

SEAFARERS LOG

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No. 3

Navy Praises SS Seawind Crew

The following letter was forwarded to us by Seatraders, Inc., operators of the SS Seawind, whose crew carried out the tradition set by SIU men in World War II. (A full page of pictures of the Seawind crew appears on page 8.)

December 30, 1950

Master
SS Seawind

Dear Sir:

It is with sincere pleasure that the expression on the part of Commander Naval Forces, Far East, Vice Admiral C. T. Joy, U.S. Navy, is quoted below for your information and the information of your officers and crewmembers, whose loyal performance has contributed to this accomplishment:

"My most sincere congratulations on a job well done. Your performance throughout the Korean campaign has always been notable. In the successful redeployment of ground forces from Northeast Korea your initiative and your enthusiastic and prompt response to all demands indicate that your organization is at its best when the chips are down. The merchant mariners who performed for you did so silently but their accomplishment speaks loudly. I find it comforting to work with such teammates. C. T. Joy."

The cooperation and assistance of the merchant marine in the above mentioned operation adds but one more page of glory in merchant marine history, and I desire to add my own congratulations to those of Admiral Joy.

A. F. JUNKER
Captain, U.S. Navy
Deputy Commander, MSTs
Western Pacific

Senate Group Blasts Crimps, Calls For Probe

Strongly denouncing employer "crimp shops" in the maritime industry as representing a threat to national defense and to labor-management relations in that field, the Senate Committee on Labor and Public Welfare has recommended that Congress authorize an exhaustive investigation into maritime employment practices.

"Ways and means must be found," according to the report adopted by the Committee, "to ferret out and eradicate the crimp, to stabilize and promote wholesome and efficient maritime hiring practices, and thereby to help insure the existence of a strong, healthy competent merchant marine."

BASED ON PROBE

The investigative recommendations, contained in a report of the Subcommittee on Labor-Management Relations, were adopted February 2 by the Senate Committee on Labor and Public Welfare. The report has been ordered presented to the Senate, and now is in the process of being printed.

On receiving charges from the Seafarers International Union of North America that Cities Service Corporation of Pennsylvania, and particularly its marine division, had been guilty of

serious unfair labor practices which were disturbing the entire tanker industry, the Senate Subcommittee on Labor-Management Relations ordered its staff to make a thorough investigation of labor-management relations between SIU and Cities Service.

SIU STABILIZING FORCE

"Generally," the report states, "relations between the SIU and its employers have been exceptionally good and the union is recognized as a responsible one which acts as a stabilizing force in the industry."

The report points out that the oil tanker operators constitute the only large segment of the

(Continued on Page 5)

Inside Stuff

This issue of the LOG is the biggest ever—20 pages of stories on Union activities and maritime in general. Among all the other items, however, we call your attention to the following two articles:

1. The story on the Seafarers Welfare Plan, based on the report of the auditors, on page 3.

2. The section devoted to the SIU's Canadian District, on pages 9 to 12, particularly the article by T. G. McManus, ex-commie and former top-flight official of the Canadian Seamen's Union. As Secretary-Treasurer Paul Hall put it, "This is the final proof — if any more was needed—that all the charges made by us through the years, that the CSU was controlled lock, stock and barrel by the commies, were true in all respects."

But read it for yourself.

SIU To Set Up Stewards Department School

In a determined effort to evolve a practical, workable program, tailored to fit the needs peculiar to shipboard Stewards Departments, and to prevent the government from saddling the maritime industry with another Sheephead Bay fiasco, a committee of SIU Chief Stewards, Cooks, Bakers and other Stewards Department personnel met recently to set up the machinery for a program to increase the efficiency of SIU Stewards Departments and to train new personnel to man our rapidly expanding fleet.

COORDINATOR

Frenchy Michelet, Headquarters Representative, was named permanent Chairman of the group, and was designated to coordinate the diverse activities of the committee, which would change constantly as the men shipped.

Members present at the first meeting Monday, February 5, were: Jack Ryder, Pete King, S. G. Zammith, W. Dunham, A. J. Snyder, Joe Pacheco, A. Boyle, Peter Patrick, Joe Prisament, Joe Arris, Reginald Gooden, Roman Harper, George Kitchen, James Boykin, DeForest Fry, and Frenchy Michelet.

The committee pointed out that, with the completion of our new building in the Spring of this year, the SIU will possess the facilities calculated to train Stewards Department personnel sufficient for any eventuality.

It was pointed out that the new building will boast a complete bakery, butcher shop, galley, cafeteria, private dining-room, classrooms, ship-style sam-

ple bunks, etc.—all separate and distinct units designed to help our membership become masters of their respective jobs under actual shipside conditions.

WILL MEET REGULARLY

The committee will continue to convene regularly, in order to have the complete pro-

gram formulated when our new building is ready for occupancy within the next few months.

While the official committee was purposely held to a small number to keep it from being too cumbersome, it does not mean that other Stewards Department men are prevented from offering suggestions based on their ex-

periences, or from cooperating in other ways with the committee.

Any Seafarer who has an idea to offer is invited to get in touch with one or more of the committee and pass on his suggestion, or, if he is not in New York, to put it in writing and send it to Frenchy Michelet, care of the New York Hall.

Architect's Drawing Of New Headquarters — New York Hall



Architects: Lama, Proskauer and Prober

This is what the exterior of the new Hall in Brooklyn will look like when alterations are completed, and it'll be quite an improvement over the drab, old structure it is replacing. Sidewalk superintendents and kibitzers are welcome—but watch out for falling plaster and swinging girders.

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The Right Course

As is the case whenever a national emergency opens the tap of national expenditures, a heavy-handed group is already at work planning a scheme that would enable them to ride at the helm of another gravy train.

Specifically, we are referring to those elements who are knocking on Washington doors in the hope of peddling a plan for recruiting, training and manning of the nation's ships.

These professional bureaucrats, who come out of hiding periodically for a short dash to the public trough, ought to be told the simple facts. There is absolutely no need for siphoning vast sums of money badly needed elsewhere for projects that merely duplicate the job that can be done more efficiently and less expensively through existing mediums.

On the question of manpower, the seagoing unions are fully capable of meeting the needs of the emergency. We can speak with authority only of our own organization, so we'll point up the way the SIU has been preparing for the contingencies.

Several months ago, when it became obvious that the communists were determined to continue the Far East conflict, the SIU set up manpower committees in all ports, quietly building up a reserve of skilled seamen, largely former members who indicated a desire to return to sea if they were needed. The results of this program have been highly successful, and are sufficient to emphasize the fact that the unions can handle the manpower problem, without the aid of boondoggling bureaucrats.

Peddlers of the government-controlled manpower pool are not without support, however. The shipowners are always among the first to back such an idea, because they wish to create a tremendous pool of unaffiliated seamen, who could conceivably serve as a vast union-busting machine after the emergency is over.

The training and upgrading phase of the bureaucratic scheme would even be more costly and less productive than the manpower recruiting plan.

American seamen are among the most skilled in the world. With few exceptions, they acquired their skills on the job, aboard ship. As a result they know why they are required to perform their jobs in relation to the operation of the vessel as a whole.

The idea of trying to teach men shipboard jobs by rote in land-locked classrooms rates a loud raspberry, especially from the taxpayer who will be required to foot the bill.

Far more realistic — and less expensive — than the would-be bureaucrats' scheme for meeting the maritime manpower needs is the program offered to the government by the SIU and other seagoing unions at the recent Washington conferences.

Among other things, here's what the unions recommended:

"(a) The Union Hiring Halls to recruit all entry ratings needed from personnel not eligible for the draft.

"(b) An upgrading and training program actually carried out through increased manning scales which will insure a supply of competent men for key ratings as they are needed."

All that is needed to insure efficient manning of the merchant marine in any emergency is the official cooperation of the government in carrying out the union program. In that way only will the public be getting 100 cents worth of efficiency out of its tax dollar.



Men in the Marine Hospital

<p>MANHATTAN BEACH</p> <p>FRED W. GRIMES JOSE DE JESUS E. LOPEZ H. TUTTLE J. H. ASHURST E. FERRER JOHN T. EDWARDS JOHN DRISCOLL VIC MILAZZO MATTHEW DRUNO PETER VORKE R. A. BLAKE JOHN PADZIK A. LOMAS R. F. LARSEN T. P. SULLIVAN B. T. KNEW</p> <p>***</p> <p>FORT STANTON</p> <p>SILVESTER WALKER WILLIAM J. MEEHAN A. McGUIGAN HARRY THURMAN GIDLOW WOODS DONALD P. McDONALD</p> <p>***</p> <p>STATEN ISLAND</p> <p>L. BLIZZARD J. SLAMAN EUGENE E. MILANESI S. GLYPTIE P. PRON G. BRAXTON K. C. CROWE T. CONNELL C. COLLETTI F. CHRISTNED R. GUZMAN S. C. CUNNINGTON B. ZIELINSKI FRANK B. STRELITZ J. B. GARRISON J. FIGUERAU K. SKARI R. PELASOJA C. RAMOS R. CONWAY C. HUNEYCUTT</p> <p>***</p> <p>BALTIMORE</p> <p>JOHN MCCARTHY JOSEPH A. PILUTIS FRANCIS R. O'BRIEN LUDVIG KRISTIANSEN WILLIAM D. WARMACK HAROLD W. SHERWIN</p>	<p>MOBILE</p> <p>TIM BURKE CHARLES L. KNIGHT S. PINER D. SAXON</p> <p>***</p> <p>GALVESTON</p> <p>A. MACIEL E. VAN NEWEAHUIZE J. J. LOCKLER W. C. BROWN</p> <p>***</p> <p>BOSTON</p> <p>F. DIRKSMEYER A. D. LEVA R. LUFLIN A. FERRIE</p> <p>***</p> <p>NEW ORLEANS</p> <p>J. R. ALSOBROOK C. A. BROWN WILSON O. CARA LOUIS COHEN ROGELIO CRUZ GEORGE W. DUNCAN E. H. FAIRBANKS ALBERT W. GATEWOOD L. A. HOLMES E. E. GROSS E. P. JANOSKO D. D. KELLY GEORGE KRETZER HUGH F. LAGAN LEO LANG ESTEL O. MASSEY E. C. MAYFIELD M. MC DONALD C. A. NEWMAN B. PINO KARL RAANA CLAUDE REY D. O. RILEY CHARLES R. SANDERSON P. J. SNIDER ROBERT W. THOMPSON S. S. SCHIEFFLER L. TICKLE A. J. ZAICH</p> <p>***</p> <p>SAN FRANCISCO</p> <p>RUSSELL E. MORRISON R. H. FITZER WILLIAM J. SULLIVAN PAUL GAY CHARLES JOHNSON JAMES HODO</p>	<p>JAMES R. LEWIS E. L. PRITCHARD C. L. MOATS HARVEY HILL E. ROBINSON EDWARD DANBACH</p> <p>***</p> <p>WELFARE ISLAND</p> <p>THOMAS COYNE</p>
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Men In Hospitals

Seafarers who want to be eligible for the Welfare Plan's weekly hospital benefits should make sure they have their Union books, seaman's papers and copies of their last discharges with them upon entering the hospital.

Union Patrolmen will pay the seven-dollar benefits to the eligible members for each full week of hospitalization during their weekly visits. Failure of a hospitalized Seafarer to have the above-mentioned papers with him will prevent the Patrolman from making the benefit payments.

Hospitalized members who have not yet filled out beneficiary cards for the Welfare Plan can obtain them from the Hospital Patrolmen.

Report Proves Soundness Of Welfare Plan

Because of the careful planning and prudent policy followed in the initial administration of the Seafarers Welfare Plan, the Fund has accumulated a \$600,000 cash reserve in the first six months of operation. As a result, the Seafarers possess the most successful all-around welfare plan, with the greatest potential, in the maritime industry.

The Fund's sound financial position and its comparatively low cost of administration is revealed in a report just issued by the auditing firm of Arthur Andersen and Company of New York. Covering the six-month period from July 1, when the plan became operative, to December 31, 1950, the report is based upon an examination of receipts, expenditures and assets of the Fund.

Cash assets at the end of the period totalled \$457,578.62. However, there was outstanding at the same time more than \$150,000 in contributions due. A substantial portion of this amount has since been paid into the Fund.

EXPENDITURES

Benefits paid to Seafarers and their beneficiaries in the six-month period totalled \$31,733. Of this, \$21,773 was in the form of hospital benefits to Union members, and \$10,000 was paid out as death benefits to beneficiaries of deceased Seafarers.

The aggregate of administrative expenses was \$23,316.63, a substantial part of which went into setting up the offices and business equipment of the fund, and are, therefore, non-recurring.

Percentage-wise, the total of all expenditures, including payments of benefits and administrative costs, represented only 11 percent of the Fund's income.

Administrative costs by themselves amounted to a little more than 3 percent of the income. In other words, only about three cents of each dollar paid into the Fund was spent to administer the Plan. Inasmuch as part of the administrative costs went for fixed items necessary to get the Plan under way, these expenditures are expected to decrease in relation to income as time goes on.

WISE COURSE

The costs of administration point up the wisdom of the Union's insistence that the Welfare Plan be operated by an Administrator acting for a Board of Trustees, composed of Union and shipowners' representatives, rather than by an insurance company, as is the case with other marine union welfare setups.

Before deciding upon the method of administration the Union trustees studied the bids of several insurance companies, who felt that 11 percent of total expenditures was the fee they should get for their services.

Payment Was Prompt

Mobile, Ala.

Words are inadequate to express my appreciation for the \$500 check in payment of the Welfare Plan benefits. I also want to thank you for the promptness with which it was handled. Others said they could not do anything until after the body of my late husband. Otile W. Tomkins, was returned to the United States for burial.

The fact that I had no money to live on, or to keep up payments on our little house was of no interest to them. But the good old SIU (that my husband fought for in its infancy) very promptly came to my rescue in time of need.

May God bless you always.

(Mrs.) Ida Tompkins

The Union trustees, found, however, that the Plan could be operated much cheaper by not resorting to the insurance companies. The auditing firm's report proved the correctness of this position, with only 3 percent of the total expenditures going for administrative costs under the Seafarers Plan.

In addition to the saving of money, another factor which the Union trustees held against insurance company administration of the Plan, was that such a procedure was "cold" and involved red tape and delays which reacted to the disadvantage of the welfare applicant.

The Union was particularly desirous of maintaining personal contact with its hospitalized members through its Patrolmen, rather than leave these men virtually isolated and without access to advice and information, as would be the case under insurance company administration.

MANY ADVANTAGES

Thus, the human factor and the financial consideration prompted the Union to push for a self-administered welfare plan. And the advantage of the Seafarers method of administration will become more and more apparent as time goes on.

Even more significant, perhaps, than the dollars and cents aspect of the first six months of operation is the human side of the activities of the Seafarers Welfare Plan.

In the July to December period, 676 SIU men received the hospital benefits totalling \$21,733. Death benefits were paid to beneficiaries of 20 Seafarers who died during the six months covered in the auditing firm's report.

A supplementary report issued by Max Harrison, Administrator of the Plan, showed that the average number of SIU men in hospitals to whom payments were made each week was 126.

He also reported that benefits

were paid every week since July to 60 men who had been hospitalized throughout the six-month period.

Some of these 60 are among those appearing on a special list of men to whom eligibility was granted even though they did not work the one day required.

NMU Men Are Bitter

Manhattan Beach Hospital

... Everything is running along smooth here. The NMU members here are all up in the air over their welfare plan. It leaves out everybody that is a patient in this hospital.

I don't blame them for acting that way. Joe Curran should be congratulated for the wonderful job he did on the welfare plan—for the insurance companies.

Matthew Bruno

Curran's Cut-Rate Contracts Leave West Coast Cooks Cold

SAN FRANCISCO—Continuing its recently-launched organizing drive among rank and file members of the Marine Cooks and Stewards Union, the Sailors Union of the Pacific has noted substantial opposition to Joe Curran's cut-rate plan for taking over the sea cooks organization.

Curran's appeal for MCS members to come into his NMU sounds hollow to a large section of the Marine Cooks.

NMU BAIT

First off, they know that if Curran is successful, it will mean the beginning of the "bargain basement" contracts for which the NMU president is noted on the East Coast. The NMU is currently luring new companies with these cut-rate agreements.

As a result of the cut-rate

The Union firmly held that members who were in the hospital before the plan was executed were fully entitled to all benefits, inasmuch as they were suffering from ailments peculiar to the maritime industry and, consequently, were a responsibility of the industry.

As a result of the solid financial status of the Welfare Fund, the trustees are now exploring possibilities for expanding the benefits. As pointed out when the Plan went into operation, the amount of the payments was set conservatively, so that the estimated needs over a particular period could be studied and to eliminate any danger of the expenditures exceeding the income.

WIDE COVERAGE

The terms of eligibility are already broad enough to permit concentration on the increasing and expanding of the benefits themselves. In fact, a comparison with other plans in the maritime industry show that the Seafarers Plan allows for participation with the least restrictions of any in the field.

While the SIU concentrated on making all Seafarers eligible for benefits, other organizations sought to start with higher payments by setting up stiff eligibility requirements.

BIG DIFFERENCE

To be eligible for the seven-dollar weekly hospital benefits and the \$500 death benefits, an SIU man need only have worked one day a year on any contracted ship. A study of the insurance company-administered plan of another maritime union shows that a man must work at least 20 days for a company within a six-month period before he can receive hospital payment.

Under the SIU plan there is no limit on the length of time a man may draw his hospital benefits. However, payments under the plan of the other maritime union are limited to 13 weeks; after that they cease, until the man accumulates another 20 days of work within a six-month period.

INCREASED BENEFITS

SIU Headquarters summed up the first half-year of the Welfare Plan's operations this way:

"First things come first. At the outset we made the base of participation as broad as possible, while we proceeded cautiously on the amount of payments. Now that the fund is in a good, healthy condition, we can seek further benefits for our membership.

"It is beginning to look as though our dream of taking care of SIU men—and we mean all of them—through a welfare plan second to none is gradually being realized."

elect their own officers and handle their own business, but would have the financial and moral backing of all districts of the Seafarers International Union.

CUT-RATE CUSTOMERS

Two elements on the West Coast that appear to favor the capture of the MCS by Curran are the communists in the MCS and the shipowners. The commies hope that they will find refuge in the NMU, while the shipowners look forward to the "free-rein, bargain-basement" pacts that can be worked out with Curran.

Almost all observers on this coast agree that the entry of Curran into the West Coast shipping picture would prove disruptive to the prevailing stability of the industry.

All Seafarers should apply at once to the Coast Guard for the validated seamen's papers. Remember, you are not required to turn in your old papers, which by law are your own personal property.

Mobile Future Looks Brighter For Next Period

By CAL TANNER

MOBILE—From all indications, the prospects are that the coming two weeks will be very good ones for shipping, with two off-shore and five coastwise vessels scheduled for payoffs and replacements.

Two Libertys will be crewed up this week in this port. One is a Carras ship, the other is a Gulf Cargo Carriers vessel that came out of the layup fleet.

Ships are still being pulled out of the boneyard in line with the present emergency preparations and we expect to get our share of them out of this port. In fact, it looks as though we will be needing rated Engine and Stewards Department men in the very near future.

In the two-week period just ended, shipping was fair. Two ships were crewed up, the Christine and the Antinous.

Applications for the validated seamen's documents are now available at this Branch and members are urged to fill them out as soon as possible.

We would also like to remind the men in this port who have enough time on their papers to make them eligible for upgrading to attend to this matter right away. There is no reason why men with the proper qualifications should not sail in the ratings which they are capable of handling.

Quite a few of the men who left this port for ships on the West Coast to make the run to Korea are now back in Mobile. There are also a number of old-timers here, among them Brothers M. Morrison, W. Tracey, J. Crawford and C. Avera.

Seafarers in the Mobile Marine Hospital as of this writing are C. Knight, Tim Burke, S. Piner and D. Saxon. They all would appreciate a visit from their Union Brothers. If you have a little free time, why not stop by and say hello to the hospitalized.

By "SAILOR RAGS"

October 20 (Sailing day from Rio)—Peter and I went out with two sisters last night—at least they said they were sisters. When I awoke in the morning, finding myself in a strange place, I at first simply could not fathom my whereabouts. Then I remembered.

While waiting for the girls to decide whether or not to go back to town with us, I walked across the road. We had stayed in a small hotel typical of Latin American countries. (The first thing I'd seen in the old-fashioned patio was a black cat and a snow-white goat.)

I looked down the steep hillside to the sea far below, breaking over smooth, worn stones. Spray would rise slowly into the air like the ghosts of dead sailors and some of its vapor would disappear into the atmosphere.

Small houses of some colored folk were clinging to the side of the hill. A woman was walking barefoot with a pail of water in each hand. She shooed a black chicken out of her path and, leaving the water inside the cabin, emerged trying to coax the chicken to come near her. It made the mistake of following her, and she caught it and



FORE'N AFT

by Johnny Arabasz

The true attitude of Soviet Russia towards the laboring man was shown the other day when they used scab labor to install emergency hosing in its embassy building in Washington. What's that old saying about giving somebody enough rope? . . . During an interview over NBC, Joe Curran admitted a lot of stuff we have claimed for a long time, including the fact that the Committee for Maritime Unity was set up to swallow all maritime unions. We didn't fall for that line, and told the commies they could have unity if they expelled all the communist officials first. Today Joe admits he "was pretty naive" about this.

Installation of Loran sets aboard ship is adding one to three-and-a-half knots of speed to the Seatrain Texas, according to that ship's Captain, John Wenzel. Hourly readings are taken to maintain a course in the high-velocity current within the Gulf Stream. . . . Friend of mine sells insurance. Ran into a lulu the other day. Sold a man fire insurance but couldn't sell him hurricane insurance. Customer claimed he didn't know how to start a hurricane. Now what could he mean by that? . . . Violators of G.O. 39, recently revised by the Maritime Administration, are subject to a five-hundred-dollar fine. Now, what does G.O. 39 provide for, and furthermore, so what?

Isthmian Steamship Company is going to get rid of their four oldest freighters, which are only thirty-one years old. That would be fine, if they were replacing them with C-2s or C-3s. . . . Alcoa has added Puerto Rico as a regular port of call for its ships operating in the Carribean. . . . Since the end of World War II, American steamship companies have paid the government a billion and a quarter dollars for the purchase and charter of surplus war-built vessels. At the same time, foreign interests have paid nearly a billion dollars for the 1113 ships bought from us. . . . Matthew Bruno—Your letter has been received and shortly you should start receiving what you asked for.

Good luck—I was hospitalized for the same thing.

We received a note from a seaman seeking employment. He writes, "If you have any pier-jumping, please let me know." Sorry, mister, we're in the shipping industry, and do not need any pole vaulters right now. . . . Received another letter from Mickey McFaul aboard the Coe Victory, heading for England. He writes that the crew aboard are all good Joes, and then adds, "at this writing." You can't fool me, Mickey. Who's writing your letters for you? Sir Charles? Oh, yes, Sir Charles is on the same one, holding those educational meetings as usual.

That article by E. Vlodek in the last LOG, about unnecessary noise aboard ship, hit the spot. Have received a few comments on that subject since the article was published. One guy says drowning is too humane a method of disposing of these "gigolos." . . . James Romano, formerly of the Royal Oak—the organizers are holding a check for \$14.74 from Cities Service. . . . Howie Weber, AB aboard the Steel Artisan, reveals that he and Bill Evans and Whitey Tesko have been aboard that ship for fourteen months. The Bosun has been aboard for twenty-three months. When you do get aboard another ship Howie you'll really mean it when you say, "On the last ship I was on, etc."

The six-hundred-thousand-member Machinists Union has re-affiliated with the American Federation of Labor. They have quit the AFL three times and have come "home" each time. Must be something to it. . . . Have you noticed how easy it is to pick up a nickname aboard ship—and keep it. We have Fearless Fosdicks, Dangerous Dans, only one Sloppy Creel, hundreds of Blackies and Whiteys and numerous guys with nicknames which cannot be mentioned here, lest we lose our second class mailing privileges. . . . Have you noticed that there are twenty pages to this issue of the LOG? Like it better or not? Let the Editor know.

Savannah Beach Getting Bare, As Shipping Booms

By E. B. TILLEY

SAVANNAH — Shipping has been on the upgrade in this port, thanks to a few payoffs here and in Jacksonville.

The most recent of the payoffs took place aboard the SS Southport and the SS Mother M.L. There are not many men on the shipping list as of this moment and that is always a pretty good barometer of conditions.

We're hoping to crew up one of the vessels that recently was taken out of the boneyard. She's a Liberty now being towed here from Wilmington, N.C., for reconditioning. Currently known as the Frank Stockton, she'll be given a new name by her pres-



ent owners, the South Atlantic Steamship Company, which bought the ship from the Maritime Administration.

The company has announced that the vessel will be rechristened the SS Southwave. It is expected that the ship will be placed on the United Kingdom and continental run sometime in the latter part of February.

The reconditioning job will be done at a local shipyard where the No. 2 hatch will be double-rigged to expedite the loading and discharge of cargo.

South Atlantic had previously operated the ship under bareboat charter for the Government back in 1947 and 1948.

from a seaman's diary

The SEAFARERS LOG is proud to be able to reprint this excellent piece by a Seafarer who hides his identity under the pen name of "Sailor Rags." "From a Seaman's Diary" was originally published by the Del Norte "Navigator," one of the best SIU shipboard papers, which is ably edited by Thurston Lewis.

broke its neck without further ado. This was apparently breakfast for herself and whatever family she had.

Behind the hotel where we stayed the hill rose even higher and much steeper. I expressed a desire to climb it but no one felt quite so ambitious. Indeed, neither did I at the moment.

It was almost a thirty-minute ride back to the ship.

All afternoon we have been trying to get that damned elevator at number-three hatch back into the shaft. It came out easily enough, but it refuses to go back in. I suspect it weighs a ton. We tried replacing it from all angles, but I have a sneaking hunch that it will not go in at an angle, but level and straight. Better luck tomorrow.

While we were trying vainly to get it below the hatch combing, a gull flew over the ship and, perching on the yardarm,

surveyed us for a moment. Then he laughed as clearly as I do when the Bosun orders us to paint the mast and it starts raining.

I could not help but think of Brother Nils Lornson's statement that sailors do not go to Heaven; they turn into seagulls.

This toplofty bird (according to superstition) would be the soul of some old Bosun, laughing at the lot of us for not being able to replace the thing when it was as simple as taking a sounding at six fathoms, if one only knew the right thing to do.

This laughing seagull apparently thought he knew the answer, but he was happily in a state in which he had only to follow ships and make his own choice of delicious morsels of garbage.

I wonder if it is the good or bad sailors who become seagulls, or if all of us are doomed to the same joys?

In line with this idea, I believe that very good sailors (if any) become goony birds, for they are certainly better long distance flyers, more graceful and have a better set of wings.

The bosun bird, of course, is so named because he has a couple of marlinspikes sticking out from his behind.

Coming down the coast of Brazil, we saw many small canary-like birds who ventured quite far out to sea for such fragile creatures. They would dart around the ship keeping out of our way, but never seeming unduly afraid of us. They could be caught, but lived not long in captivity.

These might have contained the souls of infants, for their very innocence and lack of wisdom caused their deaths. They would fly forward of the midship house and the force of the wind would dash them against the

Others died in a manner even more horrible. Swift-flying hawks or falcons would catch them in mid-air, hence their haste to seek a measure of safety on the ship.

One oldtimer tells the tale that once, when he was standing on deck, such a falcon was chasing a little bird which flew straight into his bosom, choosing the doubtful safety in the hands of a human, rather than certain destruction in the talons of the hawk.

I saw one such unhappy creature carried through the air in the talons of a fierce carnivorous falcon. The little one was crying most pitifully.

Whenever I see one of these raiders, I do my utmost to frighten him away from the ship. The little canaries I seldom bother, allowing them to roam the ship at will. Let the hawks catch the flying fish, which have a much better chance of escape.

Sea gulls, like longshoremen, I hardly ever communicate with, unless it is necessary to do so. Sometimes one must dump garbage, and then I say, "Come and get it, you bastards! All you do is eat, and squat, and squawk!"

But, after all, if they were once seamen they are doing little more than they ever did.

Senate Committee Asks Crimp Joint Probe

(Continued from Page 1)

maritime industry which is not thoroughly organized, and adds that according to SIU, the tanker operators always have opposed such union organization.

After citing the organizing campaigns relating to the Cities Service fleet by both the National Maritime Union and SIU, the report said:

"The anti-union efforts of the Cities Service Corp. followed three types of strategy, namely: (I) Delaying tactics made possible by provisions of the Labor-Management Relations Act, 1947; (II) an extensive system of labor espionage accompanied by discriminatory hiring and firing, and other unlawful acts; and (III) the organization and support of a company-dominated union, Citco Tankermen's Association, which was set up to compete for members with SIU."

ANTI-UNION EFFORTS

Following a full explanation of each of the above "anti-union efforts" used by Cities Service, the report said that the evidence is clear and uncontradicted that Cities Service "resisted the election and went to great lengths to prevent its consummation."

The report declares that Cities Service "resorted to notorious crimp shops in an effort to insure anti-union employees," and added that investigations "have proved conclusively that crimp shops are operating and flourishing along the Atlantic seaboard, and even companies of the indisputable reputation of Cities Service frequently resort to them to obtain employees," and that the crimp shops "serve anti-union employers as a screen to exclude union sympathizers." Continuing the report states:

"Indeed, during the long struggle of Cities Service to prevent the unionization of its fleet, that company frequently obtained employees from crimps. The viciousness of the crimp shop arises from the facts that there is no feasible method of imposing upon the crimp responsibility for the selection of qualified personnel; that the crimp can have no effective means of distinguishing between competent and incompetent personnel, or of identifying even subversive agents; that the crimp shop is usually operated in conjunction with some other venture, such as a saloon or rooming house of dubious character; and that the crimp is under strong economic compulsion to fleece unemployed seamen by the use of his control of jobs...."

CRIMP PERIL

"Certainly the existence of these crimp shops constitutes a constant threat to labor-management relations in the maritime industry. It is also a peril to national defense.... It is also manifest that the existence of the crimps constitutes a challenge to Congress, which is invested with responsibility for the safety and efficiency of our merchant marine."

In its recommendations and findings, the Labor Committee report notes that throughout the entire period involved "SIU was subjected by Cities Service to what can be described as a war of attrition; delay and stalling; illegal labor espionage; unlawful hiring through crimp shops and anti-union collusion with Esso; blacklisting and discriminatory

Senators Introduce Labor Spy Bill

A bill to ban labor espionage in Interstate Commerce has been introduced by six Senators, following a Senate committee report on Cities Service Oil Company.

The measure would authorize the prosecution of anyone who accepted "any verbal or written report" intended to "coerce" an employee in regard to his labor rights. The maximum penalty upon conviction would be a \$5,000 fine and two years' imprisonment.

Those sponsoring the measure are: Senators James E. Murray (D., Mont.), Matthew M. Neely (D., W. Va.), Hubert H. Humphrey (D., Minn.), Paul H. Douglas (D., Ill.), Herbert H. Lehman (D., N. Y.), and Wayne Morse (R., Ore.).

In a floor speech, Murray said it had come "as a great surprise and shock" to him to learn that such legislation is needed. He said the need was uncovered by hearings of the Senate Labor-Management Relations Subcommittee which he heads.

"Most decent employers have long since abandoned it for the loathsome thing it is," he said. "But in some of our industrial byways, it still sprouts and poisons labor-management relations."

"We have found it in the textile industry, in the furniture industry and elsewhere. The most shocking system of labor espionage we discovered in the marine divisions of some of our great oil tanker companies."

firing; rampant company unionism; character assassination of union leaders and organizers; wholesale anti-union propaganda; on-the-job discrimination and persecution, and so on through the whole gamut of union-busting techniques, old and new....

"It is amazing that any union could survive this carefully coordinated, heavily financed, lawyer-led attack; it is shocking that a company of the high standing of Cities Service should plan and execute it, in violation of State and Federal laws; it is disillusioning to learn that it

could occur in spite of all the legislating Congress has done to insure the right of employees to self-organization....

T-H NEEDS REVISION

"The subcommittee feels strongly that the whole subject of the determination of employee representation should be carefully studied with the view to simplifying and perfecting the pertinent provisions of the Labor-Management Relations Act and NLRB procedures. The Cities Service case is not an isolated example; intolerable delay and confused administration have

characterized the certification of representatives in the textile and other industries studied by the subcommittee."

The report attacked the practices of "labor espionage" to frustrate and prevent self-organization, and said:

"In interstate and foreign commerce it menaces the general welfare and imperils the national defense. The subcommittee feels that it is the duty of Congress to make every effort to eradicate labor espionage, and to that end recommends that the Senate Committee on Labor and Public

Welfare formulate legislation (1) making labor espionage in commerce, as defined in the Labor-Management Relations Act, a misdemeanor punishable by fine and imprisonment; and (2) making provision for vigorous enforcement by the appropriate executive departments."

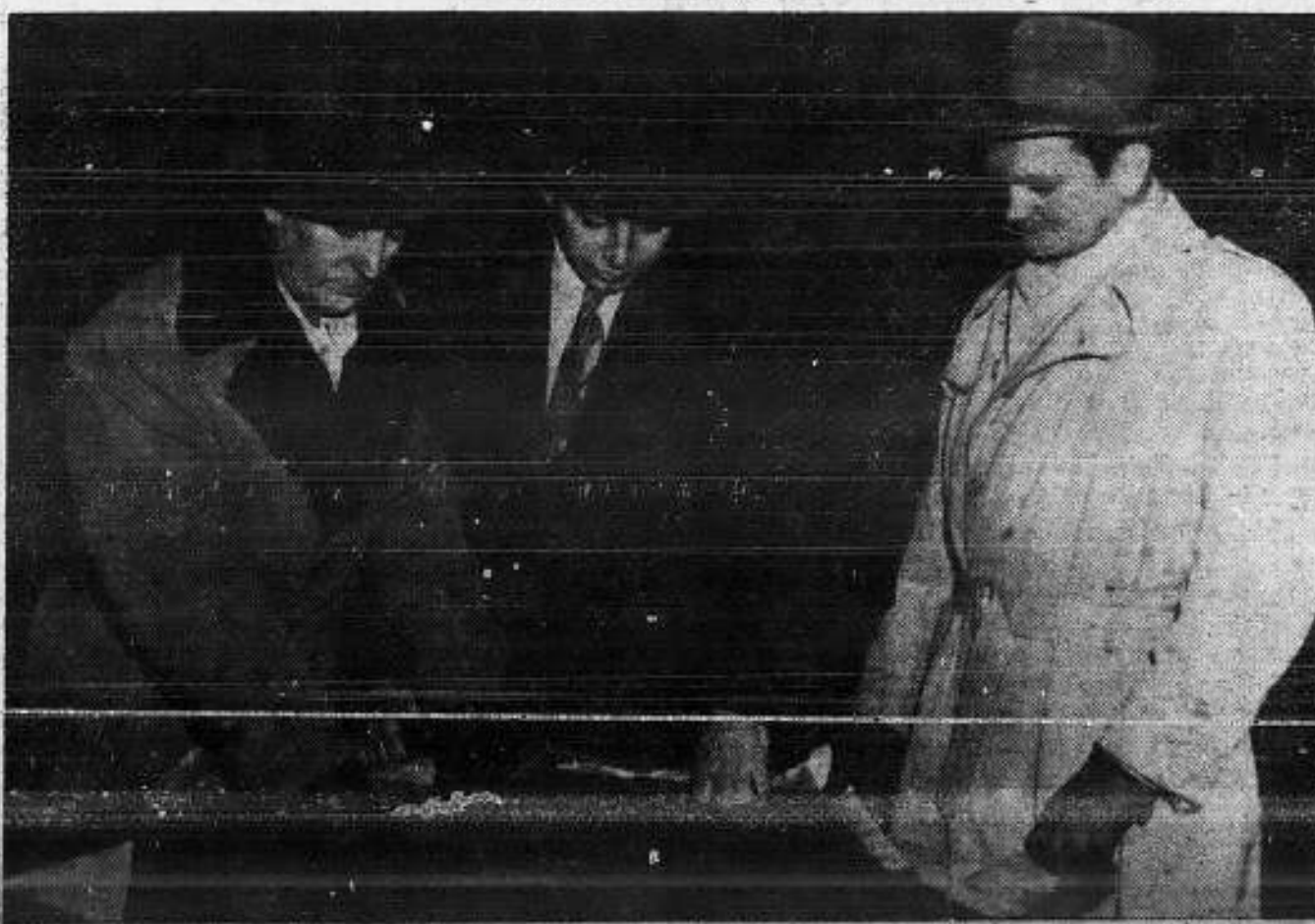
In another part of the report, it was stated that Congress cannot regard with complacency the activities of crimps in the maritime industry, and added:

"The subcommittee has evidence that, in sharp distinction from the crimp, there are private shipping masters of high integrity who doubtless perform a useful and valuable service."

"The subcommittee feels that it is of the utmost importance that an exhaustive investigation be made of employment practices in the maritime industry, so that Congress can wisely and intelligently legislate with respect to this matter of paramount importance to the national economy and defense. Ways and means must be found to ferret out and eradicate the crimp, to stabilize and promote wholesome and efficient maritime hiring practices, and thereby to help insure the existence of a strong, healthy, competent merchant marine. Therefore, the subcommittee recommends to the Senate Committee on Labor and Public Welfare that such an investigation be undertaken at an early date."

Meet the faculty

Members of the committee composed of Stewards Department personnel acquaint themselves with layout of galley section of the SIU's new Headquarters, as chairman Frenchy Michelet points out features on blueprint. Present for the initial meeting to discuss means of utilizing the building's modern galley facilities to increase Stewards Department efficiency and to train new personnel for shipboard duties were Jack Ryder, Pete King, S. G. Zammith, W. Dunham, A. J. Snyder, Joe Pacheco, A. Boyle, Peter Patrick, Joe Prisament, Joe Arris, Reginald Gooden, Roman Harper, George Kitchen, James Boykin, DeForest Fry and Michelet.



Casing the Hall

As reconstruction of the new Headquarters-New York Hall goes on, Union members have been visiting the site daily to observe the progress and get an idea of what things will look like upon completion. In photo at left, Frenchy Michelet, the Union's on-the-spot custodian, explains the plans to a couple of visitors, Steward Joe Prisament (center), and Oiler Tom Delaney.

Said Prisament: "I can hardly wait until the big day." To which Brother Delaney added: "It almost looks too good to be true." Concluded Brother Michelet: "Yep, but it's getting truer every day."

It is expected that the new Headquarters will be ready for occupancy by the Union sometime in the late spring. That will be a big day, especially for the oldtimers who remember our first offices at Stone St.



SHIPS' MINUTES AND NEWS

2 Perish, 1 Hurt Badly As Explosion Rocks Tanker Logans Fort

One crewmember is dead, another missing and a third is in critical condition as a result of an explosion which rocked the Cities Service tanker Logans Fort the night of January 20, as kerosene was being unloaded onto barges.

The dead man was the tanker's Third Mate, Basil Cubitt-Smith of New York. He died of third degree burns in the Marine Hospital in Norfolk.

The missing crewman is Joseph Sheldrick, Pumpman, aged 26, of Galveston.

In critical condition is Fred Huffman, AB, of Houston. He is being treated at the Norfolk Marine Hospital.

A fourth crewmember, Ernest Bossert, Bosun, suffered minor burns.

The 10,000-ton tanker had arrived in Norfolk on January 19 from Lake Charles, La., to discharge a cargo of oil. When the blast occurred, the Logans Fort was anchored at the Cities Service terminal a half mile off the US Naval Base at Norfolk.

Crewmembers were unloading kerosene into a barge when the explosion rocked the tanker, and was followed by a flash fire which ignited the clothing of Cubitt-Smith, Sheldrick and Huffman, the only men who were in the immediate area.

Huffman and Sheldrick jumped over the side. Huffman surfaced quickly, caught a line thrown to him by his shipmates and was hauled back aboard the vessel. Sheldrick did not come up and despite a continuing search by the Coast Guard has not been found.

Cubitt-Smith remained on board. The flames enveloping him were beat out by shipmates. He died at 4 AM, several hours after he and Huffman were rushed to the Norfolk Marine Hospital.

Bossert, an SIU oldtimer, suffered burns caused by flames shooting through to the shelter deck.

Coast Guard officers boarded the Logans Fort shortly after the tragedy and began an investigation into the cause of the blast. Hearings aboard the ship got underway on January 22 with testimony being heard from crewmembers. The following day was devoted to the taking of testimony of personnel of the barge, which took the kerosene from the tanker.

Coast Guard hearing officers visited Huffman at the Marine Hospital and took as much testimony as he was able to give. Because he was unable to continue further, the interview was postponed until sometime next week, depending upon the progress of his recovery.

On the basis of the inquiry to date, nothing has been offered to indicate the cause of the blast.

Del Mar Damaged In Collision Off Brazil

The collision of the SS Del Mar and the SS Moormacstar which occurred shortly before midnight January 25 off the Brazilian coast caused "extensive damage" to both vessels, according to a preliminary report dispatched to the LOG from Santos by George H. McFall, Ship's Delegate on the Delta Line ship.

The only reported casualty of the crash was a crewmember of the Moormacstar. He suffered bad cuts on both feet. The injured man, a member of the National Maritime Union, was transferred to the Del Mar on a stretcher for treatment by the ship's doctor.

Delegate McFall reported that "the Del Mar crew rose to the situation quickly and calmly. Within seconds after the crash, everything was under control and all passengers calmed."

In his report, McFall said the Del Mar would be delayed in

returning to New Orleans. Just how much of a delay the damage would cause, McFall was unable to determine at the time he dispatched his report. However, divers were at work inspecting the ship's hull the morning following the collision.

The Del Mar Delegate was particularly interested in allaying the fears of relatives and friends of his shipmates. "All is well, and there is absolutely no need to worry," he said.

Typical of the reactions of Del Mar crewmen to the blast were the following:

Erling Hansen, Bosun's Mate—"I was in my foc'sle talking to the Storekeeper when I felt the full astern and then the crash. I knew we had hit something, because I had run aground before and knew this jolt had a different feeling."

Jimmie Robinson, AB—"I was in bed when the crash came. I knew we hit something. I grabbed a life jacket and ran on deck."

Joe Vaccaro, Bartender—"I was on duty in the bar when the crash came. Passengers were drinking but they remained surprisingly calm. I took the cash out of the register and hurried to my emergency station to help direct and calm passengers. Later I served brandy to the passengers to help calm them."



Sporting his newly-won bars, Lt. Joseph Badger greets Frank Bose, a former shipmate, during visit to New York Hall.

Ex-Seafarer Joseph Badger is one man, at least, who has found his proper niche in the Army.

Joe retired his SIU book in January, 1949 to enter the service and until July 1950 was attached to an anti-aircraft brigade. Then the Army sent him to Officer Candidate School in Fort Riley, Kansas. Joe, of course, made the grade and was commissioned a Second Lieutenant in the Transportation Corps, which handles the Army's transport over water. Now stationed at Fort Eustis, Va., Badger ex-

pects to be assigned to an Army Port of Embarkation.

As has been his custom whenever he has time off, Lt. Badger visited SIU Headquarters last week to say hello to his old friends and shipmates.

He recalled that he last sailed as a Seafarer aboard the Raphael Semmes, culminating a career as an AB that began back in November, 1943, when he got his SIU book.



Lt. Badger fills out change-of-address card so he can get his LOG promptly. As officer in Transportation Corps, he's still vitally interested in maritime activities.

SIU Crewman Stricken By Polio At Sea

The dread disease which Union members have been fighting through their March of Dimes contributions struck down a Seafarer aboard an Isthmian ship at sea recently.

Gene Milanesi, 23-year-old AB, was stricken with polio on the SS Steel Apprentice, while the vessel was in Near East waters. He was taken ashore in Beirut, where he was placed aboard a plane bound for the States.

The flight nearly ended in disaster when the plane caught fire and crashed in the Mediterranean. All hands were saved and brought to Malta, where Milanesi was put on another plane.

After several delays in England and Iceland, the polio victim finally arrived in the United States. He is now undergoing treatment in the US Marine Hospital at Staten Island, N. Y.

Although Milanesi is on the road to recovery, he will not be able to sail again. The disease has paralyzed his right leg and it is believed that he will have to wear a brace on it for the rest of his life.

Brother Milanesi is not downhearted, however. He's facing the ordeal with the cheerfulness that medical men hold so essential to speedy convalescence.

According to word reaching the LOG, Milanesi is expected to have recovered sufficiently to go home in about two months. Meanwhile, time is hanging a bit heavily on his hands. So Gene asks that his friends and former shipmates drop him a line at the hospital.

Cameraman Active On The Seatrain New York



Glen Vinson took this photo of "a galley quartet" aboard the Seatrain vessel. Front row, left to right: John Monast, Steward, and Julius Bocola, 3rd Cook. Rear, Winston Vickers, Chief Cook, and Lloyd Zimmerman, Utility.



Engine Utility-man R. W. Sweeney went right on with his painting down below, as Vinson's flash bulbs popped away.

Digested Minutes Of SIU Ship Meetings

WINTER HILL (Cities Service), Jan. 4—Chairman, Ralph Perry; Secretary, Percy Mays. Beef between 2nd Cook and Steward reported squared away by Philadelphia Agent. Cook had been fired for refusing to make applesauce from rotten apples. Man was reinstated, and later promoted to Chief Cook. Deck Department told to report any rotten fruit or vegetables that come aboard. Crew voted to inquire at Headquarters on various questions raised concerning the Welfare Plan.

Jan. 18—Chairman, James Halpin; Secretary, Percy Mays. Ship's fund now standing at \$26.44. Delegates reported disputed overtime. Motion carried to check with Patrolman to see if 120 quarts of milk can be placed aboard ship in each US port, because present 80 quarts are insufficient. Men wearing tank cleaning clothes to be barred from the messroom.

CANTIGNY (Cities Service), Nov. 17—Chairman, J. Trudeau; Secretary, P. Marinelli. Ship's Delegate reported \$55 collected for Hank's Fund. Delegates reported on number of books and permits in their departments. Beef raised on Second Mate's use of profanity. Repair list to be taken up with Captain. Deck Delegate spoke on men missing their watches. Delegates instructed to make a draw list.

Jan. 13—Chairman, J. Trudeau; Secretary, J. Teicher. Delegates reported all okay, except Ship's Delegate who reported some disputed overtime. Chairman read report concerning wage increase and welfare fund. Deck Delegate spoke on the importance of adhering to contract. Chairman read repair list, which included request for replacement of all inferior life jackets.



BENTS FORT (Cities Service), Dec. 3—Chairman, S. Freilich; Secretary, R. Fink. Delegates' reports accepted. Motion carried that performers be dealt with by their respective departments. Motion carried that milk be served twice daily for the benefit of the 12-4 watch. Motion carried to cooperate with Messman.

Dec. 31—Chairman, A. Case; Secretary, R. Fink. Delegates reported all okay. Treasurer reported that the ship's fund owes \$65 on the new washing machine. Motion carried to contribute \$3 toward the fund. Motion carried that if Steward wants to use crew's washing machine he must contribute \$5 to ship's fund.

Jan. 7—Chairman, (not given); Secretary, A. Case. Vote of thanks given A. Pantan for the new supply of books obtained for ship's library. Ship's Delegate reported beef on chill box not being locked. Stewards Department reported 42 hours of disputed overtime. Booklets distributed to crewmembers by Ship's Delegate, who asked crew to become familiar with all aspects of the Union by reading the booklets.

ROYAL OAK (Cities Service), Dec. 28—Chairman, H. Zirkel; Secretary, E. Robertson. Ship's Delegate reported that forms were aboard for the new validat-

ed document. Motion carried that crew back up crew Messman in his attempt to get a Pantryman. Chief Cook complained of insufficient milk at each port and the lack of any bread only two days out on a six-day trip.

Jan. 12—Chairman, W. Trade-well; Secretary, F. Robertson. Captain reported that only men who have been on the ship a long time and emergency cases will be paid off down South. Chairman pointed out that the members should be well familiar with the Union contract and know their own department rules by heart. Complaint registered on inferior quality of sand soap. Beef registered on shortage of milk, fruit, juice and the overabundance of lamb on menu.

PAOLI (Cities Service), Dec. 8—Chairman, A. Slaybaugh; Secretary, C. Peters. Delegates reported no beefs. Motion carried that cleaning of recreation room be rotated by departments. Suggestion made to make out repair list before ship hits Baltimore.

Jan. 2—Chairman, John Mitchell; Secretary, C. Peters. Deck Delegate reported disputed overtime on sailing board time. Educational material put out for members, and crew was asked to read it and raise any questions at the next meeting. Letter on wage increase and welfare plan read and accepted.

GOVERNMENT CAMP (Cities Service), Dec. 1—Chairman, H. Lucas; Secretary, Billy Jarvis. Delegates reported all okay. Treasurer reported ship's fund as containing \$54. Motion carried to purchase an electric iron. Thanks extended to Arnold Valente for leaving his radio for the recreation room.

GOVERNMENT CAMP (Cities Service), Jan. 7—Chairman, J. Annal; Secretary, C. Allen. Ship's Delegate reported that all performers be turned over to Patrolman. Steward to be asked for coffee pot for crew mess. Treasurer to collect unpaid fines.

BRADFORD ISLAND (Cities Service), Jan. 14—Chairman, E. Goodman; Secretary, R. Chamberlin. Delegates reported no beefs. Crew asked for more ham on menu. Condition of the ship in general described as being poor with nothing being done about it by the company.

ALCOA CLIPPER (Alcoa), Nov. 19—Chairman, R. Roberts; Secretary, S. McDonald. Delegates' reports accepted. Motion carried to send movie projector to factory to be repaired. Suggestion made to see sick crewmember's wife and to take her his clothes and see that she is financially fixed.



ALCOA ROAMER (Alcoa), Nov. 19—Chairman, E. Evans; Secretary, C. Garber. Engine Delegate reported 51 hours of disputed overtime; other departments okay. Suggestion made that LOG be left in messhall so all will be able to read it.

WARHAWK (Waterman), Dec. 31—Chairman, Charles Price; Secretary, Leon Davis. Delegates



reported all in order, except Deck Delegate who reported some disputed overtime. Schedule drawn up for each department to follow in keeping laundry clean. Vote of thanks given for the airmailed LOG. Ship's Delegate reported that Bill Morgan, former SIU member who was Mate on the ship, had died in Frisco after being removed from the ship in Okinawa.

EDITH (Bull), Jan. 7—Chairman, Reid; Secretary, Nelson. Delegates reported on the number of books and permits in their departments. Ship's Delegate reported that work requested at the last meeting had been complied with. Motion carried for each man to donate 25 cents per trip to the ship's fund.

ANDREW JACKSON (Waterman), Jan. 1—Chairman, Frank Albore; Secretary, Bud Cousins. Delegates reported disputed overtime in all departments. Motion carried to have double bottoms cleaned as the water is rusty and oily. Motion carried to have ship fumigated. Motion carried to have Patrolman investigate the rationing of cigarettes.

TRINITY (Carras), Dec. 31—Chairman, John Lane; Secretary, Pete Piascik. Ship's Delegate reported on the old beef with the Captain and Mate. Motion carried to back up Bosun 100 percent in any beef with the Chief Mate. Thanks given the Stewards Department for a fine holiday meal.

CLARKSBURG VICTORY (Mississippi), Jan. 14—Chairman, Orval King; Secretary, R. Whitley. Ship's Delegate reported a beef on launch service, Captain's refusal to send sick crewmember to a doctor and the beef on attack bonus for time in Hungnam. General discussion on gashounds.

GATEWAY CITY (Waterman), Jan. 7—Chairman, B. Kosaw; Secretary, F. Hubner. Delegates reported no beefs. Motion carried to have lights placed on the afterdeck, as one man has been

injured in the poor light. Suggestion made to see Patrolman about Chief Mate's habit of refusing to turn men to on overtime if they have refused overtime work once.

SOUTHERN DISTRICTS (Southern Trading), Jan. 5—Chairman, H. Macpilda; Secretary, Frank Bonner. Ship's Delegate reported on books and permits in each department. Motion carried to carry out Philadelphia Agent's request to take action one way or another on crewmember who was drunk at the time of the crew walk-off.

ROBIN KIRK (Seas Shipping), Jan. 16—Chairman, Moon; Secretary, Pettingill. Ship's Delegate reported that Captain's attitude was hostile to crew. Engine Delegate reported 660 hours of disputed overtime. Motion carried that charges against two Brothers be dropped. Motion carried to donate washing machine money to the LOG. Vote of thanks given Stewards Department for fine job done.



SEA CLOUD (Amer. Merchant Marine SS Co.), Jan. 7—Chairman, J. Barron; Secretary, Robert McCulloch. Delegates reported number of books and permits in their departments. Motion carried to see about having cigarette ration increased. Weekly schedule arranged for cleaning ship's laundry.

Jan. 18—Chairman, Joseph Barron; Secretary, Robert McCulloch. Ship's Delegate reported he had been logged by Captain. He read log to crew to show how it could not stick. Reported he had asked Captain for increase in crew's ration which was refused, though Captain offered to increase his alone. Engine Delegate to have drinking water tested in Trieste. Discussion on penalties should anyone foul up during trip.

STONY CREEK (Mar Trade), Jan. 7—Chairman, R. Bauer; Secretary, O. Payne. Discussion on the dissension being caused among crew by one member. The whole issue brought out into the open and the man responsible was censured. Ship's Delegate to ask Captain for regular fire and boat drill. Beef registered on chipping on deck with steel hammers around the vent pipes while tank tops are open. Men called before Captain for any reason are to be accompanied by Department Delegate and Ship's Delegate, so as to have two witnesses. Steward was thanked for the wonderful job he had done during Christmas and New Year's.

BLACK EAGLE (Nat'l Cargo Carriers), Jan. 7—Chairman, T. Henkle; Secretary, F. Winters. Delegates reported all okay. Ship's Delegate reported that mail service is very poor. Motion carried to mail repair list back to States ahead of the ship. Crew cautioned to keep laundry clean as Captain may close it up.

JULESBURG (Mathiasen Tankers), Jan. 1—Chairman, Tom Clark; Secretary, Red Connor. Delegates reported standings of all members. Deck Delegate to speak to Mate about having overtime divided equally. Ship's Delegate reported \$33 in ship's fund.



COE VICTORY (Victory Carriers), Jan. 14—Chairman, Pat Fox; Secretary, Red Brady. Ship's Delegate reported that repair list had been submitted and approved. Under Good and Welfare, almost the entire crew took the deck to report on his likes and dislikes during the past trip, whether it be fellow crewmembers, officers, or the ship itself. Few crewmembers were spared some criticism, which was taken in the spirit of Union brotherhood.

LAKE GEORGE (US Petroleum), Jan. 14—Chairman, M. McCoskey; Secretary, James Weik. Delegates reported on books and permits in their departments. Suggestions made to paint foc'sles and passageways. Ship's fund stands at \$22.

BINGHAMTON VICTORY (Bull), Dec. 24—Chairman, A. Sisrunk; Secretary, E. Starns. Delegates reported on books and permits in their departments. Motion carried to assess each member \$4 toward purchase of washing machine, the remainder to be put in the ship's fund. Crew asked to fill out Welfare Plan beneficiary cards.

BALTORE (Ore Line), Jan. 7—Chairman, D. DiMaio; Secretary, F. Baker. Delegates reported no beefs; number of books and permits in their departments. Repair list made up and approved.

CHICKSAW (Waterman), Jan. 6—Chairman, J. Williams; Secretary, Jim Byrne. Crewmembers asked that a variety of vegetables be added to menu. Crewmembers with beefs not to

(Continued on Page 16)

Between Battles On SS Sea Wind

One of the SIU-contracted ships that has been kept on the go in the Far East is the SS Sea Wind, whose Seafarers have been witnessing some heavy shelling of enemy installations in Korea by United Nations forces.

On page one appears a letter of commendation for the Sea Wind crew from US Navy Captain A. F. Junker. In forwarding this letter, Captain Henry Scurr, Master of the Sea Wind, wrote:

"I wish to go on record in praise of my crew, for they worked in the freezing weather whenever called on for cargo, and the ship was commended for getting things done in a better than ordinary manner. It became necessary for the ship's crew to handle the cargo and in my case we acquitted ourselves to the entire satisfaction of the Army."

Scenes of some interesting moments during the Sea Wind's current voyage were submitted to the LOG by E. A. Boyd. They are reproduced on this page.



A stateside shot, taken in Wilmington, California, shows John Risbeck, Spud Fortado and Willard in the front row, and Chuck Allen and Ralph Groseclose bringing up the rear.



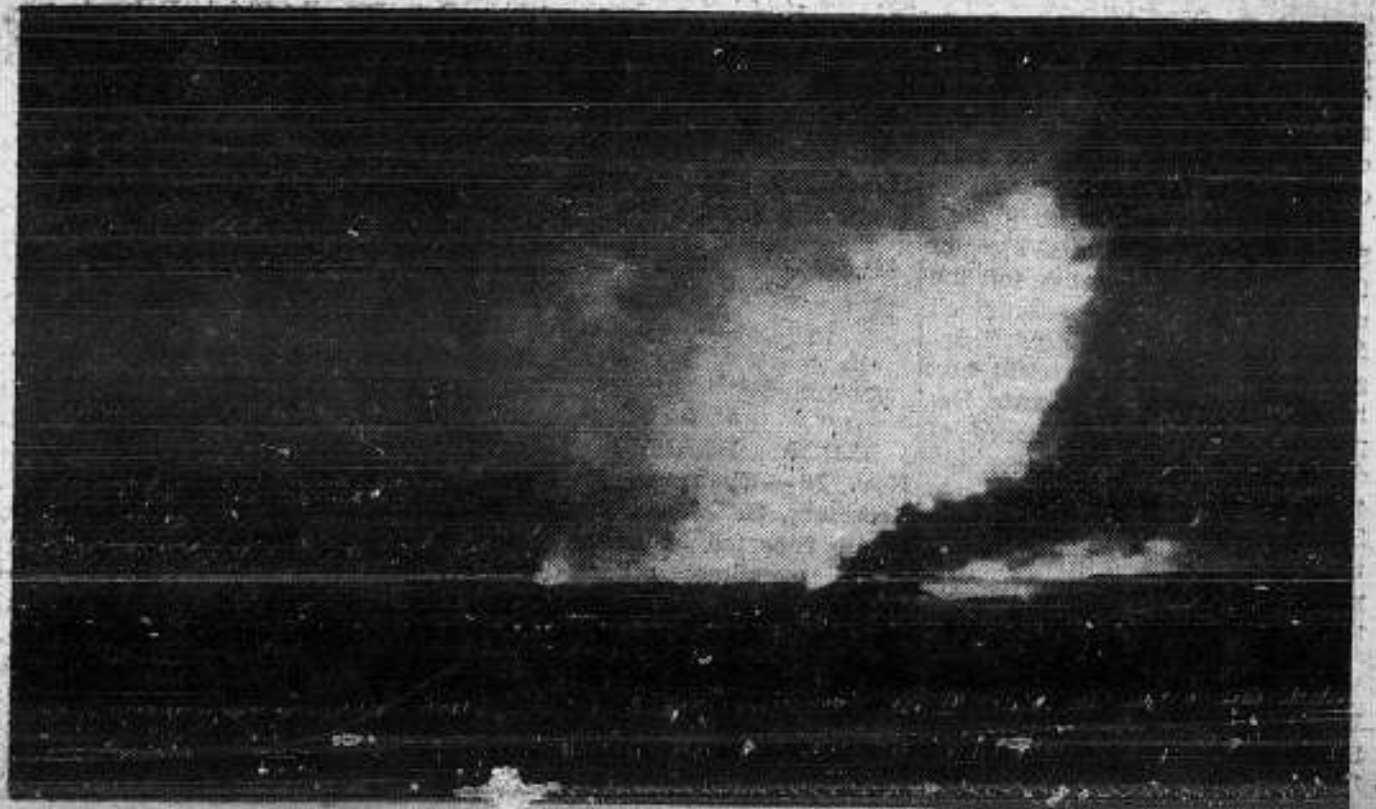
Brother Boyd, who apparently serves as the Sea Wind's society reporter, says that this photo was taken in the Seven Seas Bar, Kobe, Japan, and shows Brothers Bankhead, Allen and Risbeck and three local society girls.



There's no complaint about the galley gang aboard the SS Sea Wind, a Seatradars, Inc., ship. And most hands, Brother Boyd for one, attributes this happy state of affairs to the smoothly coordinated Stewards Department aboard the vessel. This trio, from left to right, Lory Edstrom, Second Cook; Domingo Ortiz, Third Cook, and Frank Mitchel, Chief Cook, certainly looks as though they get along with each other.



ABOVE—Shades of Rudolph Valentino! The guy with that "Burning Sands" look is old John Risbeck, rigged up to look like Sheik "Ali John" Bananas. Says Risbeck: "If Bananas can do it, so can I"—Grow a beard, he means.



RIGHT—Seafarers of the Sea Wind were in there close during the shelling of Inchon by United Nations forces on January 4. This photo was taken by Risbeck at the height of the fires that ravaged the port city and painted the skies overhead in billowing black and white smoke for miles around.

SIU Canadian District Made Great Strides In Two Years

The SIU's newly reorganized Canadian District recorded its tremendous strides of the past two years in a week-long Montreal convention, attended by 40 delegates representing more than 6,000 Canadian seamen from Halifax to Vancouver. The extent of the District's progress was summarized by Director Hal Banks, who reported at the opening session on January 15 that the membership had grown from 200 in late 1948 to 6,200 as of convention time. The delegates also heard Banks announce the signing of an agreement with the major Great Lakes shipping companies for a \$12-per-month wage increase, retroactive to November 1, 1950, for all unlicensed personnel. This achievement marked the first time in Canadian inland shipping history that such an agreement had been concluded between a union and the shipping companies.

The convention delegates, from Canada's East and West Coasts and various sections of the Great Lakes, were welcomed by Claude Jodoin, vice-president of the Trades and Labor Congress of Canada and president of the Montreal Trades and Labor Council.

Delegates To Canadian District Convention



Some of the delegates to the Canadian District Convention. Seated in front are Hal Banks, Canadian Director, and Al Bernstein, SIU International Representative.

Jodoin paid tribute to the SIU's work in reorganizing the labor picture on Canadian ships and said he hoped the SIU, in the near future, would join with the Congress to become a powerful factor in bettering conditions for all Canadian workers.

It was in 1949 that the SIU expanded its operations from Canada's West Coast to the East Coast and Lakes area in response to requests for representation from hundreds of Canadian seamen who were disgusted with communist control of the Canadian Seamen's Union. At that time, CSU commie leaders had called a "strike" to disrupt British and Canadian shipping as a means of blocking American aid from pouring into the democratic countries of the world.

Warning!

Don't miss the story by T. G. McManus, exposing the role of the commies in the CSU, on the following two pages.

Aided by the seagoing sections of the SIU, the Sailors Union of the Pacific and the Atlantic and Gulf District, the Canadian District opened its doors to the anti-communist rank and file of the CSU, and eventually routed the commies from the waterfront after a bloody and protracted battle.

Since that time, the Canadian District has grown until it now holds agreements with practically all of Canada's lake and ocean steamship companies.

Banks told the delegates that there are still many small-fleet companies — "whom nobody knows anything about" — and that the SIU planned to bring them under its banner as soon as possible.

STILL MORE

As he outlined the strides made by the membership since the District began organizing on a large scale, Banks said the Union was still "by no means satisfied. There are still some changes we want made to improve the life of the man who spends his working day at sea."

In this connection the convention adopted a resolution calling for a campaign to win a 40-hour week in all ports.

As part of its continuing fight to eliminate communists from the waterfront and remove the danger of sabotage, the Canadian convention delegates amended their constitution to exclude subversives from membership.

FULL SUPPORT

Following a discussion on international problems, the delegates threw the full support of the Canadian District behind the Canadian government and the United Nations in face of the threat posed by communist aggression.

In a resolution offered by Dick (Continued on Page 12)

Canadian Beef Is Perfect Example Of How Our International Operates

The all-out aid—physical, moral and financial—given the Canadian District by the Seafarers International Union and its component Districts was the perfect example of how the International operates once one of its Districts is involved in a beef.

When a request for help from the Canadian District was received by the Fourth Biennial Convention of the SIU, meeting in Baltimore in April, 1949, the International immediately set into motion a series of actions that finally culminated in a complete victory for the Canadian District.

First of all, the entire convention voted to advance funds to help the Canadian Brothers to wage unremitting warfare against the commies, who were seeking to tie up Canadian shipping at the behest of the communist international.

Then, because they were more personally involved than the non-seagoing Districts, the Atlantic and Gulf District, the Sailors Union of the Pacific and the Great Lake District gave additional aid in the form of advisors, organizers and financial aid. As was pointed out at the convention, Brother Seafarers were involved in a beef that would affect the very life of the

District, and they were continuing the fight against the communists that the SIU was waging on a world-wide scale.

On the international front, the SIU enlisted the aid of the AFL International Longshoremen's Association, the American Federation of Labor, the AFL Maritime Trades Department and the International Transportworkers Federation, with which the SIU is affiliated.

COMMIES EXPOSED

Through these organizations, as well as through its own publications, the SIU succeeded in exposing the complete domination of the Canadian Seamen's Union by the international communist movement. Through the ITF the International was able to put an end to the sympathy strikes that the communists had been able to call in foreign countries by falsifying the issues to the militant dockworkers.

The Canadian District, on its own, could never have fought the international conspiracy that is the communist international. But through the International, the other seafaring Districts of the SIU, and the various national and international affiliates, the Canadian District came through handsomely.

So it is now, less than two

years after it started its organizing campaign, the Canadian District is, with the exception of a handful of small companies, the only seamen's union in Canada.

It is completely autonomous, and runs its own affairs. It has paid off the debts incurred in its organizational drive and now is at peak strength organizationally, structurally and financially.

Proof Of Maturity



A&G Secretary-Treasurer Paul Hall is all smiles as he accepts a check for \$8,000 from Canadian Director Hal Banks, repaying loan made to Canadian District during 1949 organizing drive, for it was positive proof that the Canadian District was on its financial feet.

DEATH of a UNION

Five years ago the Canadian Seamen's Union had nearly 10,000 members. It held contracts on more than 300 ships sailing the Great Lakes, the salt-water coasts and the high seas. Its revenue was \$30,000 a month. On the cold, bloodstained North Atlantic the men who carried its cards had finished fighting their share of a war in which no combatant won more honor than the merchant seaman. No union's stock was ever higher.

Today the Canadian Seamen's Union has no more than 600 members. Its crews are working on barely a dozen ships. The union has been expelled from the Trades and Labor Congress of Canada and from the International Transport Workers' Federation. The respect in which it once was held by employers, governments and other unions has turned into hostility and contempt. In every way that matters to a labor union the Canadian Seamen's Union is dead.

The primary cause of its death is already known or strongly suspected by most of the people who saw it happen or have read about it. Only a handful know the details and I am one of them. Until last July I was secretary-treasurer of the union, a position second in authority only to that of the president. I was also



a member of the Canadian Communist Party which dictated—at every step and in every particular—the events which led to the union's bitter, inglorious ruin.

Obviously I could not, even if I wished to, evade my own full share of the responsibility. In every one of the series of strikes from 1946 through 1949 which culminated in the CSU's downfall I obeyed the Communist Party's direct and specific orders, both in helping to call the strikes and in helping to run them. Even though I thought the last of these strikes (called in March, 1949, at the secret request of the British Communist Party to create an artificial strike issue for the dock workers of London) was tactically insane, it wasn't because of this that I quit the party four months ago. I quit because, after nineteen years as a dedicated and well-disciplined Communist, I found I could not stomach the pro-Russian and anti-Canadian party line on Korea.

I will not pretend that the allurements and visions which first led me into the party and kept me there in the face of many doubts have altogether lost their power. Politically I am still a union man. Spiritually I am still a union man. I believe in trade unions as firmly as I have always believed in them. I believe that it is the job of trade unions to fight as hard and intelligently as they can to win the highest possible standards of living for the working man.

If I thought it would hurt the cause of unionism I would not be saying the things I shall have to say here. But it's my earnest belief that not one Canadian union man in a hundred has a clear picture of how a "Communist-dominated" union is run and I think it is vital to their own interests that union men should have such a picture.

In strict accuracy there is no such thing as a Communist-dominated union. Once it falls under Communist domination a union ceases to be a

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Throughout the Canadian beef — and after the SIU had won — the Union pointed out, quoting chapter and verse, that the Canadian Seamen's Union was thoroughly controlled and manipulated by the communist party of Canada to further the aims of the international communist movement. Here, once again, is corroborative proof that the SIU's charges were based on facts, in an article by a man who was the number-two person in the CSU and who, as a member of the communist party of Canada, carried out the dictates of the party within the CSU at all times. To the commies, McManus is a traitor but thus far his story, aside from the typical commie vituperation, has not been disproved. Nor, being true in all particulars, can it be, either by the commies or their do-gooder, "liberal" spokesmen.

union. It becomes a branch of the Communist Party. Often the party will lay down objectives for it and prescribe courses of action which are perfectly sound and valid from the point of view of the union's rank and file. But where the interests of the party and the interests of the union diverge it must be the party's interests that prevail, even though—as in the case of the Canadian Seamen's Union— this means that the union must die.

The CSU was founded in 1936 at a meeting in the Communist Party's national headquarters. At its peak 90 percent of its members were non-Communists, but most were content to leave the union's control in the hands of the Communist leaders. It was their belief that the union's objectives were honest and legitimate, as I believe they were until they conflicted with the party's objectives. When they did the union was wrecked.

I joined the Canadian Seamen's Union in 1945. Neither the union nor I had anything to do with my joining. When the war ended I was a medical sergeant in the Canadian Army. I had enlisted on the Communist Party's instructions in 1942 and as I waited for my discharge in Montreal I took it for granted that my next job—like every other job I'd held for nearly fifteen years—would be on assignment from the party. (Now it's called the Labour-Progressive Party, but the old name is the only accurate one.)

When my discharge came through I reported to the party's Montreal headquarters. Fred Rose, the federal member of parliament who was later to go to jail as a leader of the Communist spy ring, instructed me to go to national headquarters in Toronto and gave me transportation and expense money.

In Toronto I reported to Sam Carr, then the party's national organizing secretary, now also serving a prison term for conspiring to forge a passport for a Russian agent. Carr told me the Political Bureau, the party's eleven-man inner cabinet, had already decided my future. A few members of the bureau had suggested that I return to political work in Saskatchewan where before the war I had been the provincial leader and had served as an alderman in Regina. The P.B. finally ruled that I'd be more useful in trade union work.

I ran an election campaign for Buck and then Carr sent me to Ottawa where I saw Pat Sullivan, then president of the Canadian Seamen's Union and secretary of the Trades and Labour Congress. Sullivan, who broke with the party three years ago, was then a member and had been instructed to give me a job.

I worked for a few months on the Montreal docks as a patrolman, equivalent in a shore-side union to a union steward. I worked hard both for the party and for the union. I was appointed a delegate to the 1946 convention of the union in Montreal.

This meeting followed the exact pattern of

every CSU meeting I have attended. Since the CSU was founded by the party and has been a party captive throughout its career I believe it's safe to assume the CSU has never held a meeting that followed any other pattern.

Officially, the officers for the next year were elected at a meeting of some eighty CSU delegates and officials. Actually they were appointed at a party caucus held the night before. The only CSU members who attended this preliminary meeting were the eighteen or twenty union delegates and officials who were members of the Communist Party. The meeting was run by J. B. Salsberg, a well known Ontario Communist politician who is a member of the party's Political Bureau and its trade union director.

Salsberg went over the slate of officers in the CSU, commenting on the work of each man. Then with the offhand assurance of a baseball manager naming his starting line-up he announced the new slate.

"Sullivan will continue in office as president," he said. "Davis (Harry Davis, now CSU president and the man who eighteen months ago dealt the CSU its coup de grace) will be first vice-president. Cyril Lenton will be treasurer. Gerry McManus will be secretary."

All we keymen, of course, were party members. A few members of the CSU executive—men like Theodore Roy and Eddie Reid—who were



not party members but who had not opposed the party in the CSU, were approved by Salsberg for re-election.

The next day, although we were outnumbered nearly four to one by the non-Communist delegates, those who had attended the party caucus got Salsberg's slate through the CSU convention without a casualty. Salsberg naturally didn't attend the meeting for he is not and never has been a member of the CSU.

At the next convention—or rather at the party caucus Salsberg called the night before the convention — I was "elected" secretary-treasurer. From then until July of this year I shared with Harry Davis the job of running the CSU to Salsberg's and the party's satisfactions.

In each of the three years from 1946 through 1948 the CSU went on strike. I don't propose to go into the issues or the details. It's not that I wish to hide anything. I simply think the position laid down for the union by the party in each of those strikes was a good position—a fair and reasonable position for a trade union to follow.

by **T.G. McManus**
former Secy.-Treas.,
Canadian Seamen's Union

Former Communist official of CSU reveals
the complete control exercised over the
CSU by the Communist Party of Canada
on behalf of International Communism

Contrary to general belief it was not at the party's instigation that a wave of violence and lawlessness accompanied the 1948 strike on the Great Lakes. Even now—with the advantage of the second guess and freed of the blinding necessity of telling myself over and over again that the "party is always right"—I cannot remember that the party asked me to do anything which a conscientious trade union leader would not have done.

I see now that the 1948 strike was a tactical mistake. It played straight into the hands of Pat Sullivan, who had quit the party and the CSU to form the rival Canadian Lake Seamen's Union. It strengthened the hand of the large shipowners who had invited the strike by locking out CSU crews. And, although the union still had so much support in the trade union movement that Frank Hall suffered a total defeat in his first attempt to have it read out of the Trades and Labour Congress, even the most easy-going non-Communist labour leaders were beginning to wonder if we weren't getting "strike-happy."

BRUISED BUT NOT BEATEN

All these points could be argued interminably. The reason I'd rather not argue them here is that I want to make this a statement not of opinion but of fact. The fact is that the party ordered and ran the strike. As secretary-treasurer I reported daily to Joe Salsberg on the progress of the strike and took my orders from him. In the early stages of the strike I moved my headquarters from Montreal to Toronto so that I could be in constant personal contact with Salsberg.

The CSU came out of that 1948 strike badly bruised but by no means beaten. It was the 1949 strike which sealed its doom—completed the dispersal of most of its members to the Seafarers International Union and brought the CSU's expulsion from the Trades and Labour Congress.

I want to tell what I know about this strike in some detail for it was the first strike in which even I—still a staunch toe-the-party-liner—had difficulty in persuading myself that the party had the nation's interests at heart.

In the fall of 1948 we began negotiating for a new contract with the shipping companies that control Canada's deep-sea merchant fleet. A three-man conciliation board brought down a report in April, 1949. The report suggested concessions on both sides. I personally considered it as good a settlement as we could reasonably hope to get in the prevailing atmosphere. I was in favour of accepting its basic recommendations on wages and working conditions and trying to bargain further on a question involving union hiring halls.

Davis, the president, was in England when the conciliation board brought down its report. I called a meeting of the executive in Montreal and wired Davis to come back right away. The meeting followed the customary blue-print. Joe Salsberg didn't attend the CSU sessions but he took a room in the hotel in which they were being held. The night before the CSU executive met the Communist executive members reported to Salsberg's room.

TO STRIKE THE WORLD!

For once Salsberg wasn't prepared to lay down a final directive. That wasn't altogether surprising. Deep-sea sailing is an international activity. A deep-sea strike by the CSU would have ramifications in many countries outside Canada. The Canadian party wasn't anxious to take a stand without having the views of the party in other parts of the world. It was to get those views that Harry Davis left Canada. Salsberg told us to go ahead with the union meeting as scheduled



but not to allow any decision to be made until Davis returned.

We were in session when Davis arrived. He was jubilant. He had attended two major meetings in Europe—one a meeting of the executive members of the Communist-controlled World Federation of Trade Unions; the other a special meeting of the dock workers' faction of the British Communist Party. He had been assured that if we struck we would get fighting support in virtually every deep-sea port in Europe.

"We can strike the world!" Davis said exultantly.

I got up. "Wait a minute," I said. "What about Canada? If we strike again I don't think we'll get support from any important section of the Canadian trade union movement." Without the support of Canadian labour I felt any support we might get in foreign ports would be meaningless.

We adjourned and took our disagreement to Joe Salsberg. Salsberg asked Tim Buck to come down from Toronto. The next day the Communist members of the CSU executive dumped the question in the lap of the party's top man.

I was still holding out for peace. Davis was very persuasive. He repeated his assurances of support from the party and from party unions all over the world. He said he found in Britain not merely support for a strike but an urgent demand for a strike. Even since the Labour Party had come to power in Britain, Davis reminded us, British labour had lacked "militant leadership"—in simpler terms, the British Communist Party had difficulty in promoting strikes on domestic issues. A strike on the waterfronts of Great Britain might arouse the whole British trade union movement. Davis made it clear that the cost to Canadian seamen was irrelevant in the eyes of the British Communist Party.

Buck finally ordered a saw-off. The Canadian National Steamships' Lady Rodney and Lady Nelson were in or bound for Halifax. Buck told us to tie up those two ships, and those two ships only, as a sign to the Government (their owner) that we meant business.

Davis ordered the ships struck and at the same time wrote a letter in the union's name flatly rejecting the conciliation board's report. This was farther than the party had authorized him to go and Buck and Salsberg were plainly worried. They were afraid a strike would hurt the party's position in Canada and they were afraid if there was no strike it would hurt the Canadian party's position abroad. They ordered Davis to go to Ottawa and try to work for a settlement with Arthur McNamara, deputy minister of labour, and Percy Bengough, president of the Trades and Labour Congress. I went with him.

On the chief issue of hiring halls we began making progress. We worked out a complicated formula that looked satisfactory. Some features of the formula required government assent. McNamara, an able negotiator who will try to work with anybody if he thinks it's in the public interest, agreed to lay it before his superiors. When

he came back his face was grave. "It's too late, boys," he said. "The owners have just signed with the Seafarers International Union."

We broke up. Davis was beside himself with elation. "I told you there had to be a strike," he said. "The strike is on!"

Davis telephoned the Ottawa Press Gallery and announced the CSU was striking. Then he telephoned CSU representatives at the Canadian ports and ordered them to call all men out. He wired the men he had met at the Paris meeting of the World Federation. He had already appointed his brother, Jack Pope (the family's real name is Popovich), a member of the British CP, as a walking delegate for the CSU in London. He wired Pope to report the situation to the London dock workers.

What happened from then on is a matter of public record. When the CPR ships Beaverbrae and Agramont arrived in London, Pope called the crews out. True to its promise to Davis the dockers' faction of the British CP induced thousands of British dock workers—both Communists and non-Communists—to go on strike as a demonstration against the "black" ships from Canada. Strikes and disorders flared briefly but violently across half the world.

Davis's star soared. He had called the strike without even going through the empty formality of consulting the union executive or asking for a vote from the members. He had not even waited for an official go-ahead. This could have been an unforgivable offense. In fact it became a triumph when the official journal of the Cominform and bible of Canadian Communists, Democracy and Lasting Peace, applauded the strike as an example of "international working-class solidarity." But that strike broke the CSU.

Today the CSU stands ruined and repudiated in the eyes of everyone except the party. And even the party knows the CSU is dead. But the party does not mourn its corpses.

Labour has made a start in the fight against Communism. But it's only a start. At the level where it really counts, down in the locals, the party is still strong.

During my last few months as a party member one of my assignments was to get signatures for the Stockholm Peace Petition demanding the banning of the atom bomb. One of the locals I worked on is affiliated with the international railway brotherhoods who have spearheaded the fight to kick the Reds out of labour. This local has more than 150 members but not more than eight card-holding Communists. I called in two of the Communist members, gave them copies of the petition and told them the party wanted a 100 percent response. That's exactly what they got. This, remember, was in a union whose top leaders are implacable anti-Communists.

Within that union Communism was receiving direct and powerful aid from many members who are not Communists but who are still listening to their Communist stewards. That's what I mean when I say that labour's ultimate fight against Communism—the fight in the union locals—is still to be won.

CSU Long Exploited By Reds

Canadian Seamen Wanted Trade Union, Not Political Yoke

The organizing drive launched by the SIU's Canadian District in response to the hundreds of requests for representation from disgusted anti-communist members of the Canadian Seamen's Union smashed the dreams of the communist international for control of a vital portion of the North American waterfront.

The SIU's fight against communist domination of Canadian seamen had its beginning in 1944, when the CSU, which had been granted an SIU charter in 1939, was expelled from the international. The expulsion took place at the 1944 biennial convention in New Orleans, after the CSU leaders refused to repudiate their communist leanings.

A year later the SIU's Canadian District was reformed with its nucleus in the British Columbia Seamen's Union. Headquarters were established in Vancouver. However, an East Coast Branch was maintained in Montreal.

CP CAME FIRST

Following their expulsion from the SIU, leaders of the Canadian Seamen's Union proceeded to carry out the communist line of making the union serve the political ambitions of the party. Trade union objectives were made secondary to the party's political purposes. CSU leaders fomented a series of disruptive maneuvers calculated to weaken the role of Canadian shipping, and finally all maritime activity, to further the interests of the world communist program.

During this period, Canadian seamen on the East Coast began to show evidence of growing dissatisfaction with their leadership, although they were unable to develop a strong opposition within the union.

The seeds of disgust burst, however, in March of 1949, when the CSU leaders' disregard of their membership's welfare reached a highpoint. At that time, the CSU communist puppets—in line with the party's program of creating chaos and confusion within the democracies—induced the union membership to reject an arbitration award to which the CSU representative on the arbitration board had previously agreed. They falsely reported that the award constituted a wage cut.

WANTED CONFUSION

Rejection of the board's award indicated clearly that the CSU leaders were not interested in arriving at an agreement which would ensure the trade union objectives of their membership, but were anxious to do the communist international's bidding by plunging Canadian east coast ports into confusion.

agreements in behalf of the Canadian seamen. This was what the seamen of Canada had been waiting for and they flocked to the banner of the SIU. Startled leaders of the CSU then called a "strike" — without consulting their membership. They invoked the aid of communist elements in British ports in an effort to provoke a general stoppage. After a few wildcat actions by communist-led groups, the move in Britain failed and the CSU's "strike" finally collapsed.

CONDEMNED BY ITF

The powerful International Transport Workers Federation, world organization of anti-communist maritime, transportation and allied workers, condemned the CSU action as purely a communist-conceived political maneuver. Subsequently, the Canadian Trades and Labor Congress suspended, then expelled, the CSU for adhering to the communist party line.

Repudiated by its own membership, the Canadian trade union movement and responsible labor organizations abroad, the CSU collapsed. Crew after crew of the Canadian fleet came into the SIU's Canadian District, which immediately began providing the genuine trade union representation which the men had been deprived of for so long.

The SIU began reaching into the unorganized sections of the Canadian shipping industry and laid out a continuing program of organizing which has resulted in agreements with all of the major Canadian deepsea and lakes operators.

After The Brawl Was Over



Seeing their membership slipping away from them and joining the SIU in droves, the commie CSU leaders resorted to their principal weapon—goon squads. But the Canadian Seafarers, both the old and the new, were not to be intimidated. Above is the crew of Canadian Steamship Lines Lady Rodney after the men had repelled a raid by the commie musclemen.

Tremendous Strides Made By SIU Canadian District

(Continued from Page 9)

Deeley, resolutions committee chairman of Vancouver, and adopted unanimously by the delegates, the convention went on record to sail SIU-contracted ships anywhere to support the cause of peace and the UN.

The solid position now held by the Canadian District was

amplified by a report to the delegates by the Committee on Finances. The report said that the District was now operating on "an unusually sound financial footing."

In the course of the five-day meeting, the delegates heard addresses from a large number of prominent Canadian trade unionists, including Frank Hall,

vice-president of the Brotherhood of Railway and Steamship Clerks and negotiating chairman of the 15 international railway brotherhoods.

The SIU's Atlantic and Gulf District was represented by Al Bernstein, International Representative. The A&G representative assured the Canadian District of its continuing support, and congratulated the delegates on the notable progress of the Union in the past two years.

SIU COOPERATION

He also outlined the current activities of the A&G District, and urged Canadian Seafarers to make better use of the facilities available to them in SIU Halls in the United States.

He said it is essential that the men of both Districts get to know each other better, in order to work out their common problems.

"There is no reason why Canadian seamen cannot some day have the same kind of contracts that their American Brothers enjoy," he said.

Another speaker was Joseph Godson, labor attache of the United States Embassy at Ottawa. He congratulated the delegates for their "positive stand against communism."

The convention delegates were elected by district-wide referendum balloting. Observers noted that this was in sharp contrast to the way the communist

Commies Get Their Minds Changed



Sherwood Crew Relaxes In Style



Crewmembers of the SS Robin Sherwood like a good steak, of course, but they also appreciate a fine seafood dinner, especially when they make the catch themselves. This group is cleaning and preparing fish in an improvised galley aft. The lads are Brothers Kirkpatrick, Jones, Mills, Ed Polise, George Gable, Bob Zulauf and Tom Tooma.



Just to prove they meant what they were doing, the Sherwood men submitted this shot of a superb fish dinner being put away in typical style. The diners are Polise, Tooma, Johnny Trust, Zulauf, Jim Golder, Kirkpatrick and Jones. Golder (third from left, back to camera) took all photos but this one and two at left below, which were taken by Meyer Black.



Right behind fishing as one of the Sherwood's pastimes comes softball. Plenty of opposition pops up for the squad whenever the Sherwood hits South African ports, but not enough to give the boys a hard time. In fact, here's part of the team in the midst of a little celebration at Mombasa's Regal Hotel. The boys just finished racking up a 15-2 win over a local opponent.



They'll look at them, but that's as close as the Sherwood men care to come to snakes. Meyer Black says he kept his distance when taking this shot at Port Elizabeth snake farm. Black also took photo at left.



Not exactly in sequence, but worthy of exhibition, is this view of the fish fry in the pre-eating stage. The trio standing watch over the frying vittles are Jones, 4th Engineer, Tom Tooma, Steward, and Ed Polise, Oiler. The fry lasted from 10 PM to midnight, Golder reports.



Bringing in the New Year at sea is not the rousing celebration that it is ashore. Being far out at sea during the holiday season is one of the tougher aspects of shipping, but Seafarers, like all good seamen, take the occasions in stride. And the crew of the Robin Sherwood is no exception, as the photo at right bears out.

These men spent their New Year's by participating in a singing session in the No. 4 hatch. While it was nothing to write home about, they all agreed, it was at least worth a picture for the LOG, just in case any of the home folks have strange notions about seaman's revelry. The singers are identified as Frenchy, Edmondson, Bloom, Mills, Gable, Brown, two unidentified Brothers, Reed and another unidentified crewman.



THE MEMBERSHIP SPEAKS



Performers Seen As 'Stones Around Necks Of Shipmates'

To the Editor:

A few issues back of the SEAFARERS LOG had a letter on the subject of performers aboard ship.

The type of performer that gives me a pain is the Brother who at ship's meetings will get up and give a big spiel about the duties of a Union Brother during the voyage who at the first port of call turns out to be the biggest offender.

Then there's the guy who thinks Union rules were made too stiff because they interfere with his personal pleasures when it's time to obey them. And the guys who stagger back aboard ship and mess up the crew's messroom, leaving it as a pigsty.

PERSONAL PACTS

There's also the type that tries to make a contract with the officers that entirely contradicts the original contract of the Union, and calls you an SOB because you stop this kind of action.

And the guys who don't mind spending fifty dollars on some haybag, but cry like hell when they have to pay dues. Too, there's the guy who misses three or four watches and screams that he is being framed when a fine is slapped on him for such performances.

No one expects a Union Brother to be perfect. We all have habits and faults that annoy other people, but we can try to control them by a bit of self-discipline.

The Brothers who promise faithfully at a ship's meeting to back up their delegates, but who are the first ones to haul ashore

upon arrival in port, leaving the delegates to hold the sack are also of the kind I am referring to.

You also run into guys who call an Engineer a no-good SOB because he won't let them work night and day. Trying to explain to these birds that overtime is a safeguard against exploiting them beyond eight hours a day is just a waste of breath.

Then there's the type that bitches but hasn't the nerve to get up at a Union meeting and explain to the members the reasons for such noise and who go back to playing the same old record when the meeting is over.

RECALLS OLD DAYS

Sometimes I wish it were possible to turn back the clock and give these performers a taste of conditions that existed aboard ship 20 years ago. Any Union Brother who went through the mill in this seafaring game appreciates conditions he enjoys today. If he doesn't, then he's a damn fool in my opinion.

My advice to these types of Brothers is that you don't open your mouth unless you intend to go all the way in backing up what you say. Remember your Union book is your badge of solidarity toward your Union Brothers.

Every man must do his share in carrying out the rules of the contract. Failing to do so, you become a stone around the neck of your shipmates. I've often wondered how long these men would last in a shoreside job.

Respect for your Union book is respect for yourself and to all your Union Brothers, who are part of this organized body.

Joseph S. Buckley

Fireman Asks Who Cleans Fuel Oil Suction Strainer

To the Editor:

I was FOW aboard the SS Fairport, which paid off in New York on January 4 of this year, after completing a complete roundtrip. As a result of an experience while on the ship, I think it would be very helpful to all hands if a clarification involving overtime work were to be made. Here's what happened:

The First Assistant Engineer instructed me to clean the fuel oil suction strainer located in the engine room. In order to clear up in my mind whether this job was overtime or not, I went to the Union Hall upon arrival in port for an interpretation. I was given to understand that it was good overtime.

When the voyage ended I turned over my disputed overtime to the boarding Patrolman as I had served as Engine Delegate on the trip. The Patrolman told me that the job in question

was done in the engine room. Wipers clean these strainers.

I think a clarification of this matter—as to whether an FWT or a Wiper is to clean the particular strainer—would help avoid confusion. This is not a gripe, it's just that I would like to know who is supposed to do the job.

Van Whitney

(Ed. note: Cleaning of the fuel oil suction strainers is the Fireman's job and he may be required to do so without the payment of overtime.)

Notice To Crews

No SIU Crew is to pay off any ship until the crew's quarters and equipment are as clean as any Seafarer likes to find a ship when he first goes aboard. Patrolmen have been instructed that the crew's quarters must be absolutely clean before a nav-

Leisure Moments On The Stony Creek



These lads, now in the fifth month of shuttling between the Persian Gulf and Southern France, find coffee time relaxing. The trip is going as smooth as could be expected, the Delegates report.



Jimmy Wajicostas, Stony Creek Chief Cook, appears satisfied with shark he caught in Kuwait. In background are Walter Stevens, Ship's Delegate, and John Spirtonus, Purser.

Crewmember Says Length Of Stay On Ship Doesn't Affect His Staunch Union Spirit

To the Editor:

I have been reading many articles in the LOG about homesteaders. I am not a company stiff nor will I ever be one.

I have been on the SS Del Monte for 18 months and the only reason why I am still aboard is that I am trying to pay off a \$9,000 debt on my home.

I don't think that I should be called a homesteader. There are lots of guys who only make one trip who are not a credit to the Union. My dad always told me

that if you're going to be a ditchdigger, or whatever you set out to be, make sure you're a damned good one.

I chose to be a seaman and an SIU member and I want to be a damned good one. I believe so strongly in our Union that I rate it above any other consideration.

When the time comes that I can no more act as a member of this wonderful organization then I'll turn my book in. This is the way I feel and if any of the Brothers think I'm wrong I wish they'd set me straight.

I have never been logged and I have never had charges preferred against me in the Union or anywhere else.

I don't like staying on one ship for any extended length of time. The only thing that keeps me here is the \$9,000 debt.

I worked for my book as an organizer and I'm proud of my past record. It's not a case of homesteading. I have stated this strongly because I want to impress my feeling upon my Brothers.

If I'm wrong, I want to be set straight. I don't want anyone to give me anything that I haven't worked for or earned. I'd like to hear from the Brothers on this.

As for the ship itself, it sure is a good feeder. Our Steward, Scotty, is swell. We also have a darned good Stewards' Depart-

ment and with their assistance Scotty has put out good and tasty food. I am getting so fat since Scotty became our Steward that I'll soon have to go on a diet or begin exercising. Guess I'll sign off here.

Ernest C. de Boutte

Buleca Singing 'No Union Blues'

To the Editor:

Just dropping a line to the LOG to let some of my ex-shipmates know that I'm still around and plugging away the days in the Army and hoping that it won't be very long until I'm back on a ship.

It sure is a big difference when you haven't got a union behind you as you have aboard ship. You never realize how well you've had it aboard ship until you're away from it.

I hope the men will stand up for it and fight for it so that some of us in here can enjoy the agreement again when we get out.

I wish that you'd publish this letter so some of my buddies will know where I'm at.

Pvt. Charles Buleca,
US-51020776
Battery C, 44th F. A. B'n.,
4th Division
Fort Benning, Ga.

Magazine Carried Yarn Of CS Fight On Union Drive

To the Editor:

The LOG readers may be interested in an article about the Cities Service fight against the SIU's organizing campaign which appears in the December, 1950 issue of Fortune magazine.

Entitled "Cities Service Big Mistake" (pp. 48-52, Labor News section) the article is definitely unsympathetic to Cities Service. The company, says Fortune, used every trick in the book, but couldn't keep out the union.

OUT-OF-DATE RELATIONS

Summarizing the testimony of Paul Hall before the Senate subcommittee, Fortune concludes that the company had been "generally conducting itself according to a pattern that was elsewhere obsolete in American labor relations."

After describing all of the company tricks and stalling as described in the hearings, Fortune concluded that "the two days of testimony comprised just

Good Faith Is The Yardstick

All letters submitted to the SEAFARERS LOG for publication must be signed by the author, and show his Book number, although names will be withheld upon request. The letters pages of the LOG are open to all—non-members as well as members. However, communications are occasionally received from persons claiming to be members of the Union but whose names do not

Tugboat Operator Plugs MAW Crews In Business Ads

To the Editor:

Attached is a clipping from the New Orleans Item of January 9, 1950 in regard to the Crescent Towing and Salvage Company here in New Orleans. The company is one of those under contract to the Marine Allied Workers.

Crescent operates six tugs in New Orleans and they are the best-equipped of any tug outfit here for the handling of river work. The SIU started to organize this company in 1945 and finally signed a contract in 1948.

CONTRACT TOPS

Since then we have had the best of relations and receive higher wages and better working conditions than prevail anywhere else on vessels doing harbor work here.

I am sending this clipping as it mentions the tugboat William S. Smith, the largest tug on the river, which is the newest addition to the Crescent fleet.

I would like to point out the last paragraph of the clipping, which was used by the company as an advertisement. The last sentence says:

"As is the case with other tugs in the fleet, (the William Smith) is fully insured and manned at all times by competent and capable crews."

Thomas Doyle, Rep.
Marine Allied Workers

Reporters Wanted

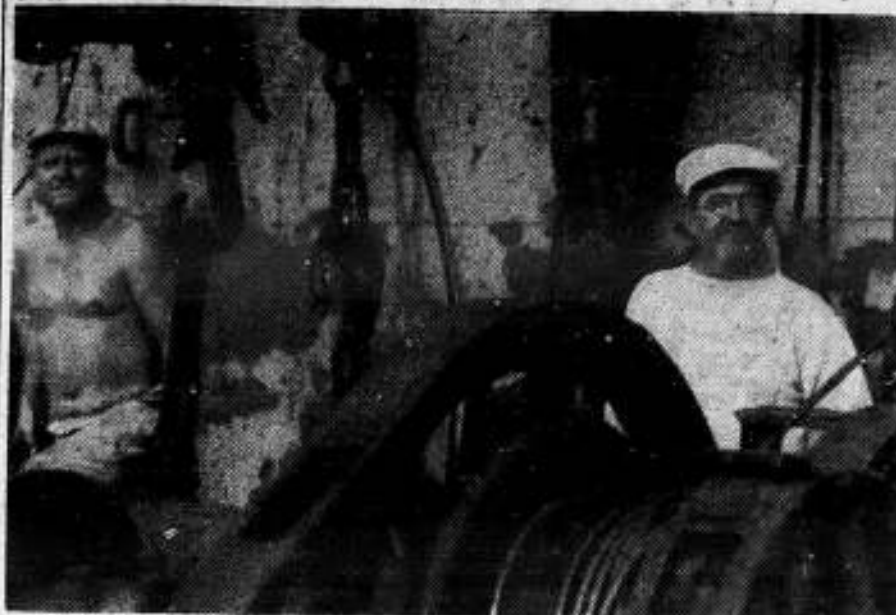
What happens to Seafarers while taking the ships to the far flung ports of the world makes interesting reading to the rest of the membership.

You don't have to be a Jack London to knock out the details of the experience. Just give us the facts and we'll do the rest.

Pictures, too make a story more interesting. If you, or a fellow crewmember, are lucky enough to have a camera along — send your snapshots to the LOG. We'll take care of the developing and printing and the returning of the negatives and prints to you.

Send your bits of news and snaps to: SEAFARERS LOG, 51 Beaver Street, New York, N. Y.

Sailing In Korean Waters



This photo is a reminder to Carl Lawson (left) and Jimmie Sheehan of their participation in the invasion of Inchon last fall. They're working cargo on deck of the SS Frederick Collins.

Innerspring Mats Best Deal For Crews And Shipowners

To the Editor:

I would deeply appreciate it if you would allow me space in the LOG to express the all-around importance of having innerspring mattresses aboard our ships.

We have and always will strive for constructive adjustments and improvements. I feel that by having innerspring mattresses aboard all of our vessels, we the membership gain more satisfactory rest and feel better able to do the work we have to perform.

THEY'RE SOLD

Cities Service, Waterman, Mississippi and several other companies on whose ships I have been aboard apparently are under the same impression for they carry this kind of mattress on their vessels.

Not only do we gain from having these modern mattresses but the companies that have put them aboard their ships will find that their expenses are about cut in half. With the old type mattresses there has to be about four of them a year, while it has been proven that an innerspring type will last approximately one and a half years. Aside from this, the transportation bill is cut a staggering degree.

MUTUALLY BENEFICIAL

I don't want to sound like a seagoing salesman but facts are facts. Both the companies and

the membership gain by having these mattresses on the ships. If and when it is entered into our agreement that these innerspring mattresses are part of a ship's gear, I say it should be mentioned that if a mattress is willfully destroyed, the offender should be made to pay for it at the price the company paid. After all, \$26 for a mattress for about a year and a half is darned cheap. It costs more for the others considering the waste of time bending the port Steward's ear, etc.

I should also like to mention here that there is a bedspring on the market that is rust-proof. These springs would be of great help in preserving the mattresses.

Rocky Milton

Galveston Hospitalized Thank Xmas Givers

To the Editor:

The following is a letter which appeared in a recent issue of a Galveston paper. Would you kindly publish it in the LOG:

"There is only one way the seamen and other patients in the Galveston Marine Hospital can show their heartfelt thanks and appreciation for the slippers and other gifts presented to us by Mrs. Alice Knowlton and her gracious friends. That is to wish them all God's blessing and a Merry Christmas.

Jack Synnott"

Seattle POE Pass System Smacks Of Snafu, Crew Says

To the Editor:

We, the crew and officers aboard the Bessemer Victory, Port of Embarkation, Seattle, Wash., have just seen and been under one of the Gestapo systems being used in this port.

When you enter you are issued a pass, which you must have at all times. Should the Bosun have any work to do over the side such as ship stores, painting draft numbers, putting on rat guards, you must have your pass, also a guard with you at all times.

Then to top that off, when you go ashore you must have a guard to take you safely to the gate, which is only done every hour on the hour. When you come back to the gate, should you arrive five minutes after the hour, you have the pleasure of waiting 55 minutes in the beautiful waiting room under an armed guard.

We had occasion to call for our Agent, Brother Oates, to come down to the ship for the purpose of checking our stores and sloop chest. Brother Oates was stopped at the gate and instructed to make application for a pass to enter the yard. He was then told that this application would be sent to Washington, D.C., for approval and should it be approved they would have it ready within 10 or 15 days.

Now, we the crew of this vessel, wouldn't resent this system if it was applicable to every one in this yard, but the civilian personnel such as your MSTs seamen, and the longshoremen, warehousemen and women do not have passes or guards. They can come and go at will. Now Brothers, it looks to me like the MSTs resents union men for sailing union ships with army cargo into the war zone, although we sailed plenty of tons last war and so far I have never heard any complaints.

A short time ago Brother Oates, our Agent, was called by MSTs for 50 ABs to sail MSTs ships. Brother Oates told them he would gladly furnish them with 300 if they agreed to our union working agreement and War Bonus and Insurance plan. He was told they would let him know. But the next day there

was an ad in the Seattle paper for three hundred seamen for MSTs. It was told later that men who were applying for unemployment insurance were being sent to MSTs for a job and that they had better take same. So Brothers, this is the good old American Story.

Bill Hendershot, Bosun
and Entire Crew

Gets A Fair Shake, So He Speaks Highly Of West Coast Spot

To the Editor:

Every once in awhile I read in the LOG where some Brother writes about some place—bar, hotel, club, etc.—that gives seamen a fair shake. So I'd like to recommend very highly the Editorial Bar in Frisco. Everyone should know where it is, even if they have not been there before—it's located at 85 Third Street, which is where we had our old Frisco Hall.

The place is owned by a swell couple, Plato and his wife, Edith. They are fair and square with seamen, and realize the troubles a man might have after spending some time on the beach. They don't allow any rough or funny stuff in their place, and have chased all the B-girls out of the joint. There is no chance of getting clipped there.

I was out on the coast for about six months, and was in their place quite often, and I talk from experience.

Joseph (Mickey) McFaul

Xmas Gift, Hospital Service Please Pilutis

To the Editor:

Just a few lines to let you know that I wish to thank the membership for the ten bucks I received at Christmas. I also wish to let the Brothers know of the wonderful service here in the Baltimore Marine Hospital.

As I expect to be here for a while I would like to hear from the following Brothers: Eugene Ceccato, Robert Sojka, Francis (Red) Wonsor and Steve Massaros.

Joseph Pilutis
US Marine Hospital
Baltimore, Md.

Club Hailed As Welcome Refuge For Coral Sea Crewmen In Korea

To the Editor:

This story of what to do and where to go for some relaxation while in the God-forsaken hole of open sewerage and pestilence called Korea will never make my good friend "Fore 'N Aft" Johnnie Arabasz turn green with envy, but it will give the membership the facts as I have seen them.

This old rustbucket, the Coral Sea, under the command of that well-liked son of Mobile, Captain "Red" Tolan, left New York on August 25, 1950 and has been bouncing around ever since. On this extended trip, we are trying to stretch what supplies we had aboard and what we could get, so that we won't look like the skeleton in the family closet. Two eggs per day are what we are now serving and very soon we will be eating those oh-so-delicious powdered eggs. We have a supply of fresh meat for

a week, so we start on a canned meat diet.

The Coral Sea has been in Pusan for over a month and many ships have come and gone. Most of them, by far, have been SIU-contracted ships. We meet many of the Union Brothers from time to time.

The one and only sure place where a seaman can run across his own kind in this port is at the SOS — Seamen's Overseas Service — club house, presided over by the genial Edward Bartham.

Many of you guys will remember Ed from when he was connected with the doghouse down on South Street, or as it is called in polite society, the Seamen's Church Institute. He knows the practical side of seamen's life from his old tugboat days, at which time he was on several large salvage jobs.

The SOS is doing a wonderful

job, not only for us seamen, but in this so-called "police-action" for the many thousands of refugees fleeing from the North Korean commies. Food, medical care and lodging were given to these people cheerfully, without charge.

When the US Army first entered Korea, the SOS set up a 24-hour food service for the officers and men, without discrimination as to rank, religion or race, an estimated 4,500 meals a day. All of this service was without charge. Remember also, the Seamen's Overseas Service was the only seamen's organization in Korea and it stood intact in the present crisis.

Other facilities for relaxing supplied by this organization for the use of merchant seamen are free books and magazines, stamps and letters mailed without cost. There's a PX where local merchandise and souvenirs can be purchased at reasonable prices,

and a lunch room where sandwiches and coffee may be had. In normal times, meals are served, too.

Free games are supplied for the boys but the most popular one requires a nominal fee. It is known by many names in many climes but no one should fail to understand that good old American term "bending the elbow."

Among the Brothers we joined in this pastime were Mike Reed, Red Kirk, Van Dyke, and the boys from Philadelphia: Red Whidden, "Mac" McCuiston (the Deck Engineer who refuses to grow old), Marty, Gus Thobe (there's a cook) and many others from the Gulf, East and West Coasts who we know by such nicknames as Blackie, Whitey, Chuck, Shorty, Blondie, Slim, Chico and so forth.

It's been as tough as some of the steaks the boys tell me I

serve at times (course they're only fooling) to get a copy of the LOG any oftener than once in two or three months around these waters. The way our ships have been pulling into Pusan 100 copies per issue would be about right. If these are sent to Edward Bartham, APO 59, c/o Postmaster, San Francisco, Calif., he informs me he will be glad to issue these copies to the membership. I know from personal experience that Eddie better stand behind a counter when he does issue them or he'll be trampled in the rush.

Sitting across from me as I bring this to a close is our Ship's Delegate and Bosun, the one and only Hon. John (Bananas) Zeireis, tall-tale spinner supreme, muttering through his "no-tie necessary" beard. "Yuh, John raised another one, only this time it's white."

George Dunn
Steward, SS Coral Sea

Digested Minutes Of SIU Ship Meetings

(Continued from Page 7)

take them topside but to report them to Delegates. Majority of crewmembers voted against the purchase of a radio for the recreation room. Secretary reported that crew and officers have worked together to make the ship one of the finest he has ever been aboard.

ALCOA CORSAIR (Alcoa), Jan. 1 — Chairman, A. Landry; Secretary, P. Ehanblers. Delegates reported all okay. Motion carried to take money from ship's fund for renting new movies. Discussion on overtime being disputed by company.

ANGELINA (Bull), Dec. 5 — Chairman, W. Lopshas; Secretary, Richard Katz. Delegates reported no beefs. Vote of thanks given the Stewards Department for fine holiday food.

STEEL WORKER (Isthmian), Dec. 27 — Chairman, E. Anderson; Secretary, A. Gasper. Delegates reported number of books and permits in departments. Crew thanked the Seamen's Church Institute for Christmas packages received. Letter to be sent to the Hall concerning the dirty water on board.

ROSARIO (Bull), Jan. 8 — Chairman, Joe Merkel; Secretary, Nick Urdoljak. Delegates reported no beefs. San Juan representative to report to Headquarters the name of the man who missed the ship. Discussion of shipping rules and Welfare Plan.

ALCOA PILGRIM (Alcoa), Jan. 4 — Chairman, Henry Bishop; Secretary, Floyd Mitchell. Motion carried that no one pay-off until Patrolman is present. Joint discussion with Patrolman and Steward to be held concerning new innerspring mattresses. Talk by Ship's Delegate on Union activity. Electrician asked to check galley range after shore-gang makes repairs to insure that it is in good order.

Jan. 25 — Chairman, J. Thompson; Secretary, Wilbert Miles. Delegates reported no beefs. Memoranda from SIU Headquarters on unloading cargo and shore time read and accepted. Steward to write letter concerning scupper and flooding of passageway.



SALEM MARITIME (Cities Service), Jan. 21 — Chairman, Harvey Shero; Secretary, John Stout. Delegates reported some disputed overtime. Motion carried to check with Organizers as to why Cities Service doesn't place 120 quarts of milk aboard as is done on other SIU ships. Steward reported there were not enough cots to go around for all men. Ship's fund reported as having \$59.

STEEL SURVEYOR (Isthmian), Jan. 7 — Chairman, Arthur Theriot; Secretary, H. Nicholson. Delegates reported no beefs or disputed overtime. Ship's Delegate reported that Engineer had assured him that salty drinking water would be corrected. Suggestion made to rotate meeting hours so all crewmembers would be able to attend meetings.

FAIRLAND (Waterman), Dec. 23 — Chairman, Louis Pepper; Secretary, Ted Lindbery. Delegates reported all books and permits in order. Motion carried to buy a washing machine. Discussion held on history of SIU and Union's support of other unions. Three dollars to be paid by each crewmember toward purchase of new washing machine.

SEATRAN NEW JERSEY (Seatrains Lines), Chairman, Julius Thrasha; Secretary, Bill Frederick. Delegates reported all okay. Newspaper clipping relating to NLRB decision on ousted members of two unions read and commented on by crewmembers.



BEATRICE (Bull), Dec. 23 — Chairman, Charles Scofield; Secretary, L. Young. Ship's Delegate reported excellent cooperation between all crewmembers and all departments. Delegates reported all in order. Motion carried to give a vote of thanks to the Stewards Department for a swell job done.

BULL RUN (Mathiasen), Jan. 19 — Chairman, M. Pyk; Secretary, J. Kavanagh. Delegates reported number of books and permits in their departments; no beefs. Beef raised on running out of milk two days after leaving port, and having so much pork that it is on the menu two times a day. Treasurer reported \$31.61 in ship's fund. Members warned against smoking on shelter deck.

PONCE DE LEON (Waterman), Jan. 7 — Chairman, A. Kuberski; Secretary, W. Flaherty. Discussion on the repairs that were not made while ship was in port. Delegates reported all okay. Each crewmember to donate \$1 towards ship's fund. Discussion on use and care of washing machine.

ANN MARIE (Bull), Dec. 30 — Chairman, J. McPhee; Secretary, Christopher Karas. Delegates reported no beefs. Discussion on buying washing machine. Discussion on keeping messroom and pantry in order while off meal hours. Motion carried to see about buying new mattresses.

BETHORE (Ore Line), Jan. 11 — Chairman, Jack Denley; Secretary, Mark. Delegates reported no disputes. Report in LOG on working in foreign ports when necessary read and concurred in by all present. Vote of thanks given the Stewards Department for the excellent Christmas and New Year's dinners.

STEEL SEAFARER (Isthmian), Jan. 7 — Chairman, Peter Gelpo; Secretary, Robert Benja-



min. Delegates reported on needed repairs and disputed overtime. Motion carried unanimously that Steward be removed from the ship as being incompetent. Crew recommended leniency for crewmember who fouled up in the Far East. Delegate reported an acute shortage of dishes, and asked crew's cooperation in keeping intact those remaining until new dishes can be put aboard.

AZALEA CITY (Waterman), Jan. 15 — Chairman, Nollie Towns; Secretary, Frank Puth. Delegates reported no beefs; trip called the smoothest ever had. Motion carried to payoff on coastwise articles before the ship gets in, providing there are no beefs.

LASALLE (Waterman), Jan. 14 — Chairman, Gil Holloway; Secretary, Frank Kustura. Departmental Delegates to make out repair lists and turn them over to Ship's Delegate. Chairs in messroom to be fixed. Discussion on two men who missed ship in Newark. Men to be brought up on charges in San Francisco. Crewmembers urged not to leave cots on deck.

OLYMPIC GAMES (US Petroleum Carriers), Jan. 7 — Chairman, James Rose; Secretary, Al DeForest. Ship's Delegate reported that a complete slopchest will be put aboard at Trinidad. Ship's Delegate also urged that all men be back aboard ship an hour before sailing, as bond of 10,000 pesos must be posted in Argentina. Suggestion made that copy of airmail LOG be passed around among entire crew.

LOGANS FORT (Cities Service), Jan. 18 — Chairman, Thomas Wilson; Secretary, William Morris. Delegates reported no beefs. Discussion on the new overtime sheet handed out by the Captain. Ship's Delegate to speak to Patrolman about the delay in the payoff.

DEL VALLE (Mississippi), Jan. 7 — Chairman, Fred Shaia; Secretary, Louis Meyers. Delegates reported all okay. Crew asked to write down needed items now for mailing to company office. Library to be kept in Ship's Delegate's room and all books to be signed for.

BESSEMER VICTORY (South Atlantic), Dec. 28 — Chairman, C. Aycock; Secretary, W. Hender-shot. Delegates' reports accepted. All departments reported as running smooth with no beefs. Discussion on needed repairs for messroom.

FELTONE (Ore Line), Jan. 14 — Chairman, Llewelyn; Secretary, E. Ablet. Delegates reported no beefs. Discussion on Mate attempting to turn 12-4 watch

to when they were already on Sunday overtime. Suggestion made that Ship's Delegate handle repair lists in conjunction with one other Delegate so two men will be present when it is handed to Captain.

RAPHAEL SEMMES (Waterman), Jan. 20 — Chairman, Sam Bailey; Secretary, Jack Ross. Delegates reported no disputed overtime. Ship's fund has \$24.36 following the Christmas party. Recommendation made that Ship's Delegate visit Union Headquarters concerning the ventilators. Suggestion made vouchers be put out with pay at payoff.

ALCOA PURITAN (Alcoa), Jan. 2 — Chairman, Bill Turner; Secretary, Rufus Carrington. Motion carried to send a letter of protest to the New York Agent concerning the increase in prices of slopchest items. Motion carried to have Captain notify men in advance when a draw is being put out.

GOLDEN CITY (Waterman), Jan. 14 — Chairman, Walaska; Secretary, Engelhard. Delegates reported no beefs. Discussion on needed repairs. Motion carried to contact Hall before making a donation to the Library Association. Ship's fund reported as \$16.

SEATRAN NEW YORK (Seatrains Lines), Jan. 15 — Chairman, S. Garcia; Secretary, J. Rawlins. Discussion on crew working cargo. Discussion on LOG article concerning saving of food by Cooks and Stewards. Crewmembers going ashore in Texas City asked to cooperate in taking ashore the LOG volumes on the ship.



MANKATO VICTORY (Victory Carriers), Dec. 24 — Chairman, Quint; Secretary, deParlier. Delegate spoke on working cargo. Deck Department to have first choice on all longshore work. Delegates reported no disputed overtime. Suggestion carried that each department rotate cleaning of PO mess.

MADAKET (Waterman), Jan. 14 — Chairman, C. Cates; Secretary, H. Guinier. Delegates reported all going well. Ship's Delegate contacted Captain about shortage of fresh meat and vegetables and was told the fault was that of the MSTs, which did not order the supplies in time. Ship's Delegate to contact Captain and get a breakdown of wages for each man covering overtime, cargo overtime, bonus and penalty time.

ANDREW JACKSON (Waterman), Jan. 21 — Chairman, Robert Barrett; Secretary, P. Carbone. Repair list to be taken care of in Frisco. Suggestion made that slopchest be open at a more convenient hour. Discussion on new man, taken on in Galveston, who stole ship's stores. Matter referred to New York for action.

LONE JACK (Cities Service), Dec. 11 — Chairman, Price Willoughy; Secretary, John Tipton. Classification asked for and re-

ceived concerning motion carried to purchase a record player. Delegates reported on books and permits in their departments. Delegate to take up matter of Wiper who was fired. Discussion on heating system in foc'sles. Dry cleaning in port reported as being a problem because of the short turn-around.

Dec. 29 — Chairman, John Thompson; Secretary, M. Mullins. Delegates' reports accepted. Ship's fund reported as containing \$73. Motion carried that a record player be purchased; delegates to decide on make and model. Captain to be seen concerning a laundry and dry cleaners to meet the ship in Norfolk.

ANN MARIE (Bull), Jan. 13 — Chairman, Joseph McPhee; Secretary, George Cook. Delegates reported no beefs. Discussion on buying a new washing machine and the request for a new coffee urn. Discussion on article in LOG concerning the savings that Stewards and Cooks can bring about with no cut in food to crew.



STEEL AGE (Isthmian), Jan. 26 — Chairman, Mont Menarb; Secretary, Oscar Blain. Delegates reported no beefs. Special meeting called to discuss HQ communication on unloading cargo and denial of time ashore. Crew voted unanimously to back Union's suggestion. Discussion on purchase of new washing machine. Steward commended for feeding crew "like the Ritz."

ABIQUA (Cities Service), Jan. 14 — Chairman, Harry Byrd; Secretary, K. Skonberg. Ship's fund reported as having \$55.28 with money given Workaway being returned. Thanks given crew by Workaway for aid given him by crewmembers. Discussion on switch of roasting chickens to fryers.

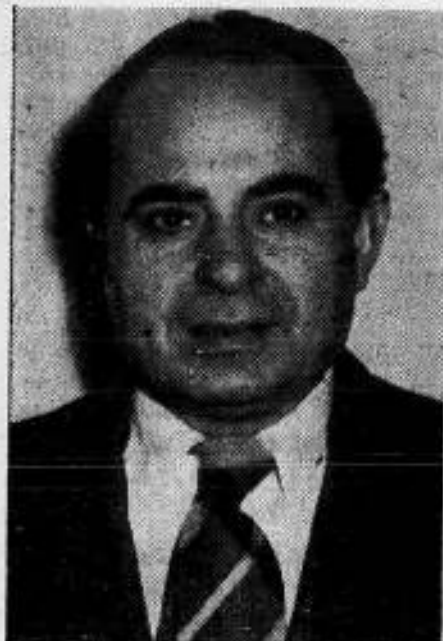
Jan. 21 — Chairman, A. Hebert; Secretary, C. Kraush. Port Engineer to be consulted on bringing of new washing machine on board. Captain has signified that the move is okay with him. Article in LOG on new Coast Guard papers brought to the crew's attention. Motion carried to serve more milk at each meal, instead of the present once a day.

DEL MAR (Mississippi), Jan. 1 — Chairman, McFall; Secretary, Caldwell. Delegates reported no beefs. Ship's Delegate thanked the crew for the fine cooperation given him, and asked the crew to report their beefs to the Delegates instead of writing to the NO Hall. New Stewardess introduced to crew. Chief Steward thanked for securing Christmas trees for each lounge. Thanks also given the men in the galley for their fine work in preparing the holiday meals. Letter sent to passenger thanking him for sending beer to the crew on Christmas eve. Letter from Hall read which thanked the crew for the \$70 donated for the Christmas dinner at the Hall. "Mar Log" reported as having \$100 in its fund.

HERE'S WHAT I THINK...



QUESTION: Several years ago, the Union began an all-out campaign against those few performers and gashounds who were fouling up things for the rest of the membership. Do you think that this anti-performer campaign was in any way responsible for the SIU getting higher wages, bettering conditions and signing new companies to an SIU-contract, and should this policy be continued?



G. DACKEN, Ch. Steward:



LEONARD JONES, MM:



J. SPREITZER, Carpenter:



BUDDY BENSON, Bosun:



FRANK NAGY, AB:

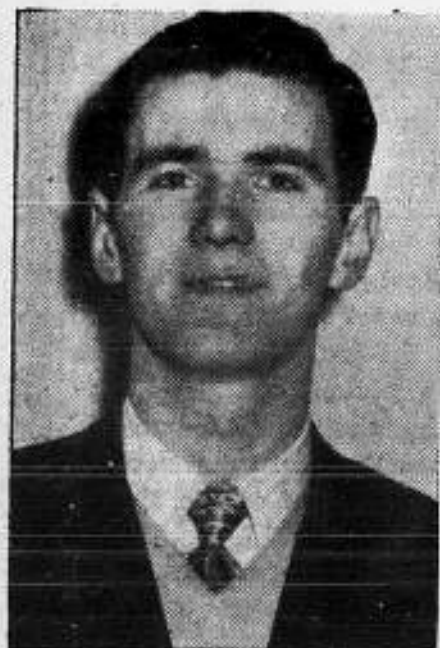
The anti-performer campaign has brought benefits to all, so we should keep at it. Gashounds will always give everyone a hard time, especially if you're not one of them. I think all performers should be eliminated from the organization. That's one way shipping conditions can be made better for everybody. I've noticed an improvement since the Union started its campaign but there are still a few of these characters around. They hurt the membership because they don't do their share of the work. They harm the Union's relations with the operators and therefore make it tough to improve conditions for all of us.

Certainly. I believe we have accomplished much more in the way of higher wages and better working conditions as a result of the campaign to eliminate performing aboard SIU ships. And I believe we should continue this campaign, if we want to continue to be in a position to win more improvements. Sometimes you'll find some younger guys who will try to emulate some bad actor, just as you'll find others following the pattern set by good Union men. Although the bad actors are only a few, they can foul up the deal for the membership.

The anti-performer campaign was the best thing we ever could have done. Not only gashounds, but weedhounds and performers of all kinds can make it miserable for everybody. Ever since we began pushing these characters out, we have been more respected, and being more respected we are able to get better contracts. Today, we have a finer-type membership than ever before. Guys are serious and competent. We must keep this up. All men who run into performers should prefer charges so that proper action can be taken. This is the duty of every man to himself and to his Union Brothers.

Seeing as how we would jeopardize our Union contract and our jobs by permitting gashounds and performers to get by without discipline, the anti-performer campaign certainly should be continued. A foul-up does more than put himself on the spot. He fouls up his shipmates. A man who doesn't carry out his share of a bargain by not turning to properly, hurts his Brothers. We fought for our present high wages and conditions and won them the hard way. The anti-performer action helped strengthen our position. We must preserve our gains by weeding out those who endanger them.

This campaign has been one of the best things the Union has done and it should be enforced even more rigidly than it now is. I believe it is a credit to the Union that most of the performers and gashounds have been weeded out of our ranks. As a result, the operators are satisfied with the work they are getting because they know they are getting responsible men to handle their ships. The benefits to the membership are that we find it easier to negotiate better agreements, and improved wages and conditions. When an operator has no beef with the kind of crewmen he gets, he's easier to deal with.



CYRIL LOADES, DM:



JAMES NORRIS, MM:



PAUL PETAK, MM:



COYLE GRAHAM, Chief Cook:



L. WAREHAM, Rm. Steward:

This campaign against performers has done a lot of good. It is a simple fact that a company that has a ship with a good Union crew on it, is bound to advertise it in some way. New operators that hesitate to sign up with union crews would change their minds a lot easier. It helps that way and it also helps the membership by ridding the field of drunks and performers who are only out to have a good time at the other guy's expense. These few characters do not go to sea to make their living in a competent, serious manner. They're not representative of our membership.

I think it was a swell job. The benefits of this campaign were especially noticeable back in 1946 and 1947, when a lot of performers who had come into the Union as a result of the war and postwar shipping boom were straightened out. We must continue to be careful now that we're getting new companies and a lot of new guys are coming aboard SIU ships. We must show the new guys that performing doesn't go aboard SIU ship. A guy that fails to live up to our contractual obligations is undermining the position of his Union Brothers.

I think the campaign to wipe out performing on SIU ships has produced good results. Performing on SIU ships is now at a low point. However, I think that sometimes we haven't pushed this hard enough. We let a few men go a little too far. A man deserves a break, if he fouls up once. But when a guy shows that he is a chronic performer, he shows that he is not capable of working with his shipmates and sharing their responsibilities. And we must all share the responsibilities just as we share the benefits of our contracts. We want no one to jeopardize our gains.

Yes, it should be continued. There are some guys who make a specialty of getting a load on and they are the ones who make it tough on a whole department. In carrying out this anti-performer policy, I think all departments should work together to eliminate gashounds for the benefit of all concerned. When the Union is organizing a new company, or attempting to better a contract with an old one, the companies will immediately use the fact that performers foul up work to beat down the Union's demands. The way to straighten out a habitual performer is to get rid of him.

I think we should go right on with the campaign against performing. Guys who drink to the point where they cannot attend to their job and create unnecessary disturbances are certainly not a benefit to the Union or to the membership. Their conduct is detrimental to the overwhelming majority, and hampers the progress of the Union in negotiating better wages and conditions with the operators. A performer cannot be allowed to weaken the chances of his shipmates. The Union can do more when there are no performers who give shipowners arguments against improvements.

New York Branch Hasn't Any Beef: Shipping Is Good

By JOE ALGINA

NEW YORK — Shipping has been good in this port for bookmen and affairs of the port are in fine shape.

Only one beef is hanging fire from all the payoffs of the past two weeks. This beef concerns overtime on an Isthmian ship and we hope to have it settled very shortly.

About 30 ships paid off, including those on foreign, coastwise and intercoastal runs. During the same period, we had about 10 sign-ons. A number of these ships are heading for Mediterranean ports, a fact which made some of the boys quite happy.

CG LACKS DOUGH

We notice that the Coast Guard has complained that it lacks sufficient funds to set up adequate patrols off the Long Island coast. Since patrolling of vital areas along the coast is one of the principal functions of the Coast Guard, it appears that this duty would be given priority by the agency. It seems that the CG has plenty of funds to operate throughout the world, particularly in keeping on the necks of seamen.

What the CG might do is divert some of its activity against seamen to the guarding of our coastlines.

WRONG SLANT

There's been a lot of material in the newspapers on the railroad workers strike. The papers have been criticizing the strikes for acting in the present so-called emergency. What has not been pointed up is the fact that the employers have been taking advantage of this situation to ignore the just demands of their employees. They have been capitalizing on the situation in the hope that public opinion would go against the railway workers, and the papers have been helping them in this regard.

The men have been working six and seven days a week without overtime pay. They want a 40-hour week and there seems to be no reason why the railroads can't put this into effect. The rail outfits are doing better than they have for years.

SUGGESTION

Here's a suggestion that no one should have any reason to oppose. Until recently, the money withheld from crewmembers who had been logged went to the Marine Hospitals. Since the Government stopped this procedure, the money has been going to the companies. A good and proper place for this money, it seems to us, would be the Welfare Fund.

A lesson in how not to get into the merchandising business comes from a recent experience of a crewman aboard the Robin Sherwood. This guy took neckties ashore in South Africa and sold some. He was caught and his ties were confiscated. He also was fined. Aboard the ship, the Skipper had the man bring the remaining ties to him.

When the guy asked the Skipper to return the ties to him at the payoff, the Old Man answered that he had thrown them away. So this business venture ended up as a total loss. The moral is: If a guy wants to sell ties, he should open up a haberdashery.

'The Battle Of Wall Street' Still Showing

ORGANIZED TO PROMOTE THE INTEREST OF ALL ORGANIZATIONS AND TO ORGANIZE THE UNORGANIZED WORKERS

Idaho State Federation of Labor

A. W. GALIPEAU, President ELMER F. McINTIRE, Secretary-Treasurer
BOISE, IDAHO

January 19, 1950



STATE BRANCH A. F. OF L.
Organized March 20, 1916

OFFICE: Labor Temple
613 Idaho Street
Boise, Idaho
Phone 3193

EXECUTIVE BOARD

A. W. GALIPEAU
President
Coeur d'Alene

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Secretary-Treasurer
613 Idaho St., Boise

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Director of Union Labels
Pocatello

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412 Main St., Lewiston

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7th Dist. Vice-Pres.
P.O. Box 631, Coeur d'Alene

W. C. FLETCHER
Vice-Pres. In Charge of
Apprenticeship
2547 Madison St., Boise

Mr. Al. Bernstein
c/o Seafarers' International Union
51 Beaver Street
New York, New York

Dear Sir and Brother:

I want to congratulate your organization on the excellent film "The Battle of Wall Street"; and many thanks for allowing us the use of this fine film.

There are a good many men and women in the Labor movement today who haven't been taught the fundamental principles of what organized labor really does and what it stands for, and what unions have gone through in order to maintain their rights.

We have shown this film to approximately fifty local unions in the state and had fine response. Some meetings were very well attended, while others were not so good.

It is my honest opinion that we are going to have to carry on an educational program and most of it through films such as yours.

In sincere appreciation for the use of this fine film,

Fraternally,

Idaho State Federation of Labor

Elmer F. McIntire

Elmer F. McIntire, Exec. Sec.,

EM:jp



This letter is typical of the hundreds of comments that the SIU has received on its first motion picture production, "The Battle of Wall Street." When the Seafarers, at the request of the AFL, went to the aid of the United Financial Employees, who were opposing the greatest concentration of wealth in the world, the film was conceived merely as a permanent record of one of the SIU's activities. However, as the picketlines held, contrary to the expectations of the financial wizards, the tycoons turned to violence—not by their own hands, of course, but through the medium of the New York police. Then the pictures became more than a formal record. It turned out to be a stirring strike manual, stressing how the strike was run and showing some of the things that strikers are apt to run into—police violence, and doctored newspaper stories, among other things. It has been shown before several hundred trade unions, fraternal organizations and schools, along with its companion picture, "This is the SIU," and both are still available to responsible organizations at no charge.

ITF Squads Oppose Commie Goons

Committees of vigilance, dedicated to the use of the communists' own strong-arm methods, to combat the latter's attempts at sabotage in ports and aboard ships, have just been organized on an international basis in the Mediterranean area and will be extended to the North Atlantic and the Baltic Sea.

According to Irving Brown, European representative of the American Federation of Labor, the result of meetings, held recently in Marseille by representatives of the non-communist

maritime and dock unions, will be that "for the first time the agents of terror will have a taste of counter-terror."

Twenty-six delegates from the leading ports of France, Italy, North Africa and Greece set up a Mediterranean committee that will control the activities of already existing local vigilance committees in the various countries.

The chairman of the committee, which is affiliated with the International Transport Workers Federation, with headquarters in

London, is Pierre Ferri-Pisani, head of the French Workers Force maritime union, who recently visited SIU Headquarters in New York.

It is expected that unions in Israel, Turkey and Egypt will eventually join.

Brown said that plans are now being drawn up for the formation of similar committees in the North Atlantic and the Baltic, taking in non-communist dockers and seamen of Britain, Belgium, the Netherlands, Western Germany and Scandinavia.

Avoiding mass action, in favor of shock methods by small groups, the vigilance committees will be roughly equivalent to communist cells aboard ships and in working teams on docks.

Brown cited the hypothetical case of a ship proceeding on the high seas, with a war in progress between the Soviet Union and Western powers. An attempt by a few communists to seize the ship, he declared, would best be dealt with by a four or five man vigilance committee aboard.

Minutes Of A&G Branch Meetings In Brief

NORFOLK — Chairman, Ben Rees, 95; Recording Secretary, J. Bullock, 4747.

No regular meeting held due to the fact that there was no quorum present. A special meeting was held to check the shipping cards. Agent reported that shipping had been very slow but that under the program which is soon to be started by the government it should pick up. All requests for excuses were referred to the Dispatcher.

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NEW YORK — Chairman, J. Arabasz, 29836; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Al Kerr, 29314.

Motion carried to accept Secretary-Treasurer's financial report as read. Minutes of other Branch meetings read and approved. In Headquarters report, Secretary-Treasurer mentioned the Washington conferences which he had attended with other representatives of the International for the purpose of drafting a program for the maritime unions in event of a conflict. He referred the membership to the SEAFARERS LOG of Jan. 12 and 26 for full reports on the conferences. Secretary-Treasurer pointed out that no blanket deferment had been given seamen, but that local boards have full discretion. He advised all draft registrants to keep in touch with their draft boards regularly. He asked the mem-

A & G Shipping From Jan. 17 To Jan. 31

PORT	REC. DECK	REC. ENG.	REC. STWDS.	TOTAL REC.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	16	17	13	46	25	18	6	49
New York.....	125	115	97	337	107	96	115	318
Philadelphia.....	(No Figures Received)				(No Figures Received)			
Baltimore.....	64	69	62	195	62	58	52	172
Norfolk.....	9	12	4	25	6	4	1	11
Savannah.....	2	8	6	16	7	6	4	17
Tampa.....	15	11	12	38	3	2	5	10
Mobile.....	58	36	31	125	42	39	29	110
New Orleans.....	66	58	81	205	56	50	73	179
Galveston.....	26	36	16	78	44	39	28	111
West Coast.....	71	64	68	203	151	123	107	381
GRAND TOTAL.....	452	426	390	1,268	503	435	420	1,358

bership to go on record in full support of the SUP in its organizing drive in the MCS, which the NMU is now attempting to swallow up. The Secretary-Treasurer announced that Assistant Secretary-Treasurer Earl Sheppard and Morris Weisberger, East Coast representative of the SUP, had been doing a good job in the past weeks signing up several new companies to A&G contracts, although they were severely hampered by the fact that NMU is offering cheaper contracts. He also announced that West Coast representative Lloyd Gardner had been summoned to Headquarters to discuss problems in his area as a result of increased shipping. Motion carried to concur in Sec-

retary-Treasurer's report. Assistant Secretary-Treasurer Earl Sheppard reported that affairs of Headquarters Branch are in good shape. All beefs but one have been settled and that one will be squared away by next meeting. He urged members on newly-contracted ships to carry out their duties to best of their ability. Motion carried to accept communication from Paul Sanford and assist him in getting admitted to hospital as he requested. Meeting adjourned at 7:45 PM, with 723 present.

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TAMPA—No regular meeting held due to the fact that there was no quorum present. Agent White reported shipping the slowest in the history of the

port. Three ships coming in over the weekend. The SS Warrior was coming in from Europe and going to Mobile to payoff.

~ ~ ~

BOSTON—Chairman T. Fleming, 30821; Recording Secretary, H. Jaynes, 143; Reading Clerk, Ben Lawson, 894.

Boston minutes of January 17 accepted as read. Headquarters report to the membership and Secretary-Treasurer's weekly financial reports dated January 6 and 13 accepted. All outport minutes accepted as read. Agent's report accepted. One minute of silence observed for members lost at sea.

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BALTIMORE—Chairman Leon Johnson, 108; Recording Secretary, G. A. Masterson, 20297; Reading Clerk, Al Stansbury, 4683.

All Branch minutes accepted as read. Headquarters report to the membership and Tallying Committee's reports accepted and concurred in. Secretary-Treasurer's weekly financial reports dated January 6 and 13, accepted, as were Baltimore's financial reports dated January 20 and 27. All reports were accepted and all excuses were referred to the Dispatcher. Under Good and Welfare several members spoke pro and con on the Ore Steamship Company Agreement regarding changes. One minute of silence observed for members lost at sea. Meeting adjourned at 8:10 with 304 members present.

~ ~ ~

MOBILE—Chairman, L. Neira, 26393; Recording Secretary, J. Carroll, 14; Reading Clerk, R. Jordan, 71.

Headquarters Report to the membership accepted as was the Secretary-Treasurer's weekly financial reports. All Branch minutes accepted as read. Tallying Committee's report accepted. Agent reported that shipping looked good for the coming two weeks. He reminded the membership that applications for the validated seamen's certificates, which are to be used during this national emergency, are now available and should be filled out as soon as possible. Agent concluded his report by telling the members who have enough time to get a raise in grade on their seamen's documents to do so. One minute of silence observed for members lost at sea. Meeting adjourned at 7:45 with 200 members present.

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SAN FRANCISCO—Chairman, H. J. Fischer, 59; Recording Secretary, J. Wread, 27822; Reading Clerk, P. Robertson, 30148.

All Branch minutes accepted as read, as was Headquarters Report to the membership. Secre-

tary-Treasurer's financial report accepted. Agent reported that shipping for the next two weeks looks good. Two offshore and eight intercoastal ships were due to hit the port and all members were urged to take jobs off the board, as all ships crewed up promptly insured our chances of getting a large share of the Liberties that are being pulled out of the laid-up fleet. Informed membership to file for validated seamen's papers. Patrolman paid off 10 ships and signed-on 10 ships. One minute of silence observed for members lost at sea. Meeting adjourned at 7:45 PM with 38 members present.

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PHILADELPHIA—No meeting held.

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GALVESTON — No meeting held.

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SAVANNAH—Chairman, E. B. Tilley, 75; Recording Secretary, E. M. Bryant, 25806.

No regular meeting held due to the fact that there was no quorum present. A special meeting was held to check the shipping cards. All excuses were referred to the Dispatcher.

~ ~ ~

NEW ORLEANS — Chairman, Lindsey J. Williams, 21550; Recording Secretary, Henry Gerdes, 23362; Reading Clerk, Buck Stephens, 76.

New Orleans Branch financial reports dated January 20 and 27 accepted as were Secretary-Treasurer's weekly financial reports. All Branch minutes accepted. Headquarters Report accepted as read. Agent reported that business affairs of the port were in good shape. All beefs settled either at the payoff or sign-on. Reported that the SS Del Mar will be a week to ten days late due to the fact that she collided with a Moore-McCormick ship in Santos and is now in drydock in Rio undergoing temporary repairs. When she gets here she will have to drydock for an indefinite period. There have been a few minor beefs here since the new standby rate went into effect. Any members requesting a relief has to pay him the regular rate of pay the same as the companies pay. For straight hours he must pay \$1.64 and for overtime hours Saturdays, Sundays and holidays he must pay him time and half, regardless of what the company pays the men because they have to be put on the payroll, so he must pay the man the difference. This is done so that the relief man is covered by insurance in case of an accident. Stated that Mississippi Shipping Company has requested a discussion on the Kroo Boy situation so that some agreement could be reached regarding this. Recommended that a committee of 5 or more members be formed to meet and discuss this. One minute of silence observed for members lost at sea. Agapito Asenci took the Oath of Obligation. Under Good and Welfare a discussion was held regarding the amount of discharges a man should have to sail as Boatwain. Some Brothers felt that there were some good Boatswains that hadn't been going to sea a long time and some ABs that had been going for quite a few years and still were not good sailors. Meeting adjourned at 8:05 with 170 members present.

Personals



LAURENCE ELROY McCUNE
Get in touch with your wife.

~ ~ ~

BERNARD L. McNEIL
Get in touch with your local draft board at once.

~ ~ ~

PAT FLAX (FOX)
Please get in touch with Penny.

HARRY (Buddy) BENSON
Your mother is ill. Phone your father: Aberdeen 4-6308.

~ ~ ~

TOM FLYNN
Contact Rocky Milton, who was aboard the Catahoula in Corpus Christi on December 7, 1950, at 2316 Avenue G, Galveston, Texas.

WESTON B. HOWE
Contact your brother in Mincola.

~ ~ ~

JOHN P. WILLIAMSON
Get in touch with Frederick Graves, 220 Broadway, New York City. He has important information on your case.

~ ~ ~

CLAUDE O. STROUD
"Please let me know where to write you. Address me 105 Main St., North Little Rock, Ark. Urgent.—Etta Mae."

~ ~ ~

SIDNEY RAUSS
Contact your sister, Mrs. M. A. Littman at 2010. Powell Ave., New York 61, N. Y.

~ ~ ~

GEORGE MILES EVERETT
Communicate with Al Stansbury, care of the Baltimore SIU Hall, as soon as possible. Very important.

~ ~ ~

RED SHEA
Contact Ted Simonds, 116-40 148 St., South Ozone Park, N.Y. Phone JAmica 9-2451.

~ ~ ~

CHARLES A. J. GEDRA
Contact Raymond H. Kierr at Canal Building, New Orleans, La.

~ ~ ~

ARTHUR EDWARDS
Money is being held for you by Ben Sterling. Please contact him.

~ ~ ~

IVAN HARADON
Write to James McDonough, 7412 Normal Avenue, Chicago, Illinois. Phone: Aberdeen 4-6308.

Money Due



DAVID DIXON
LEO WALZAK

These men from MV Great Isaac, which salvaged SS John Dickinson in 1947, can collect their salvage money from Mr. Miller, 42 Broadway, Room 1539, New York City.

~ ~ ~

ANTHONY MESHEFSY
Your disputed overtime claim for spray painting in engine room of SS Steel Navigator has been settled. You can collect at the Isthmian offices in New York.

~ ~ ~

SS ANDREW JACKSON
The following men can collect money due them by writing Waterman SS Company, 61 St. Joseph Street, Mobile, Alabama. Wm. J. Kramer, \$24.68; Robert Kennedy, \$20.43; W. L. Grabber, \$20.43; M. G. Lopez, \$20.43; Charles Nicholson, \$19.45; John Bilinski, \$19.45; E. C. Hill, \$19.45; Robert Mills, \$19.45; Juan Nieves, \$19.45; Henry Marhenke, \$16.74;

Steve Vargo, \$16.74; S. Beattie, \$19.45; Thomas Waller, \$19.45; C. N. Lewis, \$19.45; O. H. Sapp, \$19.20; William Costello, \$19.20; Joseph Sharpe, \$16.74; Angelo Camarote, \$22.16; V. E. Burzak, \$20.19; T. Martinez, \$16.74; P. R. Arteago, \$16.74; O. P. Oakley, \$16.74.

~ ~ ~

SS WILLIAM H. CARRUTH (Voyage No. DC-6)
The following men have money waiting for them at the Trans Fuel office, 25 Broadway, New York City:

Roy W. Clark, \$7.58; \$5.02 is due all of these others—Peter Christopher, Walter Cousins, John M. Frontries, Bernard F. Graham, Richard L. Hardeman, Joe W. Kusmerski, Joseph N. McGill, Fred Miller, Walter F. Mueller and Horace Williams.

~ ~ ~

MATHIASSEN CREWMEN
Those who have money due them on account of the 3.38 percent increase, effective October 15th, write to company for same.

Ships Crews Uphold SIU Policy

On January 12, the following letter was sent to all SIU ships at sea, asking the crews to discuss thoroughly the two questions of policy contained in it and to vote their opinions; and to return the results — to headquarters at once.

That these two points were very well taken by Seafarers is indicated in partial returns thus far received.

Ship's Delegate: Call a special meeting and read the following message and excerpts from the SEAFARERS LOG to your crew. Make sure every man understands the importance of these matters to him as an individual. Vote and return this sheet in the enclosed envelope at once. The Union expects a reply from every ship wherever it may be in the world.

Fellow Members:

The Union has always prided itself in living up to its contracts with the shipowners, who, in turn, are expected to abide to the letter. In the last two issues of the SEAFARERS LOG the Union has made statements stressing the importance of sticking to the contract. Both appear below. However, there are also times when crews feel the company is violating the contract and take matters into their own hands. In these situations, the welfare of the entire Union is jeopardized; the members involved often find themselves facing Coast Guard discipline.

In these hectic times, when the enemies of maritime labor are capitalizing on every ship-board incident as an argument for putting the ships under complete control of the military, the vigilance of every member is vitally important.

The following very important matters should have the careful study of every Seafarer. Read them, discuss them and register your crew's vote. Return the reply to SIU Headquarters at once. The Union wants a record from every ship and every crew. Take action now!

Votes Cast

YES — 1385

NO — 2

On Unloading Cargo

It has been brought to the Union's attention that, in at least one instance within the past few months, there was a small beef aboard an SIU-contracted ship about the number of crewmembers who were to turn to in unloading cargo in a foreign port. Such unloading was made necessary due to an emergency. Due to the graveness of the present international situation, and the necessity of getting food and material not only to the democratic nations all over the world, but to our Armed Forces as well, SIU crews are advised to turn to at once in any numbers the Skipper or the Mate in charge may require in such operations in foreign ports.

The SIU contract makes provisions for this type of cargo work, and every SIU crewmember should be aware of the fact that refusal by any crewmember or crew to do such work is not only in violation of the Union contract but of our SIU constitution as well.

This message should be read and acted on, in the next regular ship's meeting held on your vessel. Let your regular ship's minutes show such action as taken by the crew.

Denial Of Time Ashore

During these days of national emergency, some crews in war areas may feel that they are being deprived of some of their traditional rights—for example, that of going ashore. If this beef—or others of that nature—should occur, crewmembers are urged not to take off on their own, or to make a big ship-board beef over it. Have the ship's delegates discuss it with the Skipper in the usual manner. If no satisfaction is received, then document the case in its entirety and send it in at once to Headquarters. If any overtime is involved, according to the terms of our contract, it will be collected in the routine manner—at the payoff. If the crew attempts to take action on its own, contrary to the Skipper's orders—even though the crew believes and knows that the Skipper is wrong—they will only jeopardize their seamen's papers and make things tougher for the rest of the membership.

Ships Voting

DEL SUD
LASALLE
ANDREW JACKSON
JEAN LAFITTE
STEEL ARCHITECT
STEEL DIRECTOR
YORKMAR
STEEL AGE
ALCOA PILGRIM
GOLDEN CITY
DEL VALLE
ALCOA POINTER
SOUTHERN CITIES
CATAHOULA
STEEL APPRENTICE
CUBORE
BENTS FORT
KATHRYN
COUNCIL GROVE
SEATRAN NEW YORK
ABIQUA
CHILORE
WILD RANGER
FORT BRIDGER
ALGONQUIN VICTORY
MONTEBELLO HILLS
BULL RUN
DEL NORTE
WINTER HILL
VENORE
ALCOA PENNANT
FAIRISLE
MAIDEN CREEK
CLAIBORNE
ALAWAI
LAFAYETTE
STEEL ADMIRAL
MARORE
FRANCES

YES — 1385

NO — 2