-Union men. The Company will notify the Union in ports where men are required as far in advance as possible when any unlicensed men are to be employed, so that the Union may send men having the qualifications for the jobs to be filled..."

"...If the Union considers the company's rejection of any applicant for a vacancy to have been discriminatory because of Union membership, or without

(Continued on Page 3)

## Seamen's Unions To Discuss Hiring Hall Defense

Determined to fight for the preservation of the democratic hiring hall procedure, representatives of eight seafaring unions, including the Seafarers International Union, will meet in Washington on March 20 to discuss the possibility for joint action.

Whatever differences may have existed between these organizations in the past will be forgotten in their determination to maintain the union hiring hall and rotary shipping, which are the only safeguards seamen have against the crimp joints, job-selling, and the intolerable shipboard conditions of the past.

The meeting will represent 100,000 seamen in AFL, CIO and Independent Unions.

The conference is especially significant in light of the Supreme Court's refusal last month to review a lower court ruling that the hiring hall, as operated by the National Maritime Union on the Great Lakes, is a violation of the Taft-Hartley Law. The high court is now considering the NMU's request for a re-hearing of the case.

Legislation to amend the T-H Law, to exempt maritime unions from the hiring hall ban, has been introduced in Congress. Identical bills have been offered, in the House by Representative John Lesinski and in the Senate by Senator Warren G. Magnuson. The Magnuson-Lesinski amendments would return the

hiring halls to their pre-Taft-Hartley status.

A subcommittee of the Senate Labor Committee is already conducting preliminary studies of the hiring halls as operated by the seagoing unions, and public hearings will be held in Washington next month. Senator James Murray of Montana, committee chairman, will be in charge of the hearings, at which the SIU will be represented.

Scheduled to be present at the Washington conference are the following:

AFL—Harry Lundeberg, president of the SIU and secretary-treasurer of the Sailors Union of the Pacific; Paul Hall, first vice-president of the SIU, and secre-

tary-treasurer of the Atlantic and Gulf District; Morris Weisberger, vice-president of the SIU and New York Agent for the SUP; Capt. Charles May, president of the Masters, Mates and Pilots.

CIO—Joseph Curran, president of the NMU; William Steinberg, president of the American Radio Association; Herbert Dagget, president of the Marine Engineers Beneficial Association.

Independent—Vincent Malone, president of the Marine Firemen, Oilers, Watertenders and Wipers.

The CIO Marine Cooks and Stewards Union was not invited because of its domination by communists.

# SEAFARERS LOG

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## We've Just Begun

The long night is over for the Cities Service tanker-men.

After years of organization, collective bargaining elections, and stalled negotiations between the company and the Seafarers International Union, Cities Service has at last bowed to the inevitable, and signed an SIU contract that will give their seamen Union wages, Union ship-board conditions, and Union job security.

The story beginning on page one will give you the major parts of the contract—some of the minor details still have to be worked out—and the wage increases won more than justify the time and sacrifices involved.

Thanks to the SIU Organizers, the rank-and-file shipboard organizers who gave up so much to ship under sub-standard conditions, and the Cities Service seamen who jeopardized their jobs because they, too, wanted to work under SIU conditions, the tanker field on the East and Gulf Coasts which has consistently defied unionization, is now cracked wide open.

But the Cities Service victory is not the end. We are just beginning to go forward, to bring SIU contracts to every unorganized fleet. We cannot now announce our next campaign, but we strongly urge all interested Seafarers to see the Organizers in the closest port. Remember, there can be no complete security until all unorganized fleets are under the SIU banner.

## Sabotage In France

Moscow has pulled the strings and its puppets in France are performing.

The stunt is aimed at dumping the first of the arms aid cargoes now enroute to France from this country. France is one of the eight nations that has signed the North Atlantic Treaty to defend democracy against possible aggression. Soviet Russia, where democracy is a foreign word, is bitter about the whole thing.

Although the overwhelming majority of the French people wholeheartedly support the North Atlantic Treaty, Russia is intent on sabotaging the pact. It has ordered its communist stooges in France to see that the cargoes are consigned to the deep six when they hit port.

Despite the fact that the commies wield influence among the French dockers, it appears certain that the rest of that freedom-loving nation will not tolerate Russia's interference with plans for defense of their democracy. For the democratic trade unions in France share with organized labor in the US the conviction that the North Atlantic Treaty stands as the greatest single barrier to Soviet Russia's design to forcefully enslave what remains of free Europe.

The glorious record of the French workers against brutality, dictatorship and terror during the Nazi occupation indicates that they have no stomach for tyranny, regardless of its label.

Unless it exists in a democratic atmosphere, a trade union cannot be an instrument for the advancement of the workers' welfare. In fact, that is exactly what the communists are demonstrating in France, as elsewhere. Commie-controlled unions are merely political arms of the party, and wherever the party assumes political control, the free trade unions pass out of the picture.

The French know this as well as anyone. That's why it's more likely that they'll dump the commie saboteurs, rather than the arms which will help them preserve their democracy.

## The Little Men Are Back . . .



## Men Now In The Marine Hospitals

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

### BALTIMORE MARINE HOSP.

- J. J. TOBIN
- ED. F. LAMB
- M. J. LUCAS
- W. G. WHITMER
- G. A. CARROLL
- D. HAUGHT
- V. L. LAVANWAY
- C. E. WOOTEN
- J. A. SHEA
- S. M. MILLWARD
- T. DRZEWICKI
- D. C. BREASHEARS

### NEW ORLEANS HOSPITAL

- R. LANGFORD
- J. LYONS
- G. NOLES
- W. HANTUSCH
- J. DENNIS
- F. LANDRY
- H. LAGAN
- L. LANG
- L. WILLIS
- G. DJIAN
- D. RUSSO
- C. EZELL
- P. ROBERTS
- A. MAUFFRAY
- J. CERDA
- O. HOWELL
- G. NEWMAN

- J. THOMASON
- C. LYONS
- M. GUY
- A. STRACHEN
- H. MC KAY
- L. TICKLE
- W. ADAMS
- R. JAMISON
- W. WALKER
- C. NEUMAIER
- G. GILLISPIE
- L. KNICKERBACKER
- W. LAMB
- W. HAYES
- W. HAZELGROVE
- W. MEEHAM

### NEPONSIT HOSPITAL

- WILLIAM PADGETT
- MATTHEW BRUNO
- JOSE DE JESUS
- J. M. LANCASTER
- R. E. LUFLIN
- ESTEBAN P. LOPEZ
- PEDRO G. ORTIZ
- R. REDDEST
- R. A. RATCLIFF
- R. A. BLAKE
- L. BALLESTERO
- JOHN T. EDWARDS
- E. FERRER
- I. H. FRENCH

- JOSEPH SPAULDING
- JOSEPH SILLAK
- LUIS TORRES
- FRED ZESIGER
- MELVIN COLLINS

### STATEN ISLAND HOSPITAL

- JAMES HILLER
- C. P. THOMPSON
- THEODORE ROZUM
- T. GAMBLISH
- B. F. LOWE
- R. GRALICKI
- J. H. DANIEL, Jr.
- A. BJORNSSON
- K. JENSEN
- H. WHISMANT
- P. ERAZE
- JOHN SANTANIELLO
- V. JOHNSON
- H. J. OUT
- J. W. MCCASLIN

### SAVANNAH HOSPITAL

- J. FLOYD
- RAY COLE

### BOSTON MARINE HOSPITAL

- ROBERT COLLINS
- W. BEZANSON
- JERRY O'BYRNE
- FRANK ALASAVICH
- F. FAGAN

### SAN FRANCISCO HOSPITAL

- S. SWOR
- W. SILVERTHORNE
- A. CAUDRA
- J. KEENAN
- G. W. GHALE
- J. JELLETTE

### MOBILE HOSPITAL

- H. HENDERSON
- T. LITTLE
- P. BURROUGHS
- A. B. LYNN
- TIM BURKE

# Cities Service Men Win SIU Wage Scale

(Continued from Page 1)

just cause, it shall be dealt with under the grievance procedure."

The overtime rate of pay for Cities Service seamen is set as follows: \$1.15 per hour for those making \$235.75 or less per month, and \$1.45 per hour for those making more than \$235.75 a month.

The pact provides for a 40-hour work-week in port, and that all work performed in port on Saturdays, Sundays and nine national holidays shall be paid for at the overtime rate.

The standard Union practice of designating one man in each department as a Delegate is also set forth in the agreement, with a Ship's Delegate to represent the unlicensed personnel in relations with the vessels' Skippers.

## WORKING RULES

Union representatives will meet with company officials immediately to thrash out a set of working rules for each department. As soon as full agreement has been reached on these rules, they will be incorporated into the interim contract, which will run until Feb. 15, 1951.

At the Union's insistence, the contract provides that the question of wages may be reopened at any time after the pact has been in operation for six months.

The Marine Division's agreement to an SIU contract averted a full-scale strike, which would have crippled Cities Service facilities on all coasts. The SIU's strike machinery had been prepared to go into motion on a 24-hour basis at a second's notice.

Despite the effective apparatus that it had standing by, the SIU Negotiating Committee exerted every effort to bring the dispute to a peaceful conclusion.

Until a week before the agreement was reached, the prospects of an amicable solution appeared bleak, with Marine Division officials refusing to recognize the Union's principal rights as the certified collective bargaining agent for its unlicensed personnel.

## EXPERT CALLED

With the bargaining conferences on the verge of collapse, and a strike looming large, the Cities Service company called C. R. Johnson, its industrial relations expert, into the picture 10 days ago.

Progress was almost immediate and, except for hiring procedure, the area of disagreement was narrowed down quickly. Both parties concentrated on this phase of the dispute and after several meetings, the interim was agreed to late tonight.

The agreement ends more than three years of a bitter organizing drive in the Cities Service fleet, complicated by a maze of the most ruthless anti-union tactics experienced in modern labor-management relations. Intimidation, mass firings, espionage and persistent refusal by the company to accept the mandate of its unlicensed personnel marked the campaign.

## MEN HELD FAST

Throughout the most vicious periods of the company's anti-unionism, the Cities Service seamen stood fast in their desire

## New And Old Cities Service Wage Scales

This is the wage scale now in effect aboard all Cities Service ships, contrasted with the old CS scale.

RATING	NEW SIU SCALE	OLD CS SCALE	DIFFERENCE
Deck Maintenance	\$251.00	\$214.50	\$36.50
AB	233.00	214.50	18.50
OS Maintenance	227.50	214.50	13.00
OS	203.50	184.00	19.50
Pumpman	313.00	280.00	33.00
Machinist	313.00	280.00	33.00
Oiler	233.00	214.50	18.50
FWT	233.00	214.50	18.50
Wiper	227.50	214.50	13.00
Chief Cook	274.50	242.50	32.00
2nd Cook & Baker	245.00	214.50	30.50
Galleyman	203.50	179.00	24.50
Messman	197.50	179.00	18.50
Utility	197.50	179.00	18.50

The overtime rate for those making \$235.75 or less shall be \$1.15 per hour, and the overtime rate for those making more than \$235.75 shall be \$1.45 per hour.

for representation by the SIU.

The CS tankermen registered their overwhelming preference for SIU as bargaining agent in two National Labor Relations Board elections, which resulted in two certifications giving the Union jurisdiction over the entire fleet.

The company's stand against union recognition dates back more than a decade, having successfully resisted attempts of the National Maritime Union, in the late 1930s, to secure a contract after it had won a collective bargaining election in the CS fleet.

## NMU HALTED

The company's tactics, coupled with internal strife in the NMU at that time, stymied the NMU's efforts for a contract, and the CIO organization's strength in Cities Service evaporated shortly thereafter.

At SIU Headquarters this morning, the Union Negotiating Committee announced that copies of the interim agreement would be distributed in all ports within a few hours.

The committee advised all Cities Service men to visit the nearest SIU Hall for complete information.

Union representatives will begin boarding Cities Service tankers in all US ports this week, for the first time in the company's history.

## UNION WANTED

The SIU's success in organizing, for the first time, an East Coast major tanker company demonstrated two things:

One, that the unlicensed personnel, at least, aboard the old line anti-union tanker companies' ships are as anxious for legitimate trade union representation as are unorganized seamen everywhere.

Given half a chance, and solid indications of strong union support in their desire for improved wages and working conditions, the unorganized tankermen will fight through to the end.

Two, the heretofore undisputed belief that the major tanker companies, with their dominated and controlled company unions,

and their multitudinous devices for nipping unionization in the bud are impregnable, is nothing more than a myth.

After the Cities Service company had agreed to the SIU contract, Secretary-Treasurer Paul

Hall summed up developments, stating:

"The signing of this agreement, and the events leading up to it, definitely prove that the unorganized tankermen in the marine industry are overwhelm-

ingly in favor of union representation over company paternalism.

"The SIU will now make plans to extend its organizing drive in the tanker field, so that all unorganized tankermen may sail under Union conditions and for Union wages."

## KEEPING READY

Commenting on the departmental working rules to be negotiated beginning next week, Hall said that "while the SIU is confident that the remainder of the contract will be worked out amicably within the stipulated 30-day period, the Union is nevertheless keeping its strike machinery in a state of preparedness."

The SIU contract sounded the death bell for the Cities Service Tanker Men's Association (CTMA), the company-spawned and dominated puppet union, which CS had employed to confuse and harass its unlicensed personnel.

Significant of the company's inability to disguise the purpose of CTMA, is the fact that in its year and a half of existence the company union never had more than a handful of bona-fide members.

*"Your slip's showing, CTMA!"*



This was the first of the series of memorable cartoons which so effectively exposed the CTMA for the company-controlled "union" that it was. Of course, the SIU was helped considerably by the leadership of CTMA, which consistently spouted management's propaganda (as all company unions have to, of course). So, goodbye to the Old Bag. We're glad to see her go—but she was SO pathetic!

## Two-Week Spurt Eases Beachload On West Coast

By JEFF MORRISON

SAN FRANCISCO—Shipping for the past two weeks has been fair out here. However, we still have quite a few men waiting to ship out. This backlog is the result of the slump we went into a few weeks previously.

Vessels in port during the past two weeks were the SS Topa Topa, Fairisle, Madaket, Jeff Davis, Waterman; Steel Navigator, Isthmian; Robin Hood, Seas Shipping.

The Sand Craft, which had been expected to crew up sometime in the past couple of weeks, still is not ready. As soon as information is available, details will be posted in the Hall here and forwarded to the LOG.

### PROSPECTS BLEAK

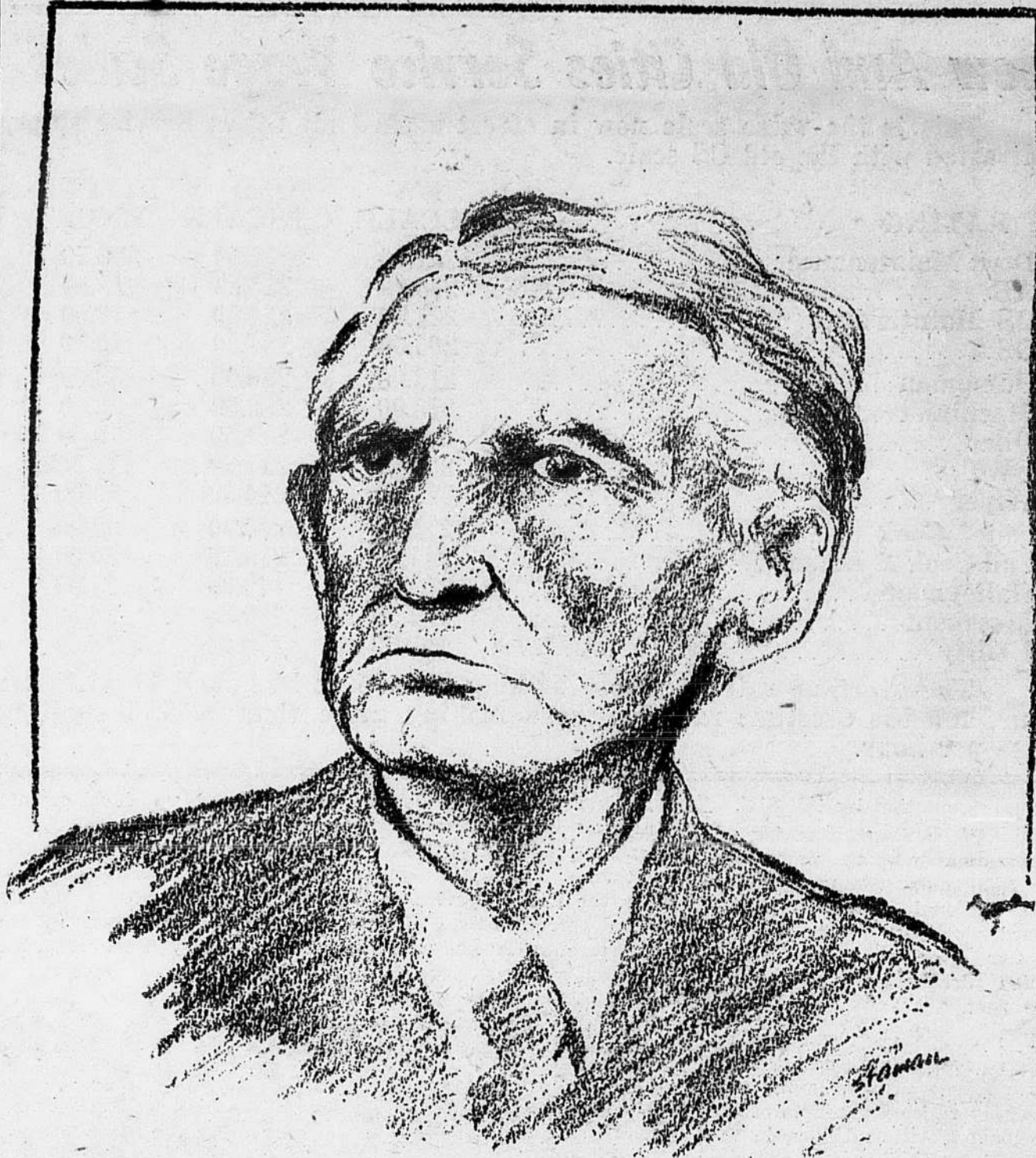
The coming two weeks don't look too good. Scheduled to call at this port are the Fairland, Topa Topa, Steel Vendor, Jeff Davis, Marquette Victory and the Marymar.

In view of a possible strike against the Cities Service tankers, we have talked with the Central Labor bodies in this area, and they have assured us that all possible assistance would be given the SIU in case the pin were to be pulled.

During the past couple of weeks, we learned of a few cases wherein men had filed for unemployment after their ships had been laid up, yet the Waterman company contested the claims. The company apparently didn't even know the ships had been laid up and, as a result of their not checking up, the men involved are experiencing unnecessary delays in getting their rightful compensation.

We are following up these cases in the hopes that there will be no repetition. Things are tough enough these days without having our coffee and dough held up, especially if it is because of carelessness on the part of people who should know better.

## Emancipator Of American Seamen



On March 12 seamen throughout the nation will pay their respects to the memory of Andrew Furuseth, a name that has become symbolic of freedom for the men who go to sea.

Born in 1854, Furuseth dedicated his life to freeing seamen from serfdom, a dream which he saw realized with the enactment of the Seamen's Act in 1915. His contributions to the emancipation of seamen earned him the title of "Abraham Lincoln of the Sea."

Furuseth died in Washington, D.C., where he battled unceasingly for the men he loved, on Jan. 28, 1946. The simple man, who had fled from a British bark in California in 1881, received homage in death never before, or since, accorded to a labor leader in America.

The body of Andrew Furuseth lay in state in the rotunda of the Department of Labor building in the nation's capitol, and seamen were joined by senators, congressmen, labor leaders, lawyers and justices of the Supreme Court in paying their respects to a great man.

On March 21, Furuseth's last wish was carried out by men whom he understood so well. Aboard the SS Schoharie, his ashes were taken out to sea, "as far from land as possible." The engines were stopped, the Captain read a simple service and the ashes of Andrew Furuseth were scattered. Andy may rest secure in the knowledge that the seafaring unions are continuing his good fight for the welfare of organized seamen.

## Not Bragging Says Savannah — But Who Is?

By E. M. BRYANT

SAVANNAH—The SS Southport, South Atlantic, paid off and signed on and three ships called in-transit during the past two-week period, but shipping was slow nevertheless.

The in-transit callers were the SS Jean, Bull, SS Lafayette, Waterman and the SS Horace, Bulk Carriers. There were a few minor beefs, but all were squared away after a conference with all department heads.

When the SS Cape Race was turned over recently to a company not under contract to the SIU, the crew donated the washing machine to the Savannah Branch. Inasmuch as the SS Jean crew was in need of such a machine, it was placed aboard that vessel for the crew's use.

### ON THE BEACH

Among the Seafarers on the Savannah beach at present are the following: M. P. Linsky, Nollie Towns, J. Laseter, D. Brannan, W. C. Sanders and A. J. Bullard.

Two of our members are in the local Marine Hospital. They are J. Floyd and Ray Cole.

Everything is running very smoothly in this port, and our only gripe is that shipping should be better. In that respect, however, we don't seem to be any worse off than any US port at the moment.

The weather is pretty cool for this time of the year, in case anyone is interested. Municipal and state elections are coming up this year and all men are being urged to register and vote, so that we can bring out a good vote for the pro-labor candidates.

That's about all for now. More in the next issue.

## In-Transits Bring Few Jobs To Boston

By BEN LAWSON

BOSTON—This port was kept fairly active during the past two weeks servicing contracted in-transit ships, but the calls for replacements were few.

The SS W. E. Downing, State Fuel, paid off and signed on. In addition, the following ships called at Boston: Steel Traveller, Steel Admiral, Steel Apprentice, Kenyon Victory and Allegheny Victory, all Isthmian; Black Eagle, Kyska and Greely Victory, Waterman, and the Algonquin Victory, St. Lawrence Navigation.

### OT BEEFS

There were a few overtime beefs on the Steel Admiral, but they will be carried to the port of payoff for final disposition.

Brother R. Lee is right on the top of the list of those Seafarers in Boston who are raring to ship out. Right on his heels is Brother Frank McGuire.

Five of our lads are in the Boston Marine Hospital, and I'd like to suggest that their shipmates and friends drop them a line or pay them a visit, whenever possible. The hospitalized Brothers are Robert Collins, W. Bezanson, Jerry O'Byrne, Frank Alasavich and F. Fagan.

Brother Collins entered the local Marine Hospital as a transfer from the hospital in New Haven, Conn.

## Vessels Out Of Boneyard Cheer New York

By JOE ALGINA

NEW YORK—Three vessels that came out of lay-up gave shipping a much-needed lift in this port during the past couple of weeks. This development enabled the port to write off the two-week shipping period as fair.

The ships reactivated were the SS John Hanson, White Range; SS Steel Mariner, Isthmian, and the SS Stag, Mar-Trade.

### PAYOFFS

Paying off were the Steel Admiral, Steel Advocate, Isthmian; Hastings, Yaka, Waterman; Beatrice, Angelina, Elizabeth, Puerto Rico, Bull; Black Eagle, Coral Sea; Julesberg, Mathiasen; Carruth, Trans-fuel; Seatrain Havana, and the Alamar, Calmar.

Signing on, in addition to the three ships that came out of the lay-up fleet, were the Robin Sherwood, Julesberg, which is scheduled to relieve the Petrolite on a shuttle run; Carruth, which

headed for New Orleans and a grain cargo, Seatrain Havana and the Bull Lines ships.

A number of members in the Port of New York have already made application for consideration for one of the Ruskin Scholarships, which offer a year of study in England to trade union members. A couple of years ago an SIU man was among the lucky ones chosen by the committee, and we're hoping that the Seafarers might be so honored once again.

Members interested in this scholarship can get further in-

formation from the office of the SEAFARERS LOG or by applying direct to the Ruskin College Labor Scholarships, 2 West 45 Street, New York City.

### NOW'S THE TIME

Now that the Labor Government has been returned to power in England, even if only by a slight majority, perhaps it will be able to do something to improve the shipboard conditions of their merchant seamen. Despite the fact that British passenger ships rank with the swankiest ships afloat, conditions for their seamen are far from satisfactory.

A recent incident aboard one of our ships makes a word of advice in order. If any SIU man has a legitimate beef involving working conditions, wages and the like, he can expect the Union to back him 100 percent. But if he gets in a personal beef ashore, for which no one but himself is responsible, he cannot expect the Union to go out on the limb for him. In fact, nothing could be accomplished if it did.

## Fired By CS?

All men who have sailed Cities Service Oil Company ships and have unfair labor charges filed at the National Labor Relations Board against Cities Service, contact the Organizers in New York either by mail or in person.

### Late Seafarer



His many friends were shocked at the news of the recent death of Warren Callahan, who died January 21 in New York of cancer. Brother Callahan, who was 27 years old, joined the SIU in April, 1943. He sailed as Bosun, and was active as shipboard and shoreside Organizer during the Isthmian campaign. He is survived by his widow and two children.

# Preparing For CS Strike — Just In Case

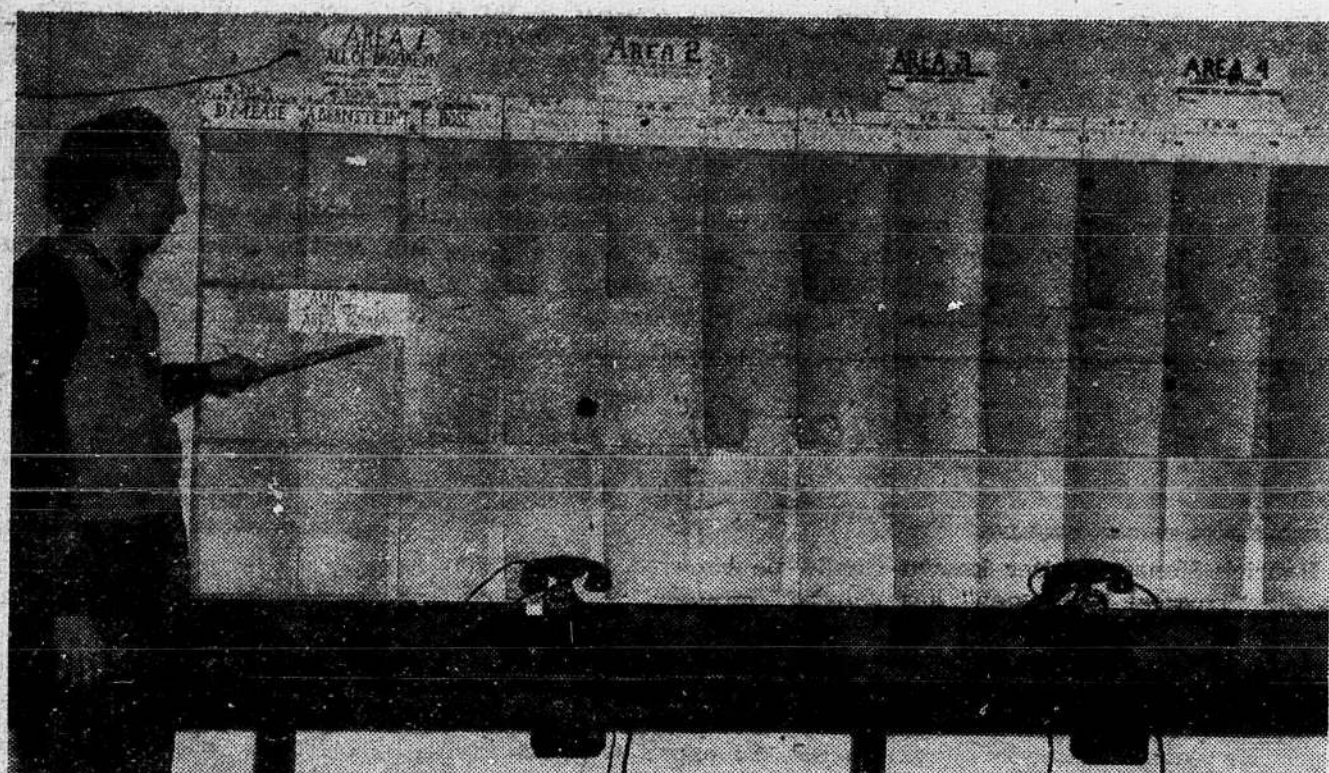


Keeping all Atlantic and Gulf District ports up to date on the status of the Cities Service beef and coordinating strike preparations involves a mass of detail. Here, several volunteers attend to the tedious but highly essential job of communications.

While members of the SIU's Negotiating Committee labored at the bargaining table to bring the Cities Service Oil Company's Marine Division under contract, scores of Seafarers were at work perfecting the Union's strike apparatus—just in case.

Although the Union was exerting every effort to settle the dispute peacefully, the possibility was ever present that the conferences might collapse. If, and when, they did, the Seafarers was not to be caught off base and, at a moment's notice, the streamlined SIU strike machinery could be thrown into motion wherever company facilities were in operation.

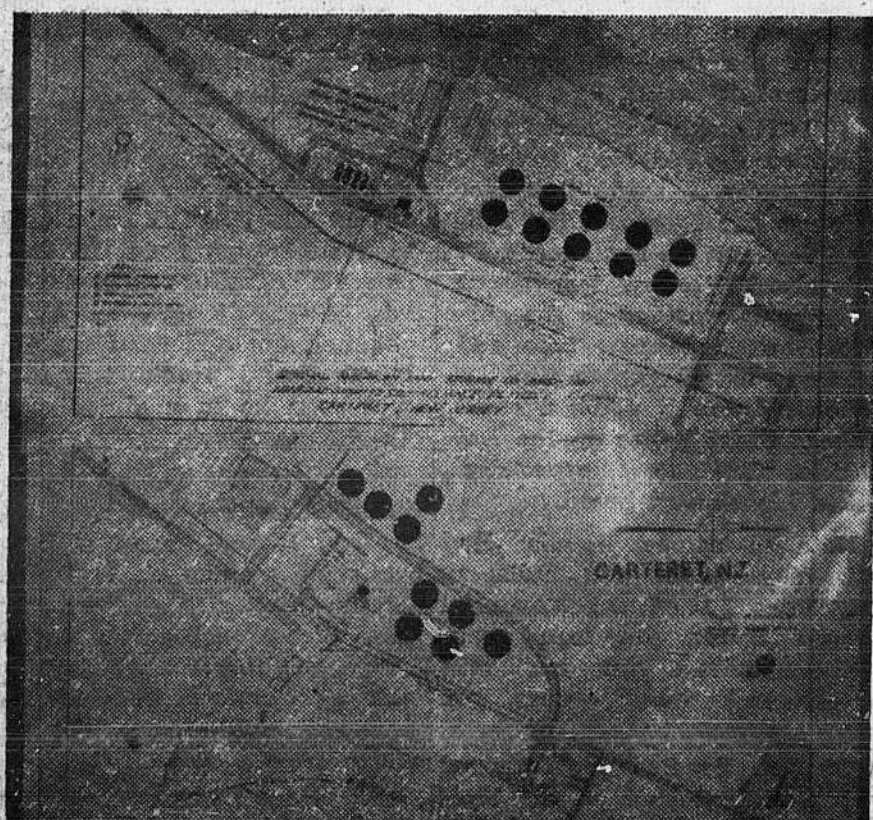
On this page are some of the many volunteers who enthusiastically pitched into the strike preparations, and some of the projects on which they have been working.



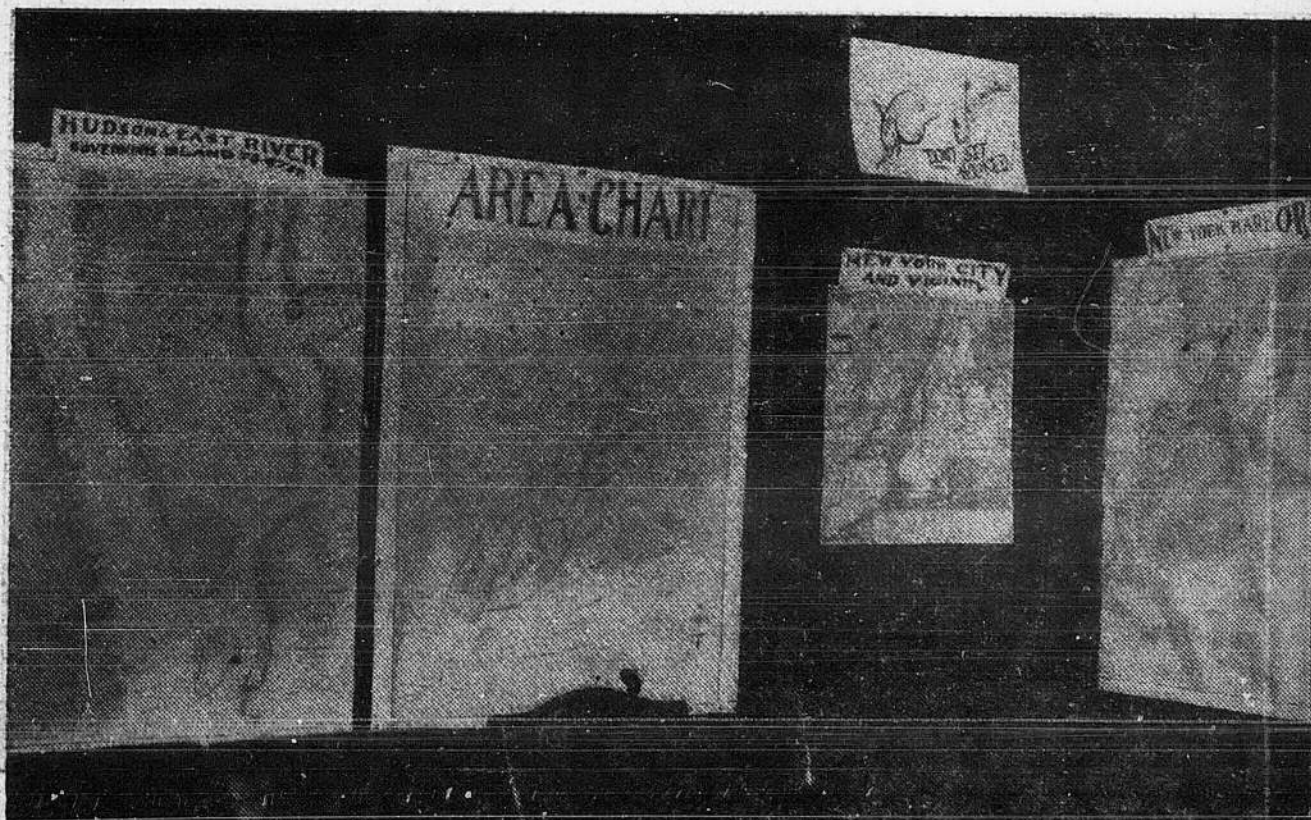
Cities Service plants throughout the country were broken down into geographical areas, with picket details ready for assignment in each on a 24-hour basis. Area boards like the one shown above contain reports of activities in each area.



Among the many volunteers who gave unstintingly of their time and energy to make the strike preparations airtight was Vic Litardi, shown here with the typewriter he worked long and hard.



Every pertinent detail was incorporated in the area charts drawn up by Seafarers concerned with this phase of the strike preparations. Here's a section of Cartersville, N. J.



All areas that would be involved in the event of a Cities Service beef were carefully plotted on large maps. All hands responsible for the smooth functioning of the machinery were briefed until they were fully acquainted with their respective areas.



# SHIPS' MINUTES AND NEWS

## Mowbray Softballers Take 4 Of 5 Contests

Having bagged four of the five contests played on the last trip to South Africa, the Robin Mowbray softball squad is thirsting for bigger game.

According to Mel Smith, the Mowbray team is particularly anxious to lock horns with the Robin Hood softballers, who recently laid claim to the championship of the Robin fleet.

"I believe we can give them a run for their money," says Smith in a letter to the LOG this week. "If they ever hit port with the Mowbray, they are challenged to a friendly game or two."

To prove the Mowbray men are ready for the "champs," Smith cited the impressive record of the last trip. Against the team representing General Motors in Port Elizabeth, the Mowbrays eked out a 9 to 6 victory.

### ONE RUN VICTORY

Next they crossed bats with the Robin Sherwood Seafarers in Lourenco Marques. One run provided the victory margin for the Mowbray softballers, the final score reading: Mowbray—14, Sherwood—13.

In a three-game series with the team of the SS African Sun, the Mowbrays won the first, 14 to 7. They were on the short end of the scoring in the second contest, 5 to 4, but came back to win the rubber game, 9 to 8.

Smith asked the LOG to "pass the word to any ships that may be headed down Africa way to be on the lookout for us as softball opponents.

"The big trouble," he wrote, "seems to be finding teams that have a schedule permitting a get-together on the ball field."

## 'Stuck In Mud' Gets Going After 6 Days

She's not a stuck-in-the-mud anymore.

Six days after running aground at the entrance to New York harbor, the SS Alamar, Calmar Liberty, was refloated on Washington's birthday and towed to an anchorage off Stapleton, Staten Island.

The Alamar was pulled out of the mud at 10:07 AM, just one hour before high tide. Shortly after she was being towed to Port Newark by Moran tugs.

Heavy-gear salvage equipment and a deisel-electric tug, the Curb, succeeded in refloating the stubborn Liberty after six previous daily attempts had failed.

### SHALLOW

The Alamar ran aground in 20 feet of water at the top of Romer Shoal, between Gedney and Ambrose Channels, about three miles off Sandy Hook Light. She was inbound from the West Coast with 10,000 tons of lumber.

On the fourth day of refloating attempts, the deck cargo was unloaded to lighters and by the next day 468 tons of lumber had been transferred. Another 400 tons on deck were removed from the ship the next day. The rest of the lumber, all in the holds, was transferred to lighters when the Alamar arrived in Port Newark.

## HE NEVER FORGETS THE SIU



Veteran Seafarer Fred D. Benson

You can't keep a good Union man away from the hiring hall, even if he does happen to be a retired member.

Brother Fred D. Benson has been paying periodic visits to the SIU Hall in New York ever since he quit going to sea in 1944. He stopped in the other day to say "hello" to the old-timers, who know him as one of the first to join up when the A&G District was organized back in 1938. Fred was Door-

man at the old building at 2 Stone Street in 1942.

A veteran of the Spanish-American war, Benson is on a 30-day leave from the Veterans Hospital at Bath, N.Y. As a Seafarer he saw two years of World War II aboard SIU ships when the going was the toughest.

Benson started sailing on wind-jammers, making his first trip in a four-masted barque from New York to Calcutta. He's a deck man, of course.

## Raymond Foster, Member Of SIU Since 1938, Dead

Seafarer Raymond Foster, a member of the SIU's Atlantic and Gulf District since its inception in 1938, died of a heart ailment on Jan. 30 in the Mobile Marine Hospital, the LOG learned this week.

Burial took place on Feb. 3, in Magnolia Cemetery, Mobile.

Brother Foster, who was born on March 1, 1909, in Thomasville, Ala., was admitted to the Marine Hospital on Nov. 7 last.

He is survived by his wife, Mrs. Mabel Foster of 550 South Bayou Street, Mobile.

Brother Foster joined the SIU in Mobile on Nov. 21, 1938. He had a Steward's rating and held Book No. 15.

Headquarters was advised of Foster's death by the A&G District Port Agent in Mobile. The late Seafarer was in good standing at the time of his passing and the Union forwarded the burial benefits to his widow.

## 'Voice Of The Sea'

By "SALTY DICK"

Henrick Hansen, better known as the "Tropical Fisherman" has purchased a fish hatchery in Florida. He expects to make it his livelihood. . . Miles Sterns spends a lot of his time at the track. He claims he is way ahead of the game.

Al Brindley is being called "Kansas City meat," when he

should be referred to as Philadelphia scrapple, cause that's where he's from. . . The foreign seamen are always asking for the SEAFARERS LOG. Two English sailors recently asked me for the paper, which I gave them. They seem to be hungry for maritime news.

Did you know that New Zealand has compulsory vacations for seamen? . . . This happened on the Alcoa Clipper recently: A passenger ordered a kippered herring and figs. The waiter brought the fish—smothered in figs. A slight error.

Bill Hanold wrote a fine piece on the old Hog, the Alcoa Banner. I made that last trip on the Banner with Bill, and I share his sentiments. . . Cleveland Vincent lost about 15 pounds working in the galley. Then he went ashore and picked it all up again. . . Mickey Dunn is doing a swell job as Chief Baker on the Del Norte. The crew especially likes his French bread.

Note to camera fiends: Buy your film packs and bulbs in the States. I tried to get material in all South American ports, without success. And don't take a camera ashore, unless you have a permit.

Charles Bradley once owned a turkey farm, but all the birds died on him. Now he's going to try it with chickens. . . Domingo Molina is still working on the coffee run, but he's always glad to get back to New Or-

leans. . . And George Nuss is happy being in the Black Gang.

Wonder why William Scott is always smiling these days? He expects to be a father soon. . . Carl Johnson doesn't seem to have a care in the world. . . The Creel brothers, Bob and Sloppy, are on the South American run, aboard different vessels. Bob's on the Del Monte and James Paul (Sloppy's name) is on the Del Norte.

Clarence (Red) Hancock can always be seen at a reserved table at the Justin Hotel in Buenos Aires. The trip is 47 days and he receives 47 letters every voyage. The hotel, by the way, is one of the best on the run. . . V. C. often goes to Rosario by train to B.A. to see a beautiful senorita. This trip he was disappointed cause she had gone to Mendoza for a vacation. I predict this bird will soon be in a gilded cage (yeah, marriage).

There's a bill before the Argentine Congress that soon may be law. It will mean a better break for seamen. . . I also understand that all the dives along Alem Street, such as the Avalon, Odeon and Roayl must close and seek new heavens. The seamen, American and others, will gain much by this move.

The New Orleans Hall is to receive a big picture from a certain crew that will be the talk of the waterfront. Watch for pictures in a later issue of the LOG.

## MEMBERS OF SIU STEWARDS DEPARTMENT ON CRUISE SHIP



William J. McKay, Stewards Delegate aboard the Alcoa Clipper says that first-rate job performance enables the Union to negotiate better contracts. Here are some of his shipmates who share that belief. Front row, left to right: Chief Steward M. T. Costello and Second Steward Fred Diekow. Rear row: Tom Carmody, James Nelson, Kenny Miller, William McKay, Chino Sosa, Jack McCranie and E. L. Chesser, all Waiters.

# Digested Minutes Of SIU Ship Meetings

**SEATRAN NEW ORLEANS, Dec. 18—Matt Fields, Chairman; Frenchy Michelet, Secretary.** Delegates reported that there were no beefs in any of the departments. Motion (by Fredericks) carried that ship's fund be set up and that each man pledge two dollars to get it started. Motion (by McKay) carried that \$50 of the fund be donated to Christmas dinner being put on for men in New Orleans. Under Good and Welfare there was considerable discussion about additional repairs, etc. Ship's Delegate explained that steps had been taken to square these things away to satisfaction of all concerned.



argued at mealtime, but brought up at meetings or to department delegate.

§ § §  
**BESSEMER VICTORY, Jan. 14—A. J. Baker, Chairman; Frank Strelitz, Secretary.** Ship's Delegate reported that minor beefs had been settled satisfactorily to all concerned. Department delegates stated that there were no beefs to report. Motion by Roland Lanoue carried that all beefs be put down in writing so that complainant cannot go back on his beef. After considerable discussion under subject of education, on various articles and letters appearing in LOG, it was recommended that members digest contents of paper thoroughly so that they will be well informed in case of further discussions or voting on them. Men also advised to keep up to date on Cities Service developments. Motion (by John Hunt, seconded by John Duffy) carried unanimously to go on record in support of Headquarters action against Trotskyites to register confidence in officials so viciously attacked in newspaper of the Trotsky group.

§ § §  
**SEATRAN NEW YORK, Jan. 1—S. E. Harm, Chairman; J. J. Malone, Secretary.** Elections were held, with Brother Buckner chosen as Ship's Delegate and Brother Gardner as Deck Delegate. Motion carried unanimously that crew go on record as heartily endorsing action of membership to halt infiltration of communists — Stalinist or Trotskyite — into our ranks. Ship's Delegate instructed to take up matter of rusty water in tanks with Chief Engineer. Chief Steward asked to see what he could do about getting some new mattresses and to report results to next meeting.

§ § §  
**ALCOA PENNANT, Jan. 2—C. Dix, Chairman; R. F. Black, Secretary.** Delegates reported. Steward suggested that radiogram be sent to Headquarters, confirming crew's approval of stand toward Trotskyites. General discussion on amount of time a man should be allowed to sail continuously. General opinion is that one year on one ship should be enough. Suggested that resolution be written up pertaining to this matter and sent to Headquarters. "Mac," the Oiler, designated to serve as ship's treasurer to collect donations at payoff for washing machine and sporting goods to be used by crew.



§ § §  
**DEL MONTE, Jan. 8—Creel, Chairman; Gerdes, Secretary.** Brother Buckley elected Ship's Delegate by acclamation. Delegates reported. Motion (by Buckley, seconded by Miller) that resolution be drawn up concurring in anti-Trotskyite resolution. Discussion on gashounds by Brother E. DeBautte. Other matters discussed: wearing of clothing in pantry, and keeping foc'sles clean.

§ § §  
**LILICA, Jan. 1—Lester Lapham, Chairman; Raymond Perry, Secretary.** Delegates reported that all was okay except for a couple of minor beefs. Crew favors compulsory vacations. Repair list to be drawn up and handed to Ship's Delegate. Men cautioned to be sober at payoff. Matter of new springs and mattresses were discussed. One minute of silence in memory of departed Union Brothers.

§ § §  
**SEATRAN NEW JERSEY, Jan. 16—Tom Clark, Chairman; Phil O'Connor, Secretary.** Disputed overtime in Deck Department to be taken up with Patrolman. No beefs in other departments. Windchutes for hospital and paint for all decks have been ordered. Ship's Delegate reported. Pledges for March of Dimes to date total \$45.60. Collection for movies shown aboard vessel for crew's entertainment will be taken up at payoff.



§ § §  
**ANN MARIE, Jan. 12—W. D. Cauty, Chairman; Vincent O'Reilly, Secretary.** No beefs, except for some overtime beefs in Deck Department. Crewmembers requested not to cook anything on bare hot plate, but to use frying pan provided for that purpose. Baker and crew Pantryman were complimented for being especially conscientious and efficient in their duties. List of needed repairs to be submitted before beginning of next voyage.

§ § §  
**DORIAN PRINCE, Jan. 1—Joseph Ranieri, Chairman; E. Morris, Secretary.** Ship's delegate to see Captain about inoculation cards which will be given to crewmembers when they leave vessel. Delegates reports accepted. Suggested that library for crew be acquired. E. Morris suggested that any man having a beef should air it at the regular meetings and not in the alleyways where topside can get wind of them. One minute of silence in memory of departed Brothers.



§ § §  
**JOHN HANSON, Jan. 1—Edwin Westphal, Chairman; R. P. Hannigan, Secretary.** Otto Pedersen elected Ship's Delegate by acclamation. Motion carried that crew go on record asking Secretary-Treasurer to prepare ballot on question of compulsory vacations. Suggested that recreation room be used for amusement and messroom to be left to watch-standers. Requested that Messman be given a break during meal hour, especially when he is serving watch-standers.

§ § §  
**STEEL MAKER, Jan. 8—M. F. Laresen, Chairman; T. Conception, Secretary.** Ship's Delegate said that better sanitary job must be done. Disputed overtime reported in Deck and Engine Departments; none in Stewards. Motion carried unanimously in favor of Headquarters anti-Trotskyite resolution. Department delegates to prepare repair lists and turn them over to Ship's Delegate before vessels arrives in first US port. Glasses not to be dropped in sink, but to be washed and returned to proper place in shelf. Beefs not to be



§ § §  
**STEEL RANGER, Dec. 26—D. K. Nunn, Chairman; V. De LaCruz, Secretary.** A few hours disputed overtime in Deck and Engine Department but all okay in Stewards. Crewmen were advised to keep their foc'sles clean. Crew favors rule making it mandatory that men entitled to vacation with pay after one year aboard ship, accept the pay and get off. Discussion about the claims for compensation by men who are working aboard in relief capacities.

§ § §  
**JULESBERG, Jan. 1—Ray Arnold, Chairman; C. B. Skipper, Secretary.** Deck Department reported 12 hours disputed overtime; no beefs in the other departments. Much discussion on proposed enforced vacation rule; letters in LOG giving pro and con were discussed. Motion (by J. Penner, seconded by J. Judge) carried that after a man has been aboard ship for one year he should take his vacation pay, get off and re-register. Vote was 21 for motion, 2 against. Airmail editions of LOG received in Canal Zone and read by all hands. \$12 is on hand in ship's fund.



§ § §  
**ALCOA POINTER, Jan. 1—Sullivan, Chairman; George Zidik, Secretary.** Ship's Delegate reported complaints against Steward; motion carried that matter be brought up to Patrolman at port of arrival. Department delegates stated that overtime was okay and that there were no beefs. Motion carried to have Chief Cook make up emergency store list to be turned over to master for port of arrival. Vote of thanks given to

## Seafarer Sam says:



CITIES SERVICE IS NOW FIRMLY WITHIN THE SIU FOLD, BUT WE CANNOT REST ON OUR LAURELS — NOT AS LONG AS THERE IS AN UNORGANIZED COMPANY IN THE INDUSTRY. IF YOU ARE INTERESTED IN HELPING THE SIU EXPAND, AND BRING THE STABILIZING SIU CONDITIONS TO MARITIME — SEE THE ORGANIZERS IN THE NEAREST SIU PORT.

## CUT and RUN

by Hank

There's strike action on Beaver Street and many Seafarers are remembering those rough days on strike with the UFE Wall Street employees and picketing through rain and cold weather with the telephone girls on strike. Now SIU brothers are happily encouraging the militant Beaver Street picketline of girls and guys on strike against a high class restaurant determined to bust their contract and union, the AFL Hotel and Restaurant Employees, Local 16. You should hear the girls talk about the hiring of scabs, and the restaurant boss worrying about all the early-morning pastries and pies going to waste. However, Labor marches on . . . Franklin Smith, in town right now, told us about a swell place down in Houston, Texas. Next week we'll mention the place . . . Frank Nagy, who was in New York recently—is probably out on a trip right now . . . David Dial is another visitor to New York after a long absence, it seems. Any story for the LOG, Dave?

Albert Lavoie sailed into New York this week. He's still aboard the SS Yaka and a good SIU ship she is, indeed . . . Brother Jimmy Ott is one of the swell Brothers helping out for some time . . . If we remember correctly we saw Brother Frank Boyne, wrestler and poet, visiting New York recently . . . Brother Ivan Ryswyk is aboard the Mankato Victory right now . . . Flash News: Brother Edward Hansen, the old-timer, just sailed into New York after a three month Robin Line voyage. Brother Hansen says his shipmate, Brother Nielsen shipped out on some Waterman scow . . . There's lots of Brothers here in New York right now who have been aboard the SS Puerto Rico. There's Luigi Iovino, John Butler (who's in the This Is The SIU film), Nick Pappas, Benny Papademitros, Billy Roach, A. Gido and Eddie Macklin.

The SEAFARERS LOG will be sailing free of cost to the homes of the following Brothers: N. A. Brewer of Mississippi, Curt Borman of Maryland, Bill Gross of Louisiana, Martin Mackel of Ohio, Thurston Lewis of Arkansas, Martin Biggins of Massachusetts, E. C. Platt of Georgia, James Bethea of Florida, Joe Lewallen of North Carolina, E. W. Copeland of Louisiana, Peter Anchundia of New York, Arthur Graf of New Jersey, Albert Packert of New York, George Vourloumis of Massachusetts, Alton Mackin of Georgia, Daren Redmond of Michigan, Charles Jones of Massachusetts, Vincent O'Reilly of New York, Thomas Marcellus of Pennsylvania.

Brother Elmer Witzke was in New York again . . . "Red" Shea is fresh in town and it seems he's trying to sell a new car or buy one. Well, all we can say, "Red," is "be one or buy one"—Anyway, we're only kidding and only talking about the car . . . The Calmar ship, SS Alamar, was slightly in the newspapers recently . . . The SS Black Eagle was in port recently and Pete Gvozdoch, delegate aboard her, is doing a good job . . . Bill Gray informs us that John Jelletie, the Steward with a mustache that is practically like the old-fashioned handle-bar type, is in the Frisco Marine hospital. Swift recovery, John . . . Aboard the SIU ships there are many discussions going on in regards to the threatened Hiring Hall, the vacation rule, the transfer of American ships to foreign-flags, the importance of Headquarters air mailed Overseas Bulletins to SIU ships all over the world, the SIU welfare fund, the creation of a credit union for the SIU, etc. Brothers, keep those ships on the ball with those shipboard meetings, educational meetings and running these ships clean and the jobs in shipshape style.

# THE MEMBERSHIP SPEAKS



## Servicing Mast Lights Job For Agile Monkey: Reiss

To the Editor:

I joined the Kyska seven months ago and had no trouble until ten days before she put into New Orleans. Then it happened. I was working in the wheelhouse doing my work as ship's Electrician when the Captain came up to me in an excited manner, and in a very loud voice asked me who is supposed to put bulbs in the main mast and the foremast running lights.

I told him not to get excited, but to go find out. In my 12 years as an Electrician on American ships the work was always done by an AB or Mate, I was never asked to do it.

On some ships they use a Bosun's chair with one man to help him. On the Kyska a small AB always did it. He crept from the crosshead up the steel guy about 40 feet and swung himself over to the running light. I've seen this trick done by flying monkeys in South Africa. Once in awhile they miss, landing on their feet on the soft ground. Here a miss would send a man falling between winches, which aren't made of rubber.

I never worked for Barnum and Bailey on the flying trapeze, but I've begun to think I have to join it in order to hold my job as ship's Electrician.

### WELL CARED FOR

The Master also told me if I or anybody else fell down we'd be well taken care of by the government. I wonder when and how. He said the Electrician is supposed to pay the overtime to the AB who puts in the bulbs. Boy, oh boy, what a pile of money I must owe if it's retroactive. (Three years for Waterman alone.)

I'd like to know what the safety laws are? Is anybody supposed to be compelled to go up on the mast without an AB ticket?

Why did I get all this trouble after seven months on the ship?

I'll tell you why. It's because I don't take any guff from the Mates. They tried to tell me my business when they don't know one wire from another.

My bosses are the Chief and 1st Engineers. I don't have to take any orders from topside, and most certainly not from any one else aboard the ship. That's one way to stay in one piece.

I recall an accident that happened in September, 1949. We left port and secured the gangway while at sea. A man fell overboard, but luckily was picked up by fishermen. If he had drowned, whose fault would it have been? He was AB on the ship and held a 2nd Mate's ticket. As compensation he was given a 3rd Mate's job. Well taken care of, the company tells us.

### LIGHTS NOW

The same trip a Fireman broke his leg. Before this happened I told the Mate there should be a light on the deck aft, but nothing was done until the accident. After, there was a light. He will be well taken care of by the company.

While a crewmember of the John B. Waterman, I was hospitalized by food poisoning. The company paid me seven weeks full wages while in the hospital. The Union got everything due me from the company. Well taken care of, the company says.

I know of a case where an AB refused to go up the mast because he couldn't go that high. The Master demoted him to Ordinary and logged him two days' pay. The Commissioner took off the log. He still sails as AB. Why didn't they log the Electrician?

We have excellent cooperation in the engine room, but none from the officers.

Things have now been squared away. At the payoff the Patrolman in New Orleans informed the Captain that he was wrong and squared him away.

Carl Reiss

## POP SCARED HIS OWN GIRLS



These two cute females are Dawn (left), 2½ years, and Donna, 16 months, daughters of Seafarer Blackie and Marie Colucci. The smiling lad is the girls' uncle, Mike Aversano, an SIU man himself. Dawn and Donna shed big tears when Poppa Colucci tried to pose with them, acted as though they weren't acquainted with him. That's what he gets for being a seaman.

## Red Hold On China Affects Frisco Shipping, He Says

To the Editor:

Our San Francisco hall isn't very large, and at times there is an exceptionally large number of members gathered there. As yet no one has had to stand because of a shortage of seats.

I can remember when the New York hall was so crowded that there were no seats available in the recreation room and we had to stand around and wait our turn to rest our weary bones.

Some of our Brothers seem to be disillusioned about the shipping situation in San Francisco. This is evidently a result of the much-publicized reputation here for good shipping, which was founded during the period immediately following its opening, when the shipowners here were crying for men. Things have changed since then.

There are several factors contributing to the comparative

slump which is now prevailing in San Francisco. Some of the Chinese ports which used to consume large amounts of American cargoes are now closed to us by the Communists.

At times the going really gets rough in Frisco, as some of us have learned the hard way. Some of the rough spots have been ironed out by the existence of a stewpot, the proceeds for which are so benevolently donated by the more prosperous Brothers. Cigarettes and coffee are also available.

Something should be said for our representatives in San Francisco, and I am certain that I voice the sentiments of many when I say that they are among the best to be found in the SIU. They are conscientious in the pursuit of their duties and obligations for the welfare of the men on the beach.

Fred Miller

## Seafarer's Wife Favors 6-Months As Time Limit

To the Editor:

I am writing you in the hopes of getting a small voice in the controversy over the proposal to have men stay no more than one year on a single ship—taking the due vacation pay and getting off.

My husband, Theodore (Book No. 51061), is in no way responsible for my opinion, either.

With jobs scarce and many Bookmembers waiting for rotation jobs, not to mention the permits, I think it would be a very good idea to limit the stay on any one ship to six months or one complete voyage.

In this way, there will be more vacancies. It will benefit everyone. Some now, who stay on these ships—the homesteaders—are staying on principally because they know they will likely have a two or three months' wait for the next ship.

If the limit were six months on any one ship, there would be a bigger turnover. The men who stay so long will know shipping is easier and that they will have much less time to wait for another berth.

So, I'm in favor of six months on any one ship for any one member. If the ship should stay out more than six months, which is very unlikely, then it should be the full voyage on articles.

(Mrs.) Maria Lindberg  
Lima, Peru

## Robin Sherwood Men Like Overseas Bulletin

To the Editor:

We, the crew of the SS Robin Sherwood, wish to express our thanks and appreciation for the latest Bulletins, received during our last voyage to South Africa. We believe that this will not only bring our Union Headquarters and members into closer contact with ships at sea, but it will also let us know of our Union activities at all times.

John C. Reed  
Ship's Delegate

## Count Your Change In Mediterranean Night Spots, Brother Cautions

To the Editor:

The SS Kyska arrived in New Orleans February 17, completing a seven week trip from New York, to various ports in the Mediterranean Sea. We made Genoa in thirteen days from New York, arriving right in a general strike declared for that day. The docks in Genoa were quiet enough and next day the longshoremens returned to work.

The weather in this city was balmy, as New York would be in mid-spring. There are any number of cafes along the waterfront and uptown in which a seaman can enjoy himself and prices are reasonable. A seaman would be smart however, if he asks first the price of anything before he buys, since I found that the caterers have a deliberate carelessness in adding up

your bill when they see that you are not watchful for your money.

I was short changed a few times, but collected what was coming to me when I pointed out the discrepancy in the bill. Once I was clipped for a dollar when I had two glasses of wine in the Black Cat cafe and the waitress brought me back 100 lira change out of a 1000 lira bill.

She could yell louder and swear better than I could. One would think from listening to her vehement outburst that I was trying to rob her. I was glad to get away, feeling a little guilty of trying to take advantage of an innocent woman.

### VENICE

Our next port was romantic Venice. There are many inter-

esting places like the Church of San Marco and the Doges' Palace to see. The town is as picturesque as all get out with the canals thick with boats, especially the gondolas, rowed by shabby dressed gondoliers. As twilight closes the day, the cafes come to life and people crowd into San Marco's Plaza and spill into the bars and restaurants. Here, too, as in Genoa a seaman must be alert when ordering drinks and food, for I verily believe that overcharging foreigners is a kind of sport with some of these people.

One of the best places to eat and drink is the Antico Pignolo night club, here you must have a menu to order from and the prices are fairly reasonable. There is also an orchestra. In the evening hours of eight and

nine San Marco's Plaza is profuse with street-walkers.

### WINDY CITY

Our next port was Trieste and here we encountered the Boreas, a strong wind from the North. Coming into the harbor the wind almost ripped off No. 3 tarpaulin and it took five of us to secure it again. The wind sometimes reaches gale proportions and work ceases on the wharves and lines are stretched along the streets for the pedestrian to cling to. A GI guard on the ship told me that a street car was once blown on its side by the force of the wind.

Heading south for Piraeus, Greece, we met with the sirocco, a wind from Africa and it was gale weather till we reached the shelter of islands on the Greek coast.

Our last port, Istanbul, looks from the harbor like a city from the Arabian Nights. The city is a maze of hilly, narrow streets. A seaman will find most of the cafes are high priced. There are any number of hostesses who speak English in these places—the roughest gutter English I found in the Picadilly. The day was cold and snowy the day we left here. We were glad to be leaving for the States.

### EACH HIS OWN

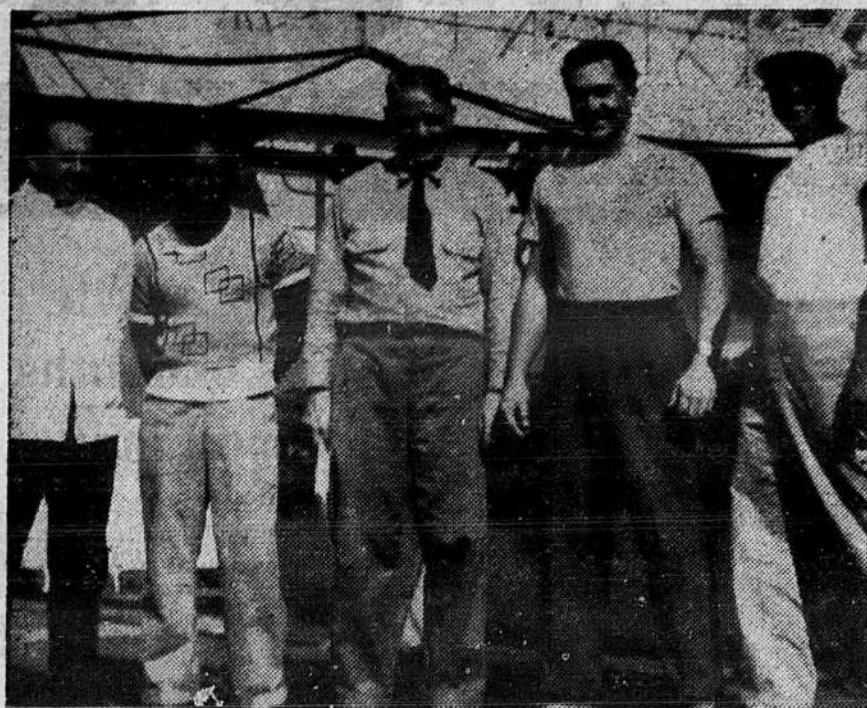
This, in brief, are some of the outward commonplace experiences of the trip, but every man finds in his voyage to other lands his own singular experiences.

The most finely mused things are never written.

John J. Flynn



**ALCOA PATRIOT CREWMEMBERS**



This photo, forwarded to the LOG from Trinidad by Ship's Delegate Van Whitney, shows, from left to right: Ernest Glassford, BR; Richard Fleming, Galley Utility; radio operator; Van Whitney, Oiler, and Raymond Thomas, Chief Cook.

**Member's Wife Protests Forced Vacation, Calls It Violation Of Individual Rights**

To the Editor:

I have read the items on compulsory vacations in the LOG. It seems to me the word "vacation" is incorrectly used. Several writers have suggested that a ruling be passed compelling men to give up their jobs at the end of a year, for the purpose of giving their jobs to somebody else. Is that a vacation?

Do you know of any laborers, organized or unorganized, who are compelled to give up their jobs in order to get a vacation? Is there any Union that compels its members to give up their jobs at the end of any set period of time in order to give another man a job?

I think we all agree that we are entitled to a vacation after working a year on the same

job. I believe we should take a vacation for our own welfare. I also believe that seamen should get vacations on the same basis that millions of other workers get theirs. That is, allow them to take a vacation for one trip, two weeks, or for whatever period of time could be agreeable, but instead of losing his job, permit him to return to it after his vacation is over, if he so desires.

Let the seamen have a little "say so" or the right to choose the time for a vacation, to meet his needs. Instead of ruling that he has to take his vacation at the end of 12 months, let him take it at the end of 12 to 16 months. Under these conditions, all hands would be glad to take a vacation. That arrangement would give many extra months

of employment to the men on the beaches who could relieve the men on vacation. It would give one trip men plenty of work, and jobs to many permit men too.

I am not in favor of any regulation compelling all book holders to give up their jobs at the end of any set period of time. I believe such a ruling would not be in the best interests of the majority. It would violate their civil and personal rights and freedoms.

The Union helps a man get a job. The Union protects his job from unfair labor practices of an employer. Is it right for the Union to take the man away from his job simply because he has held it for one year, or any period of time?

**FREE CHOICE**

Most workers are given a certain amount of freedom in deciding on the time for their vacations to suit their needs. Seamen should be entitled to the same rights. If they cannot, it would cause hardships in many cases. For example: Suppose a seaman's wife is expecting a baby in April. He wants to take his vacation at that time. Would it be right to compel him to take his vacation in February or March? Such a ruling would not only cause him unnecessary hardships, but probably financial difficulties too.

Consider the family men with children in school. The chances are, he would want his vacation during the summer, or other school holidays such as Christmas or Easter, so that he can take his family to the country, beaches, or back to the old hometown to visit grandma and grandpa.

Compulsory vacation regulations would be difficult to enforce. Suppose a man is shipping out on a long run—four to eight months. He has been on the ship 10 or 11 months. If he is not permitted to sail he would be cheated out of his "vacation" pay. If he sails, he could not begin his vacation until he returned to the States. That would allow him to work 14 to 19 months without a vacation.

**BAD EFFECTS**

What effect would compulsory job-turnover have on the efficiency of Union personnel? If a man knows that he is going to lose his job in a short time, regardless of how well he has done his work, won't he be inclined to get careless, indifferent or lay down on the job? Chances for promotion and job security make most men try to improve their efficiency. If a book holder is a good mechanic, a good Union man, shouldn't he have a chance to get ahead, to keep a job that he has proven himself to be capable and worthy of holding?

Our Union has advanced because our members have advanced as individuals. We have better contracts today because we have better men, because we have been given a chance to work and improve our skills. Let us continue to strive to go forward! Not backwards! Let us work towards a real "vacation!"

Mrs. Mary R. Masters

(Ed. Note: The writer of the above letter is the wife of SIU member Stacy Masters.)

**Time Limit Okayed By Hospitalized**

To the Editor:

I have been a patient here at Staten Island Marine Hospital for ten weeks and have had a good chance to think and talk about the proposed vacation rule. There are members here of other maritime unions who have worked under such a rule in their organizations and all of them feel it has worked out pretty well with them.

One of the first things that comes up in any discussion of the rule is, "How about the married men." Well, there are single men who have obligations too. Some of them support parents and brothers and sisters.

But if a member knows that after a year he has to take his vacation and get off, then there is a good possibility that he will save his money to hold him over for a little while.

There's no doubt conditions are getting rough. Anyone who doubts it should take a ride up the Hudson River to Tarrytown and take a look at the ships in the boneyard.

Anyway, the thing to do on vacations, now that every possible argument has been offered, is to put the question on a special ballot and let the membership decide.

Joseph A. Pilutis

**Brothers Weigh Moral, Economic Issues In Review Of Proposed Vacation Ruling**

To the Editor:

It has finally become apparent to most Seafarers that some definite procedure regarding vacations, either forced or voluntary, is necessary. However, before anybody gives way to his personal feelings or renders a quick verdict it would be well to consider the significance and importance of the following points and conditions.

First, it must be realized that the shipping business is no longer the war-time inflated protege of the 1939-1946 era. The lush gravy train years of "jobs for everyone and his mother included" are gone, and only the uninformed and super-optimistic would believe or hope that the millions of tons of shipping now in the James River Fleet and other reserve fleets will again become a source of jobs.

**MORAL SIDE**

Now we come to vacations with the idea of creating work for more people or spreading the work around. Who is to say when a person's services with a company shall terminate? Has an individual the choice of staying with his job so long as he chooses or must he give up his berth to another.

Let us take a look at the moral side of the problem for a minute or two. Has any one the right to deprive another of his living? It would undoubtedly often prove that the man forced

out had equal or more family obligations to meet than the man taking the berth. Just who is to decide in such cases?

The problem of homesteading is entitled to some thought, but it seems as if much more emphasis is placed on this now than was formerly. Actually, it is very doubtful if there are more men who homestead today than back in the old days before the war. Usually there were two or three on each ship then even as there are today. The number of men who homestead undoubtedly make up a very small percentage of the membership. It is also well to remember that the membership can deal adequately with a homesteader turning company stiff, without pulling a man off to take his vacation.

It is also noteworthy that no one to date has suggested that once a man ships he must stay on the same vessel until he has earned a vacation, this in itself points up the point of beach pressure.

The above-mentioned points should be thought over by all Seafarers, for their future security and welfare will depend to a great extent on how they decide to handle the "vacation problem."

Bryan (Scotty) Downes  
H. Stuart Clarry

**Airs Views On Vacations, Urges Steward Dep't Rules**

To the Editor:

I would like to extend my sympathy to the family of Oswald Stone, who long served the membership of the Union and whose demeanor should serve as an example to all union officials.

Concerning the proposed credit union, I am not clear as to whether this would be compulsory for all members to join or would be for only those who are interested. If it is adopted, it should be optional for the members to join or not as they see fit.

On the much discussed enforced vacation plan, I don't believe the ruling would effect enough men to make it worth the expense. Unless it is absolutely necessary, it seems to be an infringement on the membership's rights and should not be put into effect unless shipping becomes dead slow.

If there are company-minded men who break our regulations, we have the means to pull them off the ships. Unless the offenders were quite competent I'm sure they would not have been kept aboard the ships. Personally, I have never been on a ship longer than nine months.

While at it I would like to put in my two cents worth on the Stewards Department. There is a definite need for a ruling on the duties of each man. This would keep down the arguments

and ill feeling so often found on some ships. Any hitches that come up could be straightened out by an advisory committee. The rules should make clear the difference between the duties of the men on the various types of ships.

**LOG STAMP**

On another point: It would be a good idea to have LOG donations stamped in the books. All men would then be covered and wouldn't feel cheap when turning down a request for a donation, having made one the trip before.

How about some information on:

1- Is it possible to send bills for medical expenses to marine hospitals? What is taken care of at marine hospitals?

2- If a man holds an accident and health policy, what does the policy cover?

In conclusion, I think Seattle Agent McKay should be commended for doing a good job under adverse conditions in Seattle. He has always been courteous, helpful and obliging.

George F. Johnson

(Ed. Note: Should a credit union be set up, participation would be optional. Your other questions require more information from you and the answers would be of too great length to cover in the LOG. Stop in and see Special Services Representative the next time you're in port.)

**Whalen Sees Homesteaders Aggravating Job Decline**

To the Editor:

The LOG said that it was interested in hearing what the membership thought on the question of whether or not to make it a "must" to get off a ship after a year's service. Hence this:

With shipping slowing down I don't see how, if a full book is to be worth a damn, we can get around not making such a rule. Aggravating the general job slump are those jittery cases—or plain greedy guts—who are holding up on the buckets ad infinitum.

It seems that the guy who is taking tough sledding in his stride should be protected. The

man who gets off after a several-month trip and gives another fellow a chance to make a buck should not be victimized by his own guts and confidence in the future.

The evils of homesteading are many. The longer a seaman is on a ship the more company he gets and the less Union. The homesteader shrinks the active membership down and weakens the Union kitty. And when the chips are down and its a strike seige many of them will say: "The hell with you chumps. I've got my loot," and scam inland.

Joseph Whalen

P.S. If we made it a maximum of eight months I'd like it still better.

# Minutes Of A&G Branch Meetings In Brief

**BOSTON**—Chairman, T. Fleming, 30821; Recording Secretary, B. Lawson, 894; Reading Clerk, R. Leo, 102530.

Motions carried to accept proceedings of other Branch meetings as read. Port Agent discussed shipping in Boston. Motion carried to concur in Secretary-Treasurer's financial report and Headquarters report to the membership. Motion carried instructing Port Agent to change electric current in Hall from DC to AC, as recommended by the Boston Edison Company. One minute of silence in memory of departed Union members. Meeting adjourned at 7:30 PM, with 75 members in attendance.

§ § §  
**SAVANNAH**—Chairman, Jeff Gillette, 37060; Recording Secretary, L. E. Hodges, 255; Reading Clerk, E. M. Bryant, 25806.

Savannah Branch minutes of previous meeting read and approved. Motion carried to accept Secretary-Treasurer's financial report and Headquarters report to the membership as read. Branch Agent reported that shipping had been slow and that the few minor beefs aboard the vessels that made port had been settled. Minutes of other Branches read. Motion carried to non-concur with section of Philadelphia proceedings recommending reinstatement for a Brother, and instructing the Port to refer matter to Headquarters Reinstatement Committee, as is the usual procedure. Minutes of other

## A&G Shipping From Feb. 16 To March 1

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	13	7	10	30	3	5	5	13
New York.....	72	86	77	235	73	58	55	186
Philadelphia.....	24	22	23	69	20	12	20	52
Baltimore.....	55	82	65	202	36	48	30	114
Norfolk.....	23	40	26	89	1	1	—	2
Savannah.....	7	8	12	27	5	4	4	13
Tampa.....	29	19	19	67	28	22	21	71
New Orleans.....	67	65	84	216	71	72	103	246
Mobile.....	16	22	29	67	13	21	19	53
Galveston.....	46	34	18	98	22	13	17	52
West Coast.....	26	40	31	97	23	39	28	90
<b>GRAND TOTAL.....</b>	<b>378</b>	<b>425</b>	<b>394</b>	<b>1,197</b>	<b>295</b>	<b>295</b>	<b>302</b>	<b>892</b>

ports were concurred in. Communications in regard to excuses from meeting were read and acted upon. Motion carried to accept communications from Headquarters on Hiring Hall with recommendation that Union express thanks to Congressman Dollinger for his stand on the Hiring Hall. Motion carried to adopt resolution, signed by 40 members, urging disciplinary action against men missing ship. 65 members in attendance when meeting was adjourned.

§ § §  
**NEW ORLEANS**—Chairman, Earl Sheppard, 203; Recording Secretary, Johnny Johnston, 53; Reading Clerk, Buck Stephens, 76.

New Orleans minutes and Secretary-Treasurer's financial report read and accepted. Minutes

of other Branch meetings read and concurred in. Port Agent said that, outside of shipping, affairs of port were in good shape. Prospects for the coming two weeks are not too bright, he said. He asked the membership to permit the SUP to work out of the SIU Branch Hall in New Orleans, inasmuch as the SUP has closed its own Hall in this port. Requests from men seeking to be excused from the meeting were referred to the Dispatcher. Headquarters report to the membership accepted as read. The following members took the Union Oath of Obligation: R. J. Egan, J. J. Cuccia, P. E. Coone, A. E. Kennedy and R. E. Hostler. Motion carried recommending action to obtain additional chairs for the Hall. Under Good and Welfare there was pro and con discussion on compulsory vacations, with the majority of the speakers against any such rule, which they claimed would not be a solution of the shipping problem. Meeting adjourned at 9:10 PM, with 540 members present.

§ § §  
**MOBILE**—Chairman, L. Neira, Recording Secretary, J. Carroll, 50409; Reading Clerk, H. J. Fischer, 59.

Motions carried to accept minutes of previous meetings in all Branches as read. Agent discussed the present state of shipping in this port. Motions carried to accept Secretary-Treasurer's financial report and Headquarters report to the membership. Patrolman and Dispatcher gave their reports. Following period devoted to Good and Welfare, there was one minute of silence in memory of departed Union Brothers. Meeting adjourned at 7:45 PM; 350 members were present.

§ § §  
**SAN FRANCISCO**—Chairman, Jeff Morrison, 34213; Recording Secretary, H. Stivers, 23799; Reading Clerk, D. C. Jones, 116.

The following were read and approved: San Francisco Branch minutes, Secretary-Treasurer's financial report, Headquarters report to the membership. Port Agent reported that shipping during the past two weeks had been fair, but not sufficiently good to clear the beach of men who piled up during the previous period of poor shipping. The Sand Craft, which had been expected to crew up here, is still not ready and as soon as further information is available it will be posted. Things do not look too good for the coming two weeks. All preparations have been made here in the event of a strike against the Cities Serv-

**PHILADELPHIA**—Chairman, A. S. Cardullo, 24599; Recording Secretary, Ray Oates, 25128; Reading Clerk, G. H. Seeberger, 6932.

Minutes of the Feb. 15 minutes in all ports were read and approved. Motions carried to accept Secretary-Treasurer's financial report and Headquarters report to the membership as read. Port Agent spoke on the state of shipping in Philadelphia and of the immediate prospects. Excuses from members not present at tonight's meeting were referred to the Dispatcher for appropriate action. Motions carried: That no job be put on board until 10 minutes before calling time; to permit Brother G. Stidham to change his registration from Deck to Stewards Department. There were 231 members present when meeting adjourned at 7:45.

§ § §  
**GALVESTON**—Chairman, Keith Alsop, 7311; Recording Secretary, J. Hammond, 24404; Reading Clerk, R. Williams.

Minutes of last meeting night in all ports read and approved. Motions carried to accept Secretary-Treasurer's financial report and Headquarters report to the membership. Port Agent's report on shipping in this area was accepted, as were Patrolman's and



Dispatcher's reports. Motion carried recommending that Headquarters take steps to put question of compulsory vacations after one year aboard one ship on a referendum ballot. One minute of silence in memory of departed Union Brothers. Meeting adjourned at 7:20 PM.

§ § §  
**NEW YORK**—Chairman, Joe Algina, 1320; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, C. Simmons, 219.

Motions carried to accept minutes of Feb. 15 meetings in all Branches as read, with exception of Philadelphia New Business dealing with reinstatement of member. Motion carried instructing Philadelphia to refer matter to Headquarters Reinstatement Committee in accordance with established procedure. Secretary-Treasurer's financial report accepted as read and motion carried to refer it to auditing committee. Motion carried to concur in Headquarters Reinstatement Committee's report. Communication from member wishing to appeal his case was read and referred to Trial Committee. Port Agent reported on shipping and advised members that if they had a legitimate beef they would be backed 100 percent by the Union, but that if their beefs were phony they should not expect the Union or the membership to go out on a limb for them. Motion by Butts carried recommending that Headquarters attempt to secure innerspring mattresses aboard all contracted vessels. Amendment carried to table motion until Cities Service beef has been settled. Headquarters report was not given inasmuch as Secretary-Treasurer and other Headquarters officials were at meeting with Cities Service representatives and were still in session when the meeting concluded at 8 PM.



financial report and Headquarters report to the membership. Port Agent reported on the present status of the Cities Service beef, pointing out the possibility that a strike could be declared at any time. He also discussed the shipping situation in Norfolk. Motion carried to refer to Dispatcher all requests for excuses from tonight's meeting. Under Good and Welfare, several Brothers flipped their lids about the relatively poor prospects of shipping out of this port at present. Meeting adjourned at 8:40 PM, with 89 members present.

## Personals



**W. C. HALL**

Write or call home at once: 407 Goodson Street, Mineola, Texas; Phone 285-J. Very important.

§ § §  
**ED SALAZAR  
JOHN ACCORD**

Mrs. Rose Franz, whose son, Bob, was killed in an automobile accident on December 24, 1949, asks that you get in touch with her at Rt. 2, Box 233, Gilroy, California.

§ § §  
**A. K. POWERS**

"Please get in touch with me at once, at 222 East Plume St., c/o G. Washington Tavern, Norfolk, Va. Ruth."

§ § §  
**JOHN E. STEELE**

Contact Robert F. Reynolds, 1302 Hobart Building, San Francisco, California.

§ § §  
**BENET HEDBERG  
ROBERT BRAUN**

Get in touch at once with James A. Cuddihy, 37 Wall St., New York 5, N. Y.

§ § §  
**WILLIAM CAPPS**

Joseph Simmons, 970 Goss Avenue, Louisville, Kentucky, asks you to get in touch with him.

§ § §  
**SS MANGORE**

(Sept. 22- Oct. 29, 1949)

Spivey, Youtzey and the Deck Engineer on this voyage send your addresses to Lawrence Hitchner, 183 South East Avenue, Bridgeton, New Jersey, for your money.

**SS MICHAEL**

Will the following crewmembers, who paid off in Boston on March 2, 1950, please get in touch with Blackie Gardner, at Headquarters in New York City, as soon as possible: Marcus Evans, Roy E. Tallaksen, A. Blanchette, Joseph Stanwood. It is very important.

§ § §  
**SS CAROLYN**

C. P. (Slim) Thompson asks that Cherokee, the Oiler, and Tommy, the Fireman, contact him by mail or in person at the Staten Island Marine Hospital, concerning the accident on January 28, in Ciudad Trujillo.

§ § §  
**HENRY J. FOY**

Your father has important papers for you; please write him.

§ § §  
**ANDY ANDERSON**

Get in touch with Frank Scheesley, at Marine Photographers, 733 Toulouse Street, New Orleans.

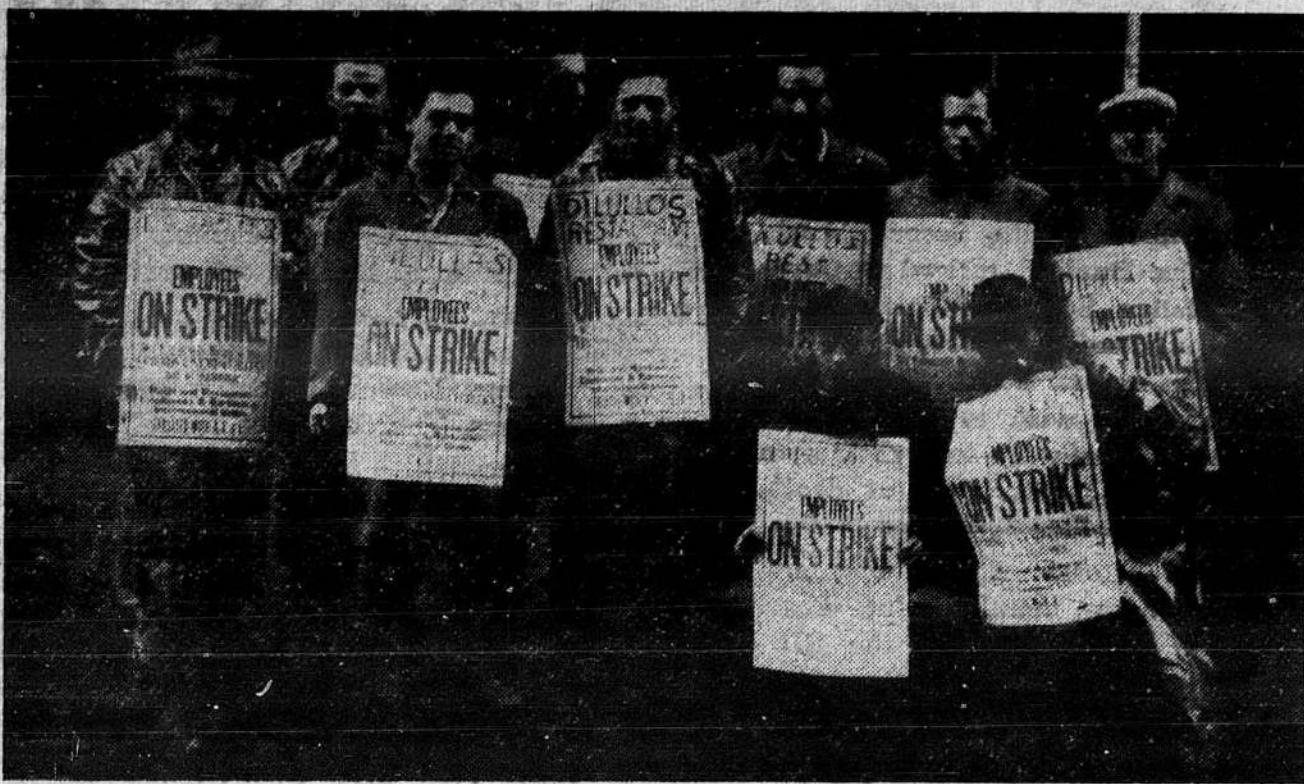
§ § §  
**EDDIE**

"Everything okay at home, but write: Frank."

§ § §  
**E. PANTAS  
F. CLARK**

Your suitcases, which were cleared by Customs, have been held at Manhattan Storage and Warehouse Company, 801 Seventh Avenue, New York City, since last October. If not claimed before October, 1950, the suitcases and contents will be sold at auction.

HELPING OTHER TRADE UNIONISTS



Supporting other sections of organized labor involved in legitimate beefs is one of the rules most Seafarers live by. Here some of the boys are doing it again in Philadelphia where AFL Cooks and Waiters are picketing a union-bucking restaurant. Among the pickets are SIU members John Gardner, R. A. Finneran, Pete Bite, M. E. Spencer, John Smith and A. Pietonviski. Merwyn Watson, Chief Electrician, submitted the photo.



Old Vet Outfits Oppose Hospital For Sick Seamen

(Continued from Page 1)

They point to the fact that, ever since the end of the war, certain real estate interests have been anxious to have the government place the Manhattan Beach properties on sale. If successful in this attempt, the private operators could make a gold mine of the property, because of its desirable beachfront location.

Meanwhile, the City of New York, which owns the Neponsit Hospital, is asking the USPHS to return it as soon as other facilities are found. The city is short more than 6,000 beds for its own patients.

Neponsit Hospital authorities disclosed that 80 percent of their present patients are seamen—among them members of the SIU—and that more than one-third of them are residents of the New York area.

Money Due

The following men have money due them, as of last November. Get in touch with Smith & Johnson, 60 Beaver St., New York 4, New York.

SS JOHN A. DONALD

Walter G. Butterton, Davis W. Gilbert, Jack A. Helms, George N. Haeliwai, Fred Murphy, William L. Pinkman, Charles W. Stokely, Rbt. G. Templeton, Charles D. Westman, Steve Colcecki, Charles O. Gillikin, Seth B. Hinton, Robert Layko, Simon H. Nugent, Chas. W. Sanderson, John Straka, Andrew R. Tonon, Elonza L. Zedaker, Roy L. Cuthrell, Harry Hayaski, Farris M. Jones, Herman L. Moore, Luis H. Olivera, Arsenni Sooma, Gunnar K. Svalland, Jessie B. Voliva, Steve Zouvelos.

SS PONTUS H. ROSS

Jack W. Arellanes, Joseph D. Long, Berkeley Peters, Warren Thorp, Henry R. Gordon, Michal Michalik, David Pontes, Bobby L. Wilson, Thomas B. Hampel, Alli Nasroen, Nicholas Sargent.

Honest, It's A Wonder Any Bills Get Passed

Maybe you've wondered why it takes so long for Congress to enact a bill into law. Or what has happened to a bill you are vitally interested in—let's say the Seamen's Bill of Rights.

Let's trace a bill which is introduced in the House and finally makes it way to the statute books:

1. A Congressman introduces his bill, say, to build a new bridge over a river in his district.
2. The bill is referred to the proper committee.
3. A subcommittee is appointed to study the measure.
4. Public hearings are held. Persons for and against the project are heard. Expert testimony of the subcommittee research staff is presented.
5. The subcommittee reports the bill to the full committee.
6. The full committee studies the measure and finally reports it to the House.
7. The bill is placed on the proper House calendar to await its turn for consideration.
8. The measure is debated. It can be passed, rejected or sent back to committee for further changes.
9. If the bill is passed by the House, it is sent to the Senate.
10. In the Senate the measure is referred to the proper committee.
11. A Senate subcommittee is set up to study the measure.

13. The Senate subcommittee sends the bill to the full committee.

14. The full committee studies the measure and finally approves it.

15. Then the bill is given a place on the Senate calendar.

16. At the proper time the full Senate debates the measures. The Senate may pass a bill differing somewhat from the one approved by the House.

17. Then the measure goes to a conference committee made up of Senators and Representatives.

18. The conference committee agrees on a measure which it thinks will be accepted by both Houses.

19. The bill agreed on by the conference committee goes back to the House and Senate.

20. The House must vote on the conference bill.

21. The Senate must vote on it also.

22. If both House and Senate agree on the conference measure, then the final bill goes to the President.

23. The President decides whether he should sign the bill, thus making it law, or veto it.

24. If the bill is vetoed, the House and Senate can enact it into law by overriding the veto with a two-thirds majority in both Houses.

Of course, anywhere along the line in the legislative procedure the bill may be killed by a vote of a subcommittee, a full committee or either house.

IN THE SPIRIT OF BROTHERHOOD



The crew of the SS Del Norte has a long record of aiding those less fortunate than themselves. Among their favorites are the children of the Lutheran Bethlehem Orphan Home, to whom they contributed more than \$500 last year. Above is a plaque given the Home by the Del Norte crew. Made in Brazil of colored butterfly wings, it is backed by the good wishes of the Seafarers.

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
- LAKE CHARLES, La.....1419 Ryan St. L. S. Johnston, Agent
- 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. S. Cardullo, Agent Market 7-1635
- SAN FRANCISCO.....85 Third St. Jeff Morrison, Agent Douglas 2-5475
- SAN JUAN, PR.....252 Ponce de Leon Sal Colls, Agent
- SAVANNAH.....2 Abercorn St. E. Bryant, Agent Phone 3-1728
- SEATTLE.....2700 1st Ave. Wm. McKay, Agent Seneca 4570
- TAMPA.....1809-1811 N. Franklin St. Ray White, Agent Phone 2-1323
- 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 Lloyd Gardner Joseph Volpian

S U P

- HONOLULU.....16 Merchant St Phone 5-8777
- PORTLAND.....111 W. Burnside St Beacon 4336
- RICHMOND, Calif.....257 5th St Phone 2599
- SAN FRANCISCO.....59 Clay St Douglas 2-8363
- SEATTLE.....86 Seneca St Main 0290
- WILMINGTON.....440 Avalon Blvd Terminal 4-3131

Canadian District

- MONTREAL.....404 Le Moyne St University 2427
- FORT WILLIAM.....118 1/2 Syndicate Ave Ontario Phone 3-3221
- HALIFAX.....128 1/2 Hollis St Phone 3-8911
- 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 7624
- HEADQUARTERS.....512 McGill St Montreal Plateau 670

# The Seafarers In World War II

By JOHN BUNKER

This is the story of SIU ships in World War II—the thrilling saga of the cargo ships and the men who sailed them over the far-flung ocean tracks to write an epic chapter in American maritime history.

Here is the story of the storm-swept, submarine-swept, bomb-pocked road to Russia over the misty Arctic—the epic of the ships that sailed alone during the first hectic months after Pearl Harbor, when there were no coastal convoys and torpedoed tankers became flaming pyres along our eastern seaboard; when the freight ships and the tankers went out unprotected and unarmed, but never lacked for crews.

Here, too, is the log of fighting freighters whose Orelikon guns traced tales of high courage in a myriad foreign skies. Wherever the freights of war were needed, these cargo carriers sailed them through.

SIU ships freighted everything imaginable in the way of war goods and the necessities of life to our Allies, to our overseas garrisons, to the beachheads and the supply ports for the fighting fronts.

## ASSORTED CARGOES

Ships left the States loaded deep with everything from cigarettes to Sherman tanks; with barbed wire, guns, powder, railroad cars, airplanes, dehydrated eggs, beans, grain, flour, bombs, trucks, clothing, oil, gasoline—and so many other items that a complete manifest could never be made of it all.

In addition to helping supply half the world with fuel, food and the tools of war, ships of the Seafarers International Union brought back to this, the world's arsenal of democracy, the vital raw materials without which a war effort on such a tremendous scale would have been impossible.

Little has been said about this homeward-bound traffic from foreign lands during the war, but it was just as important as the bombs, the grain and the cannon that were carried out of American ports in an endless stream for five war-harried years.

Our freighters and those of our Allies brought to this country manganese, burlap, mica, rubber, timber, bauxite, iron ore, sugar, jute, spices and hundreds of other industrial necessities, without which we would have found the fighting of a war not only most inconvenient but downright impossible.

They also helped to carry what normal commerce there was between the United States and Caribbean, Central and South American countries, which depended upon us for the numerous requirements of daily existence.

When the war at sea was finally through and bright lights shone through the open ports of ships at sea, on peaceful missions once again, the Seafarers International Union had paid a heavy price in ships and men.

The merchant marine as a whole lost 6,000 seamen, dead or missing. A total of 1,554 American flag ships were lost by torpedoing, bombing, mines and the varied other accidents of war. Of these, no less than 570 were lost in direct action with the enemy!

Our merchant marine had its baptism of fire long before Pearl Harbor. The SS City of Rayville struck a mine and sank off Australia in 1940, to be followed by the Charles Pratt, a Standard Oil Company tanker, which was torpedoed off West Africa in December of the same year.

Even before these actions, the SS City of Flint had made the headlines and caused an international furor, when it was captured, while en route to Norway in October, 1939, by the German pocket battleship Deutschland on the charge that it was carrying contraband.

Beginning with this issue, the SEAFARERS LOG will present a series of articles on the role of the SIU members in the Second World War. Written by John Bunker, retired Seafarer now with the "Christian Science Monitor," this thrilling story of outstanding heroism will, at the conclusion of the series, be republished in book form for those who wish to have a permanent record of their Brothers'—and their own—sacrifices and heroism in the face of death.

After the eventual release of this ship and her crew, it was still many months before Pearl Harbor. Then came the incident of the SIU-manned SS Robin Moor, bound for South Africa from New York, which was shelled and sunk by a German submarine, eliciting from President Roosevelt an historic pronouncement on freedom of the seas.

Chief Officer Melvin Mundy was on the bridge of the Robin Moor at four o'clock in the morning of May 21, when he saw a light blinking on the horizon, signaling in international code the letters AAA or "What ship are you?"

Mr. Mundy answered: "American steamship Robin Moor." Captain William W. Myers came on the bridge, and to the Moor's question "Who are you?" the answer was signaled back, "Submarine." This was followed by the command, "Don't use your wireless."

A boat was then launched from the freighter, according to the U-boat's orders, and pulled over to the submarine, where the Germans questioned First Mate Mundy about the vessel's destination and cargo. The sub commander insisted that the Robin Moor carried contraband, despite Mr. Mundy's assertions that the cargo included nothing more warlike than pleasure automobiles, engines, tin plate, and general merchandise for South African stores.

Crew and passengers were given 20 minutes to dress and get into the boats, after which the sub put 33 shells into the ship, sinking her in 18 minutes and without any chance to dispatch an SOS.

Until weeks later nothing was known of the freighter's fate, for the submarine departed without reporting the incident and the 45 crewmembers and passengers were left adrift.

Of the four lifeboats that got safely away from the ship, the first was picked up by a freighter 13 days later and the last was not found until it had sailed 700 miles, its occupants subsisting on a meager ration of biscuits and water.

When the first survivors from the Robin Moor were landed and news of the sinking stirred the nation, President Roosevelt sent a special message to Congress. The date was June 20, 1941.

Said the President:

"I am under the necessity of bringing to the attention of the Congress the ruthless sinking by a German submarine of an American ship, the Robin Moor, in the South Atlantic Ocean (25 degrees and 40 minutes west, 6 degrees and 10 minutes north) while the vessel was on the high seas en route to South Africa.

## "WE ARE NOT YIELDING"

"... We must take it that notice has now been served upon us that no American ship or cargo on any of the seven seas can consider itself immune from acts of piracy. Notice is served on us, in effect, that the German Reich proposes so to intimidate the United States that we would be dissuaded from carrying out our chosen policy of helping Britain to survive.

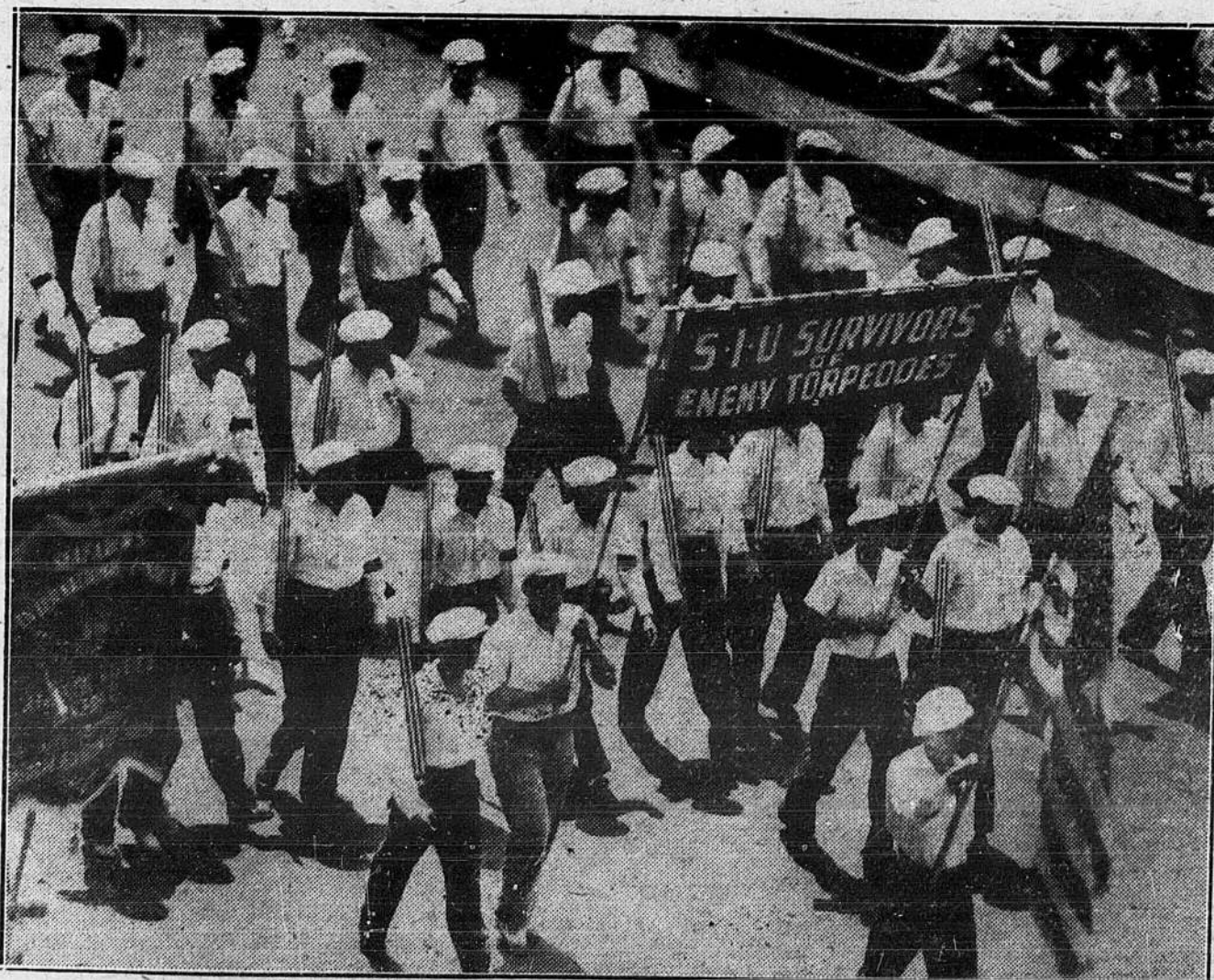
"... Were we to yield on this we would inevitably submit to world domination at the hands of the present leaders of the German Reich. We are not yielding and we do not propose to yield."

There were other incidents involving American ships prior to Pearl Harbor: the bombing of the Steel Seafarer in the Gulf of Suez; the sinking of the freighter Lehigh; the mysterious disappearance of the tanker Astral, and the sinking of the freighter Sagahodac only four days before the attack upon Honolulu.

But it was in January, 1942, that the merchant marine felt the full fury of the war at sea. And then, with a suddenness that found us totally unprepared, the U-boats struck—not in foreign waters nor on the convoy routes to Europe, but along the shores of our own Atlantic coast.

One of the first ships to feel this Nazi thrust in the western Atlantic was the SIU-manned City of Atlanta.

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These men, SIU survivors of torpedoed ships, are marching in the "New York At War" Parade in June, 1942. Although the US had been at war only six months, 473 Seafarers had already been lost at sea due to enemy action. Before the war had ended, the SIU casualties had risen to 1258.