

HOFFMAN DELAYS 'PLAN' AGAIN

SEAFARERS' LOG

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

VOL. XI

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No. 3



"—and that's all, Sis!"

CTMA Lawyer Shows Stooge Role, Urges Crews To Vote For Company

News that the date of the bargaining election in the nine remaining ships of the Cities Service fleet has been set is expected from the National Labor Relations Board any minute.

Nevertheless, the company lawyer, whom Cities Service keeps around in a vain attempt to scare the SIU away, is trying a few last minute tricks. Chances are that this frantic gent is thinking of his own skin these days. When the Union forces a labor-hating company to sign a contract, the company sometimes finds out that it has no more use for the company lawyer.

Hiding behind the phony company union he invented, the company lawyer this week began sending telegrams to Cities Service crews urging them to vote "no union" in the forthcoming NLRB election and to pay no attention to the SIU.

GUESS WHO

Naturally, the company lawyer did not sign his own name to the telegrams. Instead, he signed himself "Citco Tanker Men's Organizing Committee." And he

told the crews that CTMA was petitioning for an election of its own.

Of course, the Cities Service crews are paying no attention to the company lawyer. They have gotten pretty tired of his clumsy tactics and they see through all his disguises. They are making no bones about their feeling that his every maneuver is an insult to their intelligence.

They think the company lawyer made his worst move when he belatedly cooked up what he called a constitution for CTMA. If anything was needed to guarantee a victory for the SIU, they say he produced it when he created the company union, CTMA, out of thin air. But he outdid himself when he drafted the constitution.

The would-be constitution provided for an "Advisory Counsellor" who would pass on all CTMA affairs. And who would the "Advisory Counsellor" be? The company lawyer himself. The joke was on the company lawyer, Cities Service men agreed.

The Cities Service tankermen

have had enough of the company's repeated attempts to keep them from winning the wages and conditions an SIU contract will bring. They are now waiting for the NLRB's announcement of the election date so they can express their preference for the SIU and an SIU contract.

Final results in the annual election for officials who will serve the Atlantic and Gulf District during the current year were announced this week by the General Tallying Committee.

In its report, which will be presented to Branch meetings throughout the A&G District on Jan. 26, the committee lists the names of the candidates elected to fill the following 33 Headquarters and Port positions:

One Secretary-Treasurer, three Assistant Secretary-Treasurers, 11 Port Agents and 18 Port Patrolmen.

(The complete list of suc-

Effective Date Postponed To April 1, As SIU Protests Get Country-Wide Backing

ECA Administrator Paul G. Hoffman backed water this week by postponing the effective date of his order diverting all Marshall Plan bulk cargoes to foreign ships another 60 days until April 1.

This was the second postponement. Originally Hoffman had set January 1 as the day for his shattering blow at the U.S. merchant marine to fall. However, when the SIU, A&G District, roared in protest and was echoed by other maritime unions and the rest of the industry, the administrator quickly said he would wait until February 1 so that Congress could consider the question.

Since then, the SIU has rallied the entire American Federation of Labor to the fight to save the ships and seamen's jobs. A growing number of Senators and Representatives, indignant at the proposal and aware of the danger it threatens, have expressed their support of labor's position. It was the fight made by the unions which led Hoffman to reconsider—for a while at least.

TWO BILLS UP

Meanwhile, Representative Schuyler Otis Bland, (D., Va.) chairman of the House Committee on Merchant Marine and Fisheries, introduced a bill into the House of Representatives to close the loophole of which Hoffman has tried to take advantage. Senator Warren Magnuson (D., Wash.) offered a companion bill in the Senate solidly guaranteeing at least 50 percent of all relief cargoes for American ships.

Hoffman's decision to put things off until April 1 was disclosed on Tuesday afternoon at a meeting he held with Senator Magnuson, a spokesman for Representative Bland, representatives of the Seafarers, the powerful AFL Maritime Trades and Metal Trades departments, other unions and the industry.

After the meeting Congressional Committees on shipping decided to start open hearings on January 25. On that date, the Senate Interstate Commerce Committee and the House Committee on Merchant Marine and Fisheries will start hearing witnesses jointly on the 50 percent rule.

Hoffman has contended since early December that as the law

(Continued on Page 14)

Suzanne To Rescue

As the LOG went to press word was received that the SIU-manned Bull Line vessel Suzanne was the first to reach the blazing Coast Guard cutter Eastwind, 10 crewmen of which were killed and 21 burned when she collided Tuesday morning with the tanker Gulfstream 60 miles southeast of Barnegat, off the Jersey coast. A full account of the Seafarers' role in the rescue will appear in the next week's LOG.

A&G Election Results Announced

cessful candidates, the official vote tabulation and the General Tallying Committee's report appear on page three.)

The officials who will conduct the District's affairs in 1949 were chosen from a field of 61 contestants in the balloting which began Nov. 1 and ended Dec. 31, 1948.

Voting was confined to the ports that are part of the Atlantic and Gulf District only, since each of the various districts of the Seafarers International Union conducts its own election.

Serving on the General Tallying Committee were six rank

and file Union members, two from each of the three departments—Deck, Engine and Stewards—who were elected by a "show-of-book" vote at the regular membership meeting in the Port of New York on Jan. 12.

Nearly 2,000 members were present at the New York meeting at which the six committeemen were chosen from among 16 nominees.

Committeemen and the departments they represent are: Sam Luttrell and Milton Williams, Deck; Pete Larsen and Matt Fields, Engine, and Eddie Mooney and Don (Tiny) Mease, Stewards.

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The Membership Speaks

The ballot in the Atlantic and Gulf District's annual elections is one of the many effective ways in which Seafarers express their attitude on the administration of Union affairs.

From the results of the 1948 balloting announced this week by the General Tallying Committee, it appears that the District membership is overwhelmingly in favor of continuing the Union program, which has maintained for them the top wages and best working conditions in the maritime industry.

The vote may also be interpreted as a vigorous endorsement of the Union's policy of expanding the role of the Seafarers in the general labor movement through stepped up cooperation with other trade unions.

It is this policy of inter-union cooperation, incidentally, which has enabled the SIU to make such headway in the critical battle now being waged against the Hoffman proposal. Because of the magnificent support given the Seafarers by organized labor throughout the nation, the Hoffman plan—which, if it becomes effective, will cost the jobs of thousands of American seamen—looks as though it were doomed.

By their approval of the program and policies so successfully implemented by the Union, the Seafarers have demonstrated that they want again to face the problems of a new year with the assurance that everything possible will be done for the sole purpose of improving their economic position and protecting their hard-won security.

Those newly-elected to Union positions and those returned to office will proceed on the course approved by the membership.

And—thanks to the foresightedness of Union policy—Seafarers now realize they do not fight alone. Events of the past few weeks have proved that other unions, as well as the SIU, believe in united action by organized labor whenever the well-being of any of its members is affected.

Belated Recognition

Members of the 81st Congress, which went into session Jan. 3, seem to be guided by consciences that offer a ray of hope to all American seamen who served their nation aboard U. S. merchant ships in World War II, and who now face induction into the armed forces. Several bills recognizing the role of seamen in the conflict have already been presented to the House.

Prominent among these measures is the one introduced on Jan. 6 by Representative Abraham J. Multer of Brooklyn. Congressman Multer's bill—H.R. 953—which has been referred to the House Committee on Armed Services, calls for amendment of the Selective Service Act of 1948 to read, in part:

"No person who served in the Merchant Marine between May 1, 1940, and Dec. 31, 1946, for twelve months or more, shall be liable for induction for training and service..."

Congressman Multer's action is commendable. If enough of his colleagues share his view, the injustice committed against seamen-veterans of World War II stands a good chance of being eradicated.

"Starting point"



Men Now In The Marine Hospitals

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

MOBILE MARINE HOSP.

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

BOSTON MARINE HOSPITAL

FRANK ALASSAVICH
VIC MILAZZO
JOSEPH E. GALLANT

BALTIMORE MARINE HOSP.

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

E. C. LAWSON
MASTANTUNO
C. B. VIKEN
C. BOGUCKI

GALVESTON HOSPITAL

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

NEW ORLEANS HOSPITAL

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

Hospital Patients

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

Staten Island Hospital

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

Tuesday — 1:30 to 3:30 p.m.
(on 5th and 6th floors.)

Thursday — 1:30 to 3:30 p.m.
(on 3rd and 4th floors.)

Saturday — 1:30 to 3:30 p.m.
(on 1st and 2nd floors.)

H. SWANN
S. LE BLANC
D. MC KINNIE
G. MESSHOVER
W. GARDNER
A. BLAIS
E. DEAN
D. FOICA
J. YOUNG

STATEN ISLAND HOSPITAL

W. HUNT
J. T. BENNETT
J. W. TAYLOR
N. DORPMANS
M. J. LUCAS
A. MARTINSEN
W. NORRIS
F. STOKES
J. BLANCHARD
J. P. WETZLER
E. T. WATERS
G. STEPANCHUK
J. GRANGAARD

SAVANNAH MARINE HOSP.

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

Results Of A&G District Election

The final vote summary of the Atlantic and Gulf District election as certified by the General Tallying Committee appears below. The successful candidates, who will hold office during 1949, are indicated by asterisks. The balloting period began on Nov. 1 and ended Dec. 31, 1948. Sixty-one candidates competed on the annual ballot for the 33 elective Headquarters and Port positions. Tallying of the votes got under way Jan. 13 and was completed Jan. 19. The committee was elected at the New York regular membership meeting of Jan. 12.

Secretary-Treasurer	Stewards Patrolman
L. Garabedian, 10656 256	B. Gonzalez, 125 4,940*
Paul Hall, 190 5,659*	Write-Ins, Voids, No Votes 1,283
Write-Ins, Voids, No Votes 308	
	6,223
Assistant Sec.-Treas. (3)	NORFOLK
R. Matthews, 154 5,151*	Agent
J. P. Shuler, 101 5,322*	B. Rees, 95 5,026*
J. Volpian, 56 4,615*	Write-Ins, Voids, No Votes 1,197
Write-Ins, Voids, No Votes 3,581	
	6,223
BOSTON	SAVANNAH
Agent	Agent
J. Sweeney, 1530 1,471	W. J. Brantley, 111 1,491
E. Tilley, 75 4,320*	C. Starling, 6920 3,911*
Write-Ins, Voids, No Votes 432	Write-Ins, Voids, No Votes 821
	6,223
Joint Patrolman	TAMPA
E. O. Dakin, 180 540	Agent
B. Lawson, 894 4,149*	R. White, 57 5,179*
J. R. Marshall, 322 344	J. Williams, 7161 556
D. Sheehan, 22856 679	Write-Ins, Voids, No Votes 488
Write-Ins, Voids, No Votes 511	
	6,223
NEW YORK	MOBILE
Agent	Agent
Joe Algina, 1320 5,372*	C. Tanner, 44 5,342*
Write-Ins, Voids, No Votes 851	Write-Ins, Voids, No Votes 881
	6,223
Deck Patrolmen (2)	Joint Patrolmen (2)
C. Gibbs, 2341 4,668*	R. Jordan, 71 4,591*
L. Goffin, 4526 4,543*	W. Morris, 264 4,721*
E. Guszczynsky, 3100 1,072	E. Smith, 20057 1,085
Write-Ins, Voids, No Votes 2,163	Write-Ins, Voids, No Votes 2,049
	12,446
Engine Patrolmen (2)	NEW ORLEANS
J. Drawdy, 28523 4,364*	Agent
J. Purcell, 7802 4,795*	E. Sheppard, 203 5,448*
C. Scofield, 21536 1,133	Write-Ins, Voids, No Votes 775
Write-Ins, Voids, No Votes 2,154	
	6,223
	Deck Patrolman
	D. F. Byrne, 145 332
	H. Hill, 6409 367
	L. Johnston, 53 3,862*
	F. Sullivan, 2 890
	Write-Ins, Voids, No Votes 772
	6,223
Stewards Patrolmen (2)	Engine Patrolman
A. J. Cobbs, 371 1,676	C. Stephens, 76 5,092*
R. Gonzales, 174 4,788*	Write-Ins, Voids, No Votes 1,131
H. Guinier, 478 3,905*	
Write-Ins, Voids, No Votes 2,077	
	6,223
	Stewards Patrolman
	A. Gowder, 36884 491
	D. Hall, 23886 1,277
	H. Troxclair, 6743 3,789*
	Write-Ins, Voids, No Votes 666
	6,223
Joint Patrolmen (2)	GALVESTON
T. Babkowski, 7391 3,991*	Agent
F. Stewart, 4935 4,697*	K. Alsop, 7311 4,996*
G. Suit, 6951 871	Write-Ins, Voids, No Votes 1,227
J. Ward, 21311 1,033	
Write-Ins, Voids, No Votes 1,854	
	6,223
	Patrolman
	J. DeVito, 185 205
	J. Kelly, 10 461
	J. Morrison, 34213 3,713*
	R. Sweeney, 20 978
	J. Tucker, 2209 225
	Write-Ins, Voids, No Votes 641
	6,223
PHILADELPHIA	SAN JUAN
Agent	Agent
J. Sheehan, 306 5,130*	D. Butts, 190 673
G. V. Thobe, 40164 568	S. Colls, 21085 893
Write-Ins, Voids, No Votes 526	L. Craddock, 25822 3,439*
	C. Martin, 16 654
	Write-Ins, Voids, No Votes 564
	6,223
BALTIMORE	
Agent	
M. A. Beck, 937 927	
W. Rentz, 26445 4,850*	
Write-Ins, Voids, No Votes 446	
	6,223
Deck Patrolman	
E. Hogge, 3168 925	
L. Johnson, 108 4,706*	
Write-Ins, Voids, No Votes 592	
	6,223
Engine Patrolman	
W. Siekmann, 7086 4,889*	
Write-Ins, Voids, No Votes 1,334	
	6,223

AS THE VOTE TABULATION NEARED COMPLETION



Members of the General Tallying Committee are shown in photo above, taken shortly before results of the annual Atlantic and Gulf District elections were announced. Around the table, left to right are Milton B. Williams (Deck), D. Mease (Stewards), Pete Larsen (Engine), Sam Luttrell (Deck), Eddie Mooney (Stewards) and Matt Fields (Engine).

Committee was elected at the Jan. 12 regular membership meeting in the Port of New York, after 16 nominees competed for the positions. The committee's report and tabulation of the votes cast in the balloting, which ended on Dec. 31, appear elsewhere on this page.

Text Of Tallying Committee Report And Recommendations

We, the undersigned Tally Committee, duly elected at the regular business meeting of January 12, 1949, at Headquarters, submit the following report and recommendations:

All used ballots from all ports were counted and the correct tally is submitted herein. An asterisk is placed beside the names of the candidates that were elected to office. The ballots used and unused in each port were checked and the correct check is submitted.

It is to be pointed out that this Committee, on checking various ports and tally sheets, with the exception of Savannah, found that all reports submitted by all outport's committees were correct and in nearly every case checked exactly with the New York Headquarters Committee's final tallies. In a few isolated instances where the findings of the various committees differ, the differences were slight and made no change whatsoever in the final results of the election for any office.

The Agent in Savannah reported that in the last few days of the election, the ballot box had not been properly locked. As a result of this, the Port of Savannah sent their entire report for Headquarters Committee's action. Inasmuch as the Savannah Port's votes would have had no bearing on the outcome of this election whatsoever, this Committee has included that Port's tally in this report.

Full copies of the reports contained in this document with the original signatures are on file in Headquarters Office of this Union.

Sam B. Luttrell, 46568
Donald Mease, 100253
Eddie Mooney, 46671
Matt Fields, 26924
Milton B. Williams, 39415
Lars Hillertz, 48392

Permits Being Held In Mobile

Thirty-three unclaimed permits are being held in the Mobile Branch, the Port Agent announced this week. He said that if the cards are not picked up in the near future they will be forwarded to Headquarters.

The 33 permits bear the following names and numbers:

William Owen Adair, P-3, 14549; William Anderson, P-3, 14254.

Wallace Thurston, Bly, Jr., P-3, 11387; Robert Joel Bullock, P-3, 2222; Edward Burke, P-3, 7721.

Cleave Gillen Sagales, P-3, 2418.

Dykes, C. B., P-3, 15187; William Milton Elliott, P-3, 10782.

George W. Fritts, P-3, 2176; Charles O. Franks, P-3, 9824; Jack M. Ford, P-3, 3304.

James Daniel Griffin, P-3, 14851; John Hunter Gooldy, P-3, 5612.

Johnnie Rufus Holladay, P-3, 14572; Ralph Lee Herndon, P-3, 15515; Rolf Berg Hanssen, P-3, 14573; Wm. Franklin Helms, P-3, 10967.

Van Linville Jernigan, P-3, 7456; Clifton E. Johnson, P-3, 11914.

Isaac J. Lambert, P-3, 14269; John C. Laugudus, P-3, 2331.

Marion L. Musgrove, P-3, 8422; James Hamble Perkins, P-3, 5284.

Howard Clifford Ralston, P-3, 2277; James William Rice, P-3, 2156.

Henry Leon Sharp, P-3; Gustav Colfrid Svensson, P-3, 7900; J. V. Snipes P-3, 7023.

John Tucker, P-3, 7521; Carl Whitman Taylor, P-3, 12335; Murdock Harry Thomas, P-3, 3224.

Floyd Walker, P-3, 2310; Louis L. Welborn, P-3, 8795.

Capable SIU Crewmen Highlight Week's Payoff In Philadelphia

By LLOYD (Blackie) GARDNER

PHILADELPHIA — One of the vessels that came in here this week, the SS Frank Spencer, gave every indication that she was manned by a competent crew.

The payoff was fast and clean. Since the Spencer, a South Atlantic vessel, was a good ship, there were very few replacement called for. We shipped several men aboard, and watched her shove off with a load of wheat destined for Trieste. The Spencer came in here after a trip to Germany.

Another vessel to pay off here was the Sanford B. Dole, the Metro Petroleum Corporation. This Liberty tanker has been on the molasses run to Cuba, and her arrival this week marked the first time she has been in the Port of Philadelphia.

ORGANIZING VICTORY

The Dole came under the SIU flag due to the efforts of our Organizing Department during their 1948 drive for more ships and jobs for our members. I feel sure that 1949 will be a period of even greater effort in this direction.

The Dole paid off in very good shape, with absolutely no disputed overtime a fact which I believe is proof that there was considerable harmony between the crew and topside. It is always a practical-minded, sober crew working together as true Union Brothers.

Another bit of evidence that speaks highly for the Dole crew is the fact that they brought in a clean ship. Several SIU ships arrived here in transit and they helped provide jobs for our boys on the beach.

McDONOUGH DIES

We were saddened this week by the sudden death of one of our oldtimers. Brother Charles McDonough passed away in Staten Island Marine Hospital, where he was taken after being returned to the States from the SS Governor Sparks in a German port.

Brother McDonough was a Chief Cook and was well-liked by everyone who sailed with him. He was a full bookmember and his widow will, of course, receive the Union death benefits.

Several SIU members and former shipmates of Brother McDonough attended the funeral services and a wreath from the Union was among the flowers around his bier.

With the Tallying Committee hard at work counting the ballots, the members here are awaiting the results, and whoever are the winners, we know that the men elected represent the will

of the membership and will receive, therefore, the utmost cooperation from all hands.

Something else that has caused a great deal of comment around here is the very fine job done by our Headquarters staff in enlisting such widespread support for our fight to defeat the Hoffman proposal.

We owe them a vote of thanks and we owe a vote of gratitude, too, to the trade unions which have rallied to our cause.

I had occasion to be at Headquarters in New York for a few hours one day last week, and while there I had the pleasure of running into several old friends and former shipmates.

Among them were such sterling guys as Santos Garcia, that 300-pound lover from down New Orleans way; Pete King, belly-robbler par excellence; Whitey Bank, pride of Milwaukee and New York, and a number of other pals I have sailed with and hope to sail with again—soon.

That's about all from Philly right now. Look for me next week, because I'll have a special message for you and I believe I'll really be saying so long. Until then, good luck and good sailing!

Baltimore Expects Early Shipping Upswing

By WILLIAM (Curly) RENTZ

BALTIMORE — Shipping did slow up a bit here this week, but we look forward to an early upswing.

What held us down was the fact that three Ore ships and three Calmars were in the shipyard for repairs. When they come out we should be in good shape.

The vessels in the shipyard explain why we had nine payoffs to only four sign-ons.

More important than the fact that we are having a slow week or two, because of temporary shipyard lay-ups, is the fight on the Paul Hoffman Plan to sweep the U.S. merchant marine from the high seas.

RALLY ROUND

If Hoffman is permitted to have his way, all that talk we used to hear about maintaining the U.S. merchant marine as the world's biggest and finest will prove to have been so much hot air.

We are putting up a big battle. We are taking our case to the country. Our fellow trade unionists are rallying to our cause, and most of the men in Congress who write the laws understand and sympathize with our arguments.

If we ship more than half these relief and rehabilitation

Head Of BA Catholic Club Praises Seafarers' Spirit

Father John David, head of the Catholic Maritime Club in Buenos Aires and a staunch friend of SIU members, recently spoke before a branch meeting in New Orleans where he had high praise for the SIU and its members.

Introduced to the meeting by Father MacDonald of the New Orleans Catholic Maritime Club, Father David is an old friend to members of the SIU, many of whom met him while aboard Mississippi ships that visited Buenos Aires.

In his address he urged SIU members to take a personal interest in the Union and work for the attainment of the objectives set forth by the majority.

The full text of his address is as follows:

"The Union is the seaman's bulwark of protection. In the struggle to obtain better living and working conditions, it quickly became evident that the seamen had to band together and work as a unit in order to attain the ideals for which they strove."

OBLIGATION TO ALL

"This united front places upon each union member the duty and the obligation of making union issues a personal matter. It is a duty and an obligation that the individual is not free to shirk."

"Differences of opinion will undoubtedly arise, but once these differences have been set forth in a decision then the individual members must seek to cooperate and follow out that decision."

"The members of the union must take a personal share in that decision and in every activity that pertains to the union. This personal, active attitude will insure and preserve a sound union membership. It will insure a sound, active, vital union."

"When the members take care to have such a union then they will have a union that will take care of its members. Take a sound, personal, active interest in the Union so that a sound, active, personal union can take care of you."

Port Mobile Expects Shipping To Improve

By CAL TANNER

MOBILE—We have the promise of better shipping next week with Waterman expecting a few ships and Alcoa's passenger vessels scheduled for visits to this port.

The past week saw us ship 63 men while handling five payoffs and three sign-ons. The payoffs were the Alcoa Cavalier, in from the British West Indies; the Governor Brandon, in from a Far East run; the Wild Ranger, in from Puerto Rico; the

cargoes of any classification in foreign ships it means the end of the American merchant marine, and it means that you and I are subsidizing foreign fleets.

Now we have nothing against foreign seamen, many of whom are good guys but underpaid.

But there is no reason why we should hand them our jobs, all dive bomber and torpedo attacks to help win the war. He

forgets that these seamen had 6,000 shipmates who didn't come back from the war. So he wants to reward the survivors by cargoes we'll be left holding the heaving them on the beach.

Well, we and our allies are Hoffman thinks he will save not going to let him get away money shipping foreign. But he with his scheme.

Alawai from Europe, and the Antinous from a coastwise run. The last four ships are operated by Waterman.

Sign-ons were the Cavalier, Wild Ranger and Governor Kilby. In transit we covered the Alcoa Runner and the Ponce DeLeon.

In the report from this city last week we said that Waterman was planning to take six liberties from the lay-up fleet. So far no action has been forthcoming. It seems that the Maritime Commission has put a few barriers in the way. They won't charter the ships for use on Waterman's franchise-runs, but

reserve the right to name the runs on which the ships may be used, such as Army time-charters and nitrate runs.

DUE EVENTUALLY

What it boils down to is that Waterman will eventually put the ships into service, but it might be anywhere from three weeks to three months. If the company could use the ships on its own runs, the ships would be pulled out right away. Waterman is still working on the deal. We will keep the members posted in the LOG.

Frisco Booms; New Hall Opened In Tacoma, Wash.

By FRENCHY MICHELET

SAN FRANCISCO—A generous response from other ports has eased the situation on this coast a great deal. We've shipped a good many permits in the process.

Nevertheless, there still exists an acute shortage of rated men out here. ABs are particularly needed. Half a dozen carloads of permits arrived over the weekend. What's more, everybody found a job immediately—and we could use another half a dozen carloads at this writing.

The boys arriving from the East Coast and the Gulf claim it's a tough ride over the mountains to get here, but that the ride is worthwhile, for they all get good berths without waiting.

SHIPS AND JOBS

For the immediate future, anybody heading this way would be wise to set a course for Tacoma, Washington. That's where we will need the most men during the next few weeks.

In fact, we've had to open a Hall in Tacoma to handle the rush. The address: 1519 Pacific Street, Tacoma. Don't forget it.

There are several new ships to be delivered from the shipyards up there and each one must be crewed. And within a month there will be four payoffs there from the long run to the Far East.

On the local front, we have been kept busy with office affairs, while Bob Pohle covered the waterfront settling beefs and doing what else the membership wanted. Keeping the ships in shape out here has been a tough job since the end of the strike.

All the headaches have been worth the trouble. Every one has meant more jobs for A&G men.

Puerto Rico Awaits Sugar Season To Bring Spurt

By SOL COLLS

SAN JUAN—This is the slack period between the sugar seasons and, naturally, shipping is at a slow pace. Until the end of the month, when the sugar begins to go out on the ships again, we'll have to get along with only a handful of ships a week.

This week's visitors numbered five: the Monarch of the Seas, the Suzanne, the Dorothy, the Monroe and the Marina — a trickle of business compared with

the activity that will come when the season gets rolling heavy.

Most of the ships to come in called for shoregangs. The Marina, Dorothy and Monroe took shoregangs as did the MV Ponce, now tied up in Ponce. We had expected one of the Cuba Distilling ships in port this week, but she didn't show up. Maybe next week.

On the ships to come in, we had little trouble in squaring away the routine beefs which arose. Most of them were minor, like a man turning to ten min-

utes late, or a Steward feeling the passageway should have been mopped better—little matters like that.

The only matter to provoke any discussion of any sort was the question of whether or not a Carpenter has the right to stand a gangway watch.

Is he in line for the work? We hope Headquarters will clarify this matter for us, as we are up in the air for a solution.

Editor's Note: Headquarters says that Carpenters do not stand gangway watch.

What it boils down to is that Waterman will eventually put the ships into service, but it might be anywhere from three weeks to three months. If the company could use the ships on its own runs, the ships would be pulled out right away. Waterman is still working on the deal. We will keep the members posted in the LOG.

The towboats of the SIU's Marine Allied Workers division took care of 29 relief jobs during the past week. This helped out the Brothers who didn't want long trips at this time, but could use some dough in their pockets.

With balloting ended in the election for 1949 officials, the membership in this port is now awaiting the tally of the Headquarters Balloting Committee. One thing is sure, whoever is elected will definitely reflect the wishes of the majority. In this port we turned in a record ballot, with well over 700 votes cast.

This week we have nothing to report on the scheduled renovating of the Mobile Hall. We are still waiting word from SIU Headquarters. When the go-ahead signal is given, we will put into motion our plans to make this a first class SIU Hall, on par with the best in the Union.

Before closing, here's a roll call of oldtimers currently on the Mobile beach: R. C. Reynolds, W. C. Boyd, B. C. Jordan, W. J. McNeil, D. E. McNeil, Eric Gronberg, T. Bernsee, A. F. Devine, E. V. Webb, J. G. Avery and L. Myrek.

Louis Galvani Buried At Sea

On December 21, burial services were held aboard the Zebulon Pike for veteran Seafarer Louis Galvani, whose body had been recovered from the sea by the crew.

Services were marked by a brief eulogy by the Mate and a sermon by the ship's Captain, following which Brother Galvani's body was committed to the Pacific. He was 50 years old at the time of his death.

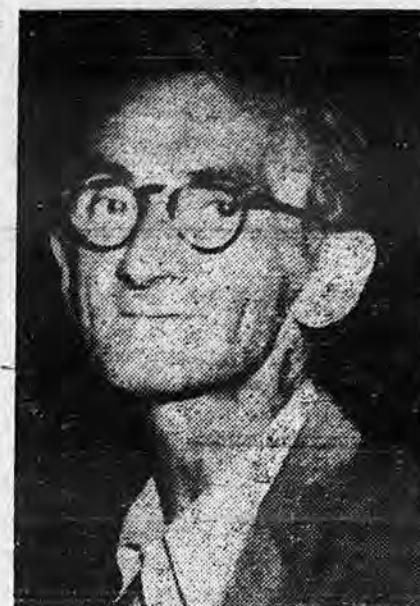
A letter to the LOG from Zebulon Pike Delegates detailed the events surrounding his death. The letter states:

"At 7 P.M. on December 21, Galvani was seen in the water off the stern of the ship. The alarm was sounded and the vessel halted. Immediately a boat was lowered and the search began.

The search was made under difficult circumstances, as the sun had just set and the visibility was very poor. After scanning the sea for over an hour the boat returned to the ship and there, near the ship, Galvani's body was found and taken aboard."

The Delegates' letter continues:

"Aboard ship artificial respiration was begun and continued without a halt for seven hours. The captain attempted to



LOUIS GALVANI

secure the aid of a doctor, but the radio reported no passenger ships in the area. All hope was then abandoned."

An oldtimer in the Union, well-liked and well-known, Galvani was serving as Deck Engineer aboard the Pike, which was bound to the Far East with a cargo of coal.

He had been a member of the SIU since 1942 and carried Book No. 21711. When ashore he had made his home in Brooklyn, New York.

Job-Hungry Engineers Looking For The SIU's Electrician Jobs

By JAMES PURCELL

In the past few months a host of criticism has been leveled at SIU Electricians by the Engineers aboard SIU ships, all of the blasts aimed at discrediting the Electricians shipped to the ships by the SIU.

These men have been accused of being incompetent, ignorant of their work and even, in one case, as a saboteur.

So far the Union has been successful in proving these charges false as they arise, but the point of irritation is this: Why are these charges being made?

It is our opinion that the issue is strictly pork chops. The meat is hanging high for Engineers and they are out to capture these jobs for their members.

They have already accomplished this aboard the NMU-contracted U.S. Lines ships. In that fleet the Engineers control the bulk of the Electricians' jobs.

Why they have set their sights on the Electricians is obvious: Electricians now enjoy top pay and good conditions. It is then only natural for the Engineers to look upon these jobs as choice

plums for their members—thus the campaign to discredit the abilities of Electricians shipped from the SIU Halls.

USEFUL TIPS

To be on the safe side, and prevent the Engineers from having any solid basis for their accusation—and at the same time nip any big beefs in the bud—a few suggestions are herein offered SIU Electricians. These, however, are merely suggestions, and not hard and fast rules:

On every SIU ship a Kardex Megagraph system should be installed to record the motor data, greasing record, brush sizes and numbers and the location of the spare parts box.

This record will help the new man coming aboard to locate spare parts immediately, save a lot of griping and inform him when motors and equipment were last serviced.

Moreover, a duplicate copy of requisitions should be kept on board at all times to prevent a duplication of orders. When spare parts are used, replacements should be ordered upon completion of the voyage.

A complete set of tools and instruments, such as meggers, should be on board the ship, supplied by the company.

Electricians are not compensated for the use of their own tools on the same basis as the carpenters. All tools are to be left aboard ship so the next man will be able to do his job efficiently.

On another point: When an Electrician has torn down equipment for repair and parts have been ordered, he should tag the equipment with all data necessary to make it easy for the next Electrician to square away the job.

He shouldn't leave coils lying

around with tags removed and numbers missing. This will cause the relief man to lose time trying to find the proper coil for the equipment under repair.

A good idea is to keep all tools and equipment in their proper places and an up-to-date log account of work completed.

If the Electrician, because of unusual circumstances, has to pile off the ship in a hurry the newcomer in such a situation will be faced with a jigsaw puzzle.

If at the end of a voyage the relief Electrician shows up before the payoff, it would be beneficial if the retiring Electrician would show the relief man around the plant and point out various gear that has a tendency to act up.

DIFFERENT SET-UPS

The reason this courtesy is needed is that there are many types of ships, each with a different electrical set-up. As most Electricians know, the equipment is different on ships and the location of panel boxes, controls, and so on, is not standard.

It is my belief that a little more cooperation among the Electricians will go far toward eliminating a good number of beefs, gripes and petty jealousies that now exist, and will close the gap that the Engineers are trying to exploit in their campaign to hard time all Electricians.

In conclusion, I'd like to point out to Electricians that these are your jobs and your responsibilities. Gashounds and incompetents have no place in these positions.

The SIU is going to retain jobs for its membership, and irresponsible members will not be allowed to jeopardize the jobs of others in this rating.

smooth operating crew.

The crew got a bellyful of the guys and had the Patrolmen straighten them out at the pay-



off. It settled the matter, but their screwball tactics hadn't helped crew harmony any.

If guys don't get along, nothing anyone can do will make them enjoy each other's company. But at the same time if two men have to work together, they should do their work as they are supposed to do it and settle their differences on the pierhead, not on the ship. The rest of the crew deserves that consideration.

That's about the works for this week from here. The Patrolmen are getting restless for a swarm of ships to handle, but in the meantime they have to be satisfied with the routine duties in the Headquarters office.

In the spring-like weather we've been enjoying the past few days, I can't say I blame them for wanting to get out along the waterfront.

Tacoma Hall

The A&G District has had to open a temporary Hall in Tacoma, Washington, because of the rush of business in Pacific Northwest ports.

The address is 1519 Pacific Street, Tacoma.

Brothers heading for the West Coast where shipping is good are advised to go to Tacoma where jobs will be plentiful for several weeks.

Shipping Picks Up In Galveston

By KEITH ALSOP

GALVESTON—If the current tangle, but other than that she spurt of shipping continues for cleared in quick time.

IN TRANSITS, TOO

In addition to payoffs and sign-ons, we busied ourselves with the in-transit and unorganized ships. SIU-contracted ships in-transit here last week were the Mae, Seatrain New York, Eistar, Julesburg, Edith, Seatrain Texas, Clairborne, Seatrain Havana.

In line with the organizing program we rushed over to Houston to cover a Cities Service ship in that port, but missed her by a few minutes. Those babies don't hang around long. The press of business among our regular ships made it difficult to leave for Houston until the last minute, but we'll get the other CS ships as they touch in this area from now on, even if we have to hire a rocket ship.

After the smoke of a busy week had cleared, we counted noses around the Hall and found a few of the oldtimers still hanging on. Their ranks were severely depleted, but a few hardy souls remained.

For the record they are George Yeager, Ray Sweeney, M. Doucette, Stew Monast, Henry A. (Pegleg) Anderson and S. E. Hams. We expect to scratch their names from the roster before next week.

Tampa Shipping Matches Weather

TAMPA — Shipping really picked up pretty well around here this week.

We had three Watermans in. They were the Canton Victory, the Antinous and the De Soto. Within a day or two we will have another Waterman, the Bessemer Victory, and a Bull Line vessel, the Carolyn.

The Canton Victory was the only ship to payoff here, but we have sent quite a few replacements to everything that has come in, which keeps things pretty shipshape.

There was a bit of a beef aboard the Canton which held her up three hours. However, we got her squared away at last.

The State AFL Convention will be held in Lakeland next month. Lakeland is just a few miles from here and it will be easy for our representatives to attend. The SIU is always active at the convention.

BOOTS FLORIDA

We are having some nice weather these days. Last week was coolish, but now we are getting what Florida is famous for.

Some of the oldtimers are doubling up and taking apartments for a while.

A fellow can get an apartment for 35 bucks a month. By doubling up with another Brother, he doesn't have to carry much of a burden so far as rent is concerned. Then, if somebody brings around a string of fish, and somebody else has good luck hunting squirrels, the meal situation is well under control.

So you see why a lot of SIU oldtimers like to put in time in Tampa.

In fact, a lot of you must know some of the oldtimers who are in this port right now. You can run into Charlie Lee, "One Round" King, Don Sammons, "Fat Boy" Velasco, Markos Frangos, Buddy Haas or Jim Hand—just to name a few.

Velasco has registered to ship, though, so you'd better hurry if you want to see him. He's ready to retire from the hack-pushing industry.

Jimmy Jones is back after a few weeks aboard the Florida. He says she's a nice ship to ride in the Engine Room.



SHIPS' MINUTES AND NEWS

Frazzled Ross Crewmen Condemn Companies' Use Of Hired Planes

When the frazzled crew destined for the SS Pontus H. Ross landed on solid Seattle ground after a cross-country flight from New York, all hands uncrossed their fingers and turned thumbs down on charter plane transportation.

Roundly scorning the use of non-scheduled airline outfits in transporting SIU crews from port to port, the Pontus H. Ross Seafarers, now plying the seas en route to Japan, urged that steps be taken to prevent others from being hauled similarly as "human cargo."

The steamship companies, agreed the Ross crew, should be required to "carry us on recognized, dependable and regular flight planes."

"Life is just too short to gamble it that way," they added philosophically.

The Ross Seafarers bolstered

their attack on charter plane transport with a detailed account of the flight, which they say recalled wartime sailing hazards of 1942-43-44 and which, almost significantly, began on Dec. 7 at Newark airport.

Despite the grimmer aspects of the airborne venture, the Ross Seafarers credited the aircraft's crew with contributing some pleasant moments to the trip. They had high praise for the plane's stewardess and for the pilots, who gave a daring demonstration of skill on several occasions.

The account of the SIU crew's air-journey to the Ross, a Smith and Johnson ship, was drafted in the form of a letter to the motors sure had been doing yeo-Union by Harry L. Franklin, at man work. Smith and Johnson, a shipboard meeting. Co-signers true to their reputation with us, of the letter with Franklin were James Wilkie, stewards delegate; John Aullanes, deck delegate, and Blackie Marshall, engine delegate.

Culled from the letter were the following highlights:

"We took the job off the board at 11 A.M., Dec. 7. We were told 'only 40 pounds of luggage, fly to-night to Seattle, be there in the morning, ship going to Japan.'

"...Down to the office of Smith and Johnson we went. Orders were for us to report back at 6:30 P.M. when transportation would be arranged to Newark airport and on to Seattle.

"All connections were made in SIU style and one of the best crews ever shipped out of New York was drinking coffee, waiting for a plane at 9:30 that evening. Planes all bright and shiny were coming and going, when all of a sudden a two-propeller ship taxied up to our gate.

"It needed a paint job, but since looks don't make a plane,

(Continued on Page 10)

DEAD WOOD AND DEAD SHIPS IN WILMINGTON



Like the dead trees in the foreground, ships in the Wilmington River boneyard, Wilmington, North Carolina, lie dead and forgotten. On a recent run job to the boneyard, Frank Rose snapped this shot of a few of the 500 inactive ships tied up there.

Twenty Days As Fisherman Produces Net Full Of Woes

Seafarers in Galveston these days are wiping salty tears from their eyes and uttering soft words of consolation to Seafarer Guy Whitehurst. Guy's tale of woe is fast becoming legend along the Texas coast and whenever seagoing men gather the conversation turns to discussion of the "twenty days of Guy Whitehurst."

Before the tale takes on the proportions of a folk story, wherein every teller adds his



GUY WHITEHURST

own embellishments to the story, let's get the original version into the record, just for posterity's sake.

The story, as Guy tells it, took place in late November, when he paid off the SS Evistar. Shipping being on the slow bell Guy decided to make a short run on one of the local fishing boats. He had heard rumors that money was to be made when the fish were running and the nets came up full.

Guy loaded his gear aboard one of the small craft and put out to sea, his fortune sure to make. Twenty days later the craft returned to port with its haul. The boys were all down at the dock to welcome home the hardworking son. After all, Guy was sure to need help in hauling away his payoff. Beaming faces awaited his arrival, festive was the air, but mighty Guy was not in a festive mood when he lumbered up to meet his friends. "No, pals. No celebration. All I have to offer you is a sad story."

THE STORY TELLER

In silence the boys listened as Guy told of the days just behind him.

For twenty days Guy had worked until his arms and legs were like lead. For twenty days he had slept on a wooden bunk with no mattress or blankets. For twenty days he had received no fresh water for bathing. He had eaten the foul chow churned up in the galley, which tasted of fish. Enduring the terrible conditions and the strength sapping work was only possible by visions of a fat payoff and a long rest when the trip ended.

The nets came up and the fish

went into the hold. The boat sank deeper in the water as the tons of fish went under the blankets of ice. Over and over again, countless times, the crew hauled away at the side. Finally the job ended. The boat turned to home and the men relaxed. The reward was soon to come.

It was a little confusing at first when they told Guy how the payoff was figured, but that was okay with him, he'd make out okay. First to be paid for was the fuel, ice, food, lines and leads. Okay with Guy. Then the boat was given forty percent of the catch. That, too, was okay with Guy. Then the Captain took off his cut: \$17 for every 1000 pounds of fish, plus two percent.

SPLIT UP

The remainder of the money was then divided into eleven and one half shares, one and one half going to the Captain. By this time Guy had his pencil out and was doing some fast figuring. At \$150 per thousand pounds of fish, divided into shares, Guy was scheduled to wind up with but \$9 for his work.

With an oath that split the Gulf calm, Guy rushed from his foc'sle to the Skipper. Brandishing the pencilled result under the Captain's nose he demanded to know if the figure was correct.

The Captain brushed the ash from his cigarette and with an amused smile said, "No, old boy, that figure is not correct." Guy breathed a sigh and the murmur left his eye. "No, old boy, the Captain continued, "that figure is wrong. You see, from that \$9 you still owe us for the oil skins and boots we issued you."

That's the tale as Guy tells it.

Keep It Clean!

It is the proud boast of the Seafarers International Union that an SIU ship is a clean ship. Let's keep it that way. Although most of the crews leave a ship in excellent condition, it has come to the attention of the membership that a few crews have violated this rule. So they have gone on record to have all quarters inspected by the Patrolman before the payoff, and if the conditions are unsatisfactory, he has the right to hold up the payoff until everything is spic and span.

Remember that the Patrolman can only have repairs made if he knows what has to be done. Cooperate by making up a repair list before the ship docks. Give one copy to the Skipper, and one to the Patrolman. Then you'll see some action.

Digested Minutes Of SIU Ship Meetings

LA SALLE, Oct. 24 — Red Campbell, Chairman; John Flynn, Secretary. Motion by Esposito, that check be made into non-payment of linen money on previous trip. This matter is to be referred to again in final shipboard meeting. Motion carried calling upon men to strive to keep messroom clean all times. No beefs were reported in any of the departments. Motion by the Bosun that all bunks be stripped and new pillow cases be put on pillows. To better acquaint tripiders with importance of Union to seamen, the history of the Seafarers and its structure was outlined to the meeting. The Shipping Rules and the Union constitution were also explained and discussed. Suggestion by Campbell that crew leave mess and pantry in tidy condition, as the crew served good chow and had a pantryman who always kept the place clean.



correct conduct of a meeting. This discussion was started by the meeting chairman for the benefit of the newer members aboard. One minute of silence in memory of departed Brothers.

STONY CREEK, Nov. 14—Earl Haskins, Chairman; John Wunderlich, Secretary. Reports by delegates—D. E. Haskins, Deck; M. P. Lee, Stewards, and G. J. Baron, Engine. Suggested that delegates ask the master for an awning for poopdeck as vessel may go into Persian Gulf trade. The present transportation rule came up for discussion. Since the ship carried several new Union brothers who came to us when this company was organized, the shipping rules were clarified by Brothers Haskins and Wunderlich. One of the new Brothers spoke on behalf of the many new members and stated that since they did not know too much about the union way of shipboard procedure, they would like the oldtimers to have patience and help them by explaining the proper methods. A minute of silence in respect for the memory of our departed Brothers.



THOMAS CRESAP, Nov. 7—Hume, Chairman; Kuhn, Secretary. All members present except those on watch. Minutes of previous meeting read and accepted. It was agreed that entire week's issue of linen be made at one time. All hands were urged to cooperate in keeping the heads clean. The Steward promised to start serving cold drinks at supper. It was agreed that before transiting the Suez Canal some other arrangements be made for feeding of the local boatmen. Meeting adjourned after one minute of silence in memory of departed Brothers.



STEEL ADVOCATE, Nov. 7—Red White, Chairman; C. Tobias, Secretary. Three department delegates reported to meeting. Everything okay. R. White elected ship's delegate. Acting deck delegate C. Tobias resigned and J. Buslewski elected to succeed him. Messman O. Elliot asked for cooperation in keeping the library clean. Chairman White suggested that list of dates be posted so that men on sanitary work will know when and where they are to clean. One minute of silence for departed Brothers.

SANFORD B. DOLE, Nov. 14—K. Foster, Chairman; J. Megill, Secretary. S. Foss elected ship's delegate by acclamation. In reply to questions from ship's delegate, the Steward reported that new coffee pots would be ordered in New York, and that sufficient stores were on board. Motion carried that repair list be written up before ship arrives in New York.

STEEL ARTISAN, Nov. 4—R. Gilbert, Chairman; J. J. Kealy, Secretary. Minutes of last meeting read and accepted. All delegates reported smooth sailing in their departments. Motion by Smith that no one is to barter with anyone in their quarters. All trading is to be done outside of midship house. Amendment to motion by Brother Sheldon that no trading is to be done by anyone. Steward put in stores requisition, but Captain struck out tomatoes. Ship's delegate is to see skipper about all stores. All sanitary work agreed on for spot sougeeing in the showers and heads. All disputed overtime to be placed on separate overtime sheets to simplify matters for boarding Patrolman. All members were advised that no one is to pay off until all beefs are settled and approved by Patrolman. One minute of silence for departed Brothers.

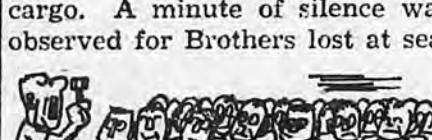
WINTHROP MARVIN, Nov. 7—Gene Brazzil, Chairman; Holden E. Sanders, Secretary. Ships delegate reported that repair lists had been submitted and disputed overtime checked. These matters will be taken care of when ship arrives in port. Under Education, there was a discussion of details of parliamentary procedure and the

mination of voyage, and a list of needed repairs hanging over from last trip, both to be handed to Patrolman; that because of the east coast longshore strike, no Brother is to sign off articles until he receives instructions from the Union Patrolman. Certain members who were developing an antagonistic attitude toward the Stewards department were straightened out by Steward delegate E. E. Gross. Chairman Butts called for increased harmony and cooperation. Brothers then referred to the vote of thanks extended to cooks at previous meeting. Meeting adjourned after one minute of silence for departed Brothers.



ROBIN LOCKSLEY, Nov. 7—Sylvester Monardo, Chairman; Stephen Bogucki, Secretary. Previous meeting's minutes read and accepted. Delegates reported: disputed overtime in deck, no beefs of any kind in stewards and engine departments. Motions carried: That men wishing to hang clothes in engine room should place them behind the boiler; that Steward have messhall sougeed before coming into port; that engine and deck delegates see respective department heads about chipping and painting heads and showers; that three repair list sheets be posted in messhall and all crew members check what they think are needed repairs for next trip.

GADSDEN, Nov. 7—Carl Lawson, Chairman; Edward Mishanski, Secretary. No beefs in any of the departments with exception of some disputed overtime in deck. Photographs are to be taken in Turkey by H. Dunn and Steward and Bosun are to write captions and descriptions for the LOG. A few minor repairs are necessary and Chips said he would take care of them. It was reported that the washing machine needed a bolt and the deck department was going to contrive a temporary substitute as there are no spare belts on hand. The Chief Cook is going to prepare hot or iced drinks, whichever is appropriate for the crew while they are working cargo. A minute of silence was observed for Brothers lost at sea.



ALCOA PIONEER, Nov. 17—James Hand, Chairman; William T. Malvenan, Secretary. Engine delegate James Creel reported some controversy over unequal division of overtime in black gang. Matter is to be taken up with Patrolman in New Orleans or Mobile. Stewards delegate John Caldwell reported everything was running smoothly in his department. There was considerable discussion concerning cleaning of ship's laundry and library. Agreed that each department rotate in cleaning these places, which are to be kept shipshape at all times. Chairman warned members of strict customs regulations in port of Paramaribo, cautioning all to be careful with number of cigarettes on their person when leaving ship, as fines are imposed for violations.

LEGION VICTORY, Nov. 14—William H. Butts, Chairman; Mike Streiffer, Secretary. Ship's and department delegates made the reports, which were accepted. Motions carried: That delegates make final repair list upon ter-

SEAFARER SAM SAYS



EVERY MEMBER OF THE SEAFARERS INTERNATIONAL UNION IS ENTITLED TO RECEIVE THE SEAFARER'S LOG AT HIS HOME. IF YOU DO NOT GET IT NOW, SEND US YOUR NAME AND ADDRESS (use the form on page 15 of this issue) AND WE WILL PUT YOU ON THE MAILING LIST.

CUT and RUN

By HANK

Some brothers are self-styled navigators, foc'sle lawyers, poets of romance and adventure, guitar musicians, a few are dictionary-fasioned intellectuals. Well, have you ever heard of "Blackie" Garcia, the Songbird of the South? He just spliced a song, but the trouble is he's probably singing the blues, too. Too many volunteer managers... Joe Pendleton, now on the Alcoa Pointer after two months on the beach in Japan, keeps on praising McGee's Bar down in Mobile as treating SIU men real swell. Joe has dignified his face romantically with a blonde handle-bar mustache. Bowery us down, it's sure a slicker... Sidney Brown writes he's signed on articles for a long landlubbing voyage. No, not matrimony, just three years in the Army... Brother T. J. Lewis is aboard the Del Norte... Bill Ellers must have bone-yarded his taxi canoes down in Dundalk, Maryland. He's on the Venore now.

"Bing" Miller, who sings his songs Bing Crosby style out at sea, is in town after his long voyage on the SIU tanker, Fort Bridger. "Bing" also donated many fine photos of the trip to be printed in the LOG... Brother Wesley Cunningham writes that he's drydocked in the San Juan Marine hospital for some time to come. We hope his shipmates drop him a line... Dena's Bar down in Houston, Texas, is now on the mailing list for a weekly bundle of LOGs... The weekly LOG will be sailing free of cost to the homes of the following brothers—James Manning of New Jersey, Leonard Garrett of Texas, William Linker of Pennsylvania, Gus Breitweg of New York, Abe Wernick of New York, John Abrahamsen of Pennsylvania, Gus Ekelund of Texas.

Book Dept.—Master of the Girl Pat, by Dod Osborne, Doubleday Company, \$3.00. An adventurer in the merchant marine tells of his various experiences asea and ashore... In the news item mentioning President Truman's recommendation of a huge sum for new ship construction in 1949-1950 we notice a familiar item—one passenger-cargo ship for Mississippi Steamship Company... Brother Samuel Beattie received good news this week—draft deferment. We presume he hopes it isn't just temporary.

Brother Vick D'India is aboard the SS Bret Harte... Brother T. E. Dickens is doing some coastwise shipping on the SS Evelyn... To the Shamrock Cafe down in Houston, Texas—You are on the mailing list for a bundle of LOGs... Brother H. R. Lowman, the Electrician, says he's trying to recuperate after three months of hospitalization due to a broken leg. He's down in Virginia after leaving the Mobile Marine hospital.

Brother Leon "Chink" White now doing private business (in the Army down in Camp Pickett, Virginia) requests an Isthmian agreement to prove to another G.I. (ex-NMU) that the SIU has an agreement with Isthmian Line. That NMU guy has a lot to learn. Mainly the fact that the SIU always traveled the road of real representation of the membership, tough organizing programs, democratic rank-and-file operation, and helping other unions in their beefs. We shocked the maritime industry by proving to Isthmian seamen that the SIU was the best union to represent them. And they received the greatest security American seamen can have—an SIU contract.

THE MEMBERSHIP SPEAKS



Seafarer Urges Uniform Statutes For Seagoing And Shoreside Aliens

To the Editor:

Don't you think something can be done about alien seamen as well as the Displaced Persons?

Most of our Union oldtimers know about the position the wartime alien seamen find themselves in. Many alien seamen are pretty much Displaced Persons themselves.

Look at the analysis below, and compare the plight of the alien seamen with what is being done for the shoreside aliens. Between 1940 and 1948, about 600,000 shoreside aliens were allowed to enter the States. In 1947 alone there were 147,292. Yet the total number of alien wartime seamen showing more than three years of active duty is less than 10,000 in all maritime unions combined. Certainly something could be done about this relatively small number.

LIMITED JOBS

For instance, on entry into this country as a shoreside alien, a man has about the same rights as a citizen. He can work in any industry with an unlimited right to promotion. An alien seaman, by contrast, is limited to a single industry, and cannot be promoted from the foc'sle.

A shoreside alien can become a full citizen within five years whether he works or not. An alien seaman must have five years' discharges on American ships. But any time spent in the hospital, no matter how long, does not count. And if an alien seaman overstays his 30 day shore leave he winds up in a dark cellar on Ellis Island.

A shoreside alien is allowed to return abroad to visit relatives or friends and the time he spends counts toward his five years. When an alien seaman is paid off and goes ashore in this country, his time ashore does not count. Should he have to take a job under another flag, all his previous time on American ships is discounted. He has to start anew.

A shoreside alien is not forced to become a citizen. But an alien seaman has only one real chance

in life, and that is to become an American citizen. The merchant fleet of his native land may be in Soviet hands or sunk.

FOUGHT WAR

A shoreside alien has a right to full-time employment. He even can sail coastwise if he wishes. But an alien seaman is barred from coastwise ships, mail and passenger ships and government ships. As things are set up now, he averages about three months sailing a year, which means that it will take a man quite a few years to have enough time for his final papers.

A shoreside alien during the war could enter military service

and become a full citizen in three months without having to serve overseas. During the war alien seamen sailed in all the war areas through the submarine and mine zones.

The wartime alien seamen fought for the four freedoms long before the war and during the war and are doing so now. Why are the alien seamen reduced to the level of criminals and bums? Maybe the men in Washington can answer the question.

Name withheld by request

(Ed. Note: The Union is trying to obtain citizenship for alien seamen who sailed through war.)

DOWN ARGENTINA WAY



With the Argentine Capitol in the background, Del Norte crewmembers Carl Richard and Eddie Gonzales find a crew-member's camera more to their interest. Shot was taken during a recent cruise of the Delta Liner.

Percy Reports On New York Visit

To the Editor:

We sailed out of New Orleans a couple of days before Christmas on the SS Alcoa Pioneer. We sorta hated to leave since there was a good bunch of old-timers drifting in. Guess they were coming to spread their wings for the holidays.

Before leaving, we went up to bid farewell to our good friend, the Bing Crosby of the SIU, but he looked satisfied sitting there as he was in that large special-made chair shaking like a four-leaf clover. We wonder why. But, very best of luck on your trip anyway, Moon.

Incidentally, Bull Sheppard can well be proud of the way he has improved things since he took over in the port of New Orleans. Keep up the good work.

We were on our way to Halifax, but had to pull into New York because of engine trouble, which didn't hurt my feelings one bit. In New York I was thrilled to see another bunch of oldtimers content to spread their wings in the Big Town.

Wilbur Hunt

Big Santos Garcia, the Clark Gable type, was in town. He mentioned that it has been quite a while since he'd been to New Orleans. He said it was hot down there, and whether he meant the weather we didn't know.

John Bananas was looking mighty fine since he'd gotten rid of that billy-goat mustache. The office force in New York was looking swell.

George Allen said he was now sailing Second Cook. He said that after he quit sailing as bellyrobbler he began to find a lot of new friends.

Percy Boyer

Fireman Hired, Fired Twice, Lauds Beef Settling Speed

To the Editor:

Just a few lines to let the membership know of the swell Union to which they belong.

I made a round trip on the Waterman Governor Graves, which paid off on January 7 in New York. That morning the Chief Engineer for no good reason told me to pack my bags and get off when the payoff was completed.

When Patrolman Red Gibbs came aboard I told him my story. He investigated the case and told me that the Chief had no good reason to fire me and I was to stay aboard.

So, after everything seemed to be straightened out and the ship was paid off, I went ashore and had supper before relieving the watch at 4 PM. When I returned and went below, the Chief was down there. He saw me and chased me out of the engine room. I learned that he had called for a new Fireman to replace me.

STAY ON!

I went ashore and called the Union Hall and talked to Red

BANG-UP SPEECHES AT UNION MEETING IMPRESSED MEMBER

To the Editor:

I'd like to take this time to recognize and appreciate the wisdom of good men in the labor movement. First, I want to voice my appreciation of the speech made by Father Davis of the Buenos Aires Catholic Maritime Club at the meeting held in New Orleans a few weeks ago. Every member present enjoyed hearing from him.

Second, I'd like to tip my hat to a fellow Seafarer. I was impressed and overjoyed by the speech delivered at that meeting by our Brother member Lindsey Williams, who gave a bang-up talk on labor.

His speech made such an impression on me and other members present that we can go so far as to say as long as we have men like Brother Williams in our organization we will never drop from our position of leadership in the maritime industry.

As a New York Seafarer attending a meeting in New Orleans, let me convey my thanks to Bull Sheppard, Johnny Johnston and Buck Stephens. A good job was done also by Moon Mullins. Paul Warren also deserves a vote of thanks for his fine work with the Brothers in the New Orleans Marine hospital.

Matt Fields



Gibbs. He told me to go back to the ship and tell the Chief to pay the new Fireman a day's wages and I was to stay aboard the ship as Fireman. This time the Chief had me ordered off the ship, saying I was paid off and had no business on the vessel.

I went ashore again and called the Union Hall. Again I gave the story to Red Gibbs. Red told me to wait for him outside the gate, he was coming down.

Minutes later Red and Slim, the Doorman, arrived. We went aboard the ship. They didn't take up much of the Chief's time. He was quickly convinced he had erred. Right now I'm still on the Graves and still Fireman.

This is to voice my appreciation for the fine job Red Gibbs did in handling the beef.

George Miller, Jr.

NEW ORLEANS SPOT FOR SEAMEN OKAY, BROTHER ASSERTS

To the Editor:

I would like to correct a rumor that has been maliciously circulated in this city (New Orleans).

It has been said that the Punch and Judy, 345 Dauphin Street, New Orleans, doesn't want seamen's trade. On the contrary, Ethel, the owner, caters to seamen, especially SIU men.

There are rooms topside in the Punch and Judy and, at present, only SIU men live there. In the bar down below Binks, the bartender, and the two barmaids, Lucille and Tiny, are all swell people who believe in giving seamen a square deal.

I have been here a month and a half and I am sorry I didn't find this place sooner. The Vieux Carre is lousy with bugs but I have never seen one in the Punch and Judy.

Max Moore

No Chilblains Here



No frostbitten fingers or nipped ears on Brother Richard Casterlin. Down in New Orleans at Lake Ponchartrain the Seafarer finds life warm and easy. Can't blame him if he's in no rush to grab a ship.

SIU Members Comment On Payoff Rule Ousts Vacation

To the Editor:

We the undersigned crewmembers of the John LaFarge wish to express our opinion of the transportation rule now in effect. This issue has been argued pro and con for several months without producing results.

The issue as it now stands would offer a man about seven months of employment a year, thus making it impossible for him to support a family on such a small income. We also think this rule to be unjust in regards to the vacation clause in our agreement.

We are submitting this short letter as a means of protesting this rule, for in our minds we feel it is unconstitutional and it deprives the membership of Union rights, such as job security. Job security being one of the main rights for which the Union stands, we feel that nothing should be done to weaken it.

25 Crewmembers
SS John LaFarge
† † †

All In Favor

To the Editor:

On a motion at our regular meeting held aboard this ship, the Alcoa Cavalier, it was unanimously decided to forward a letter to you stating that the crew of this ship is solidly in favor of the transportation ruling as it is at present.

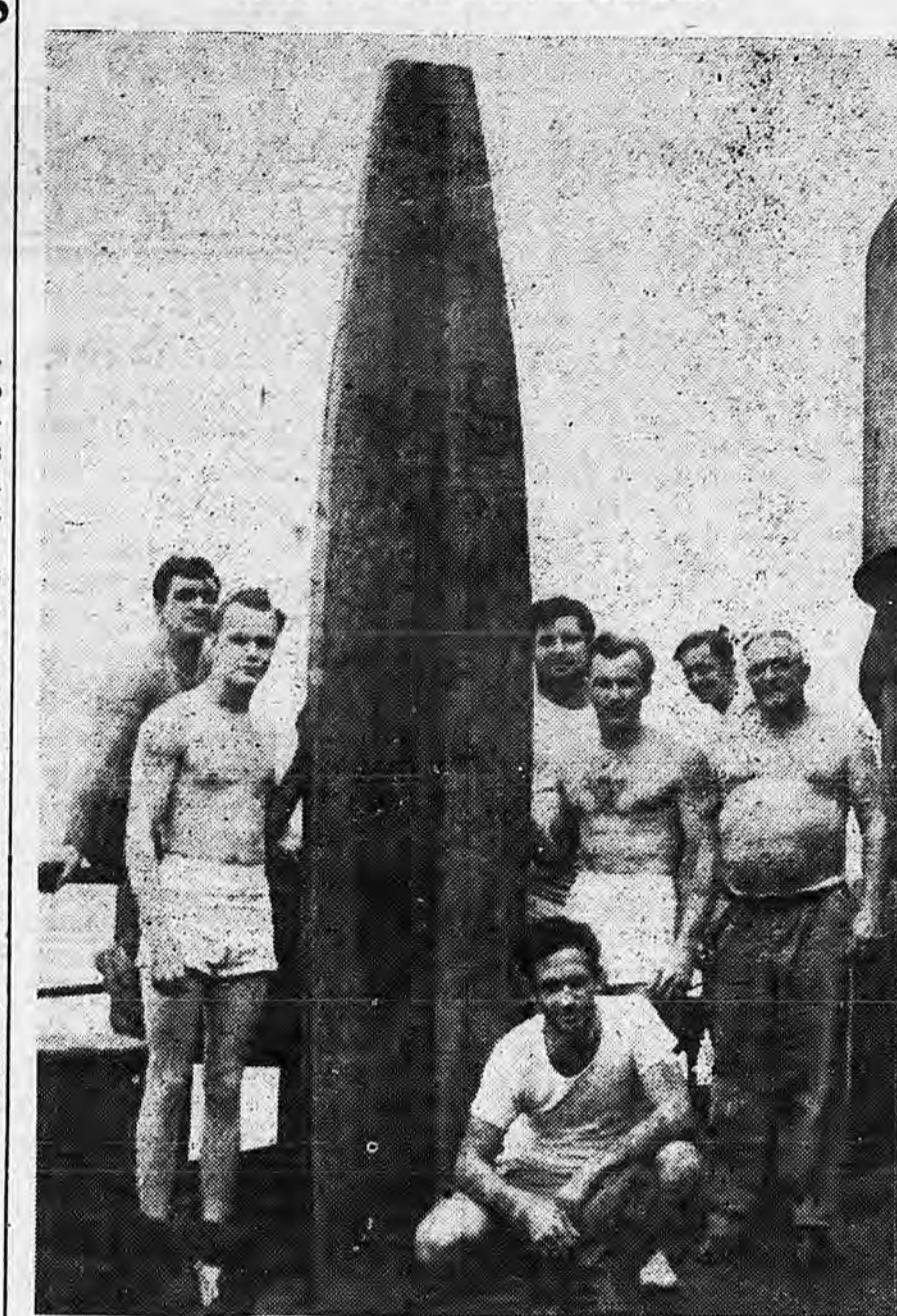
Brother Jack Parker gave us quite a long discussion on the subject and we are all in agreement on the points he raised. We'd appreciate it if you'd give this letter the usual space in the LOG, so that our Brothers will be able to see how we feel about the rule. Victor Fernandes
Ship's Delegate

Seeks Pal Stricken Aboard Bethore

To the Editor:

Although we make many jokes about the Navy and occasionally have our differences, we must still thank them for the jobs they have done in behalf of merchant seamen. Enclosed is a photo of one of those times.

Last summer while aboard the SS Bethore, one of the deck gang became violently ill. It was the



When the SS Twin Falls Victory put into Kawaihihiwi, T.H., last fall, crewmembers had themselves some fun trying out a surfboard in the long combers. Included in the picture are: Leonard Azevedo, Wiper; Tony Breda, Wiper; Tom Watson, Chips and builder of the surfboard; A. Dagg, Oiler; Walt Wilcox, Electrician; F. Buzek, MM; Bayard Davis, Oiler. Cameraman was E. B. Grothus, BR.

The Voice Of The Sea'

By SALTY DICK

Suggestion: That the LOG carry a directory of locations where LOGs can be found in foreign ports... When in Rio

take a trip to Niteroi which lies across the harbor. You pay two cruzieros and the trip takes about twenty minutes. Travel on the Flota Carioca.

Zeke Jablonski made a trip to Pensacola from New Orleans just to attend a dog race. He doesn't go for horses but he's certainly going to the dogs. Yak! Yak!... Tom Landa, chef on the Del Norte since she went into service, has signed off. We will miss a good man... The best laundryman I've seen on passenger ships is Acneal Benoit. Passengers and crews have been well satisfied with his work.

Merlin Bernadas is quitting the coffee run for an LST job in the Gulf. Twenty days on and ten off... Magge Greenberg, Stewardess on the Clipper, waving to Leo on the Del Norte. They're Mr. and Mrs. Morsette, you know... William Randall is learning Portuguese from a phonograph. His wife is Brazilian and he's determined to learn her tongue... Saw the movie "Road House" and enjoyed it. I always carry two boxes of popcorn with me into a theatre. I enjoy the show that way... Dick Merritt was seen at the Brass Rail looking awfully happy about something.

Tony Gimenez, manager of the Odeon Seafarers Club in St. Thomas, V.I., plans to open a new place in town. The new spot will be named the China Doll. Go there for a square deal and a LOG. The barmaid, Gloria, will keep you smiling all the time.



Whitey Waggoner being removed from the SS Bethore in July, 1948, at Guantanamo Bay, Cuba, by the Navy.

HAPPY DAY IN HAWAII

Attention To Gangway Job Urged By Wacosta Delegate

To the Editor:

Had a pretty uneventful trip to Bremen and Bremerhaven on this Waterman scow. We did have some pretty good times in Bremen and a few amusing incidents. On the return trip we had three members of the fairer sex as passengers. The Bosun said that before we got passengers the whole deck gang griped about having to work on the boat deck; after the passengers came aboard the whole gang was fighting to work up there.

The beefs on here have been kept to a minimum because of the fact that we have a fine crew aboard here in all departments. There are quite a few oldtimers riding this wagon, including Ben Moye, Bill Manley, Eli the Deck Engineer, and Tommy Williams, Steward. There is also a good topside on here. Captain Herbert M. Samuels is considerate, impartial and co-operative.

I consider it a privilege to sail with a master of this character. We have two real beefs here and are requesting that our representatives take them up with the company. The first is a water shortage. At the beginning of the voyage the water was rationed four days out to sea and was turned on one hour at each meal time. We feel this is inadequate.

THE LINE-UP

The day workers and 12 to 4 watch must line up from 4 to 5 to shower. The wash room is always crowded. We would like to know what the Headquarters

stand is on this important issue. We feel the company could leave off a few tons of cargo and take on more water. We now call this scow the SS Waterless, instead of the SS Wacosta. The crew is affectionately known as "The dirty thirsty."

Our other beef is the fact that we consider the Deck Maintenance's foc'sle too small. There is hardly room for one man to turn around. One guy can't even open his locker door all the way. There is a big vacant room amidships and our contention is that this would be much more suitable quarters for everyone concerned.

ON THE GANGWAY

The trip was not entirely uneventful. Some of the deck gang failed to stand their gangway watches in Bremen. It has been stressed many times in the past the importance of standing these gangway watches and how hard the Union worked to get them. If a guy will give it some consideration he can also see the importance. If no one is on the gangway, some thief may walk off with the crew's gear.

I feel the gangway watch is also good for the company. If a man stands his gangway watch properly he may save the company thousands of dollars. Longshoremen in most European ports will steal anything that is not lashed down or welded. It will also prove very embarrassing to our negotiations committee when they appear to renew our contracts and the company shows them actual proof where men have failed to stand gangway watches on numerous occasions. Therefore, when a man fails to stand his gangway watch, he is putting someone else behind the eight ball. Come on, gang, let's stand those watches.

Red Darley
Ship's Delegate

BAR IN ANTWERP NEAR WATERMAN DOCKS GETS LOGS

To the Editor:

Sometime ago I wrote you asking that bundles of LOGs be sent to the American Bar in Santos, Brazil. Now the Brothers sailing Delta ships are able to catch up on the latest Union doings while having a few in their favorite bar in Santos.

In Antwerp, Belgium, directly across the Waterman docks, is a little bar, presided over by an ex-seaman, a Belgian named Gaarkeulen, his wife and daughter. We have found these people to be very friendly and cooperative. Inasmuch as a Waterman ship hits this port every other day, I think it would be a good idea to ship LOGs to this bar.

I have talked with the owner and he expressed his willingness to receive them and will place them on the bar in plain view.

Edwin Westphal

(Ed. Note: Fifty LOGs will be on tap weekly at Mr. Gaarkeulen's bistro. All members are urged to follow Brother Westphal's lead and send in the addresses of bars which show willingness to receive the LOG, especially bars in ports visited regularly by SIU ships. The Bar's address is: Gaarkeulen, 113 Albertdok, Antwerp.)

Aid To Widow Of Seafarer Urged By Former Shipmate

To the Editor:

With regard to the recent death of our Brother member James Joyce Millican, and the fact that his widow, Christine Millican, is now in dire financial circumstances with two infants and a third child on the way, I would like the following to appear in the LOG.

In spite of his faults, Jimmy Millican was a firm, staunch and militant Union man. I made a trip with Jimmy Millican. During the eventful maelstrom of World War II, I made my first trip to sea as Carpenter aboard the 20-year-old, Japanese-built flagship of the Calmar fleet, the SS Calmar.

It was a lulu. The Captain was 26-years-old, the Mate was torpedo happy, the Second Mate was a lush, the Third was an AB. The Bosun was fresh from 14 years ashore in a paint factory. There were only three qualified Union men in the deck department, James Millican, Mike Dindac and Danile Mehias. The rest were kids from Sheepshead Bay or like me, a man with nothing but shoreside experience.

Well, shaping up an ignorant and non-union crew, such as we were, was no easy matter. It took endless patience, hundreds of explanations, planning, coercion and God knows what else to straighten everyone out. It was a rough deal.

A ROUGH ROW

Jimmy Millican was in there pitching all the time. It's no small job convincing a brand new gold-braided Skipper that he can't trample all over the crew on a Union ship, especially a ship that had that old, Calmar verbal agreement. The torpedo happy Mate, who had a sideline of "importing" automobile tires, was hard on Jimmy's nerves.

Jimmy Millican was a young man when he passed away on

December 7. He was 33-years old. He died in the prime of life, succumbing to the rigors to which every seaman's life is subjected. He left behind a wife, two infants and a third child soon to be born.

Jimmy Millican was in every seaman's strike from the very early days to the last and most recent strike, and it would be a crying shame if his Brother members forgot him now when, though he's not here, he needs aid. I'm sure that Jimmy's former shipmates and friends would want to lend a hand in his widow's time of need.

Of course this is not a Union sponsored appeal, but something that is entirely up to the men who knew and liked Jimmy. If you want to help Christine Millican's address is 330 West 95th Street, Apartment 22-B, New York, N.Y.

Sidney Frey

Seafarer Opens New Eatery

To the Editor:

If you're jumping down Jacksonville way and have a few hours to kill in that port, stop in at the "Jumping Bean" restaurant. It's a newly-opened spot—unveiling took place January 10—and the man whose name is on the door is Jack Hannay, Steward on many SIU ships and until the other day my bunk mate on the SS Sandchief.

Jack is now aboard a Mar-Trade ship, but his wife, Ruth, is in full charge of feeding Jacksonvilleans and Seafarers.

Jack tells me that he named it the "Jumping Bean" only because there is no SIU Hall in Jacksonville, otherwise Seafarers would have been in the name somewhere. Now that the shingle is out and the coffee urn is full, Jack has invited all Seafarers to drop in and look over the set-up.

LOGS, TOO

He's willing to act as a postoffice for any Brothers who want to receive mail in that port and he'll have copies of the SEAFARER'S LOG on hand for all who want them. If things aren't going too well, Jack tells me that a flash of the SIU book will get you a modest meal.

The address is 832 Flagler Street, South Jacksonville, a 20-

cent cab ride from the pier.

There is no chance of this scow, the Sandchief, getting to Jacksonville, but plenty of other SIU men should find themselves in a position to enjoy the chow at the "Jumping Bean." Good luck, Jack and Ruth Hannay.

John Cole

GO SOUTH, BOYS: ROCKY'S WARNING

To the Editor:

Let me warn Dutchy Balz and Red Campbell to stay in warm climate during these winter months. I should have heeded the advice myself, but I came home to dear old New England to see the little woman and kids at Yuletide. What happens? I wind-up in bed with pleurisy.

Now I'm all strapped up and lashed to the sack for the next three or four weeks. Dutchy lives in Belmont, Mass., so tell him to come home in July, when it's safe. Red can go to Pittsburgh in June.

I'll be back in circulation about March 1, and will be at the New York Hall if I can scrape up enough cabbage by then. In the meantime, send me the LOG, I want to keep track of the boys.

Leo "Rocky" White

Ross Crewmembers Condemn Use Of Chartered Planes

(Continued from Page 6) we were supposed to leave—but didn't. A new 'mag' was installed but it was off timing with the other engine. They kept on trying to start the old bird until they had worn out their batteries. There were no chargers in Sioux City and no new batteries that would fit the plane.

"By midnight we were exhausted... The machinists admitted we wouldn't be able to fly until 7 the next morning.

"Margy, the stewardess, made reservations for us in a hotel—four and six to a room. We squawked and she found another place for one and two men to a room. Promptly at seven we were ready to shove off. Hours passed and more promises were made. Those ten dollar bills were getting mighty low. We called Smith and Johnson, told them the plane couldn't be fixed and that it was getting hard to keep warm on that 40-pound

baggage deal and the boys were getting hungry in the bargain.

"We were assured a substitute plane would be sent if the wreck wasn't fixed. At 9:30 we were told the plane was ready but at one A.M. we were still on the ground. The following morning we found they couldn't get it started... we were told we'd have to fly without heat or lights.

"...By two A.M. the next morning we boarded the god-forsaken icebox... it was unbearable and the engines were pumping cold air in instead of hot air... suddenly, something happened and the plane that had been 30 degrees colder than our meat boxes on our ships got warmer.

"...Came down again at Billings, Montana, where we waited an hour and a half for bad weather to clear. We took off when we got the all clear. At daybreak we approached the

mountains in heavy fog and for an hour and a half we saw nothing. We thought we heard the engine missing, when suddenly a hole appeared in the clouds. We dived for it and saw good old Seattle below us. Unable to land at the appointed spot because of a 45 mile cross wind, we made for another field with a longer runway and landed.

"Well, we got here and it was worth it. We have as fine a bunch of officers and as swell a Captain as you'd ever meet. The Captain, L. M. Andreassen, is more worried about our compensation than we are...

"...our experience (shouldn't) happen to any more crews... the companies should carry us on recognized, dependable, and regular flight planes. Life is just too short to gamble it that way..."

Has LOGS



This is Mrs. Elsie De Volo, popular waitress at a Brooklyn bar and grill where the LOG is always on tap along with the beer. Nobody told us the name of the place, however.

LOG-A-RHYTHM

"The Homesteader"

By NORMAN MAFFIE

How long have I been on this scow?
Why, Mate, that's hard to say;
'Bout two years a month from now
And here I've earned my pay.
But I'm really a gambling boy,
As you can plainly see
And Hoyle's book I've read with joy
And Hoyle sure knows me.

And so I've bet—and yet
Although I really shine
My tale is really one of woe;
A dollar's seldom mine.

From gambling blood I musta sprung,
For I've tried to make Chance pay,
But, like them, I might as well hung
When my cards on the table I lay.
Now I don't go much for the wimmen
Or the gleam in their sparkling eyes,
But for Queens in my hand for a "trimming"
Makes me weak in the knees with sighs.

So then I bet—and yet
These pretty, gentle "things"
Were beaten by the Wiper's
Stubborn, bearded Kings.

So gather 'round, pull up a chair
And table your green-backed hoards,
The "points" from "joints" I'll teach you fair,
To the click of shuffled pasteboards.
The AB in the corner, I just ignore his gleam,
His confidence I'll soon turn into fear
'Cause I've the cards to make him scream
As his pile starts to slowly disappear.

And sure, I bet—and yet
I guess I had to blush,
My four of a kind, left behind,
Killed by his Royal Flush.

I know that shipping's awfully good,
And there's a chance for a change
And I really would if I thought I could,
But the Hall's out of financial range.
I know payoff was just today,
But we held a game last night
And after dishing out my pay,
Signing on again seemed right.

You know I bet—and yet
I take it sorta hard,
Because old Hoyle let me down,
"We" drew the wrong darned card.

Send Those Minutes

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

CHIPS SAWS INTO PROBLEM

To the Editor:

I would like to know how the rule was passed that an AB without Carpenter's endorsement, registered in Group I, can beat a man with Carpenter's endorsement registered in the same group. The rule seems unfair.

I have only Carpenter's papers and ship as nothing else, yet an AB with a green ticket is considered equal to me whether or not he has ever sawed a line.

Arnel Bearden

ANSWER: The Brother would have a beef if this were so, but an AB, green ticket or not, cannot take a Carpenter's job off the board unless there is not a Carpenter in the Hall. A man with a Carpenter's endorsement has priority over all other ratings in his group, regardless of the amount of time they may have on their registration cards.



More Unions Join SIU In Fight On ECA Cut

Colorado State Federation of Labor:

"...vigorously protest against the Hoffman proposal to enlarge the bulk category of the Marshall Plan as being unfair to American citizens and commerce. We again urge the original stipulation, of utilizing American workmen and ships in moving at least half of cargoes, be maintained."

George E. Robertson
Secretary-Treasurer

† † †

Office Employees International Union:

"If Mr. Hoffman's new directive is put into effect it will react to the detriment of thousands of skilled American seamen who will be thrown into the ranks of the unemployed."

Paul R. Hutchings
International President

† † †

Local 840, International Brotherhood of Electrical Workers:

"Any attempt to lower the standard of living of American seamen to compete with that of foreign seamen would be just as ridiculous as it would be to employ cheap foreign electricians on some of our Federal power projects. This certainly would be sanctioned by no one, but were it contemplated, we know the seamen would be the first to come to our aid to prevent it. Therefore, our membership is unanimously against the dastardly plan..."

Albert F. Lawrence
Recording Secretary

Here are excerpts from some of the hundreds of communications sent by labor unions throughout the nation to President Truman, members of Congress and ECA Administrator Paul G. Hoffman, backing the SIU's stand on the proposal to abandon the 50-50 provision of the law governing Marshall Plan bulk cargo shipments. The statements below from Senators and Congressmen are excerpts of replies sent to the SIU in answer to the Union's protests of the Hoffman plan.

Local 494, Bakery and Confectionery Workers' International Union of America:

"If such a proposal is carried out it will mean that thousands of American skilled seamen will be out of work and they will have to go on relief. We Americans believe in helping the people of other countries who suffered so much from the last war, but we also should give some consideration to our own workers first."

Anthony P. Dolce
President

Local 102, Bakery & Confectionery Workers International Union of America:

"On behalf of our membership, we urge you to curb the Hoffman proposal to drop American ships from the Marshall Plan bulk cargo carrying. If carried out, thousands of skilled American seamen will be thrown out of work."

Humbert Gualtieri
Secretary

Local 9, Glass Bottle Blowers' Association:

"There has never been any mention of economy anywhere in the production or transportation of ERP goods except in the merchant marine, and we fail to see any economy in saving the difference between American and foreign freight rates when this action will throw the 14,000 men directly employed on the 300 ships now engaged in hauling these bulk cargoes out of employment."

John Vanskiver
Secretary

Headquarters District No. 15, International Association of Machinists:

"...a project which would seriously affect the welfare of American seamen and cause widespread unemployment and injury to our merchant marine; and we believe that this is a clear violation of the law..."

Clinton H. Brown
Secretary-Treasurer

United Brotherhood of Carpenters and Joiners of America:

"In common with millions of other patriotic conscientious Americans, we were shocked to read of your decision ... We are willing to carry the tax load the program entails... but when you ask thousands upon thousands to give up our jobs too, I think that is carrying things too far and defeating the purposes of the European aid program... A few more blows of the same kind could well reduce our merchant marine to the same impotent ineffectual status that prevailed on Dec. 7, 1941 ... I sincerely hope that you reconsider your actions."

William L. Hutchison
General President

† † †

Maryland Legislative Committee of Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees:

"The effect of the institution of such an un-American policy would be to help foreign ships run American ships off the sea. To economize on the transportation of ERP would have the net result of destroying the positions of some 14,000 men employed on approximately three hundred ships which transport these bulk... ERP cargoes; and to destroy thousands of other American jobs now employed in repairing, servicing and supplying these American ships."

Eugene I. Paynter
Chairman

† † †

Local 2, International Photo-Engravers Union:

"It seems inevitable that Mr. Hoffman's proposed action would cause widespread unemployment, and we are therefore humbly requesting your support in the Seafarers' request."

Corresponding Secretary
Melvin Snitzer

† † †

Local 13, International Jewelry Workers Union:

"Our organization has gone on record to back up the Seafarers International Union in their most reasonable request. May we, therefore, ask that you lend a hand to protect these men against the loss of their jobs which undoubtedly will occur if Mr. Hoffman's program goes through."

James J. Bambrick
Labor Relations Director

(Continued on Page 12)

SIU IN RECORD

Shipments Under the Marshall Plan
EXTENSION OF REMARKS

OR

HON. JOHN J. ROONEY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, January 13, 1949

Mr. ROONEY. Mr. Speaker, I am sure that without exception every Member of this House is definitely against the proposal of ECA Administrator Hoffman to ship all bulk cargoes under the Marshall plan in vessels flying foreign flags. I have vigorously protested that this would help ruin our American merchant marine

at a time when as many ships as possible should be in operation on the high seas. Such action would be contrary to the present law which insists that a minimum of 50 percent of bulk cargoes be shipped in American bottoms, and would deprive thousands of American seamen of work.

I am glad that the Seafarers International Union of North America, Atlantic and Gulf district, affiliated with the American Federation of Labor, has taken a prominent part in protesting Mr. Hoffman's proposal. Under the permission heretofore granted me by the House, I include with these remarks a splendid article which appeared in the January 7, 1949, issue of the Seafarers Log, weekly publication of that union:

On January 13, Representative John J. Rooney (D., N.Y.) inserted into the Congressional Record the editorial from the January 7 issue of the LOG entitled "The Facts, Mr. Hoffman." In placing the editorial in the Record, Congressman Rooney said that he was glad that the Seafarers had taken a prominent part in protesting Mr. Hoffman's proposal. On January 17, Congressman Abraham J. Multer (D., N.Y.) inserted into the Congressional Record a letter from Paul Hall, Secretary-Treasurer of the SIU, A&G District, re-stating the Union's position on the Hoffman proposal. Next week the LOG will carry the complete remarks of Congressman Multer who said "The position of the Seafarers International Union is sound."

Rep. Wayne L. Hays (D., Ohio):

"I heartily agree with your stand relative to the proposal made by ECA Administrator Paul G. Hoffman. I assure you that I will use all my influence to see that the original intent of the Marshall Plan which called for handling at least 50 percent... on American ships manned by American seamen is adhered to."

† † †

"I heartily agree with your stand relative to the proposal made by ECA Administrator Paul G. Hoffman. I assure you that I will use all my influence to see that the original intent of the Marshall Plan which called for handling at least 50 percent... on American ships manned by American seamen is adhered to."

Labor Solidly Behind SIU In ECA Fight

(Continued from Page 11)

Washington State Federation of Labor:

"Speaking for 695 AFL Unions affiliated with the Washington State Federation of Labor, I respectfully urge you to use your influence to prevent the adoption of the proposal... Saving money at the expense of the American worker engaged in transportation, appears to be a certain aid to unrest at home. The American Federation of Labor has been a solid supporter of the Marshall Plan but, as a State branch of the AFL, we vigorously oppose any recommendation to save money which may threaten our American standard of living and throw our citizens out of employment."

E. M. Weston
President

Local 106, Office Employes International Union:

"Should Mr. Hoffman's new directive be effective it will be detrimental to

thousands of our American seamen, and cause heavy unemployment."

C. J. Frick
Secretary-Treasurer

† † †

Local 534, International Brotherhood of Pulp, Sulphite and Paper Mill Workers:

"Local 534, IBPPSMW, disapproves action contemplated to be taken by Paul G. Hoffman regarding Marshall Plan bulk cargoes to be shipped 100 percent entirely in foreign ships, thereby flouting law as it stands now, and also throwing many, many workers out of jobs. The law by Congress says 50 percent only in foreign ships."

Ruth Trageser
Secretary
Leonard C. Daniel
President

† † †

Local 10, International Stereotypers and Electrotypers Union:

"Your action if successful will cause most of the American shippers to take

their ships off the seas, thus creating a larger layoff and unemployment line in these United States. Further, the ship repair companies will lay off men, as will other industries connected."

F. A. McBride
Secretary

† † †

Local 1, Brotherhood of Painters, Decorators & Paperhangers of America:

"We are aware that this action will directly throw thousands of men out of employment on the ships, in addition to others, such as shipyard workers and the merchants who supply the ships. We further know that in a lesser degree every industry will be affected adversely by this proposed move."

Joseph Kantorski
Recording Secretary

† † †

Local 18032, Association of Theatrical Press Agents and Managers:

"If a government official can publicly make such a statement defying an act of Congress, how can we expect the rest of the citizenry to conform to the

laws of our country? Frankly, to this organization of law-abiding citizens, this does not make sense. In fact, it smacks of anarchy."

Milton Weintraub
Secretary-Treasurer

† † †

Local 282, Amalgamated Ass'n of Street, Electric Railway and Motor Coach Employees:

"At our last regular membership meeting (Dec. 22) our membership went on record in support of the Seafarers International Union because Paul G. Hoffman's plan would sweep the American merchant marine from the seas."

James B. Deane
President

† † †

Local B-1442, International Brotherhood of Electrical Workers:

"...we deem it necessary to disapprove the conditions stated by Paul Hoffman, ECA Administrator, in his letter, dated December 3, 1948."

Charles E. Reynolds
Recording Secretary

Maritime Round-Up

A little known provision of the 1936 Merchant Marine Act hit the news this week when the American Export Lines returned its entire operating differential subsidy for the period 1938-1948 to the government. The company returned over \$5 million. Other companies to do the same are Mississippi and Lykes Brothers. The Government expects to recapture \$26 million of \$36 million paid out under operating subsidies. The little known provision in the 1936 Act applies to companies which signed ten-year contracts for subsidies. If at the end of the 10-year period they can show they needed the money to continue operating, they need not return the funds. If their return is over a certain figure they return a portion or all of the government funds. This unusual bit of legislation is not found in any other field where subsidies are granted.

As the threat that the government would enter the steamship service between U.S. and Alaska was voiced by Representative Jackson, of Washington. The Congressman stated that if private operators couldn't do the job the government would, just as it does between New York and the Canal Zone.

Two new records on imports at the port of Philadelphia were established on Jan. 10. The first was the arrival of 17,400 tons of scrap metal from Japan. Shipping circles said only one cargo of this type has reached Philadelphia since the war. The other record was set when 17,000,000 gallons of oil arrived from the Middle East. It was the largest single day's importation by one company. Recipient was the Gulf Oil Corporation.

An electrically wound chronometer not only regulates 570 clocks aboard the new British liner Caronia but also automatically advances or retards them in conformance with longitudinal changes as the ship sails east or west.

Among the ships planned under the Maritime Commission

program of increasing passenger and tanker vessels in the American merchant marine is one 20,000-ton passenger-cargo ship, costing an estimated \$14 million, to be built for the Mississippi Shipping Company. It would have luxury accommodations for at least 234 persons. Program is to go into effect on July 1, if Congress appropriates the necessary funds.

A Government investigation has brought to light the fact that the Maritime Commission has sold a number of vessels containing valuable lead ballast without taking into consideration the presence of the metal. One ship contained more than \$200,-

000 worth of pig lead in the double bottoms. This vessel was sold by the Commission for about \$65,000 on an "as is, where is" basis. It has been estimated that the Government has lost more than a half million dollars in these sales.

The Government has posted a warning that yellow fever has been found in Panama. U.S. quarantine officials have been ordered to take special precautions in respect to ships coming from the Isthmus. The outbreak in Panama is the first in twenty years.

Crews of American merchant ships consume in excess of \$192,-

000 worth of food every day, according to a survey of sea-going appetites made by the American Merchant Marine Institute. Covering 1,600 merchant vessels, the study lists as daily requirements 42,852 pounds of meat and poultry, 14,400 pounds of coffee, 7,500 pounds of wheat flour, 6,000 pounds of sugar, 3,240 dozen eggs, 2,500 pounds of fresh butter and 6,000 pounds of potatoes. On the average it costs \$2.40 daily to feed a seaman.

Threat of a tug strike in New York ended last week when the tugmen were granted a 12 percent wage increase and fringe benefits.

Shipping Was Hell On Earth In 'Good Old Days'

By LOUIS GOFFIN

As the SIU swings into the eleventh year of its existence as a potent force in the improvement of standard for the American seamen, our progress is emphasized when I look back to my early experiences on the waterfront, back to 1919.

That was the time of the old ISU, which had contracts with practically all of the American companies. The wage scale was pretty fair and overtime was payable in excess of eight hours. However, the union had no hiring halls, such as we now enjoy.

Neither did we have the advantage of the 40-hour week in port, nor the 44-hour week at sea, except with very few companies.

Probably saddest of all was the fact that the heads of the unions appeared to be in no way concerned with the seamen's problems, as they were with the solid ownership of the three departments.

BAD CONDITIONS

Despite the fact that the wage scale was fair, it was not of particular importance because too much else was wrong. Living conditions aboard ship were very poor. Blue linen, horse blankets, tin and porcelain dishware and large foot-sles, without proper

heating were the order of the day.

There were no showers aboard ships in those days. Instead, the men had to use dirty, old buckets for washing their clothes and bathing.

On top of all this, the union supplied very little on-the-spot representation. Those officials who did cover ships collected dues, but performed few duties. Disputes arising as a result of shipboard conditions, repairs and overtime were generally settled in favor of the ship operator.

Representation of the kind we now enjoy was unheard of in those days. The selfish motives of these so-called union officials of the old organization of seamen contributed much to the wrecking of the union in the 1921 strike.

Shipping in those days, whether or not a man carried a book, was a messed-up affair. Government-owned vessels got their men through established fink halls on all coasts. Crews for privately-owned ships on the East and Gulf coasts were shipped directly from company offices, from crimp halls and various seamen's institutes. Very few men were shipped from the union halls.

Conditions on the West Coast and the Great Lakes were much

the same as elsewhere, with fink halls supplying most of the men.

It was a plain case of dog eat dog in those days and the shipowner capitalized neatly on the situation. By using one seaman against another, the operators managed to cut wages, such as they were, to a point so low that, after the 1921 strike, rated men drew as little as \$38 a month.

All in all, seafaring was not an enviable profession from then until the late 1930s. Between 1919

Knowing the men had no strong union to protect them, the shipowners lopped off the few decent shipboard conditions. Then they began whittling away on wages. The race was fast and furious as the operators competed with each other in cutting down pay scales.

With the greedy shipowners on one side and bullying Skippers, Mates and Engineers on the other, the seamen were helpless. No surprise then that there was a return to the slave days that existed before the Seamen's Act was passed in 1915. From 1921 to 1934 seamen were really flat on their backs.

MORE TROUBLE

The depression added another scourge for the embattled seamen to contend with—the communists came on the scene. Between the communists' propaganda, the shipowners' stooges and the depression a seaman's life was hell on earth.

In view of this history, it is interesting to study those factors which have made seafaring a respectable profession, with good wages and first-class Union conditions and unsurpassed on-the-spot representation.

(This is the first of two articles of past and present waterfront conditions. The second article will appear in a forthcoming issue of the LOG.)



and 1921, shipping was not too bad and seamen seemed fairly well satisfied.

But when the strike was lost, the weaknesses in the old ISU became very evident and the shipowners were quick to take advantage of the situation. Demoralized and fearful of losing what little security they had, the seamen were easy victims.

Seamen Leave Their Marks — On Selves

By HOMER (Red) SPURLOCK

Tattooing is old. It is an art as old as rubbing two sticks together to make fire. It will survive any world-wide catastrophe save the atomic bomb, so strong is the urge in man for self-decoration.

Strangely enough, there has been very little written about this ancient and honorable art, despite its great age, despite the fact that there are tens of thousands of men and women in the world today carrying on their bodies the mark of the tattooer's needle.

Tattooing was introduced into the United States by American sailors returning from long voyages to Burma and India, although in the Far East it had been used for centuries to make caste marks and to identify a man with his occupation and a woman with hers.

It created no little sensation when it was first brought into this country over a hundred years ago, and many a hard-bitten old shellback was compelled by his friends to divest himself of his shirt wherever he may have been—in a bar, or a street corner, or taking a quiet cup of sack before his own fireplace—to reveal to his cronies the extraordinary marks in red, blue, and green he carried on his arms and chest.

EVERYBODY DOES IT

The custom spread. Like Sir Walter Raleigh's pipe and tobacco, it caught on and became popular overnight, especially among that class of men who toiled on sailing vessels and along the waterfronts of the Atlantic Coast.

Pretty soon, the soldiers themselves took to tattooing and spread it far into the hinterland and along the trails that opened up the West to the settler. And during the Gay Nineties, certain sentimental actresses and cabaret damsels discovered the creamy softness of the thigh and calf offered quite attractive sites on which to inscribe a lover's name, or a butterfly, or two red hearts pierced by the arrow of Cupid.

Even royalty and the philandering blue bloods of Old New England picked up the art, and many a fine gentleman has gone to meet his Maker with inked designs under his Irish linen nightshirt. Booth, the man who shot Lincoln, was tattooed on the right forearm.

But it was the sailor who kept the art alive and flourishing, and so it will always be.

His arms and torso have become a colorful playground of his many voyages to strange and far-flung places. His body sports such things as writhing snakes, fire-breathing dragons, vessels under full sail, daggers dripping blood, shapely maidens in the costume of Eve, eagles, anchors, ags, flowers, skulls, chains, and what have you.

MONEY-SAVER

Nor is there any poverty of invention among your seafaring man of yesterday and today. On the contrary, often times the hundreds of standard designs to choose from will not satisfy him a whit, and he comes up with something which he can call his very own.

Witness the case of the Able Seaman who had a perfect set of blue socks tattooed upon his feet,



BROTHER JOHN LINCOLN
SUBMITS TO A CHEST-PIECE,
THE FAMOUS "ROCKED IN THE
CRADLE OF THE DEEP."

or the Ordinary Seaman I sailed to Chile with in '42 who showed life-like hinges at every joint of his arms and legs.

The crew of any SIU ship sailing the seas today can boast of its tattooed lads. Stars or question marks tattooed on the lobes of the ears are common enough. The cock and pig designs tattooed on the instep of either foot—the old talismans against drowning—are seen every day.

The words "hold fast" engraved on the second joints of the fingers of the hands don't merit even a second glance.

Many of these tattoos are traditional, of course, and have interesting histories behind them. For instance, the words I mentioned above, "hold fast", have come down to us from the rough days of sailing before the mast, when a sailor spent most of his waking moments skirting along the clews handling sail, when just one slip—one lazy moment on his part—might send him plunging down to a watery grave.

Those eight little letters on his knuckles served him as a constant remainder of the split second tenuity of man's existence on this earth.

Who knows, maybe he felt that, if fingers could read, then said fingers would do very well to adhere to the succinct inscription on their backs.

CUT IT NEATLY

And so it goes. Your watch-on-tensity of man's existence perforation marks encircling his neck and the rather terrifying words underneath: "cut on the dotted line."

If he's a sailor, he can get away with it. I remember being told about the grizzled old Bosun who rolled through life with a large swallow tattooed in full flight across his forehead from temple to temple.

I never met the man, but I can well imagine the flurry of excitement this courageous character causes as he sat himself down to supper in a diner aboard one of our nation's crack cross-country trains.

You know the kind of train I mean, one of those that carry a cargo of bored business men and

fair amount of pain—that kind of maddening and persistent pain that sets the nervous system wild and runs up and down the ganglia setting fire to every single thing it touches.

Luckily for both Murray and Lincoln, they possessed to a fine degree these two qualities.

Briefly, a tattoo is put on in this manner: The customer picks—from large posters hanging from the walls with literally hundreds of colored drawings—a design which interests him, and then sits down on a chair with the artist facing him. We shall say that he has chosen a large black panther with bloody red claws, which he desires to have done on the hairy part of his forearm.

First of all, the tattooer deftly shaves the arm and rubs it thinly with vaseline. He then takes a celluloid stencil of the drawing and, dusting it with lampblack, affixes it to the smoothly shaven surface.

The stencil comes away leaving in its wake a perfect outline of the desired tattoo. Next, giving the courageous subject ample time to light his pipe or cigarette, he takes the man's arm firmly by the wrist and rests it on his knees.

Then he sets about his work. The point of the needle is dipped into a fluid solution of black ink and glycerine, and, the tattooer, starting from the bottom of the drawing, begins his work.

IT SURE HURTS

Actually, I have been informed, the needle does not penetrate deeper than one thirty-second of an inch into the epidermis. Frankly, I am skeptical of such frivolous scientific measurement.

My feelings during the time I had a nine-inch "dragon" put on my arm was something akin to that form of medieval torture, which plucked out the toenails of the poor unfortunate with red-hot pinchers.

Buzz-buzz-buzzzz goes that pesky little needle. The pain doubles, triples, stumbles over itself, intensifies, becomes excruciating, unbearable.

Strong men have been known

to sob aloud; lesser men have fainted outright. I am not exaggerating. Nothing carries a man through the ordeal of having a large piece completed but pure guts. That, and the innate pride in his soul which stiffens him, makes him suffer most anything rather than prove cowardly to the ring of his shipmates gathered round him.

But to get on with the tattoo—with each inch or so of the drawing, the tattoo artist dips his needle in the ink again, after having first wiped off the excess blood and ink which has marred the pure line on the working surface of the skin.

After the whole outline has been accomplished, the artist begins the "filling in" process, that is, working in the solid masses in the design in black, red, and green inks.

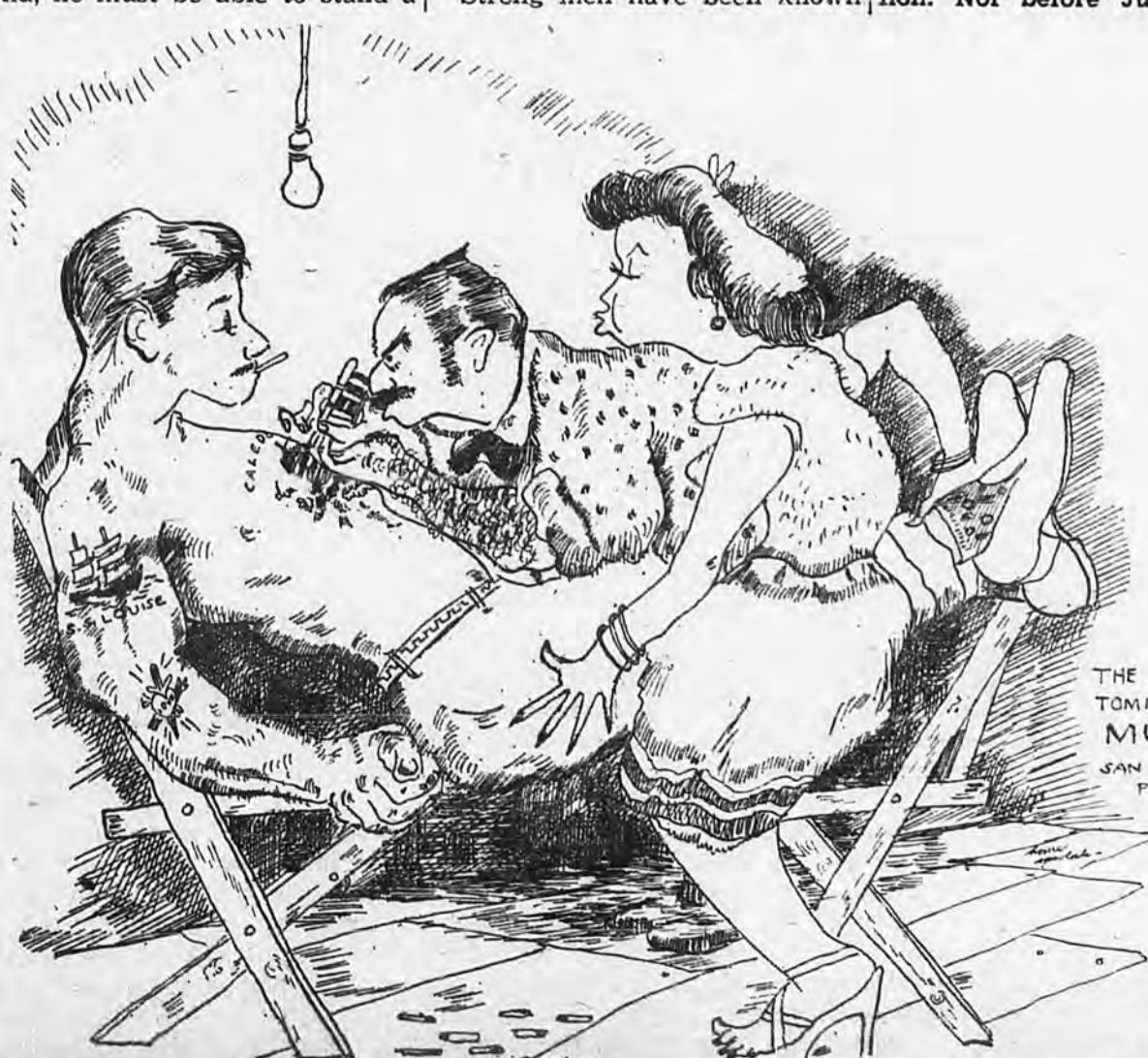
FIRST LOOK

When the tattooer has finished his work, he treats the wound with a sponge soaked in a germicide solution. The wound—for that is what it is, and should be treated as such—is then covered with a light bandage.

At this stage, the tattoo mark itself is rather a disappointing thing to observe. The lines are oozing drops of blood, the design appears smeared, the ink has mingled with the vaseline forming ugly blots, and the whole performance seems to have been a complete fiasco, and generally, the subject wishes he had gone out and got drunk instead.

It is only after the tattoo has lost its soreness, has "scabbed off", has shed itself of superfluous skin and color, that the true design asserts itself. Then, the lines may be observed to be crisp and clear, the colors bright, and, the skin underneath, healthy and elastic again.

The Editor thinks Brother Spurlock's discourse should be a source of enlightenment to art lovers. He wonders if the aesthetic value of the masterpieces, which many seamen carry with them would not be better appreciated through a public exhibition. Not before July, though.



THE TATTOOING OF
TOMMY "BEACHIE"
MURRAY
SAN JUAN
PUERTO RICO

—Illustrations By Homer (Red) Spurlock

Minutes Of A&G Branch Meetings In Brief

BOSTON — Chairman, E. Bayne, 13; Recording Secretary, R. J. Lee, 47958; Reading Clerk, E. B. Tilley, 75.

Voted non-concurrence with that part of Savannah minutes pertaining to extending shipping cards. Moved to accept New Business of reports of meetings in all other Branches. Great Lakes minutes accepted for filing. Reports of Agent, Patrolman and Dispatcher heard and accepted. Secretary-Treasurer's and Headquarters' reports heard and accepted. Communication from Secretary-Treasurer on Tallying Committee accepted, and it was moved, seconded and carried to elect a Tallying Committee to count local votes in general election. Elected by acclaim were J. Murphy, S. Greendridge, M. J. Hitchcock, D. A. White, J. G.



Greenbaum and J. H. Penswick. Voted to contact Mobile Agent on date of sailing of an Alcoa ship because of transportation rule. Under Good and Welfare, the Agent discussed the Cities Service campaign. Adjourned at 7:45 p.m. with 75 bookmen present.

NEW ORLEANS — Chairman, E. Sheppard, 203; Recording Secretary, Henry Gerdes, 23362; Reading Clerk, Jack Parker, 27693.

New Orleans and other Branch minutes heard and accepted, except that part of Savannah minutes calling for extension of shipping cards. New Orleans financial report accepted, as were the Secretary-Treasurer's and Headquarters' reports. Agent reported business of Port in good shape. Shipping was pretty good, he said, and would continue that way for a while. Practice of leaving the Cavalier and the Corsair in Mobile and rejoining in New Orleans was denounced by Agent, who said replacements would be shipped. Agent's report accepted. Patrolmen's and Dispatcher's reports heard and accepted. SUP, Lakes and special minutes filed. Ships' minutes



dispatched to LOG. Four men Obligated. Minute of silence for departed Brothers. Voted to check Alcoa ships for stores and slopchest. Meeting adjourned at 8:20 p.m. with 320 bookmen present.

GALVESTON — Chairman, Ray Sweeney, 20; Recording Secretary, Jeff Morrison, 34213; Reading Clerk, Jack Kelly, 10.

Minutes of previous meetings in other Branches read and accepted. Patrolman Morrison made report, in absence of Agent, who was in Orange City paying off the Ponce de Leon. He reported the beach was being cleared of bookmen and that, if shipping continued, the port of Galveston could be considered a good shipping port again. He also commented on the progress of the

A&G Shipping From Dec. 29 To Jan. 12

PORT	DECK REG.	ENG. REG.	STWDS. REG.	REG. TOTAL	DECK SHIPPED	ENG. SHIPPED	STWDS. SHIPPED	SHIPPED TOTAL
(FIGURES NOT RECEIVED)								
Boston.....	178	194	186	558	136	117	124	377
New York.....	35	24	26	85	17	14	13	44
Philadelphia.....	117	78	63	258	115	99	58	272
Baltimore.....	33	23	27	83	23	12	12	47
Norfolk.....	36	36	23	95	12	12	9	33
Savannah.....	68	54	67	189	23	31	32	86
Tampa.....	89	74	104	267	106	79	132	317
Mobile.....	41	34	28	103	65	52	47	164
New Orleans.....	37	38	17	92	63	68	66	197
Galveston.....								
West Coast Ports.....								
San Juan.....								
(FIGURES NOT RECEIVED)								
GRAND TOTAL.....	634	555	541	1,730	560	484	493	1,537

Seafarers' fight against the plan to abandon the 50 percent provision governing Marshall Plan bulk cargo shipments. The beef is by no means over, he added, and urged all hands to write to their Congressmen advising that the plan be dropped. He informed members that data on ships scheduled to arrive in this port would be posted on bulletin board. Patrolman's and Dispatcher's reports accepted. Oath of Obligation administered to four men. One minute of silence in memory of departed Brothers. Under Good and Welfare, there was discussion of the duties of the various ratings aboard ship and of the obligations members had to Union.

PHILADELPHIA — Chairman, Don Hall, 43372; Recording Secretary, G. H. Seeburger, 6932; Reading Clerk, W. Gardner, 42941.

Minutes of other Branch meetings read and accepted. Patrolman gave Agent's report, which

was accepted. Election of Tallying Committee, with following men being accepted: John Brady, Charles Palmer, Casimir Szymanowski, William Lord and George Seeburger. Motion carried to accept Secretary-Treasurer's financial report and report to the membership. Under Good and Welfare there was discussion on shipping. A collection was taken up for the annual March of Dimes campaign in behalf of children stricken with infantile paralysis. Agent was instructed to send proceeds to campaign headquarters. One minute of silence in memory of departed Brothers. Meeting adjourned at 7:50 p.m. with 179 members in attendance.

BALTIMORE — Chairman, William Rentz, 26445; Recording Secretary, Ben Lawson, 894; Reading Clerk, Al Stansbury, 4683.

Motion carried to suspend regular order of business and deal with obligations and charges. Six men took the Union Oath of Obligation. Charges against member accused of conduct unbefitting a Union member read to membership. Membership voted to dismiss charges. Minutes of previous meetings in this and other Branches read and accepted. Secretary-Treasurer's report read and accepted. Motion carried to forward all ship's minutes to the editor of the LOG

for publication. Agent Rentz reported on progress of Union's fight against Hoffman plan. He is scheduled to speak on radio Sunday, Jan. 16 at 7:05 p.m. along with representative of MM&P to discuss dangers to American shipping industry in the ECA proposal. He added that the response to the SIU protests have been very favorable. Patrolmen's and Dispatcher's reports accepted. Hospital committee reported. Tallying Committee elected. One minute of silence in memory of departed Brothers. Meeting adjourned at 8:30 p.m. with 350 members present.

NORFOLK — Chairman, James Boyles, 34587; Recording Secretary James Baker, 44348; Reading Clerk, Kenneth Rice, 48561.

Other Branch minutes read and accepted. Communications read and accepted: 1) Letter from Governor Tuck advising Agent that his is dispatching a labor representative from his office to confer with him; 2) Letter from Matthews on retired books. Agent reported on business of Port in past two weeks. He informed membership that AFL committee out of Washington was conducting a statewide registration program with a view to getting all organized labor to vote out of office phony politicians who had passed anti-labor laws. Following were elected as Tallying Committee for port: Brothers Wynn, Rice, Boyles, Baker, O'Neal and Eddins. Under Good and Welfare several members spoke on conditions prevailing in the maritime industry. Meeting adjourned with 225 members present.

MOBILE — Chairman, Oscar Stevens, 115; Recording Secretary, James L. Carroll, 14; Reading Clerk, Harold J. Fischer, 59.

Minutes of previous Port meeting read and accepted. Motions carried to read only new business of the various Port meetings. Secretary-Treasurer's financial report read and accepted. Motion carried to accept tele-

gram from Headquarters regarding election of ballot-tallying committee, and to concur with recommendation that report of Tallying Committee be forwarded to Headquarters committee upon completion of vote count. Agent Tanner spoke on developments in the ECA plan to halt shipping bulk cargoes to Marshall Plan countries in American ships. The

SAVANNAH — Chairman, E. M. Bryant, 25806; Recording Secretary and Reading Clerk, A. C. Beck, 34786.

Reading of previous Savannah minutes. Secretary-Treasurer's report read and accepted. Agent Drawdy reported that shipping in past week had been pretty good for port this size. Three vessels are expected in during the week ahead. Minutes of previous meetings of other Branches read and accepted. Communication from Brother Matthews dealing with assessment and the procedure for taking a book out of retirement read and accepted. One minute of silence in memory of departed Brothers. Trial committee was elected to hear charges against member accused of not standing relief fireman's job for which he was paid. Under Good and Welfare various subjects of Union interest were discussed, among them: minimum time on relief job, permitmen attending meetings, keeping the Hall clean and having a permanent Patrolman in Savannah. Trial Committee findings read and accepted.

NEW YORK — Chairman, Lindsey Williams, 21550; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Robert Matthews, 164.

Minutes of previous meetings in this and other Branches read and accepted. Secretary-Treasurer's report read and accepted. Port Agent discussed the status of shipping as it affected New York. He pointed out that the tugboat situation which threatened at one point to develop into a strike resulted in several operators diverting their ships to other ports. Elections were held for six-man committee to serve as General Tallying Committee. Elected were Sam Luttrell, Milton Williams, Pete Larsen, Matt Fields, Ed Mooney and D. Mease. The committee was instructed to prepare a report immediately upon completion of the vote count to be presented to the membership. One minute of silence in memory of departed Brothers. Under Good and Welfare several members took the floor and made constructive suggestions in the interest of the general welfare.

Hoffman Postpones 'Plan' Again

(Continued from Page 1) American vessels at market rates now reads, that he need not use for American vessels. There American ships unless they are would be no exceptions unless "available at market rates," interpreting "market rates" to mean world rates not American rates. Neither American ships were not available at American rates. Neither Hoffman nor any other administrator would be making policy decisions on the issue.

Hoffman covered up his consternation at the uproar his original order had created by issuing a statement to the effect that the amount of coal needed for France alone this winter would be so great that he would have to use American ships until at least April.

Seafarers were advised this week not to let their Senators and Representatives in Washington forget that at least 50 percent, or perhaps more, of all foreign aid cargoes should continue to go in American ships. April, they were reminded, was not far off.





OEIU's Actions In Hoffman Beef Typical Of Labor Support To SIU

THE SET OF THE SAILS. by Alan Villiers; Scribner, 292 pages: \$3.75.

This is the autobiography of a man who can call himself a "Cape Horn seaman." An Australian still on the sunny side of 50, Villiers was fascinated by sailing ships as a boy, and first took to the sea right after World War I.

He has sailed intermittently ever since and has rounded the Horn under canvas at least four times, sailing both in the foc'sle and topside.

Villiers is scornful of steam, and mourns the fact that the day of the square-rigged ship is done. Seafarers, who should enjoy the book otherwise, can be expected to disagree with his reflections on a trip as AB from Australia to England and back—by way of Good Hope—in an Australian steamer.

Villiers shipped AB on the voyage, and at the time was a member of the Australian sea-

men's union. He writes that he was paid too much money and fed too well for doing next to no work at all. But this is the jaundiced view of a sailing shipman. Villiers betrays no anti-union bias otherwise.

He bewails the low wages paid on the Limejuicers and Finns—not to mention the Arabian dhows—in which he sailed from time to time, and he pays touching tribute to his father who was an Australian labor leader.

When he wasn't sailing, Villiers put in his time newspapering—starting on a paper in Hobart, Tasmania—and at various other journalistic and literary pursuits.

At one point he went to the Antarctic on a steam whaler, and from this adventure came his first book. But always he returned to his first love, the square-rigger.

When the sailing ship had a brief revival in the Australian grain trade 20 years ago, under the Finnish and other Scandinavian flags, Villiers was an active participant—owning a piece of his own ship for a while.

Later he owned the famed Joseph Conrad, taking her around the Horn, of course. (This trim little vessel can now be seen at the marine museum in Mystic, Connecticut, near New London.)

During World War II, Villiers commanded a fleet of LCIs as an officer in the British Navy. However, he probably would have preferred wind-driven ships.

Villiers contends that there is a place even now for the sailing ship, especially in the bulk trades. He maintains that the loss in time would be more than compensated by the saving in bunkers. Perhaps he's right.

At any rate, Seafarers will find Villiers' book rewarding, and will wish that he had gone into more detail about his Cape Horn passages.

NOTICE!

GEORGE RICKLI

Get in touch with Joe Volpian at headquarters in New York regarding a very important matter.

† † †
B. TAFLEWITZ

Check your book with Headquarters, 6th Floor, 51 Beaver Street, New York.

† † †
WILLIAM NORRIS

Your seaman's papers, left aboard the SS Irvin Cobb, are being held for you at the fourth floor baggage room, 51 Beaver St., New York City.

† † †
SS CLYDE L. SEAKEY

Crewmembers who were aboard this Isthmian ship on Voyage No. 13, from May 25 to Sept. 25, 1948, are requested to get in touch with William Olynk, Shamrock Hotel, 635 E. Hastings, Vancouver, B.C.

† † †
RODGERS (Oiler)

Your gear was found aboard the SS Hilton, Bull Lines. You may call for it at the New York Hall, 51 Beaver St., New York City.

In the fight to keep at least half of the bulk cargoes and other classes of cargoes under the Marshall Plan, the SIU, A&G District, has received the warm support of hundreds of international and local unions. Most of these unions have turned over to Headquarters reports of the steps they have taken, and SIU officials have been quick to express their gratitude to those who have rallied to the seamen's cause.

Typical of the labor activity in the Marshall Plan Beef is the campaign undertaken by the Office Employes International Union. When the OEIU's international president, Paul R. Hutchings, learned the facts of the situation he immediately sent notes of protest to every member of the Senate and the House of Representatives.

Then he took a further step. He wrote to every one of his Union's 200 locals scattered across the nation, urging members of each to write their Senators and Congressmen, as well as ECA Administrator Paul G. Hoffman, denouncing the latter's proposal to scuttle the U.S. merchant fleet.

Numerous international unions have taken similar action, and in future issues of the LOG de-

tails of their support will be related.

In a letter to SIU Headquarters, the OEIU president declared that his union was "pleased and honored by the opportunity to join with your great organization" in the battle. "We know what a splendid job your great organization has done to improve the working conditions of American seafarers and we stand with you four-square in your determined efforts to prevent this undermining of your conditions," Hutchings wrote in his letter.

In the OEIU's protest to Senators and Congressmen, Hutchings said:

"On behalf of the Office Employes International Union of the American Federation of Labor and its 200 local unions located in practically every state, we desire to join with the American Federation of Labor and its various other affiliates in urging you to use your good influence to see that Administrator Paul G. Hoffman of the Economic Cooperation Administration adheres to the original intent of the Marshall Plan which called for handling at least 50 percent of the bulk cargoes on American ships manned by American seamen."

CORDIAL REPLIES

"If Mr. Hoffman's new directive is put into effect it will react to the detriment of thousands of skilled American seamen who will be thrown into the ranks of the unemployed . . . Your prompt cooperation in seeing to it that the original intent of Congress in regard to the handling of Marshall Plan cargoes is carried out will be greatly appreciated."

Senators and Congressmen replied as cordially to the OEIU as they have to the Seafarers and to other Unions. Among

MONEY DUE

FRANK COTELLIS

SAMUEL C. HIDGINS

Overtime pay for painting on the Steel Designer has been approved and checks are being mailed to you.

those who had responded by January 18 were the following:

Sen. Edward J. Thye (R., Minn.); Rep. James G. Polk (D., Ohio); Rep. John McSweeney (D., Ohio); Rep. Charles E. Bennett (D., Fla.); Sen. Russell B. Long (D., La.); Rep. Hale Boggs (D., La.); Rep. Thor C. Tolleson (R., Wash.).

Rep. Ernest K. Bramblett (R., Calif.); Rep. John Sparkman (D., Ala.); Rep. Harold C. Hagen (R., Minn.); Rep. Edward A. Garmatz (D., Md.); Rep. Thurman C. Crook (D., Ind.); Rep. Schuyler Otis Bland (D., Va.); Rep. John H. Marsalis (D., Colo.); Rep. Compton I. White (D., Idaho).

Rep. Frank W. Boykin (D., Ala.); Rep. Wayne L. Hays (D., Ohio); Rep. Dayton E. Philips (R., Tenn.); Rep. Leonard Irving (D., Mo.); Rep. M. G. Burnside (D., W. Va.); and Rep. Hamilton C. Jones (D., N.C.).

The Senators and Congressmen replying to the OEIU's protest expressed their indignation at the Hoffman proposal and indicated their support of the position taken by the SIU and the whole body of organized labor.

STILL COMING

As the LOG went to press, more letters were being received at OEIU headquarters and in the offices of the hundreds of other unions whose members have joined the fight.

These unions are acting in accord with the trade union principles to which they are pledged. Many of them, including the OEIU, can easily recall many occasions on which the Seafarers stood beside them in their own beefs.

In just the last couple of years, white-capped members of the SIU have lent a hand to Bakers, Restaurant Workers, Hat Workers, Shipyard Workers, Longshoremen, Jewelry Workers, Farm Workers, Teamsters, Garment Workers, Retail Clerks, Taxi Drivers, Financial Employees, Office Workers and a host of others. (Office Workers and Financial Workers belonged to the OEIU.) These unions have been as quick to speak up for the SIU as the SIU has always been to help fellow unions in their legitimate economic beefs.

Notice To All SIU Members

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

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

PLEASE PRINT INFORMATION

To the Editor:

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

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Signed

Book No.

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FWT-Oiler	205.00	200.50
Chief Cook	245.00	239.50
Bosun	245.00	239.50
APRIL, 1948		
Pumpman	\$290.00	\$280.00
FWT-Oiler	220.00	214.50
AB	220.00	214.50
Chief Cook	265.00	250.50
SEPT., 1948		
Bosun	\$295.00	(No Change)
AB	225.50	\$256.50
Deck Maintenance	243.50	214.50
OS	196.00	214.50
FWT-Oiler	225.50	184.00
Wiper	220.00	214.50
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