

SEAFARERS LOG



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

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No. 2

Your slip's showing, CTMA!



No One Is Fooled

The oil business is a pretty slick game. Under the circumstances you certainly wouldn't expect an amateur performance from the people who head up one of the largest petroleum outfits in the world.

But expectations to the contrary, officials of the Cities Service Oil Company are still straining to make a success of a sorry little spectacle they call the Cities Service Tankermen's Association. And a rank performance they're making of it, if we ever saw one.

By now everybody who wasn't born yesterday knows that CTMA is a company-inspired and company-controlled puppet organization—and nothing more. Everyone knows that Cities Service masterminds blew breath into CTMA.

Nevertheless, Cities Service officials persist in running CTMA across the stage in a futile attempt to convince their tankermen that they're seeing the real thing. Perhaps these Cities Service oil men have a sense of humor as out of date as the conditions aboard their ships.

If Cities Service officials want to continue this masquerade to delude the company's stockholders into thinking they're getting something for the dough they're sinking into CTMA, that's their business.

But for the record—and in behalf of Cities Service tankermen, who dare not open their mouths in CTMA—we want to remind the guys who are backing this flop that it's performance that counts.

As an organization of, by and for seamen, the SIU is a genuine trade union with a glowing record of accomplishment for maritime workers. This is a fact Cities Service men already recognize—just as they recognize the figure of Cities Service even when it is rigged out as CTMA.

Bland Ready to Close Loophole In ECA

The SIU's campaign to block ECA Administrator Paul G. Hoffman's attempt to move Marshall Plan bulk cargoes in foreign ships began to bear fruit this week. On Wednesday, it was reported that Representative Schuyler Otis Bland, Chairman of the House Committee on Merchant Marine and Fisheries, was preparing a bill absolutely guaranteeing that at least 50 percent of all dry cargoes, and perhaps of all tanker cargoes, go under the American flag. Presumably the bill would not have the loophole that exists in the present law.

Judge Bland already had indicated his support of the SIU's position in the fight to save the American merchant marine and the jobs of American seamen in several letters to the Union and in a strong protest to Senator Styles Bridges, retiring chairman of the Joint Committee on Economic Cooperation.

In his letter to Bridges, which he released to the press last month, Judge Bland showed that Hoffman's plan would not save the American taxpayer any money and might in the end constitute an economic loss. He used many of the same arguments which the LOG employed in the issue of January 7.

FLOOD OF PROTESTS

While Judge Bland was preparing his bill, hundreds of letters from Senators and Congressmen continued to pour into Headquarters and into SIU Branches up and down the coast, indicating wide Congressional indignation at Hoffman's wilful and ruthless scheme. At the same time, thousands of letters and telegrams continued to pour into Washington condemning the "Hoffman Plan" which would throw 10,000 seamen out of work.

Many of these protests came from the seamen themselves. But many more came from the hundreds of international and local unions, CIO as well as AFL, in non-maritime fields whose members have rallied to the SIU's side.

On pages eight and nine of this issue of the LOG are quotations from some of the letters which members of Congress have addressed to the SIU, and from some of the communications which the various unions sent to President Truman, Cabinet members, Senators, Congressmen and Paul G. Hoffman himself.

CUT-RATES

The Marshall Plan beef began on December 3 when ECA Administrator Hoffman announced that after January 1 he would not ship any more bulk Marshall Plan cargoes in American ships because American freight rates were too high. There was an immediate roar of protest from the SIU.

Hoffman admitted that under the law he was supposed to send 50 percent of the bulk cargoes and all other cargoes in American ships, but qualified this by saying that if American ships were not available at "competitive rates," the law allowed him to use cut-rate foreign tramps. Apparently Hoffman was endorsing

ing the low labor standards on foreign vessels.

Members of Congress have maintained that they meant that, if American ships were available at American rates, at least 50 percent of all cargoes must go in American ships—and no nonsense about it. Representative Bland's bill is expected to be worded beyond misunderstanding.

Under the "Hoffman Plan" it was estimated that somewhere between 120 and 150 Maritime Commission ships, now chartered to private companies, would be laid up. This would be "finished with engines" for the American merchant marine. What is more, Hoffman would not be saving the government the money he claimed.

NO SAVING

As the LOG pointed out on January 7, the United States government would lose the charter hire on these ships—some \$7,500 or more per month per ship, and would also forego millions of dollars in federal taxes which ship operators would pay on their income from the ships.

In addition, the government would have to pay \$10,000 per

(Continued on Page 15)

Bills To Exempt Seamen From Draft Introduced In House

WASHINGTON—A bill to exempt merchant seamen who sailed through the war from the draft was introduced into the House of Representatives last week by Congressman William M. Colmer of Mississippi.

Colmer's bill would exempt all those who sailed between September 16, 1940, and June 24, 1948. The proposal has been referred to the House Committee on the Armed Services. Eight other similar bills are being introduced into Congress and also will be referred to committees for preliminary consideration.

Meanwhile, despite rumors to the contrary, merchant seamen are still eligible for the draft. Their only recourse is to present their case so well to local draft boards that they are granted deferment on a local basis.

However, there is a fair chance that one of the bills now in Congress may become law before many more seamen are drafted. This week, it was announced that the rate of enlistment in the Army was so high that during February and March nobody would be drafted at all.

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The Union Builders

When the organizers of the SIU, A&G District, first became active in the Isthmian fleet in 1945, they touched off a campaign in which the Union has racked up a virtually unbroken string of victories.

The Union's permanent organizing staff cannot be praised too highly for the list of achievements they can show. The expansion they have made possible has carried us to our present position at the top of the industry. They know, as all of us know, that as long as an unorganized ship sails the sea there is a chink in the armor of organized seamen.

But praise for the organizers cannot be limited to the members of the permanent organizing staff. At least as much must go to the volunteer organizers from the rank-and-file.

No amount of planning by the permanent staff can bring a single vessel into the SIU fold if the volunteer organizers do not go out and get the jobs, running whatever risks are necessary.

Isthmian was organized by the rank and file, and so was every other company we have gained. When Cities Service is finally brought under contract—the time is not far off now—we will owe another debt to the volunteer organizers who have been sailing those ships, enduring the bad living conditions, eating the bum chow, taking the brutality of the Mates and Engineers, and foregoing legitimate overtime.

Organizing at sea is a tough job. Let those members who never sailed Isthmian in the pre-contract days, or who have not sailed Cities Service or other ships we have organized since, consider what the volunteer organizer is up against.

In a degree, a volunteer organizer is a soldier operating behind enemy lines. No matter how ready he finds the majority of the crew to swing to the SIU, he must always be on the alert against company stooges.

He must size up his shipmates. For as soon as he is spotted by the company stooges, licensed or unlicensed, he is finished. He will be fired and blacklisted, and will be of no more use in the organizing campaign.

Nevertheless, his wariness of company stooges must not make him over-cautious. A volunteer organizer who does no organizing might just as well be on the company blacklist. An organizer's job is to bring the ship to the SIU. So caution must be mixed with daring, diplomacy and a keen sense of timing. An organizer must know when to make his move as well as when to keep quiet. Meanwhile, he must do his work aboard ship for a Seafarer is an expert seaman, a fact which all the companies admit.

In paying tribute to the volunteer organizers for their past and present deeds, we must not lose sight of the task still remaining.

There are thousands of American seamen sailing American ships today without the benefit of real trade union protection. Particularly is this true in the tanker field.

We must break down the wall which the companies have erected between those men and us. This is a difficult, but far from impossible goal. Accomplishing it will call for the best this Union's volunteer organizers can give. The security of all American seamen depends on the determination with which they go about their assignments. They have already shown that they have the guts to do the job.

"Wherever they are..."



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 to them.

MOBILE MARINE HOSP.

- V. E. PETERS
- W. PETERS
- E. B. MCGUFFY
- W. R. ROSS
- L. J. WECKS
- C. R. SIMMONS
- J. E. NORDSTROM
- H. M. HANKEE
- E. SMITH
- E. JARRETT
- R. B. DEARMAN

BOSTON MARINE HOSPITAL

- FRANK ALASSAVICH
- VIC MILAZZO
- JOSEPH E. GALLANT

BALTIMORE MARINE HOSP.

- L. THOMAS
- J. SWOBODA
- M. DAVIS
- O. J. HARDEN
- S. WILSON
- J. B. PURVIS
- G. A. CARROLL
- J. BROWN
- W. C. HALL
- B. FREY
- L. CASE
- L. EVANS
- E. VITEK
- T. A. CARROLL
- E. C. LAWSON

- MASTANTUNO
- C. B. VIKEN
- C. BOGUCKI

GALVESTON HOSPITAL

- J. GIVENS
- W. WESTCOTT
- D. HUTCHINGS
- J. J. O'CONNOR
- S. R. PARIS
- M. FOSTER
- M. MAYNARD

NEW ORLEANS HOSPITAL

- S. C. FOREMAN
- A. N. LIPARI
- HARRY J. CRONIN
- J. DENNIS
- F. L. SCHUQUE
- E. SOTO
- B. MALDONADO
- G. ROTZ
- O. HOWELL
- V. P. SALLINGS
- H. C. MURPHY
- A. WARD
- C. MEHL
- G. MALONEY
- F. BIVINS
- L. MILLER
- W. FERNHOUT
- D. RUSSO
- B. W. BIGGS
- H. SWANN
- S. LE BLANC

Hospital Patients

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

Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following times:

- Tuesday — 1:30 to 3:30 p.m. (on 5th and 6th floors.)
- Thursday — 1:30 to 3:30 p.m. (on 3rd and 4th floors.)
- Saturday — 1:30 to 3:30 p.m. (on 1st and 2nd floors.)

- D. MC KINNIE
- G. MESHOVER
- W. GARDNER
- A. BLAIS
- E. DEAN
- D. FOICA
- J. YOUNG

STATEN ISLAND HOSPITAL

- MOSE MORRIS
- W. HUNT
- J. HERNANDEZ
- N. DORPMANS
- A. C. SIMPSON
- E. SOTO
- W. NORRIS
- F. STOKES
- J. BLANCHARD
- H. V. NEILSEN
- J. STEPANCHUK
- J. GRANGAARD
- F. O. FONDULA
- CHANG SENG
- M. J. LUCAS
- A. BORRERA

SAVANNAH MARINE HOSP.

- A. C. McALPIN
- L. MARSH
- H. R. BELL
- R. ANDERSON
- R. FLAGLER
- M. PLYER

Histadrut Is Bulwark Against Communism

By CHARLES G. HAYMOND

Wherever in the world you find an honest, progressive, democratic anti-communist trade union movement you find an organization which deserves the respect and support of its trade union brothers in all countries. No false issues must be allowed to hamper us in the global struggle against communist expansion and the tyrannies in many lands which are virtual invitations to communist agents.

Histadrut, the cooperative labor movement to which 80 percent of all the workers in sorely beset Israel belong, is an organization which merits a friendly hand from American labor unions. Histadrut's 300,000 members are the men and women who are toiling mightily to build a stable economy in the new state of Israel, and an economy which will support a high standard of living.

Already Histadrut, the only labor organization of any consequence in the Middle East, has raised Israeli wages to a level several hundred percent above those paid in the neighboring Arab nations, and working conditions have been correspondingly improved.

EFFECTIVE BUFFER

But until the British and the other big powers, including the United States, force an end to the present war with the Arabs by proposing a decent settlement for the Israelis, Histadrut will be handicapped. A sound economy cannot be built if Arabian oil and the strategic military position of the Suez Canal are held to be more important than the progressive development for the common good of Israeli and other Middle Eastern resources. To make matters worse the communists might discover a way to take advantage of the situation if the strife continues.

Histadrut members find themselves in a plight somewhat similar to that of the Indonesians in the struggle against Dutch imperialism and that of the people of Indo-China who are trying to throw off the yoke imposed by the French.

The possibility of a communist-dominated China makes the situation in Indo-China critical, a fact to which the French imperialists are just awakening. In the East Indies, where the Dutch are using troops in a ruthless "police action" to oust the Indonesian Republic, the situation is, if anything, worse.



In French Indo-China, in Burma, in British Malaya and in the East Indies, communist agents roam far and wide and many who are not communists listen to them. In their misery, they will listen to anybody who offers a cure, however false, to their economic ills.

A powerful, progressive Histadrut in the Middle East can be an effective buffer against the commies, and American unions would be doing both themselves and the world a huge service by supporting the Israeli workers.

MORE THAN UNION

The backward-looking, labor-hating imperialists who control Dutch, French and British colonial policies are fond of excusing their failure to free the peoples of Malaya, Indo China and the East Indies by maintaining that those peoples are not yet ready for independence and self government. At best they offer phony forms of freedom.

The British and the rest who are allowing the

Charles G. Haymond, author of the article on this page, was the author of articles in the LOGs of November 12 and November 26, 1948, analyzing the national elections and their effect on the Taft-Hartley Act. Those articles attracted wide attention inside this Union and throughout the trade union movement. His account of Histadrut, the new state of Israel's powerful and progressive labor federation, will also be widely read.

Ordinarily, this Union does not carry articles which can be interpreted as political in nature. However, the importance of labor's role in the November elections made Haymond's election analysis imperative for the information of the membership. At the present juncture, with the continent of Asia threatened by the communists because of the short-sightedness of European governments, an understanding of the labor movement in strategic, anti-communist Israel is equally imperative. Of course, Histadrut is a federation of trade unionists not a political organization. But it is so powerful a force in Israel and the whole Middle East that any discussion of it is necessarily concerned with politics on a world scale.

Israelis—and the Arabs, for that matter—to be destroyed in war can voice no such excuse. The members of Histadrut are Europeans. They are not by any stretch of the imagination a colonial people, although many of them have endured more than 10 years of slavery and torture under the late Adolf Hitler.

Actually Histadrut is something more than a labor union, or even a group of labor unions. Technically it is the General Federation of Jewish Workers in Israel, and is roughly the Israeli equivalent of the American Federation of Labor. But it is a complete economic and social organization which controls vast enterprises.

ORGANIZED ECONOMY

Histadrut grew along these lines because it had to. It was founded in the early 1920s when Israel, then known as Palestine, was under a British mandate. There was no Israeli government, nor were there any social laws providing for hospitalization, workmen's compensation and the like. Histadrut provided an organized economy and became the greatest economic force in the area. The present Israeli government leans heavily on Histadrut as a going concern of nearly 30 years standing.

Many members of the present Israeli government came from Histadrut, which is playing a leading role in the tragically unnecessary conflict with the Arab nations. In illustration of this is the story of Abba Hushi, the Histadrut leader who visited SIU Headquarters a year ago. Last fall Abba Hushi, a onetime dock worker and a member of the Histadrut executive committee for the port of Haifa, was wounded in the leg by an Arab sniper. He was inspecting Israeli fortifications when the bullet struck him.

Histadrut organized the workers, fought for the eight hour day, and won the right to bargain collectively for wages and conditions. What it did not get from the outside it provided from within itself. Belonging to it are skilled and unskilled workers, manual and white-collar workers, scientists, engineers, doctors, teachers, longshoremen, farmers, building workers, quarrymen, factory workers, needle-workers, seamen and others. The list is as long as the list of occupations in Israel.

Histadrut provides health insurance, medical care including hospitalization and a pension plan

for the aged. It runs agricultural and industrial cooperatives, housing projects, public markets, banks, vacation centers, schools, theaters, a sports organization, an aviation company and an infant merchant marine plying Mediterranean



waters. In addition, it publishes newspapers and magazines including one paper in Arabic for the thousands of Arab members who work in perfect harmony with the Jewish members. Outside employers contribute to only the welfare program.

AMERICA HELPS

Because of Histadrut's efforts, the contrast between conditions in Israel and those in the feudal Arab countries is tremendous. In Israel, a skilled Arab worker can make close to five dollars a day, a princely wage by Middle East standards, and even an unskilled worker can count on about two dollars. The same Arabs working in the Arab states—in Egypt, Syria or Iraq—would be lucky to make 80 cents and 45 cents respectively. Presumably the Arab leaders have no love for Histadrut. Their own people might get the idea.

Much of Histadrut's recent progress has been the fruit of the current campaign to raise money in the United States, a campaign which has the full support of both the AFL and the CIO. This help is necessary for the present because of the war, and because of the thousands upon thousands of immigrants who arrive every day.

The war damage must be repaired and many of the newcomers must be trained and fitted for new jobs so that they can find their places in the Israeli economy. For the present, these two tasks are too much for Histadrut's resources.



But Histadrut can be expected to be the main bastion of a free democratic labor movement in the Middle East. Staunchly anti-communist, it should resist all attempts by the communists to infiltrate its ranks. Its strength and the well-being of its members should be so great that communist blandishments will have no effect.

GUARANTEE

The sooner the British government, the same government which used troops to break the London dock strike in 1947, realizes this fact the better. By the same token, the sooner the Dutch government realizes that the Indonesians basically want nothing but freedom and a chance to utilize their own resources, the less chance communist agents will have to win the Indonesian people to their side.

A strong, free labor movement in progressive Israel, and the kind of freedom in Indonesia that will allow a labor movement to grow in the eastern islands, can save the continent of Asia from communism. By insisting that such movements be encouraged and allowed to flourish, American unions can do much to guarantee their own future.

Shipping Is Good In Baltimore And Prospects Are Even Better

By WILLIAM (Curly) RENTZ

BALTIMORE—Although shipping slowed down a trifle here, we can get the men out pretty easily. And we expect shipping to be very brisk in the near future.

Recent payoffs included six Ore Line ships, three Bull Line ships and three Waterman ships. The sign-ons in the same period were distributed in about the same way—six Ores, four Bulls, three Watermans and one Isthmian.

It is easy to see that Ore vessels are the solid basis of shipping in Baltimore. This is the only port in this country which they hit, so we always can count on them.

The others may come here or they may payoff and sign-on somewhere else. We like to see them all, though.

Incidentally, Ore ships sure have changed since the old pre-SIU days. Ask an oldtimer if you don't believe it.

SAME OLD ARMY

We had a sign-on beef on Waterman's Governor Sparks and we still are working at squaring it. It's a good beef, but we couldn't blame either the company or the Master for the way it began. The only one we could blame was the United States Army for whom the ship was carrying cargo when she signed on.

The Army ordered the Old

Man to be ready to leave at an hour's notice. The Old Man had no choice but to restrict the men to the ship which was in the stream and ready to go, although sea watches had not been set. However, it took The Army six days to get around to sending the ship on its way. That's the Army for you.

The crew of that ship can keep track of their beef in the LOG. We'll let them know how the overtime turns out.

BEAT HOFFMAN

The "Paul Hoffman Plan" is something for us to fight hard to defeat. Certainly that guy Hoffman is out to hurt us as much as he can, just why we don't know.

We hope that Hoffman doesn't believe we will take this scheme of his to smash the merchant marine and the maritime unions lying down. If he does he has another think coming.

After what we went through to win our wages and conditions we are not going to let our jobs be taken away from us. Hoffman can be sure of that.

Other than the Hoffman Beef everything is running well in this port. During the holidays the men had a swell Christmas dinner at the Hi Ho Inn.

The boys in the hospital are doing fine and hope to be out soon. They say there is nothing that can stop the SIU and we agree with them.

Mobile Hears Waterman May Pull Six Liberties Out Of Lay-Up

By CAL TANNER

MOBILE—Activity here during the past week was highlighted by several clean payoffs aboard ships manned by capable SIU crews. There were six sign-ons, including three vessels on continuous articles, in addition to five payoffs.

The Alcoa Corsair paid off and went back on her usual 17-day passenger run to the Islands. Her heads-up crew paid a visit to the local marine hospital and distributed gifts of three dollars to each of the Seafarers confined. The money was donated from the ship's fund.

The Monarch of the Sea and the Morning Light, two of the Waterman C-2s on the Puerto Rican run, also paid off in good clean fashion, and then signed on crews for the voyages to PR.

TWO MORE

Also paying off very cleanly were the Daniel Lownsdale and the Governor Kilby, both Waterman jobs. The Lownsdale came off the coastwise run and signed on for a trip to Europe under an Army time charter.

Ships in transit this week were the Fairisle, Claiborne, Waterman ships in from New Orleans; the Marquette Victory, an

Isthmian scow back from the Far East and headed for the East Coast for loading; and the Del Mundo, Mississippi, in from around the coast. All of these ships were in good shape.

There is a possibility that Waterman may pull six Liberties out of the lay-up fleet in the near future. This will be a boon to shipping and we have the men to fill the jobs.

TUG RELIEF JOBS

A gratifying source of jobs for our members this week were the tugboats. We shipped approximately sixty men to tug boat relief jobs.

On the list of patients in the Mobile Marine Hospital at this time are the following Seafarers: V. E. Peters, W. Peters, E. B. McGuffy, W. R. Ross, L. J. Weeks, C. R. Simmons, J. E. Nordstrom, H. M. Hankee, E. Smith, E. Jarrett and R. B. Dearman.

Around the beach are several oldtimers. Among them are Tom Bernsee, Elmo Bailey, T. R. Stanley, Clarence Nall, Jimmie Moore, S. W. Ghale, Joe and Charlie Stringfellow, C. R. Steers, B. P. McNulty, Ernest Hannon, E. R. Smith, Dusty Espalla and Slim Sweetser.

The Mobile Branch has received several very encouraging communications from Senators and Congressmen promising their support in our fight against the switch in Marshall Plan policy. Meanwhile, we are keeping the campaign to save seamen's jobs going strong and steady.

SIU VOLUNTEERS IN HOFFMAN PLAN FIGHT



The all-important battle waged by the A&G District to halt the ECA policy switch which would ditch American ships in favor of foreign flag vessels required plenty of willing workers. Here are some of the Seafarers who enthusiastically volunteered their services as Headquarters alerted Congress and organized labor of the dangers of the plan. Around the table from left to right: Mike Cristaldi, AB; Lindley Ritch, AB; Charlie Sexton, Wiper; Charles Oppenheimer, Wiper; Ernest Koons, Oiler; Tony Randazzo, OS; John Ziereis, Bosun; Clarence Lohne, FWT; Tom Williams, Oiler; Gus Renner, AB, and Frank Chamberlayne, AB. J. R. Gonzalez, AB; Lucky Gillis, Steward, and John Flynn, AB, were out of camera's range when photo was taken.

New York Winds Up Fair Week Of Shipping

By JOE ALGINA

NEW YORK — Another fair week for shipping in this port ended with the signing on and paying off of the usual lot of ships, most of them in from foreign runs.

Next week may bring a slight dip in activity to this port, because of the sale of one ship to another company and the return of another to the Maritime Commission.

Anyway, the line-up for this week went like this:

In the payoff column we handled the Steel Ranger, Kenyon Victory, Isthmian; the Bessemer Victory, John B. Waterman, Governor Graves, Waterman; the Helen and Beatrice, Bull; the Alexander Woolcott, Alcoa; the Colabee, American - Hawaiian; The Cabins, Mathiasen. The last named is a new tanker added to the Mathiasen string.

The ships to hit here this week topped off voyages to just about every port in the world. The Colabee came from Quebec, The Cabins from coastwise, the Steel Ranger from India and the Far East, the John B. Waterman from Europe, and the Helen from the Caribbean.

OFF THE LIST

The Governor Graves and the Woolcott are the ships scheduled to leave the SIU fleet. The Graves has been sold to another company, the Woolcott is to be returned to the Maritime Commission.

For sign-ons we handled the John B. Waterman, Beatrice, Colabee, Steel Designer, Azalea City and Robin Grey. Over these we squared away several in-transit vessels and filled the gaps in their crews.

Almost all the ships that were visited by the Patrolmen were squared away with little difficulty—all except two, however.

On the Kenyon Victory the Chief Engineer felt his muscle and decided to demonstrate his

prowess on the Second Electrician. He figured wrong on that one as the Second Electrician emerged the victor. Being a sore-head who couldn't take his beating and forget it, he told the Second Electrician he was fired and the Chief Electrician could pack his gear, too.

The men ignored his phony order and went about their business. A short while later the Engineer brought up his reserve—the Skipper. The Skipper repeated the "hit the road" order. The Electricians, this time, called the SIU Hall and a Patrolman hied down to the ship. The wind-up: both men stayed aboard the ship.

A similar case came on the Governor Graves. There the Chief Engineer decided he didn't like the Fireman-Watertender and ordered him off the ship. A Patrolman was aboard the ship at the time and nipped the "get off" order in the bud. That settled the Engineer for the moment, but he had ideas. Late in the evening, when he was sure no Patrolman was available he nailed the FWT again. This time he told him to get off the ship, or he would have the watchman toss him over the side.

OUT OF THE DARK

The Fireman got to a telephone and notified the Hall. In no time two Patrolmen went down to the ship. The Engineer almost passed out when he saw the Patrolmen coming aboard the ship late in the evening. A quick consultation, a few words of advice to the Engineer and the Fireman stayed aboard.

The point in giving these two examples is not just to point out that the Patrolmen will protect a crewmember against a hot-headed Mate or Engineer; it is also to remind men that when beefs of this nature arise a quick call to the Hall can save a lot of headaches all around.

If the men in these cases had piled off and then waited five or six hours before informing the Hall of their beef, the untangling of the mess would have been

much more difficult.

For one thing the company would have called for a replacement. A man would have been dispatched to the ship and then the beef would have come to light. In the end the Seafarer would probably get his job back, but the SIU man sent down as a replacement would have been put to a great inconvenience.

The quicker the beef is reported the quicker it will be settled.

There is no word yet on Bernstein's application to operate two passenger ships to Europe. Rumor has it that he has a 50-50 chance of receiving Maritime Commission approval. There are a lot of bigwigs against Bernstein's move, and they're trying to block him.

NATIONAL DEFENSE

If the Maritime Commission is hep they'll approve his application. Authorities in the maritime field have been moaning for months about the lack of tankers and passenger ships should a national emergency arise. Here's a guy who wants to put two big passenger ships into operation, but they say no dice. It doesn't make sense.

Another item that doesn't make sense is the radio report that corporation profits were 31 billion this year, an all-time high, but because the dollar isn't worth much anymore, the value of the profits is really 21 billion bucks. If 10 billion of their dollars are worthless, I know what they can do with it. I'll take the dough off their hands anytime.

One bit of good news out of Washington this week is the announcement that the draft has been suspended for two months due to heavy enlistments.

It's not much consolation to the Brothers who are sweating out the man with the khaki suit, but if the eager beavers keep joining in large enough numbers they may leave the seamen alone for awhile.

Maybe, in the meantime, Congress will take action to exempt seamen from the draft.



Year's Shipping Reaches End For Port Colbourne

By NORM CUNNINGHAM and JOE McNEIL

PORT COLBOURNE, Ontario—Shipping in this Lake Ontario port stopped for the winter, as of December 15. But the last crew did not payoff until the first week in January. This was the after crew of the Midland Prince, Canada Steamship Lines, which did not complete its lay-up job until after New Years.

There are 19 ships laid up in this port. This is comparatively few since in other years we have had 25 to 30 wintering here. Incidentally, most of them always have storage cargoes of grain.

During the lay-up period, SIU representatives were busy on the organizing front. We were mighty pleased with the reception we got, too. We are looking forward to a new contract in the spring, and we are going to show the men a better one than they ever had before.

At this point, Canadian seamen are enjoying finer conditions than they had in the past. But we hope to improve them still more.

CANADIAN BABY

The Port Colbourne office is the baby of the Canadian District, not having been opened until last November 1. Although the season was almost over when we started here, we have accomplished a lot.

Normally shipping is good—as long as the navigation season lasts. In fact, we sometimes suffer from a shortage of men.

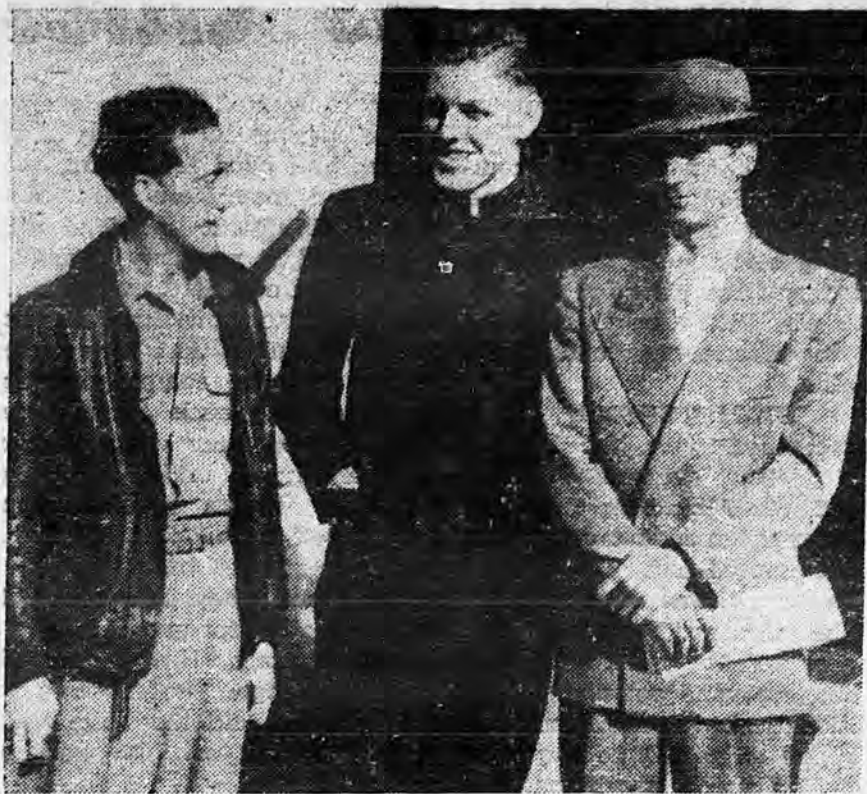
Some of our members, who did not manage to save up enough money to keep them through the winter months, have had the good luck to find jobs right here until shipping starts again. Most of them visit the office from time to time.

Members will be sorry to hear that Brother Harry Melling had a fall on the icy deck of the SS Stadcoma, injuring his knee so badly that an operation was necessary.

He is in the Montreal General Hospital. Brother Melling has been Port Agent in Toronto since the beginning of this Union in Canada.

Incidentally, we have taken considerable interest in the fight our American Brothers are waging against the shipping of all Marshall Plan bulk cargoes in foreign ships. We wish them every success in their battle.

FRISCO WATERFRONT FRIENDS



Father Matthew Conolly and Seafarers Ed McLaughlin and David Bell stand outside Catholic Maritime Club, where many seamen were fed and entertained during recent West Coast strike.

Frisco Catholic Maritime Club Has Proved To Be Seaman's Friend

(The SIU does not endorse political, religious or fraternal organizations. It does recognize, however, that there are groups within these categories which perform services in the interests of seamen. It is for this reason that the following article, written and submitted by a member of the SIU, is published.)

By WILLIAM M. KIERULF

The SIU membership in San Francisco who were on the beach for three months as a result of the West Coast shipping strike will not soon forget the hospitality of Father Matthew Conolly and the Catholic Maritime Club at 320 Harrison street.

This organization, one of ten all over the country and better known as the Apostleship of the Sea, provided a real home atmosphere to all strike-bound and locked-out seamen, serving them two meals a day and a special Sunday dinner. There were also regular Friday night dances and Wednesday night card games, with cigarettes as prizes. There were also recreational features to help us while away the long months ashore.

The club also donated literature to our SIU library here in San Francisco.

BIG DAY

Thanksgiving Day was one of the really memorable days at the club. If it hadn't been for the club many SIU men and other seamen would have had a dull holiday. Nearly 900 seamen, among whom were many of our

Brothers, feasted on a turkey dinner with all the trimmings.

The bulk of support for the clubs comes from Catholic organizations, and some help is given by passenger and freight outfits.

Founded in England in 1923, by a Catholic priest, this organization is definitely for the seaman and his enjoyment while on the beach. Everyone is welcome, regardless of color, religion or nationality. The only question asked by the swell people who operate the club is, "Are you a seaman?"

The history of the San Francisco branch of the Apostleship dates back to 1932. Temporary headquarters were established at 5 Pacific street and a year later a center was opened at 226 Embarcadero, which was the scene of much activity in the winter of 1933. Food, shelter, clothing and medical care were given to the men who were victims of the terrible conditions on the waterfront. During the 134 strike, an average of 1,700 men were fed every day.

ON RINCON HILL

Since 1936, the flag of the Apostleship has been flying from atop famous Rincon Hill, in a building at Fremont and Harrison streets that formerly housed St. Brendon's Church.

Always a source of joy to both seamen and sponsors are the annual Christmas tree parties at the club's recreation hall and the Marine Hospital. Last Christmas, more than 500 gift-packed stockings were distributed to shut-ins in the hospital.

JOBS APLENTY

These tribulations, coming on top of the following prospects have all combined to give the piccards on this coast a case of wartime jitters. This is what is ahead of us:

1. Crewing up four more Waterman C-2s, which are yet in the shipyard, but are soon due to take full crews.

2. Three Far East scows due in the Seattle area within the next 20 days and which also must be crewed.

3. Continuous calls for replacements from the intercoastal ships.

So shipping is plenty good for all hands on this coast. In view of this situation, we again urge all permitmen, who find themselves stranded in other ports, to get out here in the best way they know.

Permitmen coming out here will be assured of jobs for a long, long time to come.

Shipping Holds Steady In PR With Deckmen Still Favorites

By SAL COLLS

SAN JUAN—Shipping may not have been exceptional here in the past week, but it certainly was steady. It still favors the deck department over the other two.

There is always a job or two on board for the book or permitman who is so short on brains that he wants to leave this sunny and tropical nest for the wind and rain and snow in the States.

When the MV Ponce steamed into Ponce a few days ago to payoff, we had to scramble to send her necessary replacements: five men for the deck, four for the engine room and four for the stewards department.

The only man who really seemed joyous to ship was big "Red" Whidden, the oldtime shellback from Tampa. He practically ate the Bosuns job right off the blackboard, he was so glad to get it.

They really can't be satisfied unless they have a rolling deck under their feet and, for lads like them, a bar deck won't do—it's got to be a genuine steel plate with scuppers.

WELCOME SHIP

The arrival of the MV Ponce is always looked forward to and we could think of nothing better to start the New Year with than

two or three more such vessels.

Other ships to touch Puerto Rico in the last week were the SS Jean, SS Kathryn, SS Monroe and the SS Wild Ranger with just a few minor beefs cropping up. Nothing serious, really, and all beefs were settled to the satisfaction of all hands.

One thing, however, that has been happening and which requires severe disciplinary measures, is the practice of men paying off their ships over the weekend and, like as not, in some island port as far distant as 70 or 80 miles from the city of San Juan.

RULING SAYS NO

For some time, now we have had a ruling in this port, which states that a man cannot pay off his ship on Saturday afternoon or Sunday, unless he can present a qualified Union replacement and proof that the officials at the Hall have been informed of the change.

This port ruling, of late, has been mistreated and action has been taken against offenders. Ships sailing with short crews are a violation of our Union contract and this practice must stop. Let this serve as a warning to all who come to Puerto Rico in the future.

Cap't Anderson, Waterman, Retires

It is a rare day when the LOG takes note of the representatives of shipowners; there is little, if any, common ground between maritime labor and the employers. The shipowner is well known in labor's record as being one of the most vicious and oppressive of all bosses.

However, Captain Hilmer "Andy" Anderson, until this week operating manager of Waterman's New York office, is so unusual among shipowner officials that his record deserves comment. He's an honest guy. A good many, if not all, shipowners in the business today could take a lesson from him. "Andy" always kept his word. That's something Seafarers know well from bitter experience that few shipowners bother to do.

This week, after 48 years in maritime, Andy retired from his post as operating manager for Waterman in New York, a position he held for several years.

By retiring, he brings to a close a career which included shipping aboard Swedish square riggers, service as a seaman on all types of American ships, duty as a ship's officer during and following the first World War and fourteen years as Port Captain for Lykes Brothers.

When he came to Waterman as operating manager, Captain Anderson brought first-hand knowledge of the life led by seafaring men. In his years of serving as intermediary between the company and the SIU, he demonstrated understanding of the problems facing seamen. Throughout his work, he showed a desire to work out all company and union problems in a manner fair and satisfactory to both parties.

PRAISE TO CREWS

In commenting on his years of dealing with the SIU, Captain Anderson remarked: "We've had plenty of differences, but I've



CAPT. ANDERSON

found the Union fair to deal with." He also voiced high praise for the men of the SIU who he felt are the "most competent crews sailing American vessels."

By the same token, a member of the SIU Negotiating Committee spoke of Captain Anderson as being a "hard man, but fair to deal with, and most of all, a man whose word is his bond. We hope Andy's position will be taken by a man having an equal understanding of maritime problems."

The best wishes of the SIU are extended to Captain Anderson in his retirement.

Membership Rules

Membership rules require every man entering the Union Halls to show his Union Book, Pro-Book, permit or whitecard to the doorman. This is for the membership's protection. Don't waste the Doorman's — or your own—time by arguing this point. Observe the rules you make.

Frisco Has The Ships, Sends Out Call For Men

By FRENCHY MICHELET

SAN FRANCISCO—Shipping continues to be a permitman's dream on this coast.

The SS Fairhope, a Waterman C-2, came out of the Oakland shipyard this past week and took a full crew aboard for the Puerto Rican loop run. This took every man we could beg, borrow or steal.

Then out of a clear blue sky Waterman grabbed the Monroe Victory that had been laid up for awhile, and we had one heluva time racing around to put a crew together for her.

Now, as we sit typing out this report, we get word that a full crew must be found for the SS Young America, which has just come in from the Far East.

ESSO Tankers As Rugged As Cities Service

It's all sweat, blood and tears for seamen sailing aboard Esso Tankers. These much-abused tankermen are victims of the company's slick strategy of "divide and conquer."

With the men in a continual state of jitters because they fear loss of their jobs, Esso has been able to keep its employes from presenting a solid front against intolerable conditions, every one of which is a sound reason in itself for the protection of a Union contract.

Esso's rotten policy of holding the unlicensed personnel under a whiplash wielded by cold, calculating topside characters was revealed to the LOG this week by Edward J. Hagan, who got a bellyfull aboard the SS Esso Allentown.

"I've never seen a more discontented crew than the one aboard the Esso Allentown in all time I've been going to sea," Hagan said.

He paid off the tanker in a Jacksonville shipyard after a coastwise voyage, which began in New York on Dec. 8. The Allentown was scheduled for a long trip and conditions were such

standard maneuver to keep them slaving away was the fact that the Mate tried to pacify the men by saying that things would be easier when they got to the shipyard in Jacksonville. That, too, turned out to be a snare.

While the Allentown was in the yard, the men had to put in five days a week. Hagan pointed out that the custom called for four days of work and one day off. That was the schedule followed on three other tankers in the yard at the same time.

This discrimination brought the first rumblings of dissatisfaction among the crew. The Mate answered by driving them even harder than before. Then he started snooping and forced the Bosun, who Hagan said was a decent guy, into acting as his personal lookout.

As his next step in the campaign of intimidation, the Mate started handing out warnings to the men he suspected of talking too much. This, too, was a

definite part of company strategy, since the rules of the phony Esso Tankermen's Association, a company-controlled organization, "require" that a man receive a warning before he is fired. With that formality attended to, the Mate was then free to give the axe to anyone he found objectionable.

HIGH TENSION

Threatened with the loss of their jobs, overworked and abused, the Allentown crew was a setup for the company strategy, Hagan pointed out.

"The chow was terrible—even in the shipyard," Hagan said, "and as a result of all these conditions, everyone was under great emotional strain. Tension was high and as would be expected, dissension broke out among the crewmembers."

"The company's scheme was obviously to play the crewman against one another—and it worked," Hagan said.

At coffee time, which aboard

Union contracted ships is generally a period for friendly discussion and good fellowship, the Allentown men were glum and silent. If anyone spoke at all, Hagan said, it was only to gripe.

It was at one of these sessions that Hagan told his shipmates on the Esso tanker that they were falling into the company's trap by distrusting each other. He warned them they would never get anywhere under such a handicap. Hagan advised them to walk off the ship in a group. But they had no heart for such action, since they knew they'd be blackballed for good.

At this stage, Hagan decided he had enough. Before he left the ship, he told the Mate that he saw clearly what he was up to.

Hagan, who sails as an AB, piled off at a personal sacrifice. He had been hoping to get enough time aboard the Allentown to make him eligible for a green ticket, for which he

lacked only ten days when he paid off.

The Esso Allentown experience convinced Hagan more than ever that unorganized tankermen are the most abused seamen in the maritime industry and that their only salvation lies in organization—under a contract that will give them decent conditions and guaranteed security.

"If any group of sailing men ever needed the benefits of an SIU contract, it is these tankermen. And they're in the same boat as the men aboard Cities Service tankers. They're abused, browbeaten and disgusted."

Hagan has sailed Cities Service ships, too, so he knows what he's talking about.

"At least the Cities Service men are better off than the Esso tankermen," Hagan pointed out. "They're going to have a chance to vote for SIU representation very soon. They won't have to live in constant fear of losing their jobs much longer."



QUESTION: The membership of the SIU is currently debating the question of the transportation rule now in effect. What are your views on this rule?



EDWARD J. HAGAN

that the crew looked forward to nothing but misery. Hagan said he had enough and got off.

Hagan paid tribute to the Allentown crew as he recounted the nerve-racking experience from the time he boarded the ship until he signed off.

"We left New York with a good crew, as hardworking a bunch anyone could ask for," he said.

On the second day out all hands in the deck department turned to cleaning the tanks. The tanker had just returned from a four-month trip in the Persian Gulf and her tanks were in rugged shape, Hagan said.

FOUL TANKS

The deck men sweated out 16 and 17 hours a day on the job. Even the men on the wheel and lookout turned to. On the last day of the cleaning job no one was on the wheel or lookout, Hagan said, which was a violation of the law which requires that these watches be maintained from sunrise to sunset.

Men on board the Allentown, who had been sailing for years, told Hagan they had never seen tanks in such foul condition. They said the cleaning job was long overdue.

Despite the back-breaking job because of the company's failure to order the cleaning earlier and without regard for the men who were working long stretches, the Mate charged all hands with loafing.

But proof that this was only a

CY MAGNAN, Oiler:

The transportation rule should not be considered only on the way it affects personal finances. The conditions and wages which we have won through the years were not achieved without considerable hardship and sacrifice on the part of many members. As all good Union men know, the rules the membership presents and ratifies at meetings are in the interests of the general welfare. Brothers on the beach today are sailing ships tomorrow. The transportation rule has accelerated shipping for you and me and is a fine "builder-upper" for union solidarity.



JOHN A. ZIEREIS, Bosun:

Several years ago when the shipowners were in habit of dumping seamen in various ports in the USA it became necessary to take job action on each individual ship to get them to pay transportation to return a man to the port of sign-on. Seamen who were dumped in strange ports with little or no money in their pockets, and who were anxious to ship again, became easy prey for crimps. If the present rule were relaxed in any way, the seamen could again become prey to these scavengers.



PERCY BOYER, Bosun:

The present rule was adopted by the membership after consideration at meetings up and down the coast. Since its adoption, there have been some men saying they are against it because they have had to accept transportation and get off the ship. Yet when they got off some other man got a job. The rule will work in the same way for their interest. The rule should not be discarded solely because a few men find it inconvenient.



ERNEST BUCHSER, AB:

I agree that if a man accepts transportation he should get off the ship. But I also think that he should be allowed a period of time aboard a ship before being required to pay off. Naturally, a man who has spent anytime at all on the beach is bound to be broke or in a hole by the time he catches a ship. He certainly wouldn't be able to get even or get ahead of the game, if he finds himself on a ship that pays off in four to six weeks.



JIMMY HIGHTOWER, Cook:

I very definitely feel that if a man accepts transportation money he must get off the ship. However, I do not feel that a man should be compelled to get off a ship, if he has only been aboard for a comparatively short time and he still wishes to work. Speaking of my own personal experience, I have accepted transportation and have gotten off the ship in accordance with the present rule, but I would have preferred to remain aboard. Personally, I would rather not have the rule, but as a Union man I accept the will of the majority.



CHARLIE BUSH, Bosun:

I think the transportation rule should be revised by putting into effect a time limit during which a man may remain aboard a vessel before paying off. If a man happens to be on the beach for about three months, catches a ship and then finds he has to pay off after five weeks, he isn't exactly getting a break. Therefore, a compromise should be worked out. If a man doesn't accept the transportation let him stay on the ship for, let's say, about six months. That will eliminate the difficulty.

Sign-On Proves Value Of SIU Contract

There is a world of difference between the activities preceding the sign-on aboard an SIU-contracted ship and one aboard an unorganized ship. The reason for the difference is the Union enforced contract.

Before any SIU crew signs articles, a Union Patrolman goes aboard to perform a multitude of functions, all in the interest of the crew's welfare, security and comfort.

The Union Patrolman checks the ship's stores, the slopchest, the repair lists. He inspects the linen supply, and sees that comfortable mattresses are provided in foc'sles that aren't overcrowded. Also, he makes certain that the Union manning scale is observed by the company, that the articles are proper and contain no phony riders.

On an unorganized ship, the crew climbs aboard and simply signs the articles. No one is there to protect their interests. Any checking is done by a Port Engineer or Steward, who act solely in the company's behalf.

The sign-on, like the one pictured on this page aboard the Robin Goodfellow, emphasizes one of the many advantages held by men sailing under SIU contract.



All hands were in good mood at the sign-on ceremonies aboard the Robin Goodfellow. In photo above, the doctor (left) tells Bosun A. Thorne he's a husky specimen fit for duty.

~ ~ ~



At left is a typical Union pre-sign-on conference. Crewmembers pay close attention as Engine Delegate V. Meehan (holding repair list) informs Patrolman Jim Sheehan (wearing glasses) of conditions on Robin Goodfellow. Steward Delegate Jake Longfellow is at Sheehan's left. This kind of procedure is something unorganized seamen never see.



The Union way is the secure way. In photo above, the Union Patrolman checks the ice boxes with members of the Robin Goodfellow's Steward Department — left to right, Bernard Mace, Messman; Patrolman Sheehan; Steve Stoveland, Second Cook, and Brother Longfellow, Chief Cook.

Because stores are checked before the voyage, SIU-contracted ships do not come home on half-rations. The sign-on must wait, if necessary, while this important matter is taken care of. Chow beefs on unorganized ships are largely traceable to fact that crew has no Union representative to check stores.



The beefs have been squared away, the stores have been checked, the necessary repairs have been made—in short, the crew is satisfied that everything is now in order for a smooth voyage. The sign-on can now proceed. Crewmen get ready to put their names on the dotted line (photo above) in presence of Goodfellow's Captain T. Frith (left) and Shipping Commissioner F. W. McGrath. Engine Delegate Meehan stands by.

On unorganized ships, the actual signing of the articles is the total activity. That's why unorganized seamen are paid less than SIU members and sweat out voyages without any security.



Christy Mantagos, Night Cook and Baker, is the first to sign the Goodfellow's articles, while Anthony Pedicini, DM, waits his next.

US Labor Backs Seafarers On ECA Cargoes

Brotherhood of Sleeping Car Porters:

"I urge you to use your good office to assure the American workers that in spite of the increased cost of bulk cargoes, such as coal, wheat, that they will not be penalized for attempting to raise their standards of living and at the same time aid the Marshall Plan."

B. F. McLaurin
Field Organizer

International Brotherhood of Blacksmiths, Drop Forgers and Helpers:

"Your order will cause removal from service of American ships and take away employment from American citizens, both of which tend in the direction of reducing living standards by having this work done by citizens of other countries. We, as a responsible labor organization, protest your decision in the matter and urge you to reconsider your action."

John Pelkofer
President

Baltimore Federation of Labor:

"This federation of labor and its 160 affiliated AFL unions join with our maritime union affiliates in urging your intervention in a situation deemed to be grossly unfair... If we are to participate and cooperate with our Government in successfully carrying out the economic recovery program, we urge that the program be extended to the recovery of earning opportunities for American workmen."

Harry Cohen
President

Local 20499, American Federation of Rubber Workers:

"We feel that you should exert every effort of authority bestowed upon you to do justice to seamen... We are anxious to see the Marshall Plan accomplish its purpose but still think that charity should begin at home."

George Schmidt
Business Representative

Local 45, Sign, Scene and Pictorial Painters of America:

"Protest proposal of Paul Hoffman... We believe the Marshall Plan should succeed but not at the expense of American Workers."

Stanley Beyers
Secretary

Lodge 678, International Association of Machinists:

"We believe that it is a clear violation of the law... and request that it be discarded."

William C. Duncan
Secretary

International Photo Engravers Union:

"Object to any change in Marshall Plan shipments which will transfer cargoes from American to foreign vessels."

Edward J. Volz
President

Region 8, United Automobile, Aircraft and Agricultural Implement Workers:

"Urge assignment of ECA shipments to foreign vessels be reconsidered. This action... is particularly discriminatory against hard won gains of American merchant marine unions."

Martin Gerber
Director

International Brotherhood of Boilermakers, Iron Shipbuilders and Helpers:

"Here we are on one hand rebuilding Europe and ostensibly the standards of living of its people; however, in order to accomplish this avowed purpose we are now being called upon to make further sacrifices and tear down the standards of living of our own people. Does this make sense?"

Charles J. MacGowan
International President

On this page are excerpts from some of the scores of communications protesting the Hoffman plan sent by organized labor to President Truman, cabinet members, Congressmen, Senators and ECA Administrator Hoffman.

Local 177, Building Service Employees International Union:

"Such a plan is without a doubt the most outrageous and un-American act of consideration for our fellow Americans."

Maurice Zuckerman
Secretary

Local 924, American Federation of State, County and Municipal Employees:

"Members of this local voted unanimously to urge you to do all in your power to prevent this unjust action to the American seamen."

John J. O'Brien
Secretary-Treasurer

Local 301, Brotherhood of Carpenters and Joiners:

"Such a proposal, if adopted, would not only give our merchant marine a serious set-back but would also deprive many American seamen of their jobs."

William T. McClintock
President

Local 627, Brotherhood of Carpenters and Joiners:

"Protest the use of foreign bottoms to ship Marshall Plan cargo. This will cause unemployment of American seamen and tie-up over 50 percent of our ships."

John Maxim
Financial Secretary

Local 1292, Brotherhood of Carpenters and Joiners:

"Protest Hoffman proposal as this constitutes serious threat to American merchant marine and shipping."

Arnold Cocker
Recording Secretary

International Brotherhood of Pulp, Sulphite and Paper Mill Workers:

"We cannot afford to decommission hundreds of American ships and their more than ten thousand skilled men."

Joseph Tonelli
Vice President

International Ladies Garment Workers Union:

"Consider Hoffman Proposal injurious, unfair to American seamen and merchant marine. Respectfully urge you use your influence to bring about rejection of his proposed plan."

David Dubinsky
President

Local 892, Brotherhood of Painters, Decorators and Paperhangers:

"If this threat is carried out it will be a detriment to the seamen and to our merchant marine."

Gus Miller
Recording Secretary

Local 1244, Brotherhood of Painters, Decorators and Paperhangers:

"Our organization wishes to protest the action of Paul Hoffman. At present, 50 percent of this cargo is shipped in American flag ships, and, after all, we, the taxpayers, are paying the freight and should be given first consideration."

Francis Tardy
Business Manager

Michigan Federation of Labor:

"Protest the action of Paul Hoffman. We request your support in rescinding such order."

Robert P. Scott
Secretary-Treasurer

Local 62, Brotherhood of Painters, Decorators & Paperhangers:

"We are spending millions of dollars in keeping up our defense forces. We feel that the paying of higher rates to our American shipping firms is also justified in keeping our merchant marine strong in case we should meet another emergency."

Frank W. Cernik
Recording Secretary

South Atlantic & Gulf Coast District, International Longshoremen's Association:

"Your decision in this matter is most disappointing to the maritime trades in this country and we ask that you rescind your action and that the fifty percent rule be kept in effect so that we can keep our merchant seaman working."

Frank Yeager
District President

Local 702, International Alliance of Theatrical and Stage Employees:

"Protest the threat of Paul Hoffman. We urge you to use your influence to block any such threat that would deprive American seamen of their jobs."

George Waugh
Secretary-Treasurer

Minnesota State Federation of Labor:

"When this matter comes before Congress we trust you will agree with us that there should be no change in the original stipulation in the Marshall Plan as to the amount of cargoes to be moved by American ships."

George W. Lawson
Secretary

New York State Association, United Association of Journeymen & Apprentices of the Plumbing and Pipe Fitting Industry:

"Paul Hoffman's proposal will throw thousands of highly skilled American seamen out of work (showing very little appreciation for services rendered in the past World War II), also reduce the American merchant marine to a skeleton, imperil our national defense and sweep a large percentage of the seamen from the high seas, to say nothing of the harm done to our economy."

John L. Costello
Secretary-Treasurer

North Dakota State Federation of Labor:

"We feel that this plan would break down our national defense, that it would increase the unemployment rolls of our nation, and we also believe that it would only be employing foreign labor, as we understand that the United States, under the Marshall Plan, would be compelled to finance this venture."

W. W. Murray
President

Local 947, American Federation of State, County and Municipal Employees:

"We do not want Mr. Hoffman's proposal carried out if it means throwing American seamen out of work."

Harry J. Hobkirk, Jr.

Radio Officers' Union:

"Mr. Hoffman's proposal not only takes away our livelihood but also undermines our country's defenses in case of an emergency that from all indications exists at this time."

Lester F. Parnell
Representative

International Chemical Workers Union:

"It seems to be just common sense to say that inasmuch as American wage earners are in a very large measure financing the Marshall Plan, they have every right to expect that goods purchased under the plan shall be transmitted under American workingmen's conditions and rates of pay."

H. A. Bradley
President

South Dakota State Federation of Labor:

"This federation believes in patronizing home industries, goods and services; this should also apply to the business of the U.S. Government. We protest the use of foreign ships in transporting Marshall Plan supplies to Europe."

Albert J. Maag
President

Local 79, International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers:

"This expresses our disapproval of plan to use all European ships in Marshall Plan shipping. Urge you use all influence to stop this action that would result in thousands of American seamen losing their jobs."

R. I. Varn
Business Agent

Troy (N. Y.) Federation of Labor:

"Paul Hoffman's threat constitutes a deadly peril to American seamen and the American merchant marine."

Joseph R. Quinan
Secretary-Treasurer

Tampa Central Trades & Labor Assembly:

"Request you use all possible influence to stop Hoffman action on shipment of Marshall Plan goods. This program is detrimental to livelihood of thousands of American seamen."

R. I. Varn
President

Local 8, United Hatters, Cap and Millinery Workers International Union:

"Urge proposal to send all Marshall Plan bulk cargoes in foreign ships be dropped. If carried through this means that 10,000 American seamen would join the ranks of the unemployed."

Hyman Goldstein
President

United Association of Journeymen & Apprentices of the Plumbing and Pipefitting Industry:

"Wish to protest this action and to request that you do everything possible to have such shipments made with American ships and seamen."

Martin P. Durkin
General President

Union of CARE Employees:

"This union, interested in overseas relief, protests your statement concerning the shipping of ECA supplies in foreign bottoms. We urge you to reconsider your position and make available to the American merchant marine at least 50 percent of ECA shipments."

Nat Klein
Chairman

West Virginia State Federation of Labor:

"There is some growth of unemployment in this country and by adding more to the ranks it certainly will not help this country in carrying out the Marshall Plan, because what is gained in one way is more than lost by unemployed workers. We trust that when this new Congress convenes you will be on the lookout to protect laboring seafaring people."

Volney Andrews
Secretary-Treasurer

(Continued on Page 11)



SHIPS' MINUTES AND NEWS

Crew's Year-Old Excursion To Paris Still Bright In Brother's Memory

By ROBERT BEALE

With a tug fore and aft the American freighter Lyman Stewart slid alongside her berth in St. Nazaire, France, bumped once or twice against the dock, and settled down comfortably beneath the giant over-hanging cranes.

On the journey up through the river and succeeding locks we had passed the famous U-boat pens, built of solid concrete and still intact after years of bombing.

The town was a rubble-strewn shambles. But, in spite of an acute shortage of life-giving necessities, there was no acute shortage of bars, bearing such nostalgic names as American Bar, Texas Bar, Joe's Place and sundry others. This fact is a material tribute to the concerted efforts of the French towards economic recovery.

In the midst of this havoc and ruin, gaunt skeletons of what must have been imposing structures reared themselves like lone sentinels against a bleak sky.

Came Friday, four of us decided to visit Paris for the weekend. By dint of selling shoes, pants and sundries, we managed somehow to scrape together five or six thousand francs apiece, two bottles of Vermouth, and, of course, our Parisian pipe-dreams.

UPPED CLASS

The train journey itself was a classic in train journeys, starting at 4 p.m. on Friday evening at St. Nazaire, and ending in Bienvenue, Paris, at midnight. Half-way there a mercenary ticket collector entered our first class compartment and demanded the difference between the first class fare and our third class tickets.

Rather than concede to his greedy, grasping exhortations, myself and Joe Slaughter (now pushing a hack in that Mariner's Mecca, Mobile) repaired to the rear of the train and succumbed to an uncomfortable steerage. Doug Murrell and Blackie Stevens, wilting under the cold official eye, parted with the required simoleons and retained their dignity. Joe and I later rejoined them.

AH, OUI

My companion on the left was a boy of some seven summers. In conversation with him I was truly amazed at the remarkable extent of my knowledge of French which I had hitherto deplored. Except that the youngster did not know a word of more than one syllable or three letters and could speak only his own language, we understood each other perfectly. Our friendship was sealed by the time-honored custom of change-for-change. I gave him a slug of Vermouth for two cookies and a hard-boiled egg. The rate of exchange would have been higher, but those were all he had.

Nobody in France travels without a basket of hard-boiled eggs, and some of the fairer sex travel with hard-boiled characters, in addition of course to cookies and

several bottles of the indispensable red wine.

All too soon Paris was reached, whereon we took it upon ourselves to continue the journey to Montparnasse. This district compares favorably with the Bowery, New York; China Town, Rotterdam; and lower Government Street, Mobile.

LODGING, PLEASE

After an interminable period trapped in a maze of subway, we split forces and decided to call it a night. Joe and Blackie disappeared into the depths of Pigalle, known to GI's as Pig Alley. Doug and I wandered from flop-house to flop-house. With the unfortunate combination of a late hour and a busy week-end our difficulties proved manifold, but finally we succeeded in obtaining the almost impossible room!

And the way we got it was to whisper sibilantly into the proprietor's unwashed ear the open sesame, 'Cigarettes!' His face changed from a negative blank to a benevolent grin wearing more wrinkles than a prune ever dreamed of. He called, "Garcon! Ici!" In one second there was assembled before him innumerable assistant managers, bellhops, porters and chambermaids. The manager's arm swung in dramatic dispersal as he shouted a number, and the gathering vanished in a flurry of bodies.

Two seconds later a seminaked Frenchman wearing a hair net was escorted to the door gesticulating wildly and panting volubly in rapid Franch. Everybody politely ignored him, because the French believe implicitly in courteous service. The manager then placed a well-timed kick in the appropriate quarter, forcibly but dignified and said, "Pour one day you 'ave pay no rent. Git!"

The idiomatic expressions in French are much the same as in American, only different!

SAW THE TOWN

The next morning the four of us got together and invaded the subway. Some two hours later (our fault, not the subway's) we broke surface in a remote corner of the Champ Elysees. We tramped that cosmopolitan boulevard until we came to the Arc de Triomphe and the Tomb of the Unknown Soldier. There, complying with prescribed tourist behavior, we purchased the usual penny picture postcards which we subsequently forgot to post.

The rest of the day and most of Sunday we spent in the following order at the following places: The Eiffel Tower; a bar; two motor exhibitions; "The Picture of Dorian Grey" at the local Bijou; two bars; perfume establishments pricing Chanel

No. 5; one park almost completely devoid of trees; another bar; a public convenience; several sidewalk cafes, where we ogled the New Look, the New Length and several other additions to the oldest shape in the world.

All good things can't last forever. So, completely exhausted and reduced to penury, we returned to St. Nazaire, two days older and two years wiser.

Today, as I write, marks the first anniversary of my week-end in Paris; but neither time, delirium tremens, nor congenital insanity, can ever dim the memory.

Paris! I luv ya!

Philly Seafarer Captures City Golden Gloves Title

By dint of his victory in the contest sponsored by the Philadelphia Daily News, the newly-crowned Golden Gloves feather-weight king of Philly is Seafarer Jackie Smith.

The 18-year old Seafarer, weighing in at 112 pounds, fought his way to victory over all comers to gain undisputed title to the Golden Gloves crown in the Quaker City.

Possessing a record of 48 wins in 58 fights, 18 by knockouts, Brother Smith in gaining the title, climaxed two years of leather tossing, all squeezed in between trips on SIU vessels.

Jackie's next step toward the national Golden Gloves wind-up, which will take place in New York in February, is the Pennsylvania state finals. A victory here would put him well on his way toward realization of a professional ring career. His ultimate aim is to turn pro when he picks up enough weight to

make the 118 pound bantam-weight class.

In the meantime, he'll continue to sail aboard SIU ships in the Stewards Department. Despite his ability with his dukes, Brother Smith is known to his union brothers as a quiet fellow and a good shipmate. When the Pennsylvania State title holder is determined, there will be a solid block of Seafarers on hand to lend moral and vocal support. His shipmates are sure they're backing a winner.

Frank Becker Dies, Burial In New York

Seafarer Frank Becker, who died on his 45th birthday in the Baltimore Marine Hospital, was buried December 21 in Evergreen Cemetery, New York City.

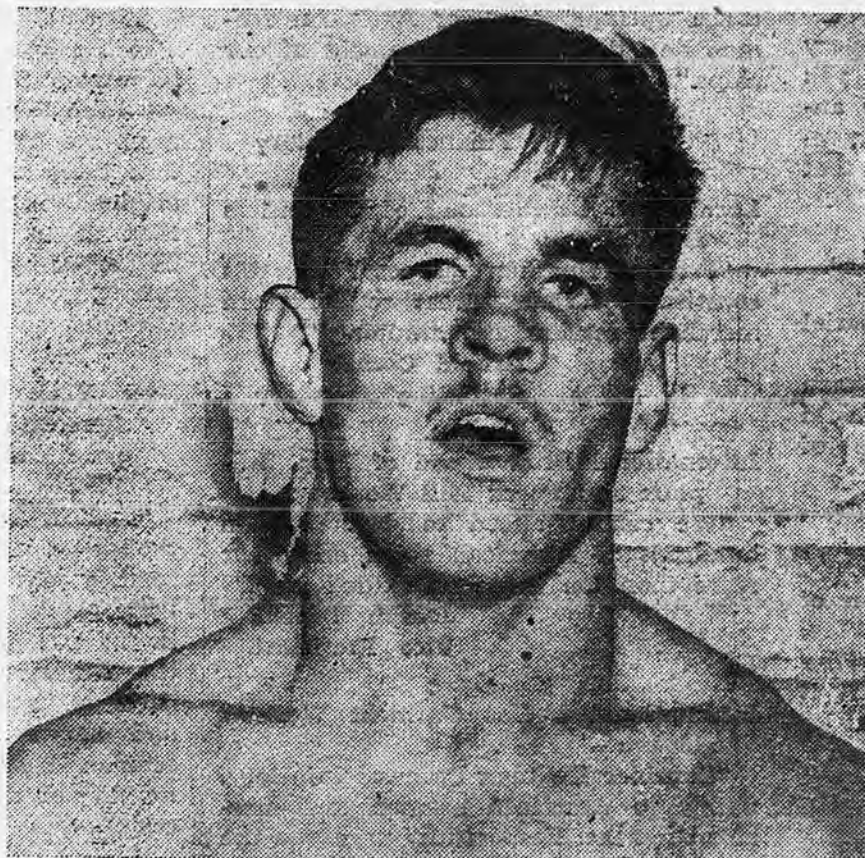
Stricken while aboard ship last April, Brother Becker was removed to a hospital in Honolulu when the vessel docked there. He was transferred to the Baltimore institution in June.

Brother Becker was born in New York City on December 17, 1903. Originally a member of the SIU's Great Lakes District, where he held Book No. 4012, Becker transferred to the Atlantic and Gulf District in the Port of Baltimore on April 19, 1947, when he was issued Book No. 34654. He sailed in the Deck department.

DAUGHTER SURVIVES

A widower, Becker is survived by a daughter, Mrs. Lois Vetter of New York. Also surviving are his mother, Mrs. Louise Becker; four sisters, Mrs. Louise McDonald, Mrs. Ann Hughes, Mrs. Catherine McGregor, and Mrs. Betty Stauder; and three brothers, Eugene, Joseph, and Harry Becker, all of New York City.

Brother Becker was in good standing at the time of his death and burial benefits were paid by the Union.



Photographed in his dressing room immediately after his Golden Gloves victory, Jackie Smith, Philly Seafarer, is winded and tired but bears no marks of his opponent's gloves.

'The Voice Of The Sea'

By SALTY DICK

The other night after work all the waiters invited the cooks and a few others to a champagne cocktail party. A good time was had by all... Angelo Gonzales says he's going on a vacation to Cuba. His job is open for a beachcomber... Felix Amoura, Waiter, uses the vacuum cleaner for something besides cleaning the rugs... Whatever became of the Portuguese AB from Gloucester? He was known as the "Star Gazer," and knew more about stars than most mates.

To Irene Lukacs: Thanks for your interest in my column, but I still insist cola drinks are bad for one's teeth. 7-Up

is still worse. You received your information from Coronet. I got mine from Reader's Digest and from talking to dentists.

Claude E. Parker comes from the red hills of Mississippi. He still feels lost in the big city of New Orleans... This takes the cake—One of the boys is buying a trailer to tour the country. The bad feature about all this is that he has no automobile... There's a man around who says he's like Robin Hood. His aim is to make people happy. He can start on me.

Anthony Dynarski, known as "Ski," has left us and no one knows his whereabouts. The

last time I saw him was when he blew his top because the portholes were open and the air conditioner was going on the bum. Louis Peed is on the coffee run. I think he intends to stay there awhile. He's Chief Electrician on the Del Norte... Emory Harfield is firing on a Delta ship and likes it.

Frank Vivero is back sailing again after taking a long vacation in Puerto Rico. He's waiter on the Alcoa Clipper. Ralph Dominici is also on the Clipper. He's slinging hash... When a crew is ready to elect a delegate they should pick the most capable man and then back him up.

US Labor Backs Seafarers On ECA Cargoes

(Continued from Page 9)

Local 16, Hotel and Restaurant Employees International Union:

"The Hoffman proposal will cripple an industry that this country has had to build up at such great expense during the war because it had been crippled previously by neglect. To use foreign ships because they are cheaper can be carried to the ultimate absurdity; appoint a European administrator to head ECA because he would probably work for less salary than Mr. Hoffman."

David Siegal
President

Region 9-A, United Automobile, Aircraft, Agricultural Implement Workers:

"Protest the proposal that Marshall Plan bulk cargoes go in low standard foreign ships. Proposal is contrary to law."

Charles H. Kerrigan
Director

Local 15, Hotel and Restaurant Employees and Bartenders International Union:

"We strongly protest your proposal . . . If we decommission these hundreds of American ships as you suggest we will deprive thousands of skilled seamen of jobs."

Jack Townsend
President

New York State Journeymen Barbers' Association:

"We fully sympathize with the needs of assistance to the Marshall Plan countries but we think that this help should not be given at the sacrifice of American workers."

Fred Scafidi
Secretary

Local 10, Bakery and Confectionery Workers:

"If Mr. Hoffman's proposal is carried out it will mean that thousands of skilled American seamen will be thrown out of work, the American merchant marine will be swept from the high seas and the national defense imperiled."

Arthur Borrmann
Secretary-Treasurer

Local 17, Bakery and Confectionery Workers:

"We urge you to support the 50-50 provision and see to it that the American merchant fleet has a guarantee that it will get its share of Marshall Plan shipping."

Fritz Helling
Secretary

Local 1656, Brotherhood of Carpenters and Joiners:

"We wish to raise our voice in protest to a proposal of this kind. It would be unjust to the American worker and would be an un-American act by sweeping the American merchant marine from the high sea."

L. P. Burdick
Recording Secretary

Local 302, Hotel and Restaurant Employees International Union:

"We strongly urge the return to the original bill requiring 50 percent American ships. Plans will cause unemployment to ten thousand American seamen. Is it your plan to aid Europe by starving Americans?"

Joseph Fox
Secretary-Treasurer

Local 143, International Chemical Workers:

"Primarily the success of the Marshall Plan in restoring foreign economies and bringing faith in democracy to foreign peoples is most important. But it must not be successful to the detriment of American workers."

Edna Rose
President

Local 32-J, Building Service Employees International Union:

"If the policy Mr. Hoffman recommends becomes a reality, it might very well be a precedent for the U.S. Government employing foreign help to the exclusion of American help, for the purpose of economy.—Such a course of action could destroy American standards of living by setting an example of all American industry."

Albert E. Perry
President

Central Union Label Council of Greater New York:

"Mr. Hoffman's proposal will mean that the wages of American seamen will be lowered in order to meet the competitive bids of foreign shipowners. Do not think that was the purpose of the Marshall Plan."

Moe Rosen
Vice-President

Association of Catholic Trade Unionists:

"Common sense dictates the need for a strong merchant fleet to ensure fulfillment of important commitments of our citizens and their families, who in turn spend and help pay the taxes essential to all foreign relief plans."

Roger K. Larkin
Executive Secretary

Local 60, Hotel and Restaurant Employees International Union:

"While we desire to help our European friends, we must insist that our primary obligation is to our own American seamen and workers."

Joe Decker
Secretary-Treasurer

Local 202, International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers:

"While we are in sympathy with the purpose of the plan to aid in the recovery of Europe, we do not feel that American labor should suffer in the process. Directly and indirectly a severe blow will be dealt many labor unions."

Joseph C. Papa
President

Empire Typographical Conference:

"We believe the plan would be disastrous to the seamen in the United States and create a condition of critical unemployment among the members of maritime unions."

Basil J. Hillman
Secretary-Treasurer

Local 94, Uniformed Firemen's Association of Greater New York

"We strongly urge that no change be made in the Marshall Plan. At least 50 percent of cargoes should be on American ships to prevent thousands of American seamen from being forced into unemployment."

John P. Crane
President

Local 200, United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry:

"Protest the recent decision on the carrying of Marshall relief cargoes in foreign bottoms, as this would lead to the unemployment of a great number of American seamen who regard very highly and have always considered one of the branches of the fighting men who preserved the American way of life which we enjoy today."

J. M. Criss, Jr.
Business Manager

New York Organizing Committee, National Federation of Insurance Agents:

"Cannot see sense in reviving European economy by wrecking an important part of our own."

S. J. Zebraszkas
Organizer

United Hebrew Trades of the State of New York:

"We cannot afford to decommission hundreds of American seamen of jobs."

William Wolpert
Executive Secretary

International Jewelry Workers' Union:

"Opposed to proposal that all aid to Europe be carried on foreign ships. We demand that the law calling for 50 percent shipment on American vessels be carried out."

Joseph Morris
President

Joint Board, Dress and Waistmakers Union, ILGWU:

"The American seamen have earned the respect and admiration of the entire American public for their heroic efforts during the war years and it would be highly un-American and unpatriotic for the ECA to render some 6,000 of these heroes unemployed."

Julius Hochman
General Manager

Brotherhood of Locomotive Firemen and Enginemen:

"For many years the American seamen have been striving to better their conditions to bring them on a par with the living conditions of American people. Before the advent of the La-Follette Act, conditions on board American ships were scandalous. Naturally, it follows in turn that to improve living conditions on board ships flying the American flag, it required an increased expenditure of money which, in turn, was reflected on freight rate charges."

Frank S. Columbus
Chairman, Legislative Board

Local 471, New York Newsboys Union:

"We protest the proposal to ship Marshall Plan bulk cargoes in low standard foreign ships. The proposal is contrary to law which calls for half of all cargoes to go in American ships and it will throw 10,000 American seamen out of work. We urge the proposal be dropped."

Irving Kantor
Secretary-Treasurer

Newspaper Guild of New York:

"While the Newspaper Guild of New York, representing 7,500 newsmen, wholeheartedly supports the Marshall Plan as the means for economic recovery for war-torn nations, it opposes and condemns the plan to ship bulk cargoes by foreign shipping. Hundreds of American seamen already are on the beach and diversion of cargoes to foreign bottoms will further imperil their livelihood and a major bulwark of American economy."

Thomas J. Murphy
Executive Vice President

Metal Polishers, Buffers, Platers & Helpers:

"This unwarranted abandonment of the policy of shipping one-half of such supplies in American ships in favor of using foreign ships entirely is an affront to American workmen, and places in serious jeopardy the jobs of those who are employed directly in the shipping industry."

R. Muehlhoffer
President

Local 153, Office Employees International Union:

"Paul Hoffman's proposal is a violation of the intention of Congress and, if followed through, could have disastrous effects. It might destroy an important industry. The American merchant marine is respected throughout the world. Its exploits are history. To do what Mr. Hoffman proposes would, in effect, be a blow at the American people."

Howard Coughlin
Business Manager

Local 38, Metal Polishers, Buffers, Platers and Helpers:

"In these troubled times nothing should be done to reduce the effectiveness of our merchant marine."

Albro Fessenden
Recording Secretary

Local 802, American Federation of Musicians:

"Should Mr. Hoffman's proposal be adopted, thousands of American seamen will be thrown out of jobs and one of our best American trade unions will be severely injured."

Charles R. Iucci
Secretary

Local 141, Office Employees International Union:

"While the Marshall Plan is completely and wholly favored by this local, we do not feel that the American working man should be prejudiced against in its operation."

Al Bookman
President

District Council 9, Brotherhood of Painters, Decorators & Paperhangers:

"We urge that at least fifty percent of these cargoes be moved under the American flag as provided by law."

Martin Harback
Secretary-Treasurer

Local 58, International Printing Pressmen's and Assistants' Union:

"Members of this union have raised their voices in protest to the Hoffman proposal. Inasmuch as the Marshall Plan involves American labor and money, it should also include American ships and be manned by American seamen."

Sylvester S. Hoffman
Secretary-Treasurer

Local 4, International Brotherhood of Pulp, Sulphite and Paper Mill Workers:

"Hoffman's outrageous scheme will put thousands of skilled, worthy American seamen out of work. . . It will imperil our national defense, and the seagoing unions of the AFL will be greatly reduced."

A. King Zeigler
Secretary

Retail Clerks International Association:

"Vigorously protest your proposal. This is contrary to law and will disemploy many thousands of American seamen."

Samuel J. Meyers
Vice President

Local 380, American Federation of State, County and Municipal Employees:

"Urge that ECA shipping not be transferred to foreign ships. This would be a body blow to the American merchant marine and American seamen."

Bernard G. Brophy
President

Local 1476, Sugar Refinery Workers Union, I.L.A.:

"The members of this local went on record against the Hoffman proposal to drop American ships from carrying of Marshall Plan Bulk cargoes. We are in favor of at least 80 to 90 per cent of the Marshall Plan cargoes being carried in American ships."

Mae Sanderson
Secretary-Treasurer

New York State Council, Sheet Metal Workers:

"The proposal by Paul G. Hoffman to lower rates by American steamship owners who carry goods to European countries will seriously curtail employment of seamen in this country and lower wage standards. Our council is opposed to such proposal."

M. Rosen
Secretary-Treasurer

THE MEMBERSHIP SPEAKS



Advocates Club For Seamen In Chile As 'Safety Valve'

To the Editor:

I am running down to Chile on one of the Ore Line express wagons, twenty-six days round trip. It's not as bad a run as it is often painted. Anyone that has ever made the trip to Chile knows that it is a money making deal because you come back with your whole pay intact. Money isn't everything, however.

This is the fourth time that I have been down here, but something is still lacking. The twenty-six days on the type vessel I'm aboard, the Marore, or the thirty-six days it takes on the old ships of the Steelore type seem awfully long when there is no shore leave. The only time the crew gets ashore is when the ship returns to its United States port, usually Baltimore.

Even there it's rough. In Baltimore crewmembers get about twenty to twenty-two hours ashore, hardly enough time to go uptown and back. I can only add up the liabilities as there are no assets.

True, a guy can quit if he doesn't like the run, but there are those aboard with the never-say-die spirit who stick to the run. Theirs are the sentiments and opinions I'm voicing.

On the Chilean end we only stop for four hours—no shore leave. It seems that with a little cooperation from the company they would get men to make this run if the crew could get ashore in South America.

STRETCH GAMS

Anyone who has been to sea knows that during the period a man spends at sea emotional stress builds up and nothing can relieve that stress better than to stretch his legs on good old terra firma.

It's true that twenty-six days is not very long when you com-

FORMER MEMBER ASKS FOR LOG

To the Editor:

I am a former member of the SIU, but have quit going to sea. At present I am working for the Missouri Pacific RR, where I am a member of the Railway and Steamship Clerks Union. Would it be possible to have my name placed on the mailing list of the SEAFARERS LOG?

Enclosed you will find a donation to the LOG. In my opinion it is the best publication put out by any Union today. Having sailed with the SIU for two years, I have no doubt but that it is a far better Union than any I have seen yet.

I would appreciate any information that you may have on the status of former merchant seamen under the new draft act.

Walter W. Love

(Ed. Note: As carried in a front page article of the November 19 LOG, the latest word is that no consideration whatever is being given former seamen for wartime service on merchant ships. The LOG is being sent to your address.)

pare it with other trips, but most guys quit a ship after a long voyage.

The point I'm driving at is this:

Couldn't the operators of the Ore Line build some sort of a club within the confines of the Ore plant, such as the one in Ras Tanura in the Persian Gulf? They would be operating on a sound money basis. They could feature such items as coke, beer in limited quantities, a juke box, magazines, writing materials. There could be concessions where seamen could pick up handicraft items.

A set-up like this would be a great help towards keeping up the morale of the men on this run. I've seen such a place operated on a profitable basis in Caripito, Venezuela, and but for it, we would have blown our tops in that steaming Venezuelan jungle.

I would like to get some comments from other fellows on the Ore run and see what they think about such a plan.

Dennis G. Saunders

A COOL ONE IN THE FAR EAST



Bearded Seafarer Donald Short attempts to combat the Far Eastern heat by quaffing a bit of iced tea. When the San Angelo Victory returned to the States recently he donned a shirt and doffed the beard.

Says Tugboat Heads Ignore Men's Needs

To the Editor:

I am employed on a tanker in the New York, New Jersey and Long Island Sound areas. We are facing a strike situation to better our conditions to a level in line with those of other sections of the maritime industry.

Our union (Local 333 of the International Longshoremen's Association, AFL) has made very proper demands. But we are confronted by a united group of tug operators.

To hear the operators talk you would think that the men who man the towboats, short-haul tankers and oil barges were brigands robbing the helpless shipowners.

The diehard, profit crazed interests are maddened by the power of the AFL Maritime Trades Department. Recently they witnessed a paralyzing strike conducted on a huge scale. The towboat operators now realize that their wages and conditions are far out of line with the rest of the industry. Nevertheless, they do not want to meet labor even half way in this section of the industry.

THE FACTS

Incidentally, this section of the industry has long been ignored. The public has become familiar with the longshoremen and the deep sea seamen, but few people know much about the harbor boatmen.

A man named Frank Taylor, as head of the American Merchant Marine Institute, speaks of better labor relations in his annual report. Better and smoother relations at this point could only mean acceptance of the starvation wages now being offered by the companies.

What are the facts? The facts are that the towboat operators have no moral or legal right to

discharge cargo, navigate and steer the ship in and out of rivers and harbors by night as well as by day, in cold and fog as well as in good weather.

Think of this responsibility for a ship worth half a million dollars and a cargo of 7,500 barrels, not to mention the rest of the men aboard. The closing or opening of a wrong valve can cause thousands of dollars of damage to pump or oil lines. Is \$1.06 an hour adequate pay for a job that requires years of experience?

Sailing these vessels in crowded harbors or inland waters studded with rocks, reefs, and bars and beset by currents, tides and rips is no child's play. A man needs a full knowledge of charts, and he must be painstakingly watchful, as well as technically expert.

HIGH TIME

It is time the wages and conditions of the harbor boatmen on the tankers, the oil barges and the tugs were brought into line with the rest of the industry. And it is time that the Mayor of New York and the rest of the people who are butting into the tugboat picture investigated the archaic "Battery to Battery" system by which the towboat companies make their biggest profits.

This system, by which the New York towboat companies charge everybody on a Battery-to-Battery basis even if the tug moves only from one dock to another, is a real economic cancer in the maritime industry.

Thanks Brothers For Hosp. Visits

To the Editor:

Kindly give this some space in the LOG:

I wish to thank the Union officials and members who visited me during the time I was a patient in the U. S. Marine Hospital.

Claude Fisher
New York City

Wandering Seafarer



Rhyme Off Watch

By WANDERING SEAFARER

He's just a young seaman
With girls on the brain—
There's Margie in England,
Dolores in Spain;
His brain is agog
And his heart is in pain.
Oh, what girl will pity
Our poor sailor lad,
So full of romance,
When there's maids to be had;
Yet as soon as he finds 'em
There's parting so sad.
He hardly gets settled
When his ship whistle blows,
It's back to the billows
And the life sailor knows,
Where his girls are but dreams
When the foc'sle tale flows.
So here's to our hero,
May his soul find its rest,
May his heart find its peace
In the dreams of the blessed,
May his sweethearts of fancy
Grace his far tossing nest.
For lo' in this world
All we own is a dream,
Our lives are but notes
In the light of a beam,
And a human must ponder
And the stars be the theme.
So dreams of a Margie
Or Dolores in Spain,
Chiquita from Rio
With the sailor remain—
The ports of the world
Are in memory's chain.

O Mistress Mine

'AUSSIE' SHRIMPION

Now years ago when I was young,
I hankered for the sea, lads;
To climb the ladder rung
by rung,
And wear the dungaree, lads.
I sailed far on every sea,
And many a mile logg'd,
lads;
I loved the gals and spat to lee,
And learnt to hold my grog,
lads.
I cared for no man—no,
not I,
And no one cared for me,
lads;
I thought that I was the toughest guy,
That sailed the salty sea, lads.
But came the time when oft I'd pine,
For wife and kids and home,
lads;
For kindred kind that were not mine,
And I had never known,
lads.
But then I found it could not be,
No matter how I'd strain,
lads;
My mistress was the open sea,
And back I'd go again, lads.

Near-Fatal Diving Accident Keeps Seafarer Shorebound

To the Editor:

Any of my shipmates and friends who may have wondered what happened to me will find the reason for my disappearance here. I'm lucky to be alive after the accident that befell me while I was home after paying off the SS Charles Lanham in September at Baltimore.

Before jumping into the story I'd like to ask the brothers of the Lanham to whom I loaned money to get in touch with me and repay the favor I did them. Write me at Route 1, Box 214-A, Orange, Texas.

After I paid off the Lanham I caught a plane out of Baltimore and got home on a Sunday. I had a wonderful time at home for seven days and then it happened. The Sunday following my arrival home we went swimming. We went to a place that is considered dangerous because of the sandy, shifting bottom. There are four or five persons killed there yearly.

This particular spot that we went to had always been my favorite. As soon as we got there, I got up on a stump that stands ten feet from the water and dived in—that ended the swimming party.

PARALYZED LIMBS

Instead of plunging deep into the water I stuck up to my shoulders in sand. The water wasn't even knee deep. When I came to, I tried to get up, but both my arms and legs were paralyzed and I was speechless.

The others in the party half carried and half dragged me to the car and took me to a hospital twenty miles from the swimming hole in Beaumont.

When we got to the hospital I was able to move my legs a little and had recovered my speech. We told the hospital people what had happened. They x-rayed my neck and found it was broken in three places.

It doesn't seem possible that a person could live after breaking his neck in three places, but I guess it just wasn't my time to go. After the X-ray they rolled me into the operating room and shaved my head.

I couldn't imagine at the time what they were shaving my head for, but I soon found out. After shaving my head they put two screws through my head. The screws were three inches long and had eyes, some way they were rigged to the top of my head.

After that they removed me to a room and placed me in a bed. They tied a line in the eye and ran it through a block that hung behind my bed. They then tied twenty-two pounds of weights to the block. The weights pulled my head back with great tension.

All this was designed to pull my neck back into place and hold it there until the bones re-knitted. I laid like that for a month and four days. They then removed this rig and put me in a cast which reached from my waist line all the way up and over my head. It weighed about twenty five pounds. I had to learn to walk again. I wore the cast for six weeks, after which they removed it and put me in a brace, which I now wear.

EXTREME CASE

My arms were paralyzed for seven days and then slowly their use returned. The doctor told

I would have to wear the brace until around the first of next April. Even if I had to wear it a year or a lifetime, I consider myself lucky to even be alive. The doctor told me that this was the worst broken neck case he had ever seen where the patient lived through it and wasn't left paralyzed for life. He told me that in a year or so I wouldn't even feel that my neck had been broken.

That about winds up the tale. Recuperating hasn't been too bad, but I want to ship out so bad I can taste it. I hope to be sailing before too long. In the meantime a letter from any of you guys will be more than welcome. Here's hoping for smooth sailing for all of you.

G. B. (Tex) Gillispie

Getting The News



The LOG gets around. An unidentified young lady in Santos, Brazil, absorbed in a story which interests her, is caught in a candid photo. The name of the photographer also was not given.

Says Labor's ECA Beef Aid Shows Value Of SIU Policy

To the Editor:

It isn't so strange, but the only people who are against our policy of helping other trade unions are the vicious labor-haters.

Anyway, our excellent record in helping out other unions is paying dividends now. In our present all-out fight to maintain the 50 percent clause for Marshall Plan shipments, hundreds of trade unions are backing us. They have protested strongly and effectively to proper officials in Washington and have made our fight a much stronger one by their support.

GOOD POLICY

If nothing else, this demonstration of trade union solidarity

WARRIOR CREW ENJOYED TRIP, TAKE ENCORE

To the Editor:

Here we go for another Far East trip on the good ship Warrior, Waterman's pride and joy.

Nearly 95 per cent of the original crew have signed on again—a real bunch of Seafarers. On this ship, it's unity and understanding above everything else.

We are looking forward to a pleasant, but long long trip. We would like you to send to the enclosed address the Seafarers LOG for Nov. 26 and Dec. 30.

Thank you for attending to this matter and best wishes to you all.

F. A. Delapenta

(Ed. Note: The LOGs will meet you; they're already on the way.)

RETIRED MEMBER KEEPS IN TOUCH

To the Editor:

Although it has been over a year since I paid off my last ship and it appears that I'm becoming a permanent shoreside seaman, I certainly appreciate receiving the LOG and keeping up with the doings of my Brothers.

I would appreciate your changing my mailing address to the one attached.

Congratulations to the Seafarers on the progress made during the past year.

Bill Robinson
Glendale, Calif.

for the SIU's cause should prove the value of our policy of helping other unions in every way we can. Labor-haters are not interested in the reason for this policy, which is to obtain and maintain improved working and living conditions for working men and women throughout the country. Every fight of this kind in behalf of one group of workers is a fight for the interests of all.

It should prove to all Seafarers that by sticking together in supporting other groups of union people, we are helping ourselves, too. Because of our reputation for being willing to give a lift to other guys in a beef, the organized labor movement was quick to jump to our support at a time when every bit of help is important. Our policy therefore, has made us much stronger.

And it is just as important that all unions stick together. Because of their solidarity, it looks like the Taft-Hartley law is on the way out.

Gus Breitweg

POLARIS CREW REPORTS GOOD TRIP, STEWARD

To the Editor:

Just a few lines from Port of Spain to let the boys in the Union know that the crew of the Alcoa Polaris is still thinking of them. We are having a fine trip down here. The Chief Steward, Robinson, is tops—we could ask for no better.

Here is one of our fine menus (inclosed) to show you how well we eat. Hope your mouth doesn't water!

Best of everything for the Union.

Leo Bruce

(Ed. Note: We're drooling.)

Send Those Minutes

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

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

SIU Membership Continues Boosts And Bumps Of Rules

Below are letters from the membership giving their views on the Union transportation rule. In line with the SIU policy of full discussion on all matters of policy, the LOG for the past several weeks has devoted space to the opinions of the membership, both pro and con. All letters on the matter of transportation will be printed in the LOG during the coming weeks to give the membership ample time to form opinions on the rule. All possible steps are being taken to devote equal space to both sides of the controversy.

In brief, the rule calls for men to take transportation money and pile off their ship when it pays off at a port other than the one in which the crew signed on. This applies in cases where the vessel does not start for the sign-on port within ten days.

PRO:

Asks Ceasefire

To the Editor:

I will explain my viewpoint in regards to the transportation rule that is now in effect and has been passed by the membership up and down the coast. This rule has proven itself to be the best that we have ever had since the beginning of the SIU.

Since the rule went into effect the membership can take note of the great turnover in jobs by merely looking in the LOG from week to week. I recommend that we cease all this criticism of the rule and accept it as it now stands, for when shipping gets tough we will appreciate a quick turnover in jobs.

Now that the year of 1948 has passed, I would like to give a hearty vote of thanks to the officials for the way they have handled the Union's affairs, particularly the winning of the two-year contract with the top wages in the industry. Thanks for a job well done.

D. D. Story
Alcoa Pioneer

Push New Rule

To the Editor:

At a general meeting held aboard the SS Del Mar at sea it was moved, seconded and carried without a dissenting vote among the 95 members present that we write to you in reference to keeping the transportation rule as it is now for the following reasons:

1. It creates a larger turnover in shipping.
2. It helps outports where shipping is sometimes slow.
3. It gives each member greater union security.
4. It gives some of our newer members a chance to visit our union halls and see rotary shipping in action.
5. It gives our negotiating committee a better discussion point in future negotiations, as that will be less for the ship-owners to want to cut out.

Crewmembers
SS Del Mar

CON:

Reject Rule

To the Editor:

We, the undersigned crewmembers of the SS Andrew Jackson, strongly oppose the new amendment to the transportation agreement whereby crewmembers must accept transportation money and pile off the ship.

We feel that this is in direct contrast to good Unionism, for job security is one of the basic principles of Unionism and of our Union. The SIU is the acknowledged leader in working for these conditions, and such policy is contrary to the SIU tradition.

We all realize that shipping is bad, but it is equally bad for us; so let us weather it out in the usual manner.

The new ruling boils down to this: A brother may be on the beach for two or three months before shipping. When he finally makes a ship (in New York for example) for a short European run that pays off in Mobile, he must pile off and look forward to another lengthy stay on the beach.

This we feel again is directly in contrast to job security. We sincerely urge that his ruling be abolished.

28 Crew members
SS Andrew Jackson

Uphold Cons

To the Editor:

A meeting was held aboard the SS William R. Davie, during which the matter of the new transportation rule was discussed.

A motion was passed unanimously to send you a letter expressing disapproval of said rule in its present form. None were opposed. The reason put forth for our disapproval are in line with the various opinions sent to the LOG by the many Brothers who are opposed to this unpopular ruling.

28 crewmembers
SS William R. Davie

South Of Border Hospital Gets OK

To the Editor:

I am writing this from Tampico, Mexico. I met with an accident while employed aboard the SS W. E. Downing, a Mathiasen Tanker. My thanks go to the members who packed my gear when I went to the hospital—I would like to sail with them again in the future if things permit.

Incidentally, I have read previous LOGS where SIU members have reported being treated

like dogs in hospitals in various countries, so I would like to comment on this hospital:

The staff seems to think that they are never doing enough for the patients, and do a little more. Here one is treated with the respect due a gentleman. Things are so pleasant here I actually hate to leave. As for the nurses—they're beautiful! If ever have to be hospitalized again, this is the one for me.

Frank Pinkowski

Brother Suspects Job 'Leak' In Crewing Canal Vessels

To the Editor:

I recently returned from Panama after a few weeks in the hospital there and I'd like to call the Brothers' attention to some strange doings in Balboa.

At Balboa I was removed from the Kyska on November 23 and sent to the hospital. After being discharged I was placed in the quarantine station where I had to

Member's Father Blasts US Stand On Seamen Rights

To the Editor:

If it is proper, I would like to say a few words on the role seamen played in the war. My son became a merchant seaman in July, 1941, and, of course, was sailing when Pearl Harbor was attacked. All through 1942 when the subs were sinking ships by the hundreds, our family was kept in suspense as to what was happening to our boy, busy sailing the troop ships, the ammunition ships, the tankers. In our minds we could see the tankers exploding, the boys swimming in fire while the subs machine-gunned them.

I made a trip to Washington to see my Congressman about the matter and wrote him several letters, all aimed at getting recognition from the government for their war service: the benefits of the G.I. Bill of Rights. Nothing happened.

NO CREDIT

While ships were being sunk and crews machine-gunned, the editor of the local newspaper wouldn't even publish my boy's address along with the names of the other boys in the armed services. Lots of the servicemen were home every week-end and many were never sent out of the country. The editor even published an insulting article to the effect that merchant seamen were not patriotic.

I believe the merchant seamen of that period should be honored. They should receive the same rewards as the service men.

Frank Anderson
Stewardson, Ill.

report once a day, while I was trying to catch a ship. All hands are kept in this quarantine station.

But the beef is this:

DAY'S NOTICE

Ships coming into port radio a day before if they need any men. Then the company agents would call the quarantine station for what men were needed and tell them to stand by. But two hours later, the agents would call again and say the job—or jobs—had been taken.

In the three weeks I was in the quarantine station, I saw this happen many times—a call for men, then another call cancelling the standby order. I also heard from other men who had been there longer that they had observed the same thing.

No one seems to know the reason for the sudden cancellations, but it is suspected that there is a leak in Cristobal. Some one apparently gets wind of the jobs and succeeds in placing their own men.

It's a leak that ought to be stopped up.

I was fortunate in finally getting out via the Daniel Huger, which paid off last month in Mobile.

Joe Ruszel

BEREAVED MEMBER THANKS HAVANA CREW FOR HELP

To the Editor:

My family and I wish to express our sincere thanks to all the members of the crew and officers of the Seatrain Havana for their kindness and aid given us during my wife's illness and death of our baby.

As soon as the crew heard of my sorrow they had a large donation of money collected. We shall always be grateful to all of those who were so kind and helpful to us when we needed it most.

Gustav S. Carlson
Mrs. J. B. Barlow
Mrs. J. A. Manis
Mr. J. H. Manis
Anna Ruth Carlson

Skipper's Mush Sours Mosoil Crew

To the Editor:

We left Baltimore November 19 after spending six weeks on the beach. We were sure we had the real thing. November 20 the next day we were back in Baltimore having broke down. The Captain told us boys, "it was just one of those things." She's an old ship, but a good ship.

On November 21 we took off again but not for long, she broke down again on November 24th. This time the whole plant went dead—no lights, no nothing. We went shark fishing. Even the sharks wanted no part of the Mosoil. She's an old ship, but a good ship.

To get the steam up again the Chief Engineer had Blackie (Scherzer by name, he requested the identification), the Bosun, collecting our benches, chairs and what not. After fourteen days we finally reached our destination, Tampico, Mexico. The Pilot

came aboard, and after a while asked the Captain how fast we were going. The Captain replied, "We may not be going fast but we are moving." We run out of fuel oil with the first heaving line. She's an old ship, but a good ship.

We are now headed for Texas but we still break down about every 24 hours. As the Captain says, she's an old ship, but she is a good ship.

The Steward Department headed by Chief Steward Daniel Lippy, Chief Cook Jacob Cook, 2nd Cook Dorsey Paugh and the rest of the boys gave us unheard of cooperation. Without this cooperation it would have been a pretty miserable trip. Thanks, boys!

P. S.: We ran aground at Houston. She's an old ship, but a good ship.

George Weldon
Earl E. Kelley

SEAFARERS ON THE STONY CREEK



Crewmembers aboard the T-2, which recently came into the SIU as a result of the organizing drive being conducted in the tanker field. Under the Union banner, they now are among the industry's highest paid tankermen and enjoy top working conditions.

This photo was submitted to the LOG by John Wunderlich, Bosun, who recently paid off the Stony Creek after what he described as a "first-rate trip."

Shoreside Job, Brown-Eyed Ida—Member Quits Sea

To the Editor:

Just a few lines to let my former shipmates know that I'm retiring my book. I've been on the beach here in Canton, Ohio, since July and got myself a job as a plant engineer. Besides, there's a sweet little thing named Ida who has big brown eyes—well, you know how it is.

I wish all the shipmate friends I've sailed with in the past eight years would write me a letter or drop me a card from wherever they are. I'd really like to hear from the guys, because they're a swell bunch of fellas, and I'm proud to call them friends. If they're ever around this neck of the woods, I wish they'd drop in and see me.

Besides wishing all of you a lot of smooth sailing I would like to wish you all a belated very Merry Christmas and a Happy New Year.

Donald R. Short
722 18th Street N.E.
Canton, Ohio

Red Tosses Out A Few Warm-Up Pitches

To the Editor:

New Year's Eve was pretty tough on some of the Seafarers. "Izzy" Levy drank so much Southern Comfort he's got cotton-covered tonsils. He's now acting as chief organizer for a group of boll-weevils. However, last week most of the brothers returned to the hall to ship out. They carried their heads high—some carried two or three.

For me, 1949 started with a rousing greeting from Waterman: "Happy New Year, Red—we hope it's your last." Waterman's overtime cry for 1949: "Keep it as close as two coats of paint."

At the last board meeting the stockholders were up in the air. Probably swallowed their bubble-gum. This year they intend to open new ports of entry—should be easy the way some of their geniuses has been aground so much he may have his license revoked for lack of sea time. Yesterday's New York Mirror said: "Russians Claim First Air Flight." They can't claim the first steamship—Waterman's got it. I was on it. I'm not saying which way we were going but that's the first ship I was ever on where the wake was on the bow. The Waterman crews make the best sailors. No matter what happens we've seen worse.

With an old shipping card in

CREW ASKS NEW SAN JUAN HALL

To the Editor:

We, the undersigned members of the Seatrain New Orleans, believe that some arrangement should be made to secure a larger and better Hall for the port of San Juan.

If we are to keep a hall in this port, it certainly should be large enough to accommodate the membership. We also believe that some form of recreation room and library should be provided for the members on the beach.

Signed by 22 Crewmembers
Seatrain New Orleans

my hand I expect to go Far East this time. In case I'm not here for the baseball openers, I wish my Pirates the best of luck. They're improving annually. Remember '46 and '47. They were so far down under they played the last 10 games in Australia... I'll swear they had a kangaroo playing center field. The team was in the cellar so long the management put a furnace in the dugout. Just a case of too many bags under the eyes and not enough under the feet. I'm not saying the players were old but Pittsburgh was the only team that received Serutan instead of Wheaties for home-runs. But Crosby's changed things. He'll keep the boys moving. No more Serutan, no more Wheaties, —Ex-Lax, he'll keep the boys moving. This year before the

regular season starts there's to be a Pennsylvania State Championship. There will be a three game play-off between the Philadelphia Phils and the Philadelphia Athletics—the winner will play Ralph Kiner.

As my job is due on the board any minute, fellas, I'll say so-long. So, to all who sail, bring us back safe, sound, and single.

Red Campbell

ATTENTION!

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

DEL NORTE SIDELIGHTS BY E. REYES



Congressmen Reply To SIU Protest On ECA

(Continued from Page 8)

Rep. Leonard Irving (D., Mo.):
"While I am a new member of Congress, you may be sure that I shall support all proposals against the use of foreign ships and likewise will do what I can to see that as much of this cargo (as possible) is placed in American bottoms."

Rep. Eugene D. O'Sullivan (D., Neb.):
"If the facts are as you portray them I think Mr. Hoffman should be sharply criticized and his plans tossed into the wastepaper basket. I assure you that if a vote is taken I'll be on the side of justice. I feel I owe my election to union labor."

Rep. Charles E. Bennett (D., Fla.):
"I do not want our ships to be put off the seas by such a procedure even if the result is a reasonably increased tax burden to the American taxpayers."

Rep. Charles R. Howell (D., N.J.):
"I am impressed with the arguments here set forth and will study them carefully. Let me know of anything that I can do to be helpful."

Rep. William Lemke (R., N.D.):
"I shall do all I can to block Mr. Hoffman's proposal, and shall take the matter up further with the Department of State and Department of Commerce."

Carl L. Weicht, Administrative Assistant to Senator Thyne (R., Minn.):
"I'm sure that Senator Thyne will be interested in the views you expressed concerning the new ruling promulgated by the ECA in connection with the shipment of supplies overseas."

Sen. Burnet Maybank (D., S.C.):
"I appreciate your writing expressing your views on Mr. Hoffman's proposal regarding ECA bulk cargo."

Sen. Russell B. Long (D., La.):
"I have taken this matter up not only with Mr. Hoffman but with President Truman. I share your feelings and am very hopeful that something can be done to rectify the great damage already done and which would continue if Mr. Hoffman's proposal is allowed to stand. You may rest assured that I will always be vitally interested in whatever affects our merchant marine, including the fine body of American seamen which mans our ships."

Sen. Robert C. Hendrickson (R., N.J.):
"The information contained in your letter and the paper will be of great help to me when the matter of shipping under the ECA comes before the Senate for consideration in the 81st Congress. Please be assured I shall keep the contents very much in mind that time."

William C. Simms, Administrative Assistant to Sen. Hubert H. Humphrey (D., Minn.):
"Senator Humphrey has asked me to reply and to assure you that he intends to do everything possible to prevent the action mentioned in your telegram. You may be sure that he will do everything possible to protect the job rights of American seamen."

M. McMahon, Secretary to Senator Scott Lucas (D., Ill.):
"The matter will be brought to the attention of Senator Lucas at the first available opportunity."

Sen. J. Melville Broughton (D., N.C.):
"I have noted the expression of your views in connection with ECA and at such time as any legislation on this subject comes to my attention I will bear in mind your position."

Sen. Claude Pepper (D., Fla.):
"I have been in contact with the ECA Administrator concerning this matter, and you may be sure I will continue to do all I can to be helpful."

Rep. Harold C. Hagen (R., Minn.):
"When the matter of movement of ECA cargo in American ships comes up before the House, I will support retention of the original stipulations."

Sen. Millard Tydings (D., Md.):
"I am bringing your views to the attention of the Administrator, and upon receipt of advices will let you hear further from me."

Rep. Porter Hardy, Jr. (D., Va.):
"You may be sure that I shall do everything I can to prevent action which will further weaken our merchant marine."

Rep. Henderson Lanham (D., Ga.):
"I am taking this matter up with Mr. Hoffman in the hope that he will see fit to use American ships in the future."

Rep. Jimmy Morrison (D., La.):
"The matter is receiving my utmost attention."

Rep. Abraham J. Multer (D., N.Y.):
"Congressional intent is directly to the contrary of the proposed regulation and I am sure that as soon as Congress convenes we will make that evident to Mr. Hoffman."

Sen. Edward Martin (R., Pa.):
"Have been in touch with Mr. Hoffman regarding proposal to ship foreign aid cargo in foreign ships. Am glad to forward your telegram to him for consideration."

SIU HALLS

SIU, A&G District

BALTIMORE14 North Gay St. William Rentz, Agent Mulberry 4540
BOSTON278 State St. E. B. Tilley, Agent Richmond 2-0140 Dispatcher Richmond 2-0141
GALVESTON308½-23rd St. Keith Alsop, Agent Phone 2-8448
MOBILE1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
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VANCOUVER.....565 Hamilton St. Pacific 7824

PERSONALS

JACKSON WOOTEN
Please get in touch with Andy Lorier at once. Important.

ROY A. GRUNDNER
Your mother is anxious to hear from you. Her address, Box 483, Ojus, Fla.

FREDERICK JOHNSON
Your wife is anxious to hear from you.

KARL O. H. STROM
Mrs. D. G. Strom, 3597-A Mission St., San Francisco, Calif., asks that you write her.

EDWARD DIAZ, JR.
Imperative you contact your local Draft Board at 501½ Franklin St., Tampa, Fla.

RICHARD J. CLAUSSEN
Your mother asks that you write her.

ALVIN L. HARRELL
Get in touch with Mrs. Rosaline Harrell, 3004 Central Ave., Tampa, Fla., regarding illness in the family.

MAX E. MOORE
Your mother is anxious to hear from you.

STANLEY GRIFFITHS
Contact the local Draft Board in Scranton, Pa.

LOUIS W. PEPPER
Your children are ill, write your wife at Route 3, Box 332, Tampa, Fla.

LUIGI GALLO
Contact your aunt, Mrs. Rose Pisaniello, 36 Joralemon Street, Brooklyn.

RUSSELL E. BASKERVILLE
Your wife has moved to the following address: St. Stephens Road, Black Rock, St. Michael, Barbados, BWI.

GUNNAR GUSTAF ADOLF LINDVALL
Write the Seamen's Church Institute, 25 South St., New York.

GEORGE RAYMOND BROWN
Formerly aboard the SS Governor Dixon. Please get in touch

with Margie or Johnny Dreisch, 1175 Evergreen Ave., Bronx, New York City.

MICHAEL R. BAAL
Get in touch with your wife, as an accident has occurred.

EUGENE PHILIP KELLY
Contact your wife at 4204 Barnes Ave., Bronx 66, N. Y.

ALEXANDER MENDICINI
Your mother, 132½ 16th St., Brooklyn, is worried about you.

CHESTER SKAKUN
Important you contact your Local Draft Board in Paterson, N. J.

IRVIN J. GORGAS
See your local Draft Board immediately.

Bill Will Plug Loophole In ECA

(Continued from Page 1)

ship every year to maintain the laid-up vessels. Thus any saving in Hoffman's books might be balanced by losses in the books of other government agencies.

Moreover, foreign ship operators have been raising their rates in anticipation of a monopoly. As some observers have pointed out, the bill for carrying the Marshall Plan cargoes in foreign ships might in the end be bigger than if American ships carried them exclusively.

The fight is not yet over. The new bill is still in an embryo stage. The SIU will press for its passage when the membership is satisfied that its provisions offer full protection to the jobs of American seamen.

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.

NOTICE




The following books are being held in the Mobile Hall. If not picked up in the near future they will be sent to headquarters.

Theodore Bratsos, 50535; Henry Barber, 34709; Aime Belanger, 45895; Orual Burks, 27487.
 Louis Cayton, 34802; Herbert G. Capps, 49508; Frederick G. Carpenter, 49033.
 Leray Davidson, 44517; Leon F. Davis, 28870; Michael Daravich, 44485.
 John H. Edlund, 50449.
 Raymond Ferreria, 117G.
 J. H. Grady, Jr., 33275; Earl C. Gilbert, 37495; James DeWitt Guy, 14-G.
 Dewey D. Howard, 2289; A. M. Ham, 34707; Homer G. Harris, 48906; William H. Harriss, 51016.
 Lewis Jackson, 47176.
 Albert G. Kimberly, 48973;

Fred W. Keenan, 40657; John Henry Kennedy, 33224.
 Richard J. McCarney, 45580; Lawrence McInnes; 44311; Thomas L. McBrayer, 24568.
 Robert W. Morriss, 23427; Carol E. Martin, 42371; Stilanos Mavromichalis, 47220; John Paul Morriss, 34305; A. N. Mulder, 107-G.
 James J. Ohare, 35489; Andrew L. Oliver, 39198.
 Richard F. Ransome, 50920.
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 Benedict Veiner, 49499.
 Deward C. Wilson, 49820; James O. Wentzell, Jr., 34711; John R. Williams, 31628.
 John William York, 45742; Willie A. Young 9-G.

Cities Service Seamen!

Can you depend on a company which:

-  has always paid the lowest wages and overtime in the industry?
-  fires and blackballs anyone who has the courage to speak up against intolerable conditions?
-  practices discrimination and encourages apple-polishing?

OR... will you depend on:

Job Security



Benefits



Representation



Democratic control
of your own
Organization



VOTE SIU! VOTE for YOU!