

TRANSPORTATION VOTE OKAYED



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

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No. 18

Seafarers Thwarts Commie Attempt To Snare Support Of British Dockers For CSU 'Strike'

The Seafarers International Union is extending its fight to smash communist plans for throwing the world's important waterfronts into confusion and chaos.

SIU representatives are now in Great Britain exposing the phony "strike" called by the communist dominated Canadian Seamen's Union, which is intensifying its struggle to involve British dockworkers because Canadian seamen have doomed the plot on the homefront.

The British seamen's and dockers' unions are following the policy of the International Transportworkers Federation, by refusing to support the "strike."

However, communist propagandists have succeeded in halting loading and unloading on a

MAW Given Charter By International

The Seafarers International Union of North America, AFL, has granted a charter to the Marine Allied Workers of the Atlantic & Gulf, in response to pleas for union protection from thousands of workers in fields close to the maritime industry, it was announced this week. The charter was effective from May 11.

The new SIU affiliate will maintain its headquarters in New York with offices in the SIU A&G Hall at 51 Beaver Street. Branches will be established in major port cities on the Atlantic and Gulf coasts as need for them arises.

Lindsey Williams, Director of Organization for the SIU, A&G District, has been nominated to be Secretary-Treasurer pro-tem of the MAW.

Williams participated in the preliminary organizing drive, and reported that groups of marine allied workers in New York, Norfolk, Tampa, Mobile, New Orleans and Galveston had applied for membership.

"The Marine Allied Workers will give many non-seamen in various unorganized sections of the maritime industry the kind of Union protection you can only get from the most powerful maritime Union in the world, the Seafarers International Union," Williams said.

He also said that announcements concerning the new Union would be issued through the LOG at frequent intervals.

W. D. Henderson, international representative of the Seafarers International Union, is now in London conferring with British maritime workers, whom the communists have been violently propagandizing in an effort to win support for the so-called strike of the Canadian Seaman's Union. The SIU representative has provided British unions with the first clear picture of the situation on the Canadian waterfront. Since his arrival, several dockers' wildcat stoppages have ended and the men have voted not to support the CSU, in accord with the official policy of the Transport and General Workers Union of Great Britain. On page 12 is one of the statements issued in London by the SIU.

few SIU-contracted Canadian ships in scattered British ports, notably Bristol.

Until the SIU representatives' recent arrival in London, communists, led by a CSU organizer, had been quietly pouring their propaganda all over the British waterfront.

The London Daily Worker, official paper of the British communist party, and party front organizations bombarded marine workers with false and misleading stories of the "strike."

Throughout the propaganda campaign, the communists kept up a vicious attack on the SIU, because of its traditional, unrelenting fight against communists political chicanery on the US waterfront.

WORKED UNOPPOSED

SIU representatives found that the communist propaganda machine was working without opposition. No source of factual information was available to the British maritime workers.

Thus the communist strategists succeeded in stirring up a few port locals into taking unofficial, wildcat stoppages in support of the so-called strike.

W. D. Henderson, spokesman for the SIU representatives in Britain, reports that considerable progress has already been made in counteracting the communists' attempt, to plunge British ports into confusion.

Henderson has presented the other side of the story to the officials of the British maritime unions, giving them for the first time complete details of the Canadian situation.

The picture began to change as the facts were unfolded before Britain's maritime workers.

After conferring with the SIU representative, Arthur Bird, national secretary of the docks group of Britain's powerful Transport and General Workers' Union, called upon members of his organization to ignore the communists' plea for support.

He declared that his union supported the policy laid down by the International Transportworkers Federation, which had ruled that British dockers should

not refuse to handle cargoes of Canadian ships manned by the SIU Canadian District.

The Transport Union told the British dockers not to become pawns of the communists by aiding the disruptive commie effort to immobilize Canadian vessels in British ports.

GREEN ACTS

William Green, president of the American Federation of Labor, in a telegram to the Transport and General Workers' Union, also urged the members of that organization not to support the communist inspired CSU "strike."

Canadian Commies Misusing AFL, SIU Tells AFL Executive Board

The telegram below was sent to the American Federation of Labor's Executive Board by Paul Hall, First Vice-President of the Seafarers International Union and Secretary-Treasurer of the Union's Atlantic and Gulf District, requesting a ban on the use of the AFL label by the Canadian Seamen's Union. SIU International Representative Harold C. Banks was scheduled to appear before the Executive Board, now in session in Cleveland, to present a detailed report of the SIU's position.

The text of the telegram was as follows:

May 18, 1949

Seafarers International Union of North America respectfully requests that the executive board of the American Federation of Labor give full consideration to our affiliate, the Seafarers International Union of North America, Canadian District, in its struggle against the communist party masquerading as the Canadian Seamen's Union in Canada. The Seafarers International Union of North America and its Canadian affiliate have been discriminated against in Canada by persons masquerading under the AFL banner. We earnestly request that this masquerade by communist fellow travelers be turned aside. Further that steps be taken that the AFL's name not be used by the communist party in Canada in the future as it has been in the past. Our International representative, Harold C. Banks, will present the SIU's position in detail in person.

Announcement was made this week by the Headquarters Tallying Committee that Seafarers in the Atlantic & Gulf District had adopted transportation rule proposal No. 2 by better than a 3 to 2 margin in the recently concluded 60-day referendum. The Tallying Committee's recommendation that the new rule go into effect immediately was concurred in by the membership in regular biweekly meetings held in all Branches on May 18. Proposal No. 2 was carried by a vote of 2680 to 1616.

The newly adopted rule directs that, when a

crew is due transportation, those men who desire to stay on board ship can do so, providing they do not collect transportation money. Those desiring transportation must leave the ship.

Proposal No. 1, the rule formerly in effect, directed that men due transportation money must accept it and leave the ship. The deposed rule was first put into effect on August 20, 1948, when it was unanimously accepted at membership meetings in all Branches.

HOTLY DEBATED

At that time the rule was put before the membership along with the balance of a new contract being submitted for ratification.

The adoption of the now defeated rule touched off one of the hottest controversies ever waged over a Union rule within the A&G District, and was the subject of debate for months at ship and shoreside meetings. The SEAFARERS LOG for over two months devoted space to mem-

The New Rule

The transportation rule now in effect reads:

"When transportation is due a crew under the terms of the contract, those men who desire to stay on board the ship can do so, providing they do not collect transportation. Those men desiring transportation can collect same and upon receipt of the money shall get off the ship and replacements for those vacancies shall be shipped from the Union Hiring Hall."

bership comments, both pro and con.

In the several dozen letters published in the LOG the bulk of the arguments fell into two categories:

1. Those who favored the rule requiring all men to take transportation and pile off, and
2. Those who favored allowing men to stay aboard, as in some instances men were being forced to pile off after only a few weeks of employment.

PUT TO VOTE

Discussion on possible changes in the rule was climaxed at coastwise membership meetings on February 9, when the two alternate proposals were adopted and placed on a ballot for a secret referendum vote to begin on March 1.

Balloting on the referendum was concluded on April 30 and a Tallying Committee elected from the floor at the May 4 meeting. The committee consisted of Walter Gardner, 4294, Chairman; Ferdinand Hart, 488; Sal Colls, 21085; Edward Mooney, 46671; Lars Hillertz, 48392; W. J. Brady, 6829.

SEAFARERS LOG

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The Greatest Enemy

By their own admission, one of the top objectives of the communists in every maritime nation is control of the waterfront. Their motives are obvious enough: through control of the waterfront they hope to be able to cripple inter-continental trade and travel whenever they wish.

Naturally they have sought to infiltrate the maritime unions. In the United States, disciplined communist blocs have repeatedly used waterfront workers as pawns to carry out their aims, which have nothing to do with trade union progress. Similar blocs have done the same in other lands, and are trying to do it now in Canada and in Britain. But the anti-communist unions, like the Seafarers, have done their work well, and the commies are on the run.

Throughout its nearly eleven years of life, the Seafarers International Union has fought to block the commies' attempts to bring the trade unions under the control of Soviet Russia.

Naturally, most of the SIU's strength has been used against the communists on the North American continent, where our US and Canadian components are at home. However, Seafarers ashore in the far corners of the world have never made any bones about their opposition to the communists. Their belief, founded in experience, that the communists are the most dangerous of the enemies the workingman possessed was too deep for them to keep quiet, with the commies on the prowl everywhere.

The SIU will continue to fight the communists, and to fight them wherever they raise their heads on the world's waterfronts. Seafarers will continue to rally to the side of anti-communist maritime workers anywhere. They will not be halted by communist slander or by communist terrorism. They will fight until the communists are beaten once and for all.

A New District

The news that the Seafarers International Union of North America has chartered the Marine Allied Workers comes as welcome tidings to thousands of unorganized workers in industries linked closely to maritime on the Atlantic and Gulf coasts.

The charter was granted in response to urgent pleas from these workers for union benefits and protection. They are turning to the SIU because we have demonstrated clearly that we are the most powerful and progressive Union in the field. If we may say so, we believe that these unorganized workers have chosen wisely.

The workers who come into the Marine Allied Workers gain not only the protection afforded by the established strength of the SIU, but they obtain the support of the powerful AFL Maritime Trades Department. They will also be part of the 8,000,000-strong American Federation of Labor.

Moreover, this development works both ways. With workers in allied industries joined to us in a single international Union, our own strength as seamen will be far greater. The result will be greater protection all around.

We salute the Marine Allied Workers of the Atlantic & Gulf, and we bid them "Fair weather."

Their entrance into the SIU family brightens the future for all of us.



Men Now In The Marine Hospitals

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

NEPONSET HOSPITAL

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

NAVY HOSPITAL Long Beach, Calif.

- J. ROLING
- WM. L. PARKS
- M. J. FOLAN
- J. MARTINEZ

BALTIMORE MARINE HOSP.

- P. G. DAUGHERTY
- P. E. WALSH
- W. VAUGHN
- H. G. BROWN

- J. JOHNS
- D. T. YIAKAS
- L. McMILLIAN
- J. R. TILLEY
- G. A. CARROLL
- F. KORVATIN
- J. SCHALLER

NEW ORLEANS HOSPITAL

- E. MASSEY
- J. DENNIS
- ROTZ
- LANDRY
- ELLARD
- W. McDONALD
- G. W. MEANEY
- CHARLES BROWN
- J. DICKINSON
- V. LAWRENCE
- A. ARVANTIS
- LOUIS WILLIS
- N. L. WEST
- CLAUDE RAYFUSE
- JAMES PATTERSON
- B. C. RESKO
- F. L. ROCHON
- E. E. GROSS
- E. R. MESSINA
- W. H. LEWIS
- J. BALLMAN
- K. L. GUNDERSON
- J. C. GARLAZA
- G. H. COLAR

Hospital Patients

When entering the hospital notify the delegates by post-card, giving your name and the number of your ward.

Mimeographed Postcards can be obtained free at the Social Service desk.

FORT STANTON

- J. LIGHTFOOT
- A. McGUIGAN
- D. McDONALD
- J. SUPINSKI
- W. H. ROBERTS
- J. ASHURST

STATEN ISLAND

- J. TURNER
- T. M. BROWN
- M. J. LUCAS
- N. NORPMANS
- C. W. GOODWIN
- J. SMITH
- D. GELINAS
- V. D'ACO
- R. E. QUINN
- S. RIVERA
- V. GROVER
- A. KING
- D. HERON
- J. J. DEVINE

MOBILE HOSPITAL

- J. P. BUCKELEW
- J. B. BERRIER
- J. STEELE
- E. JARRETT

SAVANNAH HOSPITAL

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

GALVESTON HOSPITAL

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

RECHECKING THE REFERENDUM RESULTS



Rechecking their figures, before announcing the result of the 60-day referendum to determine the A&G transportation rule, are the members of the Headquarters Tallying Committee. Left to right: Lars Hillertz, Ferdinand Hart, Edward Mooney, Walter Gardner, W. J. Brady and Sal Colls.

Not Much Change In ECA Shipping

Here is how some of the Marshall Plan shipments have been distributed since Congress, on April 3, tightened up the 50 percent provision in the legislation governing ECA. There's not much change yet, Washington observers point out.

Under the law as it now stands, a minimum of 50 percent of all cargoes moved from United States ports must be sent in American flag ships. In addition, American ships are supposed to get an appreciable share of ECA goods shipped between foreign countries. There is no ban on including Army ships in the computation.

During the first 10 days of May, 23 cargoes of coal were sent from the United States to Italy, 19 to France and three to the Netherlands.

Of the 23 cargoes going to Italy, 11 went in American ships, nine in Italian ships, and three in other foreign ships.

Of the 19 cargoes going to France including French North Africa, eight went in American ships, five in French ships and six in other foreign ships.

GRAIN TOO

All three of the coal cargoes going to the Netherlands went in Dutch ships.

In the same 10-day period, there were seventeen cargoes of bulk grain moved to Europe.

Five went to the United Kingdom, three in British ships, two in other foreign ships.

Six went to Italy, four in American ships, one in an Italian ship and one in another foreign ship.

American ships did manage to get three grain cargoes to Greece, two to Bizonia (Anglo-American Germany) and one to Eire.

So in 10 days of May, of 63 shiploads of grain and coal 29 went in American ships. This was 46 percent.

On 144 cargoes of coal sent during April, American ships fared pretty well, however, although it is easy to see that some of the maritime nations are jealously guarding cargoes consigned to their own ports.

Of 81 coal shipments to France and French North Africa, 38 went in American ships, seven in French ships and 36 in other foreign ships.

Of six shipments to the Netherlands, one went in an American ship, three in Dutch ships and two in other foreign ships.

Of 67 shipments to Italy, 46 went in American ships, 18 in Italian ships and three in other foreign ships.

On 18 grain cargoes in April to the United Kingdom, Eire, France, Netherlands and Norway, American ships fared as follows: Of five to the United Kingdom, two went in American ships, one in a British ship and two in other foreign ships.

Of five to Eire, four went in American ships, one in a foreign ship.

Of four to France, three went in American ships, one in a foreign ship.

BULK ONLY

However, two grain shipments to the Netherlands and two to Norway went in Dutch and Norwegian ships respectively.

Other areas receiving grain shipments were: Bizonia, 14 in American ships; Austria, one in an American ship; Greece, three in American ships; Italy, four in American ships, five in Italian

ships and four in other foreign ships.

Two additional bulk cargoes went to Bizonia in American ships during April.

Of the 195 cargoes reported for April, 118 or about 55 percent went in American ships.

However, figures made public cover only certain bulk cargoes. Whether there were other bulk cargoes, or how dry-cargo and tanker shipments were distributed is not known. Accordingly, the percentages cannot be taken as a completely true picture.

Notice To Crews

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

SEAFARERS AID ISRAELI LABOR MOVEMENT



Shown above is a group of Seafarers who participated in the annual Tag Day for Histadrut, the Israeli labor federation. Occasion was also the observance of the first anniversary of the Declaration of Independence of the State of Israel on May 1. This expression of solidarity between American and Israeli workers is in keeping with the resolution adopted by the SIU at its recent national convention in Baltimore.

Crew Stranded In BA Gets Back Pay Award

The former crew of the SS J. M. Davis, stranded high and dry in Buenos Aires when their ship was sold from under them in January, 1948, have been awarded an average of \$2,500 each by an Argentine court, to cover unpaid wages and extras due the men.

The money, now in the hands of the United States consul in Buenos Aires, was awarded the men following their suit against the Pratt Steamship Company, former owners of the ship, who went into bankruptcy while the ship was at sea.

NEW PROBLEM

The former officers and crew, all of whom faced a host of difficulties in getting back to the States without funds, now face the problems of getting their money out of Argentina and converted from pesos to dollars.

A communication received at A&G headquarters, summarizing the case, noted that the men have three choices for gaining the money awarded them:

1. Collect the money from the Consul in pesos,
2. Wait for the funds to go through a government transfer to the US Treasury, where the money will be paid in dollars,
3. Exchange the pesos for dollars in the Argentine black market.

The communication noted several hitches to each possibility.

The first choice means the seaman will have to spend his money in Argentina.

The second choice is a remote one, in that the Argentine government may not approve the transfer of pesos into dollars because of that country's acute dollar shortage, and if it does, the plunging value of the peso will greatly reduce the amount of dollars finally received.

BIG LOSS

The third possibility—the black market — means accepting less than half the amount in dollars, as the black market rate of ex-

change is 9 to a dollar, the official rate is 4.8 to a dollar.

The communication also reported that the seamen, difficult as their problem is in recovering money due them, are lucky in that the money realized from sale of the ship did not cover all of the claims against the company, but that the claims by seamen for wages had preference and thus were the first monies paid out.

DOLLARS RARE

Several claimants, the report noted, lost out entirely.

Detailing the situation confronting the seamen in claiming the money, the report stated:

"Application has been made to remit the J. M. Davis funds to the States, but when the application will be granted is another question. At least six months wait can be expected.

"In the meantime one must consider that the Argentine debt to the States is around \$400 million, and exchange is scarce and is getting scarcer every day.

"To wait involves the risk of decline in the value of the peso and thus fewer dollars."

The communication, in touching on the conversion of pesos into dollars through the black market, stated: *

"Sources here advise getting the money out as quickly as possible. That means getting dollars on the 'unofficial' market at 9 to 1, thus losing about 40 percent of the money. It is a question every seaman must decide for himself."

MOVE FAST

The communication concluded by stating that, unless crewmembers wish to wait indefinitely until an exchange in currency is made through the US Treasury, they should make arrangements for disposition of the funds at once.

The unlicensed crewmembers and the amounts involved are:

- Timothy C. Kelly, Bosun, \$2947.43; Edward E. Nordlund, DM, \$3089; Charles J. Carlstead, AB, \$2537.96; Robert B. Franks, AB, \$2486.18; Johannes B. Jensen, AB, \$2898.86; Harry W. Brown, acting AB, \$2225.09.

- Carl J. Smithy, acting AB, \$2246.55; Harold H. Moody, AB, \$2463.92; Donald E. Akridge, OS, \$2353.25; Robert R. Lord, OS, \$2231.95.

- Ramon Sequeria, OS, \$2246.25; Robert Gist, FWT, \$1785; Luis E. Torres, Oiler, \$2232.76; Hernandez Diaz, Oiler, \$2209.06.

- Andy Satkowski, Oiler, \$2596.20; Donald F. Orlicki, acting FWT, \$2457.03; Terry J. Rotanzi, FWT, \$1928.66; Martel W. Huitt, FWT, \$2546.99.

- Teddy R. Weber, Wiper, \$2581.60; Jack Matchniff, Wiper, \$2126.90; John E. Corrin, Chief Steward, \$3480.87; Fred Goodman, Chief Cook, \$2919.82.

- Stanley Budzinski, Second Cook, \$2718.25; Manuel Dorman, Third Cook, \$2948.98; Harold J. Gilliam, Utility, \$2484.75; Daniel P. Van Tiel, Messman, \$2655.73; Cloyd E. McIntyre, Messman, \$2519.59; Francisco W. Grijalva, Messman, \$2751.48.

Port Tacoma Busy With Payoffs, Visits To SIU Canadian Ships

By WILLIAM McKAY

TACOMA—The heaviest rush of business around here in a long time came this week, when we paid off three ships in from fairly long voyages. We handled them in short order and sent new crews from the Hall.

This sudden rush of business shouldn't cause any great trek to this country by Seafarers expecting to find hot shipping, as there may not be a week such as this for a good while to come.

Stay where you are, Brothers. If an act of God comes our way, and we're hard hit for men, we'll pass the word along in due time.

In addition to the regular SIU-contracted ships, we've been busy visiting the Canadian District ships in this port. Several of them hit this port with CSU crews aboard. I went aboard the Lakeside and had a heart to heart talk with some of the crewmembers.

The crewmembers were okay, but kind of confused by all the communist propaganda. Most of the crew were good law-abiding Canadians, who resented the interference by the commies in their affairs.

They were worried how their families would make out if they lost their jobs. I explained the situation to them, and helped clear the air of a lot of confusion. I think they will make very good SIU Brothers.

SCORCHED EARTH

On the Federal Voyager I found the situation somewhat different. There the crew paying off adopted the scorched earth policy. They cut up the leather settees, mattresses and pillows,

Isthmian Shift To Wilmington Cools Frisco

By FRENCHY MICHELET

SAN FRANCISCO—Shipping remains only fair in this once-booming port, because of the shift to Wilmington of the Isthmian pipeline ships.

That port's gain is our loss, but as long as they are ships and jobs for SIU men we're not crabbing.

Otherwise, most of our activity has been confined to the settlement of routine beefs on in-transit ships and the paying off of two Waterman ships, both squared away and paid off without incident.

The only prospects for better shipping on this coast lie in the stabilizing of the present mess in China and the other Far Eastern countries.

If trade could get back on its feet, we would have a genuine boom for shipping, however, the prospects don't seem too good at the present.

Up Tacoma way the Demostar and Pontus Ross, which are on the grain run to the Far East, have been paying off and crewing up with regularity, thus giving a hearty spurt in activity up there.

With that as the picture out here at the present, it should be evident that permitmen are better off where they are. Any jobs that may arise will be handled by the good number of bookmembers on the beach.

destroyed the electric percolators, toasters, and smashed the dishes. The Canadian SIU crew that went aboard had its work cut out for it, but in short order they had patched things up.

All the damaged or broken equipment was replaced with new stuff and extra gear put aboard, so the crew heading out found itself with better equipment, and more of it than when the ship hit port.

Mobile Shipping Completes Cycle: Up — Then Down

By CAL TANNER

MOBILE — Shipping zoomed upward for a week here and then plunged downward toward the end, with the result that the first period saw us handle four payoffs and seven sign-ons and the final week three payoffs and four sign-ons.

The ships paid off since the last report were the Morning Light, Wacosta, Antinous, Jean La Fitte, Wild Ranger, DeSoto, all Waterman; and the Corsair, Alcoa.

The sign-ons were the Wacosta, Morning Light, Choctaw, Antinous, John W. Cullen, Wild Ranger, Claiborne, DeSoto, all Waterman; the Corsair, Puritan and Pilgrim, Alcoa.

During this time we handled but one in-transit ship, the Alcoa Ranger, over from New Orleans.

All payoffs and sign-ons were smooth, with all beefs settled right on the ship, as per SIU procedure.

We received a copy of a letter written to Triton Steamship Company by its Catania, Sicily, agent, who heaped great praise upon the crew and officers of the Irenestar. The agent, Captain S. Lizzio, stated in part: "As your agent at Catania for your vessel, the Irenestar, we have been in contact with the crew and officers of the above vessel and we wish to present to you our congratulations.

BEST YET

"The crew of the Irenestar is the best of the American crews with which we have been in contact as agents in this port. (The agent had been representative for WSA during the war.)"

With that kind of praise the crew of the Irenestar can well stand up and take a bow. We're proud, too, as the men were sent from the Mobile Hall.

Mobile has been selected as the site of the State Federation of Labor convention to be held this weekend, and the SIU is going to be well represented. This is the first time in many years that the convention has been held in this city.

Some of the Brothers now on the beach here include: H. Sedgeway, C. Montgomery, A. Tremer, N. Breedin, W. Christian, T. Ballard, J. Smit, C. Morse, H. Smith, A. Nelson, C. Rollins and T. Porter.

To finish off the report, here's the roster of SIU men currently bedded down in the Mobile Marine Hospital: J. P. Buckelew, J. B. Berrier, J. Steele, E. Jarrett.

LAUDS SIU ROLE IN AFL DRIVE

INTERNATIONAL OFFICE OF SECRETARY-TREASURER LEVINGS BUILDING LAFAYETTE, IND.

April 8, 1949

Mr. Paul Hall, Secretary Seafarers' International Union of N. A. (Atlantic and Gulf Division) 51 Beaver Street New York, New York

Dear Brother Hall:

At the present time, the A. F. L. Food Council of Greater New Orleans, which is composed of Local Union 1608 of the Retail Clerks International Association and Local Union 407 of the Amalgamated Meat Cutters and Butcher Workmen of North America, is conducting a successful and vigorous strike against the Capital Food Store Chain in this City. Your local organization has provided immeasurable assistance to insure the ultimate success of this strike, for your members are aiding us in picketing this chain of stores on a daily basis. Your local representatives, Brothers Earl Shepherd and C. J. Stevens, have given us the maximum of cooperation. We needed their support and have received it without any reservations. One of your local's assistant agents, Brother George H. McFall, has supervised the picketing of the Seafarers and has done a splendid and effective job for us in this regard. I wish at this time to express my sincere appreciation to you for the action your members and local officials have taken in behalf of the Food Council and the retail workers of New Orleans. Such unity of purpose, as has been displayed, is destined to guarantee to the workers of this community for the first time the genuine and tangible benefits of militant trade unionism. I am grateful to your organization and to your local representatives.

With kindest regards, I am

Sincerely yours,
James A. Suffridge
Secretary-Treasurer

FIRST VICE-PRESIDENT: H. A. BROWN, PITTSBURGH, PA. SECOND VICE-PRESIDENT: JAMES A. SUFFRIDGE, LAFAYETTE, IND. THIRD VICE-PRESIDENT: FRANK C. SHEL, BUTTE, MONT. FOURTH VICE-PRESIDENT: PHILIP F. SCHEIDT, MILWAUKEE, WIS. FIFTH VICE-PRESIDENT: NATHAN WESTERHOLM, NEW YORK, N. Y. SIXTH VICE-PRESIDENT: SAMUEL A. BROWN, LOS ANGELES, CALIF. SEVENTH VICE-PRESIDENT: EDWARD T. SMY, PHILADELPHIA, PA.

Secretary-Treasurer James Suffridge of AFL Retail Clerks thanks Seafarers for aid given by New Orleans Branch.

Port Savannah Keeps Moving At A Slow Pace

By JIMMY DRAWDY

SAVANNAH — Payoffs and sign-ons of the Southport and Southland, plus four in-transit ships helped keep shipping moving in this port, though at a not too rapid clip. The Southport was handled in Charleston and the Southland tied up here in our backyard.

The in-transits were the Dorothy, Robin Doncaster, Steel Recorder and Steel Worker. All were found to be in good shape, and some replacements were sent out to jobs.

The picture looks about the same for the next couple of weeks. The Monroe is due in-transit and the Southwind will follow her by a few days. The Dorothy, we've been told, will start paying off every third trip from now on, so that will help us a bit.

With that skimpy outline of the happenings around this part of the country, we'll close until next time.

PIPING IT TO THE PERSIAN GULF



Zane Grey Seafarers pose for a formal portrait before shoving off for the Persian Gulf with a load of oil pipe and supplies. Front row, left to right, the crewmembers are: E. A. Ducousin, Chief Cook; E. Melle, AB; Gus Boni, Wiper; P. J. Scanlon, AB; Barney Speegle, Oiler; Grey, Chief Mate; F. I. Givvon, Bosun; I. Ostrofsky, Messman; unidentified visitor; J. Doletin, Messman; Iils Beck, Carpenter.

Standing: Louis Rawippo, Wiper; D. Waters, AB; A. Cairns, Utility; D. Fisher, AB; J. Driskell, Oiler; C. Jones, Messman; Francisco Alcaín; E. Brondelsbo, AB; J. Bove, 2nd Cook; F. Arona, FWT; Constantina Contrones, Chief Steward; A. Olson, AB; H. Babcock, 1st Engineer; F. Gilbert, 3rd Engineer; R. Burrill, 2nd Engineer; R. Long, OS.

Photo was contributed by Ship's Photographers of San Pedro.

Shipping In New York Cuts In On Beach Backlog

By JOE ALGINA

NEW YORK—Shipping here has been a little better than usual, which means we're shipping out some of the men backed up here on the beach, but we're nowhere near having to call out-ports for men.

During the period since the last report, we paid off 16 ships and signed on 11. All of the ships handled were in good shape and were cleared in short order.

Payoffs were: City of Alma, Bessemer Victory, Raphael Semmes and Chicasaw, Waterman; Marymar, the first Calmar ship here in two years; Cape Mohican, Mar-Ancha; Steel Rover and Steel Navigator, Isthmian; Sea Trader, Mar-Trade; Colabee, Illinois-Atlantic, and Kathryn, Helen, Emilia, Suzanne, Inez and Jean, Bull. The Jean was a port payoff prior to her laying up for awhile.

Sign-ons were Cape Mohican, Colabee, Kathryn, Helen, Emilia, Suzanne, Inez; the Bloomquist, Triton's new ship; Steel King, Isthmian; Dickinson, Smith & Johnson; Robin Sherwood, Robin. We've been running into cases recently of men accepting jobs for which they do not have en-

dorsements. There's no sense in this. The men will not be allowed to sign aboard the ship and also stand the possibility of having charges placed against them.

If you don't have the ticket, don't throw in for the job.

It's Not His Fault

The recent change in the LOG's publication schedule caused a couple of minor inconsistencies. One of these has proved rather embarrassing to Bennie Gonzalez, Patrolman in the Port of Baltimore, who recently forwarded a report to the LOG stating that shipping was good there. By the time the LOG came off the press and was distributed in Baltimore, shipping had taken a nose dive.

To set the record straight and to avoid further embarrassment to Brother Gonzalez, whose reports of shipping are always accurate, the LOG advises its readers to bear in mind that the time spread between the filing of shipping reports and publication date may occasionally result in discrepancies.

WANTED FOR MURDER!

THE OPEN SHOP



ILG Organizer Murdered By Open-Shop Gangsters

NEW YORK—William Lurye, 40-year-old special organizer for the AFL International Ladies Garment Workers Union, was fatally stabbed by three unidentified thugs on Monday, May 10, in a phone booth of a building in which the union had called four strikes.

UNION POSTS REWARD

The ILGWU immediately offered a reward of \$25,000 for information leading to the arrest and conviction of the murderers who, the union charges, are "gangsters obviously in the hire of non-union sweatshop employers."

The building in which Lurye was attacked—224 West 35th Street — and several others on the same street house a number of dress manufacturers who have

employed gangsters to resist the ILGWU's organizing drives.

In a drive last September against these open shops, the ILGWU enlisted the aid of several Seafarers, who routed the hoodlums in several attempts to smash union picketlines.

Charles Zimmerman, ILGWU vice-president in charge of the special organizing drive, said that a non-union manufacturer had told Lurye that he was "out to get him" in retaliation for his effort to organize the company's workers.

The slain organizer was honored in a mass tribute on Wednesday, when 65,000 workers in the garment district quit work for four hours to join 35,000 others in the vicinity of Manhattan Center, where funeral serv-

ices were held. Loudspeakers brought the services to the vast crowds in the streets.

HAD GUTS

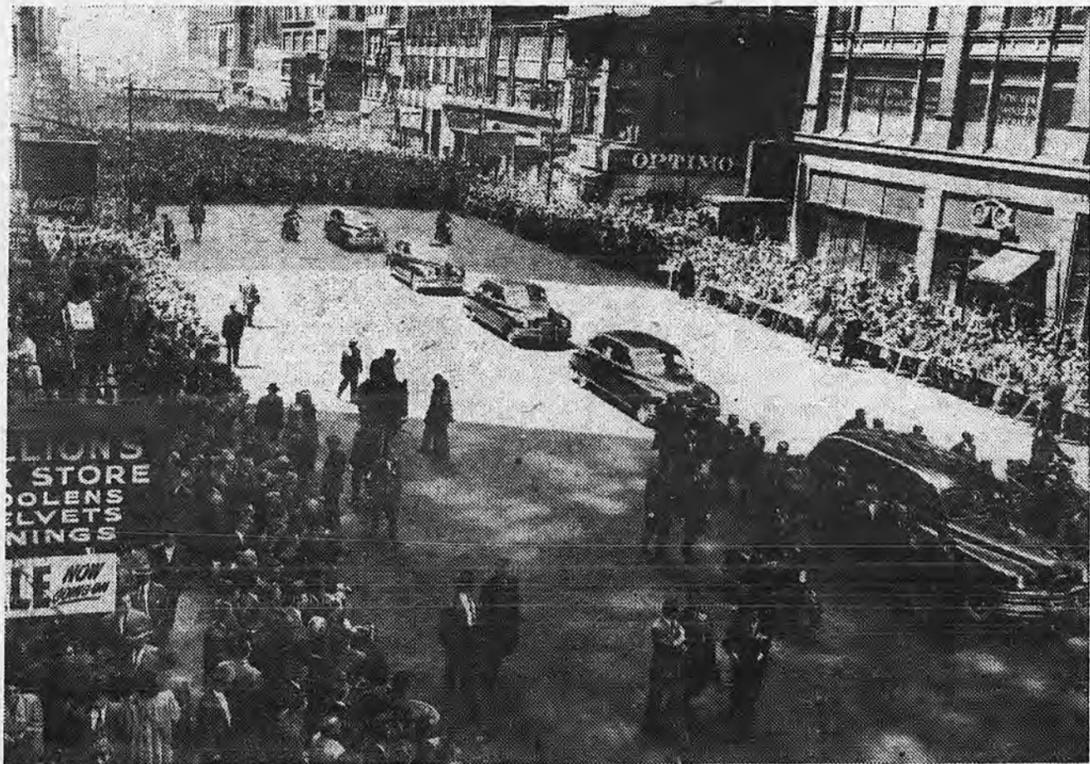
Lurye, who quit a well-paying presser's job to become a special organizer, was held in high esteem by Seafarers who worked with him during the drive last fall. Said one: "Lurye was a 100 percent good union man. He had plenty of guts. Nobody who knew him could say anything but good about Willie Lurye."

Another Seafarer said that Lurye "was a man you could always approach with a problem and get results."

Despite the fact that 100 detectives have been assigned to the case, the police have not developed any leads on the killers.



The late William Lurye



Top officials of the ILGWU flank hearse as it leads funeral procession north on Eighth Avenue. Several thousand garment workers marched in solemn tribute to the martyred organizer, whose murder the Union vowed to avenge.



Banked by wreaths, the bier of the slain ILGWU organizer lies in Manhattan Center, where 4,000 unionists, including representatives of the SIU, attended funeral services.



SHIPS' MINUTES AND NEWS

Tilghman In Singapore For Repairs After Collision With British Ship

The Isthmian Liberty William Tilghman is in Singapore undergoing repairs for damages sustained in a collision with the British freighter Richmond Hill in the Malacca Straits last month. There were no casualties among either crew.

The ships crashed in pitch darkness at about 4 A.M., April 19, approximately 20 miles from Singapore, as a driving rain poured down on the heavy seas. The vessels were locked for nearly two hours until daybreak, when the Tilghman pulled herself free.

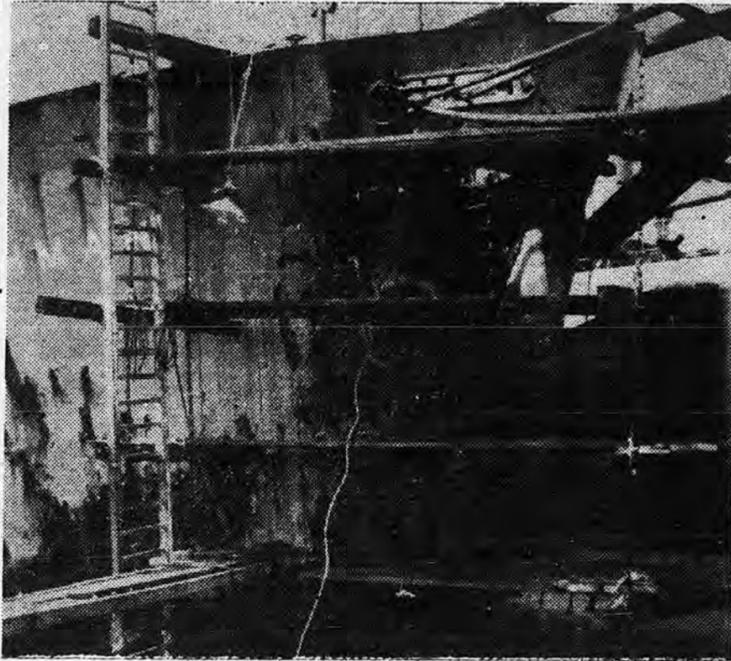
Both ships made Singapore under their own power, the Richmond Hill with a gaping hole in her port side, and the Tilghman with her bow stove in above the water line.

READY JUNE 3

According to a statement received from the Tilghman's delegates, repairs on the Isthmian ship should be completed sometime around June 3, when she will resume her voyage to the Persian Gulf. The Tilghman was enroute from Long Beach with a load of pipe, when the crash occurred.

Signatures on the Tilghman statement were those of James Brake, Ship's Delegate; Roy Lee, Engine Delegate; Arvel Bearden, Deck Delegate, and David Maxwell, Stewards Delegate.

Aside from the mishap at sea, conditions aboard the Tilghman are good, the delegates said. The Stewards Department drew special mention for being "on the ball with the chow and that is



The William Tilghman damaged bow is being repaired in a Singapore yard. SIU-manned Isthmian ship and British freighter crashed in Malacca Straits last month.

really appreciated by all hands." Relations between the foc'sle and topside are exceptionally smooth, the delegates reported.

"The Skipper, Chief Mate and Chief Engineer have cooperated with us in every respect and we feel we are indeed fortunate in that respect," they added.

Because a goodly number of the crew are newer members of the Union, quite a few educational and safety meetings are being held during the Tilghman's current voyage.

"On the whole, we delegates feel these men are really coming around," the delegates said.

Of their approximately one-month stay in the Far East port for repairs, the Tilghman delegates declared:

"As far as Singapore is concerned, it may not be the best port in the world for going ashore but under the circumstances we sure are not complaining."

Writes For Racing Monthly

Seafarer Jack (Aussie) Shrimpton, veteran passenger and freight ship steward, has found a better way to beat the horses than betting on them — although we don't know that he doesn't risk an occasional shilling anyway. Jack joined the staff of The Thoroughbred Record, a 74-year old weekly magazine devoted to horse racing and breeding.

The Record, which is published in Lexington, Kentucky, sent Jack to England this spring to do a series of articles on blood lines.

Jack's researches led him to Liverpool on March 29 where he took in the running at Aintree of the Grand National, one of England's great traditional races. His first dispatch published on April 2, was an account of the Grand National and its history. Whether he had a couple of quid down on Russian Hero, the 66-to-1 winner of the rugged steeplechase, Jack failed to mention.

Announcing his appointment two weeks earlier, the Record's editor identified Jack as a "Commentator, Consultant," and said:

"Mr. Shrimpton, although educated in England, has spent a large part of his life in Australia where he is recognized as a leading writer for various rac-



JACK SHRIMPTON

ing periodicals... Editorial material by Mr. Shrimpton on English topics that might be of interest to American horsemen will begin appearing shortly in this magazine. He also will report the 1949 Grand National, Epsom Derby and other notable events of the racing year."

Jack, a frequent contributor to the LOG, never touted his knowledge of horseflesh to the readers, but confined himself to union topics, with an occasional fling a salty humor.

Steel Agers Get Fair Shake At Kirby's Manila Bistro

A Manila bar and hotel that "treats seamen right" has received the unanimous praise of the Steel Age crew, now enroute to Middle Eastern ports on a four-months voyage.

The crew of the Isthmian ship paid a visit to Kirby's Bar and Hotel during a stop in the Philippine port and met the Kirby brothers, two former American seamen who went out of their way to give the crewmembers their money's worth and help them avoid the pitfalls that often befall seamen in foreign ports.

The crew reported that the Kirbys met the boys at the door and checked with the cabbie to see that they were not overcharged. With that hospitable reception the boys agreed that they had found the hangout for them.

The Kirbys, the crew reported, also see to it that seamen due to

go on watch get back to their ship in time, and those who may have celebrated a bit too much are either put up in a room at the hotel or are accompanied back to the ship. Advice on the local sights — and prices — are given to the crews before they start sight-seeing.

One of the brothers, W. H. Kirby, in commenting on the bar's policy, noted that "being former sailors we know how to treat our brother sailors."

Located at Buendia Road and Finlandia Street, Makati Rizel, the Bar and Hotel is now on the mailing list of the LOG—one more service offered Seafarer patrons.

'The Voice Of The Sea'

By SALTY DICK

In 1945 I sailed with an OS named James Jones, from Washington, D. C. The last time I heard from him he was planning to enter politics... Don't you think Frisco is the foggiest city in the U.S.?

I know a fellow in New Orleans who is working in a downtown cafeteria 12 hours a day, six days a week for \$35. No. This place is not unionized... Larry Allen is driving a Crescent Cab near the Alcoa dock.

I met Pat Donahue who says he's going to school to learn mixing drinks. When I said he was learning to be a bartender he blew his cork. Seems that he's learning to become a mixologist... Felix Amoura has switched to the rum and coke run.

Joseph Koslusky, Oiler on the Black Rock during the invasion

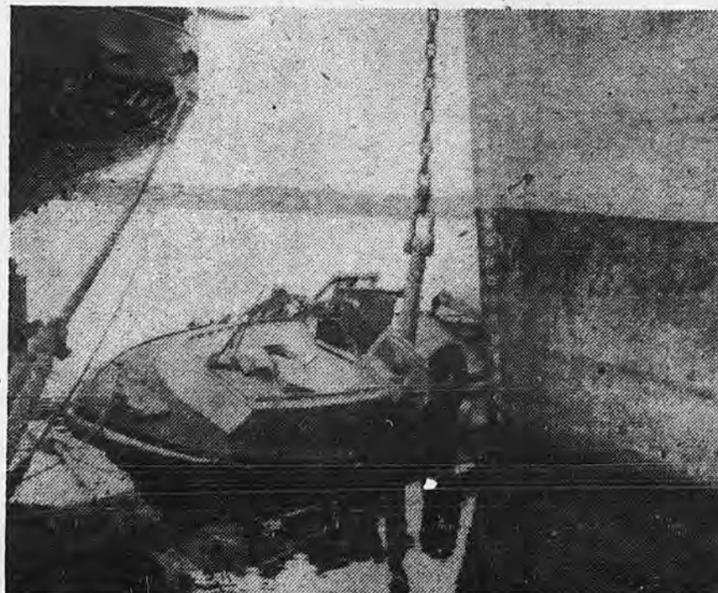
of Europe, was badly injured at that time. Now he's a patient at the Schuylkill Haven Hospital, Schuylkill Haven, Pennsylvania. He wants to hear from his friends. His address is Box 29 at the hospital.

Jimmy Sheehan, Port Agent in Philadelphia, is doing his best to make a good hall of what he has... Sloane House in New York will give extensions to service men. But merchant seamen are allowed to stay only seven days.

Who's the seaman who wants to ship on the Staten Island Ferry? Maybe things are that tough, though. A certain waterfront union has more than 1,000 men on the beach and no prospects for the future... It won't be long before you'll be buying apples at the corner.

"Kingpost" Krieg is on an Alcoa scow and recruiting ball players for the "Seafarers" softball team. He has a post for you — if you're good... Frank Vivero is stopping in New York for a short visit after which he plans to choo-choo back to his hometown, New Orleans... We read that most of the seamen going to hospitals are suffering from heart trouble. And we thought the sea was an easy life!

DROP THAT HOOK!



Steel Chemist crewmember Leon LaBitt scored a bullseye when he dropped the anchor in Batavia, Java. The Chemist hit real trouble later when she went on the rocks off the California Coast.

RETIRING BOOKS

Members who forward their membership books to the New York Hall for retirement are urged to mark the envelope with the notation "Attention: 6th floor," in order to insure quicker handling of the matter.

Marking of the envelope in the manner advised above will save time and will result in prompt return of the book to the sender.

Digested Minutes Of SIU Ship Meetings

STEEL DESIGNER, Jan. 9—**V. Szymanski, Chairman; V. Subenick, Secretary.** Reports of delegates read and accepted. New Business: Motion carried that crew not sign on until all repair work had been completed. Discussion on ship's washing machine. Motion carried to follow posted instructions concerning washing machine and care of facilities. One minute of silence for departed Brothers.

ST. AUGUSTINE VICTORY, Mar. 5—**I. B. Middlebrooks, Chairman; M. Cross, Secretary.** Ship's delegate reported that all beefs had been straightened out in New York. There was no disputed overtime in any of the departments. Motion carried to investigate various shoreside laundries and to give letters of recommendation to those meriting it, and the LOG is to be so informed. All delegates are to serve as members of the investigating committee for this purpose when the vessel reaches the West Coast. Also carried were motions to lock the library while in port, and to lock the pantry and give keys to the watchman on duty. Discussion pro and con on the use of the new toaster while in port. Cross reminded the book men to vote on the transportation referendum. One minute of silence for Brothers lost at sea.



W. E. DOWNING, Mar. 5—**John P. Synott, Chairman; Edward Mandaras, Secretary.** Department delegates reported that there were no beefs except disputed overtime. Discussion on transportation clause in agreement. Letter to be drawn up and sent to Union Hall and copy posted on bulletin board. Suggested that Steward take on three months' stores since trip is expected to last that much longer; stores are to be taken on in Montevideo. All hands are to keep heads clean. Vote of thanks given to Brother Scaramutz for his excellent job as ship's delegate.

WILLIAM TILGHMAN, Mar. 5—**L. Trent, Chairman; Tiny Simpkins, Secretary.** Ship's delegate J. W. Brake reported all is okay, as did department delegates. Suggestion to find out what transportation is to Mobile. Repair list to be posted for on-coming crew. Vote of thanks given to galley force for fine job.

BULL RUN, Mar. 22—**John Byrd, Chairman; J. P. Forget, Secretary.** Ship's delegate Edward Kitts reported that everything was running smoothly. His report and those of department delegates approved. Under Education ship's delegate outlined the structure of the Union and its functions for the benefit of the newer members. Resolution adopted calling on all hands to go to recreation hall after meals to allow messmen to get things cleaned up. Discussion on high cost of certain items in slopchest. One minute of silence in memory of Brothers lost at sea.

WILLIAM H. CARRUTH, Mar. 27—**Gill Holloway, Chairman; Al DeForest, Secretary.** It was



noted that fans had been placed in the pantry, recreation room and hospital. Delegates reported. Motion carried that periods be set aside for education meetings, but that educational talk are not to be discontinued at regular sessions. Union problems and objectives were discussed during a question and answer period devoted to Union education, with many members participating. Suggested that new literature on Union educational subjects be obtained from the Hall. A list of permit men eligible for books was drawn up. Suggested that books belonging to library be collected and exchanged this trip. Crew messman was complimented for his improved handling of his job.

HASTINGS, Mar. 6—**W. Hamilton, Chairman; C. J. Oliver, Secretary.** Ship's delegate discussed death of the Bosun. Department delegates reported that everything was in order, except for few hours disputed overtime in Black Gang. Motion carried asking that longer and better mattresses and sheets be brought aboard before signing the articles for the next voyage. Discussion on ship's welfare. One minute of silence for Brothers lost at sea.

MALDEN VICTORY, Mar. 27—**Howard Hutcherson, Chairman; F. M. Collins, Secretary.** Engine delegate reported Chief was doing work of unlicensed men. Deck delegate reported some disputed hours on painting. Steward department okay. Voted to have Patrolman settle beef on topside doing work. Voted that galley and other spots needed chipping and painting. Also voted to get slopchest opened more often. Minute of silence for departed Brothers.



SUZANNE, Mar. 27—**Richard Diaz, Chairman; Peter Serano, Secretary.** Under education, chair led discussion of additions to the Bull Line's fleet. Complaint about Patrolman to be referred to Headquarters. Vote of thanks for good meals being served, especially the cold suppers in the hot weather. Minute of silence for Brothers lost at sea.

GOLDEN CITY, Mar. 11—**Joseph James, Chairman; J. H. Darce, Secretary.** Elected T. A. Scanlon to ship's delegate; F. B. Williams to be engine delegate; Morris Berlowitz to be stewards delegate; E. B. Sanders to be deck delegate. Under Good and Welfare after discussion it was

decided to re-arrange Stewards Department for smoother service. Slopchest beef tabled. Minute of silence for Brothers lost at sea.

SEATRAN HAVANA, Mar. 17—**T. Bolton, Chairman; L. Phillips, Secretary.** C. Savant resigned as ship's delegate, James Oliver elected. R. Fithen resigned as engine delegate, O. C. Benningfield elected. No beefs reported by any department.

CAPE MOHICAN, Mar. 20—**John Tuzkowsky, Chairman; Armand Stepanian, Secretary.** Previous minutes read and accepted. All departments reported in good order. Voted that ship's delegate should tell Captain crew expected to be paid for launch in Hamburg. Patrolman to be asked to act on overtime carried over from last trip. Minute of silence for lost Brothers.

STEEL SEAFARER, Mar. 27—**John Shaffer, Chairman; Pete Bluhm, Secretary.** Moved, seconded and carried that all foc'sles be cleaned and left clean for the payoff. Voted that department delegates make up repair lists and hand them to ship's delegate as soon as possible. Under Good and Welfare, ship's delegate agreed to see Captain for vouchers before payoff so that men could check deductions. Voted to split remainder of washing machine bill among all hands. Decided to ask Galveston Patrolman to straighten out confused situation in galley. Minute of silence for departed Brothers.



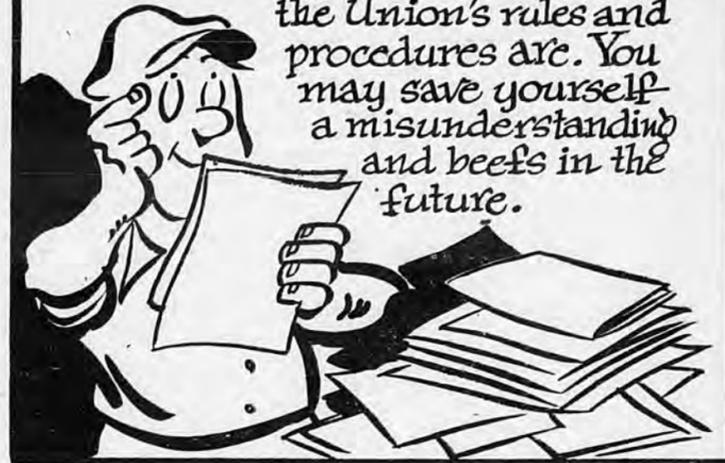
ANDREW JACKSON, Mar. 13—**John Ward, Chairman; Walter Newberg, Secretary.** Delegates reported that all was in order, with exception of few hours disputed overtime in Deck and Engine departments. Chairman discussed reasons why it is necessary for ship to have a ship's delegate and the duties of the job. Chief Cook was elected ship's delegate by acclamation. Repairs needed in various departments discussed and Brother Ward offered motion calling upon delegates to see department heads about these repairs and report on progress to next meeting. Motion carried. One minute of silence in memory of Brothers lost at sea.

W. E. DOWNING (No date given)—**E. Mandaras, Chairman; John P. Synott, Secretary.** No departmental beefs. Discussion of feeding beef. Vote of thanks to delegates. See Patrolman about Chief Mate's refusing medical aid to men. Minute of silence for departed Brothers.

CAPE MOHICAN, Mar. 26—**James Dawson, Chairman; John Halpin, Secretary.** Department delegates reported no overtime beefs. Moved seconded and carried not sail ship unless she was fully stored for a three-month voyage. Moved and carried to turn in detailed report to Patrolman on feeding. Minute of silence for Brothers lost at sea.

Seafarer Sam says:

A new rule on transportation has been adopted by the membership; read it carefully, for it may affect you. It is also a good idea to re-read the shipping rules, registration rules, and the A&G Constitution, so that you will know what the Union's rules and procedures are. You may save yourself a misunderstanding and beefs in the future.



CUT and RUN

By HANK

Keep writing those letters, Brothers. Those Congressmen and Senators must know that the Taft-Hartley Act should be repealed. Your letters, and the letters your families back home write, mean a lot—to you and your Union... For some time we have wanted to mention for the good and welfare of the membership that immediately on receiving discharges members should write the name of the steamship company on the back. Later on this information is always important and saves you time and effort... It shouldn't have happened to a sea dog, Seafarers all over the world are hearing about the dog waiting on the Linden waterfront in New Jersey for his ship-home to come back. The dog missed the ship, a Norwegian tanker, the SS Thorunn and has been beachcombing for several months now waiting for her to come in again.

Steward "Ziggy" Zygarowski sailed in after a voyage on the SS Gadsden... "Blackie" Nolan Flowers sailed in from his trip and has a story of the voyage. Write it up for the LOG. Blackie... We're wondering if Brother Vick D'India is still aboard the SS Bret Harte. Furthermore, we'd like to know if the crew has been receiving those bundles of LOGs they requested while they keep transiting the Panama Canal? Let's hear from you, Brothers... Two Seafarers, Brothers Luther Hammond and J. A. Hammond, are out there in California requesting the LOG to be sent to them so they can keep up with the Union's affairs. Okay, fellas, you are logged for the LOG.

Here are some of the Brothers who are in town—Charles Dasha, Joe Walsh, Franklyn Webb, Allan Emery, Riley Carey, Adam Hauke, Fred Paul, Frank Throp... The SEAFARERS LOG will be sailing free of cost to the homes of the following Brothers: Walter Smith of Louisiana, Carroll Brown of Massachusetts, Lee Eckhoff of Alabama, Patrick Lundrigan, William Rogers of Connecticut, Arthur McIntire of California, John Opaenik of New Jersey, F. Clawson of Maryland, Augustin Tapp of New York, Carl Ainsworth of Washington.

If you Brothers wish to read about news and views of the labor movement in our nation then grab yourselves the only magazine of its kind. It's called "Labor and Nation" published bi-monthly here in New York and a few newsstands sell it... If we remember correctly, Brother Pete "Sunnyside" Latorre is still aboard the Azalea City... Steward Thomas "Pop" Foster has been up there on the Lakes for some time now... We're informed that Brother Pete King, the Steward, is due in town soon from a trip... That oldtimer of a Bosun, Brother Roderick Smith, has been out for a long voyage. He's tankering on the SS Michael.

Brothers, keep those ships clean and happy. Hold those meetings regularly. Keeping those jobs running in SIU style—which means according to the agreement—makes for a good trip... Brother James Crowley sailed into town recently from a voyage. A rather short one, at that, if we're correct about it... Brothers, as soon as you get drydocked in a hospital, here in the States, or in foreign ports—and you know you'll be there for some time, write a letter to Headquarters. Protect yourself at all times.

THE MEMBERSHIP SPEAKS



Venezuelan Customs Of Courtship Bewilder Seafarer Working Ashore

To the Editor:

Here is a line to let everybody know that I am still living down here in the boiling tropics, in Venezuela to be exact.

At present, the weather is nice and cool—if you consider 95 to be cool, for it does warm up a bit in the middle of the day.

I must forewarn you: I just completed two months studying Espanol very successfully and now find it difficult to think straight in English.

I had to bear down while attending school in Caracas, but it's paying off. I can read Hemingway and savvy the Spanish phrases he uses as punch lines.

Within three more months I will have my year in and be entitled to three weeks off. I may return to the U. S. and ship out again.

Thought the Brothers might be interested in the customs of this country concerning courtship.

On Saturday and Sunday evenings, and on the hundred and one holidays, the girls go to the local park and walk in a circle, the guys form a larger circle around the girls and walk in the opposite direction. When one of the girls puts the whammy on you, it's up to you to nod your head and make another trip around.

AROUND AGAIN

While making another trip around you decide whether or not you like her, and, if so, when you pass again you shout, "Adios." You take another walk, as the custom goes, to see if any more girls give you the whammy.

If none of the other girls are satisfactory or give no encouragement, you wait until the girl approaches again and say for the final time, "Adios." Then, if you can still bear it, you make another trip around. The girl then must speak. If she wants to go with you she will say, "Adios,

Senor. Esta hora nosotros vamos." (Goodbye, Mister. This hour we go.)

Aha! Now you think you have her. That's just the beginning of trouble, Brother. She leads you away from the crowd, but not to a quiet and secluded bench. Instead you are taken to a large group of characters sitting under the trees. You wonder who these idiots are. Well, Rose starts by introducing you to papa, mama, brother, sister, uncle, aunt, etc. It looks like old home week. Little Rose sits down between mama and papa and the male relatives put you through a third degree that would make the New York cops look like pikers.

CONVOY CONTROL

If the report is favorable, you are then allowed to take her out. Oh joy — victory. But wait—who's that following you as you promenade down the street: no one less than the whole family. You go to a movie and all the relatives sit between you and around you. They love to stay for two or three showings if the feature is a western.

After the show you all return to the living room of Rose's parents, where all the relatives hover nearby like vultures. It's hopeless, so you say goodnight and head home.

Hope springs eternal, however, so back you go the next night. You knock at the door and it's opened a crack. A voice tells you to go around to the window, a window with bars, where Rose is sitting. You shoot the breeze and asks if she can come out. She says this is the date and you are courting her. Why didn't you bring a musical instrument and some flowers, she says.

You tell her Americans do not court in that fashion, but if she could take a walk you might round up some commercial musicians. To this proposal you hear a voice from the other room boom out, "No." Mama has spoken.

Well, Brothers that's life down here. I'll take a shot of native rum and sleep off the nightmare.

Ed Larkin

SIPPING SUDS IN SCHUBERT'S



Schubert's Bar, a favorite rendezvous for the crewmembers of the Nathaniel Currier in Bremen, gets the patronage of crewmembers Red, Hipp and Dick Roberts, during a recent stop by the Waterman ship. Shot by Shelly White.

CTMA Cartoon Figure Draws Query

To the Editor:

I wish to protest against the type of cartoon in which trolls are pictured in the LOG. Undoubtedly the LOG comes into the homes of some of our Brothers and such cartoons in the LOG are offensive to the women folks.

There are unlimited types of cartoons the LOG could use to get its ideas across without using the offensive type mentioned above.

I sincerely hope you will act upon this.

Edwin C. Roop

(Ed. Note: Brother Roop apparently is referring to the character used to portray the Cities Service Men's Tanker Association (CTMA). The CTMA character is illustrative of the things Cities Service sea-

men found offensive in that organization. Unfortunately, there are organizations, like CTMA, which are constantly attempting to undermine the security of American seamen and their families. Naturally, a true picture of these organizations could not be conveyed as anything but unsavory, and the LOG feels that the families of the Union members will understand. Although Brother Roop's is the only objection received by the LOG in regard to the CTMA cartoon, it does appreciate his comment. The LOG is conscious of the fact that the Union newspaper is widely read by Seafarers' families and it strives to conform to all the standards of good taste in the presentation of items affecting the welfare of its readers.)

EMILIA REPAIR CREW



The engine gang of the sugar-toting Bull Line ship, take a crack at repairing the winch before heading south for more cargo. Left to right, Louis Avilea, Oiler; William Vaughan, Wiper; Bob Meeks, Wiper; Frank Canas, 3rd Assistant. Shot was by Charles Horvath, Fireman.

Baltimore Paper Backed SIU Position On 50-50 ECA Bill

To the Editor:

Attached is a copy of the editorial page clipped from a recent issue of the Baltimore Sun, explaining the hardships forced upon American seamen as a result of loose administration of the ECA shipping regulations.

I thought Seafarers might find it interesting and hope, therefore, that you will find it possible to reprint it.

Joe Grimes

(Ed. Note: The editorial referred to was published before Congress passed the ECA bill which requires that 50 percent of government-financed cargoes moving to and from US ports be shipped in American vessels at domestic rates. The Baltimore Sun's viewpoint is reprinted here because it substantiates one of the arguments advanced by the SIU in its fight to keep American seamen from being made victims of foreign flag low standard operators.)

Around south Broadway, Thames Street, east Baltimore Street and other streets where merchant sailors roam in Baltimore, things are dull.

Men from many lands are there between sailings: Norsemen, Greeks, Lascars, Italians, etc., and many Americans, of course—but nobody spends much money.

The foreigners have little to spend because their wages are low and the exchange is against them. The Americans have little to spend because they aren't working.

Over 1,300 American merchant seamen are on the beach in Baltimore, unable to get jobs. Largely, that's because of a phony in the administration of the Marshall Plan.

At first, the rule was at least half the ships carrying Marshall Plan aid to Europe should be under the American flag. That rule is now abolished, and ship operators find it cheaper to use ships that fly foreign flags because on these it isn't necessary to pay the wage scale set by American unions.

Foreign sailors, therefore, go in and out while Americans stay here, sleeping in cheap hotels, wandering between barrooms, idling time away. Many have used most, if not all, of the money earned on their last trip. Every now and then men come in from a trip and the piece-off system operates. The newcomers hand out their money to their friends who are on the beach here. Fortunately for the men, saloonkeepers and storekeepers whom they have long patronized know that when a sailor gets money he will pay his bills. So most of them buy on tick. But it's not like having cash in your pocket.

There's much less action, color, and gusto on the Baltimore beach than usual, and the only thing that can change it, sailors say, is Congressional action to force the use of American ships on owners who can use foreign ships more cheaply.

Contacted Son Through Log Personal Note

To the Editor:

May I express my appreciation for your great courtesy in printing a notice in the LOG "personals" column requesting my son Cyril J. Magnan to communicate with us?

You have rendered a great service to my wife and me. We heard from him yesterday through a letter written from Halifax, Nova Scotia. He is aboard the Alcoa Pioneer.

I do not know how the SIU could function without the SEAFARERS LOG. It keeps one in touch with the entire membership. The information given keeps the boys alert and ready to cope with any situation.

I wish you continued success in what you are doing and will continue to perform for the SIU.

Joseph R. Magnan
Grand Rapids, Mich.

By The Numbers

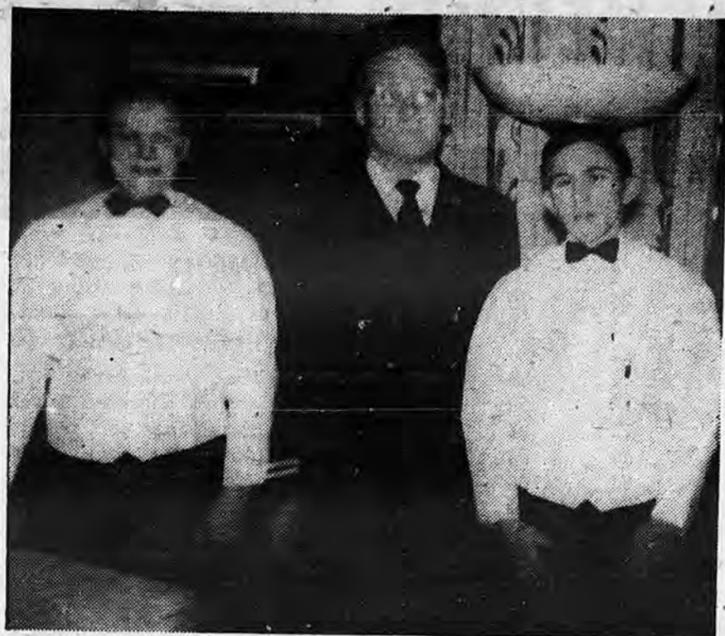
A number of readers, understandably confused by the LOG's shift from weekly to 10-day publication intervals, have written the Editor that they are certain that one or two issues have failed to arrive in their mail.

While occasionally there are mishaps in the post office, it is suggested that before you write in it might pay to check the numbers of the issues you have received. Chances are that you have not been overlooked.

For instance, the present LOG is Vol. XI, No. 18. The LOG of May 10 was No. 17; that of May 2 was No. 16. Just look for the number at the top of page one.

Also, readers wishing to change their subscription address are requested to enclose the old address as well as the new.

DECKED OUT AND WAITING



Waiting to greet the passengers as they enter the Robin Tuxford lounge are Seafarers Joe Zuba, Messman, left, and Rudolph (Gabby) Gross, Passenger Waiter, right. Purser is in the center. Gross submitted the picture to the LOG.

Seafarer Joins Army Galley Force

To the Editor:

I have been here at Fort Bragg for the past eight months and in that space of time I have met about 25 former seamen, all of whom sailed during the war, only to be drafted into the peacetime Army.

I wonder what the country would have done without us. I sailed from 1942 to 1948, out of Boston, New Orleans and so on. I sailed in all positions in the Steward Department and my last

ship was the Russell Alger.

I left the Alger in March 1948, and would like to hear from some of my old ship mates. Here in the Army, as you may have guessed, I am cooking. What a difference in cooking here and on a ship. At least on a ship the Union made sure the crew had the necessary things to work with. Here we get by with what we can get by hook or crook.

Cpl. George Stanton

Colabee's Run Through Fog Banks Calls Up Perils Facing Seafarers

To the Editor:

One of the foggiest runs on the North Atlantic made by the Hog Islander Colabee, ended when she docked yesterday at a Brooklyn pier. The second trip of the new season to the port of Baie Comeau, on the shore of northern Quebec, presented an interesting assortment of weather conditions, ranging from mild and sunny skies to snow, hail and fog. We first sighted a field of ice two days from Baie Comeau—fog was quite dense, and would lift and descend willy-nilly.

The route we travel runs through the Georges, Brown's and Roseway Banks, areas of prevailing fog and hazards like White Ledge, off the Nova Scotia coast where the ship struck a submerged object in 1946, but was able to proceed on her way with little delay and minor damage to her keel.

Another dread to mariners is Dead Man's Island, a towering rock, 160 feet high, enshrouded in mist, with only a 100-watt lamp on its summit to warn ships of its danger. Also, to bedevil the mariner are the alterations in the compass bearing caused by mineral deposits from the Quebec mainland and the Gaspé Peninsula.

FOG AREA

The area from Cape Cod to our port of call has a prevalent

fog all year round, due to the Gulf Stream meeting the colder air over shallow water in the North; also the southerly winds hitting the cold water of the Labrador Current. Then there are the shipping routes from Boston, Halifax, Montreal, etc., coupled with numerous fishing boats, which present the mates with vexing navigational problems. It is because of their skill and the luck of a thirty year old ship that survived a torpedoing in the late war, that we came through without mishap.

The ship gets its position from shore radio station. In foggy weather, bearing can be made anytime, but usually in clear weather compass adjustments, if any, are made at two ten-minute periods each hour.

After picking up our cargo of paper roll from Baie Comeau, and heading home, we were only twelve hours out when we ran into a snowfall. The day was Sunday and bitter cold. I shivered in my parka as the snow and fog blanked out the sea and sky.

Suddenly, gliding out of the fog appeared a tanker, she was 200 yards off our port bow with full way on her. Since we were blowing our whistle at minute intervals I wondered why the tanker wasn't blowing too. Not till she came abeam of us did her whistle sound. Now this

might not seem so much, but our radar was out of order.

The memory of the collision between the Coast Guard ice-breaker Eastwind and a tanker last January is still strong in my mind. It's all in the record now and the blame affixed, but the lesson I drew from that incident was that in a moment fraught with danger somebody didn't think and, as a result, about a dozen lives were lost.

Thirty-eight years ago, the greatest liner ever built, the Titanic, sailed from Southampton on her maiden voyage. Staffed with the cream of the British Merchant Marine, instilled with the belief that the Titanic was unsinkable, her officers relaxed their customary caution. The lifeboats were secured and covered in such a way that gave no thought that they would ever be used.

Sparks received a number of messages from other ships that there were icebergs in the vicinity of the Titanic's course. The message was given to the captain. It was ignored. Captain E. J. Smith wanted to distinguish the ship's first crossing. It was full speed ahead. The ship collided with an iceberg and sank with the loss of over 1,500 hundred lives.

UNAWARE

Reading an account of that tragedy, one can picture the warm comfortable interior of the ship, the rich and famous relaxed, dining and chatting, while outside their illusory world the ominous iceberg passes their portholes. Some see it and wonder, but they are not frightened.

A seaman can appreciate the irony of this, as he drinks his coffee, in the messroom then dons his heavy clothes or oilskins and stands lookout, the sea raging and the salt spray stinging his face. He knows how real the sea is, but he is confident — he knows his ship too; he has complete trust in the man on the bridge, and when he turns in, it would take a hurricane to make him lose his sleep.

LIVES AT STAKE

I don't doubt that many seamen remember experiences in which boners have proved costly to ship and men. Sometime, somewhere, somehow, errors are made. The best of men make mistakes and worse, blunders. But a ship is the last place to make the wrong decision when two-score or more lives depend on the man who makes them.

In conclusion I want to say that this is a happy ship with harmony in all departments. The Steward, B. Bailey, gives us very appetizing menus; H. Jaynes has the right psychology of what a Bosun should do. Other old-timers who are probably familiar to many are: E. Benson, Fireman; J. Gorman, AB; J. Dugina, AB; A. Diamond, Oiler; J. Drummond, Night cook and baker; Tex Suit, AB, and J. Reilly, Deck Engineer.

John J. Flynn

LOG-A-RHYTHM



A Sea Sonnet Sequence

By JOSEPH E. SHANER

(Reprinted by permission of Esquire magazine)

I. Seafarer's Choice

Farewell, dear lass, weep not that I depart,
The boatswain's call in fretful haste commands
The sailor to his far-flung seas. Oh, heart,
How can I tell you that exotic lands
Stir the young blood in me, while in your eyes,
I see you bravely damming back a tear?
What words would ease your aching night, when cries
Escape the throat and fall where none may hear?

This is my choice. My wanderer's soul longs
For spun jade seas and cobalt, foaming wet;
For the prow's sibilant tune, for wind songs,
For gulls calling in distant ports, and yet . . .

Heartbreaking kiss! I turn to go, my cheek
Burns wet, and throat throbs so, I cannot speak!

II. I Speak On The Wind

At sundown from the flying bridge I see
Your lithe form dance among the cherry clouds
And in grey jungle mist; or it may be
I see your lovely face among dawn crowds
Of parakeets and pigeons, cockatoos,
And birds of paradise, their wings a'flame.
I find your radiance among rich hues
Of rainbows arching green lagoons. Your name
I speak on the wind, and whispering seas
Float it to the landward from where the birds
Sing it to flowers and gossiping trees
Enchanted on the beach. Dearest of words!

It's ever with me, to what seas I go,
Wherever the stars shine, or winds do blow!

III. The Tides

Miss you, yes, as moon would miss the sun,
The old man his sextant, the ship her chart;
As roses, their beauty and scent undone,
Would miss their sister rain, I miss you, Heart!
The tides within me must forever run
Far from the beaches to the fairway's blue,
And still I'm pinioned, though the landfall's won,
For the selfsame tides call me back to you.

Ah, lass, how I miss you, your gentle way,
Touch of your hand, caressing eyes, your face;
Lips that curve to smile, the sweet disarray
Of one bright lock that only adds to grace.

Miss you, yes, as stars would miss the night,
As the seamew his cry, my eyes their sight!

IV. The Cost

I must come home again. Haunting sweet smells
Rise in the coral strand, sweep the lagoon
And slash my heart for want of you. Up swells
The pearled green spume singing flies and its tune
Echoes your low-voiced laughter. Ah, the cost
Of wandering is much too dear afar,
With the miles between and fleet years lost,
And youth and beauty being what they are.

Ah, lips and eyes and ears shall have surcease,
Lonely breasts, empty arms, shall ache no more!
Oh, joy, to have my heart and blood increase
Their pounding when I see you at the door.

And still, ah, lass, I could not long remain!
The sea will call, and I'll needs go again!

ATTENTION!

The slop chest is your corner store while you are at sea. You can't take your trade someplace else if the slop chest doesn't have what you need.

Minutes Of A&G Branch Meetings In Brief

TAMPA — Chairman, Ray White, 57; Recording Secretary, J. T. Kern, 50323; Reading Clerk, R. C. Keller, 50323.

Motion carried to excuse members presenting valid reasons for not attending meeting. New business of previous Branch meetings read and accepted. Secretary-Treasurer's financial report accepted as read. Agent gave report. Patrolman and Dispatcher were in Miami paying off the Florida. Under Good and Welfare, Agent spoke on the co-operation the SIU is giving various unions in their local organizing drives, and of the active part we are taking in the labor movement as a whole. Several members took the deck and discussed shipping generally.

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MOBILE—Chairman, C. Kimball, 52; Recording Secretary, 14; Reading Clerk, Harold J. Fischer, 59.

New business in minutes of previous meetings in other Branches read and accepted. Port Agent discussed at length the stand taken by the SIU and the rest of the labor movement in regard to the present national labor law. He pointed out that



members in Mobile had written to their Congressmen urging them to vote for the Thomas-Lesinski bill to replace the Taft-Hartley law. He urged all members to encourage their families and friends to help in this matter. He also gave the final results of the voting in the Cities Service tanker election. The Agent concluded with a picture of the current shipping situation in Mobile and the possibilities for the next couple of weeks. Motion carried to accept communication from the Alabama State Federation of Labor. A Tally Committee was elected to count ballots cast in this port in recent transportation rule referendum. Motion carried to accept Secretary-Treasurer's financial report as read. Dispatcher and Patrolmen discussed activity in their departments. 250 members present when meeting adjourned at 7:45 PM.

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NEW ORLEANS — Chairman, Herb Knowles, 3725; Recording Secretary, Johnny Johnston, 53; Reading Clerk, Buck Stephens, 376.

Motions carried to accept Secretary-Treasurer's and New Orleans' financial reports. Minutes of previous meetings in other Branches read and accepted, with



exception of motion to non-concur with Norfolk minutes suggesting change in election requirement rules. Agent reported on business of port, saying that things had picked up since the last meeting, and looked fair for the coming two weeks. He announced the results of the Cities Service collective bargaining election, which the SIU won by an 89 percent majority vote. There are no beefs pending in

A&G Shipping From April 21 To May 4

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	17	13	17	47	8	7	15	30
New York.....	144	97	133	374	108	81	70	259
Philadelphia.....	32	27	30	89	20	31	20	71
Baltimore.....			Figures Not Received		64	64	53	181
Norfolk.....	37	28	17	82	19	14	24	57
Savannah.....	14	16	20	50	11	6	10	27
Tampa.....	14	17	9	40	11	11	8	30
Mobile.....	51	45	52	148	53	49	50	152
New Orleans.....	69	75	106	250	89	91	128	308
Galveston.....	55	45	20	120	37	46	34	117
West Coast.....	45	48	39	132	49	46	41	136
San Juan.....	14	12	9	35	8	6	5	19
GRAND TOTAL.....	492	423	452	1,367	477	452	458	1,387

the port, the Agent said, all having been settled at the payoffs and sign-ons. Balloting Committee reported on number of ballots cast in transportation rule referendum. Oath of Obligation administered to four men. One minute of silence in memory of departed Brothers. Excuses for absence from meeting referred to the Dispatcher. Motion carried recommending that Agent contact Headquarters and attempt to have UFE strike film, and other educational films obtainable, placed aboard those ships having movie projectors. Motion amended to read that cost of films to be paid for out of ships' funds. Meeting adjourned at 8:10 PM, with 326 bookmembers present.

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NORFOLK — Chairman, J. S. White, 57; Recording Secretary, Ben Rees, 95; Reading Clerk, James Bullock, 4747.

Membership approved minutes of previous meetings in other Branches, and accepted Headquarters' Reinstatement Committee report. Agent reported that two Smith and Johnson ships are due to arrive in Norfolk. Company states that it intends to run these ships regularly between this port and Italy with coal as cargo. Blue ticket men were advised to compute their



seaside and to apply for green tickets as soon as they have 1,080 days on deck. Agent's report accepted. Dispatcher reported on shipping and registration. Motion carried to withdraw motion made at previous meeting, calling for change in requirements for Union office. Reason for withdrawal is that original motion ignored constitutional procedure. Motion carried to elect Building Repair Committee to inspect Hall, draw up list of needed repairs and arrange for work to be done. Elected to serve on committee were: J. W. Pulliam, Jimmy Ackres, Vernon Porter, I. A. Thomas and Jack Helms. Under Good and Welfare desirability of men with sufficient seafaring experience applying for green tickets was stressed. Meeting adjourned at 8:30 PM; 101 member present.

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SAVANNAH — Chairman, Jim Drawdy, 28523; Recording Secretary and Reading Clerk, C. Rice, 40707.

Previous Branch minutes read. Members approved Secretary-Treasurer's financial report, and Headquarters' report. Minutes of

other Branches read and accepted. Motion carried requiring man seeking to be excused from meeting to show documentary proof that he was unable to attend. Following elected to serve as Tallying Committee: G. Velie,



C. Rice, W. Armstrong, R. Brown, C. Moss and W. W. Allred. Agent reported on status of shipping-in port. No change expected for next couple of weeks. 108 members present when meeting adjourned at 7:32 PM.

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PHILADELPHIA — Chairman, D. Hall, 43372; Recording Secretary, George Seeberger, 6932; Reading Clerk, J. Davis, 23177.

All business of previous meetings in other ports accepted, with exception of Norfolk motion offering change in requirements for union office. Agents said that shipping had been somewhat slow, although several ships had paid off here in the past two weeks. He also reported on the progress made in improving the Hall. Members of the Netherlands seamen's union thanked the SIU for this port's aid in squaring a food beef for the crew aboard a Dutch ship in this port. The Coast Guard is conducting a survey to determine how many ABs are eligible for green tickets and have asked the Port Agent to discuss the matter with them. Motion carried to recommend that Dispatcher specify whether man is book or permit member when jobs are being called. A five-man Committee was elected to count ballots in transportation referendum. Two men took the oath of obligation. Meeting adjourned at 8 PM.

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BALTIMORE — Chairman, M. Burnstine, 2257; Recording Secretary, G. A. Masterson, 20297; Reading Clerk, Al Stansbury, 4683.

Branch minutes of previous meetings read and approved. Secretary-Treasurer's financial report approved. Several men were excused from the meeting after presenting valid excuses. Agent's, Patrolmen's and Dispatcher's reports read and accepted. Motion carried to buy an exhaust fan for the Union Hall. Elections held for delegates to Maryland and District of Columbia AFL convention. Elected delegates are: William Rentz, F. A. Stansbury, and Leon Johnson. Alternates are G. A. Masterson, John Hatgimi-

sios and B. Gonzalez. A six-man tallying committee to count ballots in recent transportation referendum elected. Meeting adjourned at 8:30 PM; 225 members present.

~ ~ ~

SAN FRANCISCO—Chairman, W. Otto, 34661; (Recording Secretary and Reading Clerk not named).

Minutes previous meetings in other ports read. Port Agent revealed that shipping in Frisco area is poor, with most payoffs taking place in the Wilmington and Tacoma areas. He advised men that shipping opportunities are greater in those two ports. Two of the vessels taking men from the beach here were the Citrus Packer and the Beaver Victory. Patrolmen's and Dispatcher's reports read and accepted, as was Secretary-Treasurer's report. Membership concurred in Headquarters' report. One minute of silence in memory of our departed Brothers. Meeting adjourned at 7:50 PM with 93 members present.

~ ~ ~

BOSTON—Chairman, T. Fleming, 30821; Recording Secretary, A. Melanson, 44406; Reading Clerk, 894.

Minutes of previous minutes in other Branches read. Motion carried to non-concur with Nor-



folk motion on requirements for Union office. Headquarters' and Secretary-Treasurer's reports approved. Agent's and Dispatcher's reports accepted. Following men elected to serve as Tallying Committee: F. Johnson, L. Garabedian, E. Cotreau, J. Chermes-

ian, W. Fraser and D. Hodge. One minute of silence in memory of deceased members. Meeting adjourned at 7:30 PM, with 90 members in attendance.

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NEW YORK — Chairman, L. Williams, 21550; Recording Secretary, L. Goffin, 4526; Reading Clerk, R. Matthews, 154.

Committee, Headquarters' and financial reports accepted as read. Agent reported that port was just about holding its own on the shipping front. He discussed several beefs that came up aboard ships paying off, including one in which a man had been fired for allegedly being four minutes late. The man stayed aboard ship as a result of Union representation. During reading of minutes of other Branch meetings, a motion carried to non-concur with Norfolk recommendation for a change in qualifications for Union officeholders. It was pointed out that the Norfolk motion was out of order, as the Constitution provides the procedure for such changes. Dispatcher's and Patrolmen's reports read and accepted. Communications from men seeking to be excused from meeting referred to Dispatcher.



Charges read. Six-man Committee elected to count ballots in transportation rule referendum. Meeting adjourned at 7:50 P.M., with 903 members present.

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SAN JUAN — Chairman, I. Garcia, 7152; Recording Secretary, P. Dunphy, 46214; Reading Clerk, T. Banning, 3038.

Motion to non-concur with section of Norfolk New Business recommending change in requirement for election to Union office; other minutes of other Branches accepted as read. Agent reported that shipping had been slow for past two weeks. He asked Brothers to visit the sick members in Marine Hospital. Patrolman reported that payoff on Ponce had been smooth. Both reports approved by membership. Motion carried calling for small flag to be placed in front of Hall. Under Good and Welfare, Brothers discussed the transportation rule. Charges pending against two members read and accepted. One minute of silence in memory of deceased members. Meeting adjourned at 7:40 PM, with 87 members present.

Shipping Is Slow In Wilmington

By E. B. TILLEY

WILMINGTON — Shipping is slow in this port and we don't anticipate any payoffs for the next two weeks.

However, during the last two weeks we have paid off three ships and put full crews aboard two of them.

The payoffs were on the SS Thomas Cresap, Steel Ranger and Steel Chemist, all Isthmian. We didn't have a chance to send a crew to the Chemist, however.

The fact is that the Chemist is undergoing a plastic surgery operation at the Todd Shipyard. She'll be in the yard until the end of June.

When the Chemist comes out next month we'll get to crew her, and we expect to have plenty of bookmen around to take care of her. In fact, we are about ready to hold our first meeting in this port.

Of course, there has been a little more activity here than the payoff rate indicates. The SS Oshkosh Victory is here now. But she will payoff in Frisco.

The Zane Grey is taking off on the "pipeline run" and will be out for a good five months. If anybody up around Boston is wondering what became of Gus Callahan, he is on a very slow boat to the Persian Gulf.



THE CRIMSON QUIRT, by William Colt MacDonald; Signet Books; 192 pages; 25 cents.

Gun-play and the love of a strong man for a good woman are the stuff this fast-paced Western is made of.

The hero and his pals manage to outride and outshoot the rustlers and the bank robbers although things are touch and go on almost every page. In the end cowboy Pete Piper wins the hand of Cressy, daughter of the owner of the C-Bar-A.

This story follows the pattern of all good Westerns, and Western fans will eat it up. It will be good in the flickers too.

OTHER VOICES, OTHER ROOMS, by Truman Capote. Penguin Signet, 144 pages, 25 cents.

This book is recommended to John Wunderlich, whose occa-

sional contributions to the LOG search out the aloneness in men. Those who have enjoyed his approach to a story will certainly delight in Capote's gossamer fantasy, overlaid with color and atmosphere, heavily applied.

A contemporary New Orleans boy of thirteen is thrown into the enervating isolation of a crumbling plantation and its decadent and perverted household. The resulting madness is devious and involved reading, but fascinating—if you can take it—especially so, if you enjoy dream-like sequences without much plot action that are held together with vivid imagery and a fresh and effective handling of words.

Seafarers Block Commie Attempt To Snare Aid Of British Dockers

(Continued from Page 1)
pletely repudiated by its membership.

"In Canada there are no ships tied up by the so-called strike today," he said.

"In Canada the CSU is out, finished, done with," the SIU spokesman explained. "That's why Davis is able to come over here. He would not have been able to leave Canada, if 90 ships had been tied up there, as he claims they are."

BLASTS COMMIE LIES

In meetings with the British maritime workers, the SIU spokesman blasted the lies planted by the communist propagandists and detailed the facts in the Canadian situation from the time the communist leaders of the CSU first began their ill-fated maneuver.

The CSU "strike" was called by its communist leaders without a secret strike vote by the membership, after the SIU had signed agreements with Canadian operators.

The CSU began negotiating for a new agreement last August, but talks were stalemated after months of discussion. In October, the CSU leaders requested that a Conciliation Board settle the dispute.

A three-man board, one of whose members was the hand-picked representative of the CSU, made a unanimous recommendation for a contract, but CSU officials immediately rejected the contract without referring it to the membership.

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

Rejection of the Conciliation Board's proposals indicated that CSU leaders were working for the communist objectives and disregarding the membership's wishes.

It was at this point that the SIU, which had many friends and sympathizers among CSU rank and file, signed the agreements and declared itself ready and willing to man the ships.

Only then did the CSU leadership call the "strike." They discovered, however, that their members, anxious to get out from under communist domination, were joining the SIU by the hundreds and sailing the ships under SIU contract.

SEE DEFEAT

CSU leaders, sensing disaster, desperately sought to maintain their grip by inducing CSU men in foreign ports, to strike, telling them they faced pay cuts of 40 dollars a month and other outrageous lies. On the Canadian front, however, the ships were sailing.

It was then that the CSU communist leaders began their open campaign to draw British waterfront workers into their fight to maintain hold over Canadian seamen.

SIU representative Henderson knocked the props from under the communists with a straight-

forward presentation of the facts.

"Contrary to propaganda," he told British marine workers, "the CSU men have been offered membership in the SIU."

He cited the fact that more than 1,500 CSU men had joined the SIU in the past few weeks.

He also pointed out that the CSU had been expelled from the SIU at the 1944 convention because they refused to disavow communism.

"This so-called strike was called without regard for the legitimate economic interests of the Canadian seamen," the SIU spokesman declared. "It was a desperate effort to maintain personal leadership and power."

"Without regard for hardships this would impose on their membership in foreign ports, and knowing most of them would join the SIU if they returned to Canada and found out the true conditions, they wired crews of these former CSU ships in foreign ports to strike there."

EXPOSES TACTICS

"Now here is where the British dockers come in," the SIU

representative explained. "These desperate CSU leaders, who had lost support of, as well as control of, the membership at home in Canada, gambled that the plight of ships crews on 'strike' in British ports would arouse the sympathy of the very strong trade union movement in Britain and elsewhere."

It has also been pointed out to the British workers that the communists, in line with the international policy emanating from Moscow, are utilizing their contacts on the waterfront to halt the flow of Marshall Plan goods wherever possible.

Throughout its history, the SIU has fought communist attempts to win control of the US waterfront. The SIU has continually told waterfront workers everywhere that the communists are nothing more than traitors to the working classes of all countries.

SIU officials have declared that communist slander and terrorism will not halt the union's unrelenting fight against these enemies of genuine trade union men and women.

Wall St. Strike Films Available To SIU Crews And Trade Unions

Now available to unions, ships' crews and other organizations is "The Battle of Wall Street," a 20-minute moving picture based on the Wall Street Strike of 1948.

The price of the film is \$40, which is the actual cost price plus postage charges.

Any organization wishing to buy the film should write the Seafarers International Union, Atlantic & Gulf District, AFL, 51 Beaver Street, New York 4, N. Y.

The picture consists of actual scenes photographed during the strike in which 1,100 employees of the New York Stock and Curb Exchanges tied up the world's top security markets for 32 days, and were joined on the picketlines by hundreds of white-capped Seafarers. The film was produced by the SIU, A&G District.

The whole organization of the strike including the close cooperation between the SIU and the striking United Financial Employees, AFL, is clearly shown by scenes from the picketlines and SIU Headquarters, which also served as Strike Headquarters.

Strategy meetings, picket briefings and other activities including the SIU stewpot are depicted.

High point of the film is the sequence showing the severe clubbing being meted out by New York policemen to Seafarers and financial workers, who lay down before the main door of the Stock Exchange on the second morning. This was described by those who saw it as one of the most savage displays of policy brutality in labor history.

Notice To All SIU Members

The SEAFARERS LOG as the official publication of the Seafarers International Union is available to all members who wish to have it sent to their home free of charge for the enjoyment of their families and themselves when ashore. If you desire to have the LOG sent to you each week address cards are on hand at every SIU branch for this purpose.

However, for those who are at sea or at a distance from a SIU hall, the LOG reproduces below the form used to request the LOG, which you can fill out, detach and send to: SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

PLEASE PRINT INFORMATION

To the Editor:
I would like the SEAFARERS LOG mailed to the address below:

Name

Street Address

City Zone..... State

Signed

Book No.

Personals

RICHARD T. WRIGHT

Contact your mother at 2709 N. Avers Ave., Chicago 47, Ill.

HAROLD ARTHUR NELSON

Your family asks that you get in touch with them. There has been a death.

CLIFTON W. GUYETTE

Write to P.O. Box 1229, Mobile, Ala.

RUDOLPH R. PASCHAL

Get in touch with your local draft board and your father. It is urgent.

CLIFFORD NEWTON

Get in touch with V. L. Lyon, Four Leaf Clover Realty, 501 E. Walnut St., Pasadena, Calif., or write to P.O. Box 317, Pasadena, Calif. Phone SYcamore 2-8288 and reverse charges.

Boston Shipping Goes To Town

By BEN LAWSON

BOSTON—Beantown is coming into its own on the shipping front, and all hands are looking forward to some welcome activity within the next few weeks.

The calls for jobs during the past week exceeded the number of men on tap, and we had to call New York for 15 men.

And it looks good for next month, too. We have the Yarmouth coming in to take a full crew on June 6, prior to beginning her overnight runs between Boston and Yarmouth, Nova Scotia.

All the other summer excursion boats will begin crewing up on June 1. They'll be taking full crews.

Anyone who is looking for a ship in the next month will have a pretty good chance of getting one, if he comes up to the port of Boston.

SIU HALLS

SIU, A&G District

- BALTIMORE.....14 North Gay St. William Rentz, Agent Mulberry 4540
- BOSTON.....276 State St. Ben Lawson, Agent Richmond 2-0140 Dispatcher Richmond 2-0141
- GALVESTON.....308 1/2-23rd St. Keith Alsop, Agent Phone 2-8448
- MOBILE.....1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
- E. Sheppard, Agent Magnolia 6112-6113
- NEW YORK.....51 Beaver St. Joe Algina, Agent HANover 2-2784
- NORFOLK.....127-129 Bank St. Ben Rees, Agent Phone 4-1083
- PHILADELPHIA.....337 Market St. J. Sheehan, Agent Market 7-1635
- SAN FRANCISCO.....85 Third St. Frenchy Michelet, Agent Douglas 2-5475
- SAN JUAN, P.R.....252 Ponce de Leon L. Craddock, Agent San Juan 2-5996
- SAVANNAH.....2 Abercorn St. Jim Drawdy, Agent Phone 3-1728
- TACOMA.....1519 Pacific St. Broadway 0484
- TAMPA.....1809-1811 N. Franklin St. Ray White, Agent Phone M-1323
- WILMINGTON, Calif., 227 1/2 Avalon Blvd. E. B. Tilley, Agent Terminal 4-2874
- HEADQUARTERS...51 Beaver St., N.Y.C.

SECRETARY-TREASURER Paul Hall
DIRECTOR OF ORGANIZATION Lindsey Williams
ASST. SECRETARY-TREASURER Robert Matthews J. P. Shuler
Joseph Volpian

SUP

- HONOLULU.....16 Merchant St. Phone 5-8777
- PORTLAND.....111 W. 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. Marquette 5909
- HALIFAX.....128 1/2 Hollis St. Phone 3-8911
- PORT ARTHUR.....63 Cumberland St. Phone North 1229
- PORT COLBORNE.....103 Durham St. Phone: 5591
- TORONTO.....111A Jarvis St. Elgin 5719
- VICTORIA, B.C.....602 Boughton St. Empire 4531
- VANCOUVER.....565 Hamilton St. Pacific 7824
- HEADQUARTERS.....512 McGill St. Montreal Plateau 670

British Unionists Get Straight Answers To Their Questions On Canadian Situation

In reply to the questions which have been addressed to me, regarding the so-called "strike" of members of the Canadian Seamen's Union in British ports and elsewhere, I should like to bring the following facts to your attention:

First, you ask whether wages and working conditions on the Canadian ships in question are protected by a legal contract and, if so, whether this contract is up to the standard of wages and working conditions that previously prevailed.

The answer is emphatically, "Yes!" The Seafarers International Union of North America, Canadian District, has bona fide legal contracts for the same wages and working conditions that prevailed under the former CSU contracts with the following Canadian steamship companies:

HAVE SIU CONTRACTS

Acadia Overseas Freighters Ltd.; Argonaut Navigation Co. Ltd.; Atlantic Shipping Agencies Ltd.; Bristol City Line (Canada) Ltd.; Canadian National (West Indies) Ltd.; Pickford and Black Ltd.; Saguenay Terminals Ltd.; Triton Steamship Ltd., and others.

Second, as to whether or not the trade union movement in Canada is supporting the SIU in Canadian ports, where the SIU are manning and sailing these ships.

The Seafarers' International Union of North America, Canadian District, has the support of the American and Canadian trade union movement.

Specifically, it is being supported in Canada by the International Longshoremen's Association—the dockers in practically every instance are working the ships in all Canadian ports—Railway Workers of Canada, the Licensed Officers' Unions, and many others.

Third, as to whether members of the CSU are actually being thrown out of their jobs, as a result of these ships being contracted by the Seafarers International Union of North America, Canadian District.

The answer is emphatically, "No!" Insofar as SIU-contracted ships which return to Canadian ports still have CSU members aboard, these men are offered membership in the SIU.

Four or five former CSU crews have in this way changed over almost 100 percent to the SIU upon arrival and continued on their jobs, thankful to regain membership in a genuinely democratic trade union that has the support of the rest of the trade union movement in America and Canada.

In all, over 1,200 former CSU men have joined the SIU in the past few weeks. One of the crews to change over en masse was that of SS Lady Nelson, a large passenger ship operated by the Canadian National SS Company, Ltd.

REJOINED

After all, in doing this they are merely re-joining the parent SIU Union.

As it now stands, well over one-half of the ships operated by these companies have already returned to Canadian ports, have been discharged and loaded by Canadian dockers, and are now manned by SIU, Canadian District, crews.

Fourth, you ask about the relations of the Canadian Seamen's Union and the Seafarers International Union in the past:

The CSU was affiliated with the SIU until 1944. At that time the power-hungry leaders of the CSU refused to accept the majority rulings of the International on the issue of communism and were dropped from the SIU. They

With the phony "strike" of the communist-dominated CSU nearing collapse on the Canadian waterfront, the communists have been concentrating on winning support from British maritime workers. They have spread falsehoods and distortions in calling upon the British dockers not to handle Canadian ships. Although the Transport and General Workers Union refused to support the CSU, the communists had been pouring propaganda into the British waterfronts entirely unopposed until the arrival in London recently of the SIU representative, W. D. Henderson. He has exposed the strategy to employ British waterfront workers to regain communist control of Canadian shipping. The following statement on SIU position and the issues involved in the Canadian situation was written to answer the question put to the Seafarers by British unionists.

never even informed their own CSU members of the issue involved.

Fifth, you ask the circumstances under which the parent organization—the Seafarers International Union of North America, Canadian District—signed contracts with steamship operators who had previously had contracts with the CSU:

The conditions of Canadian seamen were in great danger, owing to the failure of the CSU leaders to sign contracts with their former operators, after long negotiations.

A Conciliation Board was set up, including one member appointed by the CSU, and this Board issued a unanimous award.

POLITICAL SCHEME

Not for industrial, but for political reasons the CSU leaders withheld the contents of the award from the membership; they wanted a strike for the strike's sake, and expected misinformed members abroad to follow the strike call.

Under these circumstances, the maintenance of their wages and working conditions was threatened.

Therefore, in the interest of all Canadian seamen as well as of the CSU membership (who, you must remember, were affiliated with the SIU until 1944), and in the interest of the entire trade union movement of Canada (and with the support of the trade unions of Canada) the SIU Canadian District, which is of course a much more powerful organization than the discredited CSU, signed contracts with these operators at the prevailing wages and conditions.

This action provided for the protection of the conditions of all Canadian seamen.

The officials of the CSU then approached the SIU Canadian District for re-affiliation, in order to preserve their own power and jobs as officials.

This was flatly refused by the SIU, since the CSU leaders had proven themselves incompetent. However, the SIU offered—and still offers—SIU membership to CSU members who, by and large are very anxious to regain the protection of the SIU and the trade union movement of Canada.

Following the rejection of their plea for re-affiliation, the CSU leadership then approached the operators with a request to renew their former contracts at reduced wages.

But the operators were by then already legally under contract with the SIU Canadian District.

Sixth, you ask why the CSU officials claim that there is a strike:

There is one point I want to make clear at once—there is no strike. It is not recognized as such by the waterfront trade unions of Canada, who are actively supporting the SIU Canadian District.

However, the leaders of the CSU, knowing themselves to be thoroughly discredited in the eyes of the majority of their own membership and of the rest of the trade union movement of Canadian seamen. It was a desperate effort to maintain their own prestige and control.

So they declared a strike on these ships, a strike for which they gave two different reasons: on the one hand, they said they were opposing a 20 percent wage reduction (which has been averted by the SIU), on the other hand that they were fighting for a 15 percent wage increase.

This so-called strike was declared without regard for the legitimate economic interests of the Canadian seamen. It was a desperate effort to maintain personal leadership and power.

IGNORED MEMBERSHIP

Without regard for the hardships this would impose on their membership in foreign ports, and knowing that most of these crews would rejoin the SIU if they returned to Canada and found out the true conditions, they wired the crews of these former CSU ships in foreign ports to strike the ships there.

Now, here is where the British dockers come in. These desperate CSU labor leaders, who had lost the support of the entire trade union movement, as well as control of their membership at home in Canada, gambled that the plight of ships crews on "strike" in British ports would arouse the sympathy of the very strong trade union movement in Britain and elsewhere.

I am certain that you and your members will not be misled by this subterfuge now that the facts are before you.

There need be no Canadian seamen out of work here, except by their own choice.

And no question of wages or working conditions, or other legitimate trade union consideration, is involved. The SIU Canadian District directs all the crews of "struck" ships to go back aboard their ships and honor the legal contracts which protect their wages and conditions on those ships.

CSU MEN WELCOME

The SIU Canadian District assures these men, who have been misled by false and discredited CSU leaders, that after they have brought their ships back to Canada they will have the opportunity of rejoining the parent union, the Seafarers International Union of North America, Canadian District, and of joining forces once more with the most powerful and progressive trade union movement in the waterfronts of North America.

The International Transport Workers' Federation investigated this situation on April 25, and refused to support this unjustified strike in other countries, when it was not recognized by the trade union movement on the waterfronts of Canada.

The SIU wishes to thank the individual dockers of Britain who, by their ready sympathy for what appeared to them to be trade union issues, have again shown their own high union quality and standards.

But I know that as trade union men they will support the trade union movement in Canada, and thus assist the Seafarers International Union in fulfilling these contracts providing for top Canadian wages and conditions on the ships.