

BRITISH DOCKERS WORK SHIPS; PHONY CSU 'STRIKE' FOLDS UP



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Battle Over T-H Repealer On In Senate

WASHINGTON—The battle in Congress over repeal of the Taft-Hartley law is now in its third week, with a skirmish shaping up in the Senate on the issue of injunction versus seizure in the handling of strikes which may be classified as "national emergencies."

The Senate will consider several amendments to the Administration Bill, which would abandon the injunctions now authorized in such disputes by the Taft-Hartley law.

Senator Taft is intent upon retaining the restrictive features of his anti-labor bill, but pro-labor forces in the upper House are trying to win support for the repealer by softening up provisions of the Administration's measure, commonly known as the Thomas-Lesinski Bill.

AGAINST INJUNCTION

The Administration labor legislation, backed in its original form by the AFL and CIO, contains no provision for injunctions or for government seizure during national emergency disputes. It provides, however, for a thirty-day cooling off period.

Senator Paul Douglas (D., Ill.), who is anxious to insure passage of the repeal law, has proposed an amendment, along with Senator George Aiken (R., Ver.), that would allow government seizure of struck plants in emergencies affecting national health and safety.

In this way, Douglas and his bi-partisan supporters hope to defeat a substitute bill, backed by Taft and others, that would retain most of the basic features of the Taft-Hartley act.

Bitter opposition to the Douglas-Aiken amendment came early in the week from Senator Wayne Morse (R., Ore.), who offered his own proposal.

Morse's plan would exclude use of the injunction, but would permit Congress to decide what should be done on a case-by-case basis. Under the Morse amendment, Congress could decide on use of the injunction, however.

Organized labor's objection to the Morse proposal would stem principally from the fact that it would institute compulsory arbitration, since it provides that the fact-finding board's recommendations are to be put into effect pending final settlement of the dispute.

Operators Sign \$7.50 Increase

Seventeen of the SIU A&G District's 50 contracted companies have signed agreements calling for a \$7.50 clothing allowance for all ratings, and several other operators are expected to fall into line within a few days. Paul Hall, Secretary-Treasurer of the A&G District, announced.

The action by the operators came within a matter of hours after the SIU, on June 16, sent letters to all contracted operators requesting talks on a \$7.50 increase. The now-signed operators signified their okay, and the new provision will now be written into the contracts without opposition.

The boost went into effect on June 17 aboard the ships of the companies now signed.

In announcing the boost in take-home pay, the Union stated that it did not expect to encounter any difficulties with the operators still to be heard from. Full details of the SIU's latest increase will appear in the next issue of the LOG.

The companies which have signed to date are:

South Atlantic Steamship Company, Waterman Steamship Corporation, Alcoa Steamship Company, Bull Lines, Eastern Steamship Company, Mississippi Shipping Company, Seas Shipping Company, Seatrain Lines, Smith & Johnson Steamship Company, Cuba Distilling Company, White Range Steamship Company, Mar-Ancha Corporation, Illinois-Atlantic, John M. Carras, Inc., Trans-Fuel Inc., Dry-Trans Inc., and Coral Steamship Co.

Proposed 'Reserve' Bill Would Have Seamen Breaking Own Strikes

WASHINGTON — A bill endangering the very life of the SIU and other maritime unions is up for hearings before a sub-committee of the House Committee on Merchant Marine and Fisheries. If the bill becomes law, SIU spokesmen said, it will set the stage so that striking seamen could be put into uniform and ordered to break their own strikes. And the precedent, once established, could be used in any industry.

Specifically, the bill seeks to create a Merchant Marine Reserve embracing all licensed and unlicensed personnel aboard US merchant ships.

It was introduced by Representative Charles Potter, Republican, of Michigan, on April 29. It went virtually unnoticed until the hearings were announced the other day.

SIU officials pointed out that the section of the proposed legislation calling for members of the reserve "to be available for immediate mobilization in time of war or national emergency," is loaded with danger.

NO NEED

Inasmuch as the bill does not define what is meant by "national emergency," the SIU spokesmen held it could serve as a cloak for government-sponsored strikebreaking.

Moreover, the merchant seamen's contribution to victory in World War II shows that there

is no need for a merchant marine reserve to insure manning of US vessels in wartime, the Union officials declared.

They stressed the fact that there was always more than enough manpower to keep the merchant marine moving, even during the most trying days of the conflict.

SIU Washington representative, Matthew Dushane, will appear before the sub-committee to inform the Congressmen of the threat not only to seamen's unions if the bill becomes law, but to emphasize that the same device could be used in other fields—that if a Merchant Marine Reserve can be created to smash seamen's strikes, a teamsters' reserve may be set up to

smash teamsters' strikes, and so on.

Representative Potter's bill, described as a "monstrosity" by one observer, would prescribe uniforms for reservists on duty, and would set their pay at Navy scales. Reservists would get a minimum of one month's pay a year if they kept their noses clean.

The Merchant Marine Reserve would be organized and administered by the United States Maritime Service. However, the Maritime Service would be empowered to delegate its functions to other federal, state or private agencies.

As a result of this provision, seamen might wake up one

(Continued on Page 11)

Dockworkers in British ports finally learned the true character of the commie-dominated Canadian Seamen's Union this week. When the fog of propaganda the CSU's leaders had spread about their phony "strike" against the 100-odd Canadian east coast ships, which are contracted to the SIU Canadian District, lifted a bit, the British dockers understood the situation and immediately withdrew their support from the CSU. As a result, all the Canadian-flag vessels contracted to the SIU are now being worked in all British ports.

The action of the British dockers just about ended the CSU's phony 11-week action, since the ships are now sailing everywhere with full SIU Canadian crews.

However, the commie-line leaders of the CSU let out one last bleat on June 17.

The CSU leaders sent a letter to Prime Minister Saint Laurent of Canada, offering a four-point settlement — CSU-commie style. However, since the CSU proposal took no account of the facts of the situation, it was expected to die aborning.

SIU WARNING

The British dockers took their action after the SIU had cabled Prime Minister Attlee of Britain saying that British-flag ships might be boycotted by the AFL Maritime Trades Department in Atlantic and Gulf ports of the US, if the wildcat, misguided actions against the SIU Canadian ships was not halted.

Mr. Attlee apparently turned the cable over to President Arthur Deakin of the Trades Union Congress, British counterpart of the American Federation, who asked the American unions to hold off the boycott until the British unions could straighten matters out.

This the American unions were glad to do.

From then on the problem was largely one of informing the British dockers of the true facts, which British unionists together with a representative of the SIU proceeded to do.

As a result, the British dockers are now working the SIU Canadian vessels.

The Canadian beef dates back to March. At that time, the commie leaders of the CSU, after several months of negotiation, induced the CSU membership to reject an arbitration award to which the CSU leaders' own spokesman on the arbitration board agreed.

The CSU membership was left

(Continued on Page 11)

Oppose Merchant Marine Reserve Bill!

An important role in combatting the Merchant Marine Reserve Bill (HR 4448), now before a House Sub-Committee, rests with the individual members of the SIU. Letters of protest from seamen all over the country, their families and friends, lend great weight to the campaign of opposition being waged by the SIU and supporting unions.

All members are urged to write the sub-committee and stress the importance of keeping maritime free of militarization. The members of the House Merchant Marine and Fisheries Sub-Committee are:

Edward Garmatz, (D. Md.), Chairman; H. C. Bonner, (R. Mich.); William Barrett, (D. Pa.); James B. Hare, (D. S. C.); Phil J. Welsh, (D. Mo.); Alvin F. Weichel, (R. Ohio); Edgar Jonas, (R. Ill.). The committee's address is: House Office Building, Washington 25, D. C.

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New Tactics

A Government-sponsored, Government-organized Merchant Marine Reserve for use in war and undefined national emergencies is the nightmare Congressman Charles Potter has dreamed up and embodied in a bill scheduled for congressional hearings this week.

The Michigan Republican's bill, HR 4448, is nothing but the newest strike-breaking weapon on the market. It would put a lot of seamen in shiny military suits and send them down to sail the ships the first time a maritime union hit the bricks in a proper economic beef. For you can bet your last two bits Congressman Potter means "strike" when he piously writes "national emergency."

At the hearings in Washington before a subcommittee of the House Committee on Merchant Marine and Fisheries, a representative of the Seafarers will testify to the true character of the bill, and demonstrate clearly that a semi-military Merchant Marine Reserve is the last thing we need from Congress—in peace or in war. For if the seamen permit a strike-busting trick like this to be put over on them, the waterfront unions will be finished. And then you will be seeing "reserves" organized to break unions in other fields.

The SIU is going to make a fight on HR 4448. Moreover, we are going to win that fight, and every Seafarer should be ready to do his part. Sit down now and write or telegraph the seven Congressmen listed on page one of this issue of the LOG. Tell them that HR 4448 is a new scheme to smash the seagoing unions. Ask them to disapprove it—but fast.

Tremendous Opportunity

If words will do the trick, we will always have a merchant marine, a whopping big one. But asking words to do it is a large order.

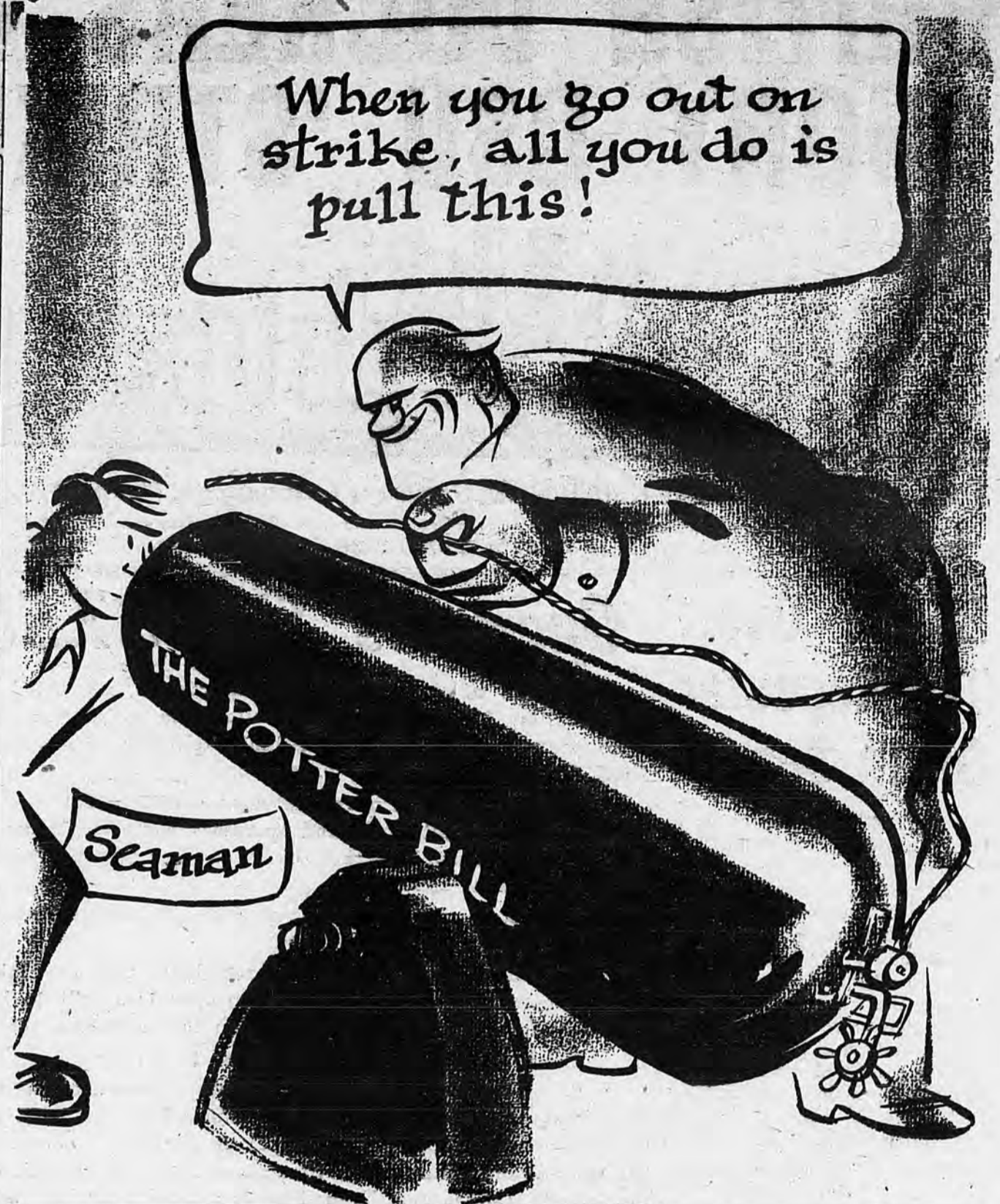
Nevertheless, in an address to the King's Point Merchant Marine Academy graduating class, Major General Philip B. Fleming, the new chairman of the United States Maritime Commission, declared confidently the other day that he did not expect a merchant marine slump at the present time.

General Fleming was almost enthusiastic. The way he spoke, you would think that the maritime industry was expanding. Yet the truth of the matter is that while the Commissioner was speaking, the trek to the boneyard was being stepped up. The only signs of expansion were a few passenger ships in the drawing board stage and a few tankers, some of them for foreign-flag use, actually on the ways.

The MC's optimism is difficult if not impossible to justify, and is not shared in many quarters. For instance, from Washington comes news that Senator Warren G. Magnuson's special subcommittee on maritime is beginning its investigation of what the Senator himself terms the "woeful condition" of the shipping business.

The committee will seek to determine whether present day facilities are adequate, whether US ships carry a proper proportion of passengers and world cargo, whether shipyard work is strategically distributed on a geographical basis and how military shipping affects commercial shipping.

The committee has the opportunity to do a tremendous service for maritime. Certainly it is high time that this country's maritime future came in for a little consideration. The sloppy policies followed by the US since the end of the war have wreaked more damage than we can afford, and it will take more than cheerful speeches to mend matters.



Men Now In The Marine Hospitals

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

NEPONSET HOSPITAL

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

FORT STANTON

J. LIGHTFOOT
A. MCGUIGAN
D. McDONALD
J. SUPINSKI
W. H. ROBERTS
J. ASHURST

STATEN ISLAND HOSPITAL

H. E. BONEWALD
N. DORPMANS
J. P. PROBST
J. W. FAILLA

W. R. THOMPSON
M. J. LUCAS
A. TREVINO
J. HERNANDEZ
M. FERNANDEZ
L. OIEN
T. KANADY
I. RHODEN
M. ROSSI
V. GROVER
J. MAZZIOCCHI
J. F. THOMPSON
W. B. BADILLO
J. J. DEVINE

MOBILE HOSPITAL

J. CURTIS
L. REINCHUGK
J. ASHURST
J. BERRIER
J. PORTER
L. HOWARD
L. GROVER
W. SIMON
R. SHEPPARD
H. FOY

BALTIMORE MARINE HOSP.

W. H. WOODILL
T. WADSWORTH
G. A. CARROLL
D. BOYCE
F. KORVATIN
M. I. ELMOUR

Hospital Patients

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

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

A. LUTEY
W. VAUGHAN
W. G. ALSTON
A. L. MASTERS
H. G. REYNOLDS
M. REINKE
G. S. SCOTT
G. D. BRADY

GALVESTON HOSPITAL

BILLY BROWN
FRED P. LALLIER
EDWIN T. DANBACH

NEW ORLEANS HOSPITAL

E. E. GROSS
E. R. MESSINA
E. MASSEY
J. DENNIS
ROTZ
F. LANDRY
ELLARD
L. WILLIS
N. I. WEST
W. McDONALD
L. LA CHAPELL
G. PETEUSKY
G. H. NOLES
G. MEANEY
C. RAYFUSE
G. MIHALOPOULOUS
J. PATTERSON
C. BROWN
E. G. PLAHN
DICKINSON
A. ARVANTIS
M. A. LIUZZA
B. C. RESKO
F. L. DROUANT
P. G. BEAUFORT
J. GALIANO

JUST OFF THE PRESS

Shipping Guide for Seafarers



**Registration Rules
Shipping Rules
Transportation Rule**

The "Shipping Guide for Seafarers," a 16-page booklet containing complete, up-to-date information on registration, shipping and transportation rules has just been published by the Educational Department of the SIU Atlantic and Gulf District. The cut above is an enlarged reproduction of the booklet's cover. Actual size is 3½ inches by 5½ inches. The "Guide" also lists the principal Branch Halls of the various districts of the international.

The booklet is available in all A&G District Halls, and may be had upon request. All members are urged to get a copy, read it carefully and keep it handy at all times. The Union's purpose in publishing the booklet was to prevent misunderstandings arising out of any unfamiliarity with the Union rules.

Sunmount Example Of New Deal For Canadian Seamen Under SIU

When a crew has solid Union backing, it can work wonders—even aboard a prematurely aging ship like the SS Sunmount, one of the vessels now under contract to the SIU Canadian District, and manned by Canadian Seafarers.

During the voyage which ended recently in Port Alfred, Quebec, the Canadian District lads transformed the former CSU ship from a rust-crusted old water pail into a trim SIU ship.

Poorly functioning equipment was whipped into shape, handling and stowing of stores was standardized and duties of crewmen were clarified, to cite a few of the improvements wrought by the Seafarers.

The Sunmount's most distinct mark of antiquity—blue linen in the foc'sle, permitted by the CSU despite the fact that contracts had called for white—was one of the first to be swept aside in the cleaning up campaign.

Reclamation of the Sunmount, only about three years old but looking 30, was clearly the result of her sailing under SIU contract. George McNash, a Canadian District Seafarer who was an OS on the Sunmount, said "Union representation did it."

SUNMOUNT ACCOUNT

In support of this contention, McNash gave a detailed account of the stem-to-stern tightening up of conditions aboard the Canadian ship. Here are the highlights:

When the Seafarers boarded the ship they discovered that the Mate wanted to continue having two men on watch, as was the case under CSU contract.

The delegates showed the Skipper where the SIU agreement called for three men and said the contract must be enforced. A three-man watch was instituted.

Marked improvements were made almost immediately in the galley setup. The PO messroom was abandoned and the Carpenter, Bosun and Donkeyman began eating their meals in the

crew's mess aft with the PO Messman serving as Utility man.

Since the Sunmount lacked a recreation room, the PO messroom was used for this purpose, as well as a place where the men could do ironing.

Next, the SIU delegates set about spicing up the food fare. Up to this point the menu had been static, featuring one meat and two vegetables each meal, with the same two vegetables sometimes appearing for the lunch and supper meals.

Immediate enthusiasm was registered by all hands when two varieties of meat and three vegetables braced the table at every meal time. The Steward noted that this improvement resulted in very slight increase in the cost of stores. Topside was especially enthusiastic about this change.

SORRY STOVE

In the course of straightening out the chow situation, the Canadian Seafarers had opportunities galore to demonstrate their ingenuity.

An inefficient "fuel-saving" stove was a prime example. This stove never got hot enough and, as a result, the cooks had to work as long as 14 hours a day in order to have the meals ready on time.

On the return trip from Georgetown to Port Alfred, the stove went on the blink. The Carpenter did some improvising. He rigged up a couple of "hobo stoves" by taking two five-gallon buckets and padding them with cement.

They worked fine, too. For the first time, the men found that their meals were always ready on time.

The SIU delegates also brought to a halt the CSU system of rations, whereby each man was given each week his quota of sugar, coffee, tea and milk to be stored in a small locker provided for the purpose.

The SIU men inaugurated the more satisfactory method of serving everything—even these staples—right from the galley for each meal.

A considerable amount of the effort in cleaning up the Sunmount was expended in the engine room. The dirty, greas-laden floor plates were a round-the-clock hazard.

Even a slight roll of the ship would send a black gang man sliding from port to starboard. There were no dust panels under the ladders to keep the dirt from falling down the necks of the men on fireroom duty.

No tool boards were provided. Gear was left here, there and everywhere.

CHANGES MADE

All this was changed by the Seafarers. Tool boards were set up, dust panels installed and the grease removed from the deck.

A fresh coat of paint was applied for the first time in three years. It was revealed that in the three years under the CSU, the ship's engine room had never been painted at all.

Another example of the CSU's failure to provide safeguards for the welfare of its membership aboard the ship, was its flagrant disregard of the drinking water situation on the Sunmount.

Canadian District Seafarers found that the drain from the drinking water fountain aft went down to the after peak fresh water tank.

They immediately had this water condemned. Then they fixed the pipes so that the overflow from the fountain ran outside. The lads were naturally more comfortable after that whenever thirst overtook them.

FRESH PAINT

Wherever paint was sorely needed, and that was mostly everywhere, the Seafarers wielded the brushes—crew's quarters, messrooms, decks and the rest.

Equipment was obtained to allow the men to make the proper repair jobs, and a well-defined system of storing gear was developed. The plant, which was operating sporadically, came in for a good overhauling and it stopped acting up from then on.

Previously, the generators went on the blink every two or three days, lights were frequently going out, and the fans were fouled up. All were set in order.

The Canadian District men aboard the Sunmount said that the former CSU men just never had the support of their union, and so they never could accomplish anything.

As McNash pointed out, where there's a will, there's a way. And the SIU Canadian District has shown it has the will to protect and back up its membership.

That's why the Canadian District is showing the way, and Canadian seamen are getting a decent deal.

ILGWU Members In New York Get Vacation Checks

NEW YORK—Nearly 130,000 members of the International Ladies Garment Workers Union, AFL, received \$5,450,000 worth of vacation checks last week.

Union business agents went from shop to shop distributing the holiday pay. The money came from the employers—who pay 3½ percent of their payroll expenses into the ILGWU's health and vacation funds.

About half the funds went to 85,000 members of locals belonging to the Dress Joint Board, and the rest to 45,000 workers under the jurisdiction of the Cloak Joint Board—the ILGWU's two big bargaining units in New York.

Vacation payments are based on wage rates, and the prevailing wage in the cloak and suit industry is higher than among the dressmakers.

Central records are kept of each worker's employment, since garment workers may work in as many as half a dozen shops during a year. This system makes it possible for a worker to receive credit for all time worked in the industry.

A new phase of the ILGWU's social security program got underway this week, too. The Dress Joint Board announced that 1000 union members over the age of 65 have qualified for \$50 a month pensions. Their checks are going out this week.

Polio Foundation Lists Five Precautions

Warning that the 1949 polio season is "just around the corner," the Greater New York Chapter of the National Foundation for Infantile Paralysis today issued a list of precautionary measures for parents and those in charge of children during the epidemic danger period.

This period usually runs from May through October, reaching its peak in Greater New York City during the Summer months.

Miss Jean Rosborough, executive director of the chapter, listed five easy-to-follow rules for children which have been issued by the National Foundation's medical authorities. These are:

1. Avoid crowds and places where close contact with persons is likely.
2. Avoid over fatigue caused by too active play or exercise, or irregular hours.
3. Avoid swimming in polluted water. Use only beaches or public pools declared safe by local health authorities.

4. Avoid sudden chilling. Remove wet shoes and clothing at once and keep extra blankets and heavier clothing handy for sudden weather changes.

5. Observe the golden rule of cleanliness. Keep food covered tightly and safe from flies or other insects. Garbage should be covered and, if other disposal facilities are lacking, it should be buried or burned.

It is advised that a doctor be called at once, Miss Rosborough noted, if there are symptoms of headache, nausea, upset stomach, muscle soreness or stiffness, or unexplained fever. Pointing out that early diagnosis and prompt treatment are important and may prevent crippling, the Foundation suggests taking the doctor's advice if he orders hospital care.

The next step, Miss Rosborough stressed, is to contact the Foundation's Greater New York Chapter, 1 E. 54th St., Murray Hill 8-1525.

The chapter is prepared to pay that part of the cost of care and treatment you cannot meet," she said. "This includes transportation, after-care and such aids as wheel chairs, braces and other orthopedic equipment."

I. Robert Weinberg, labor director of the chapter, noted that "this service is made possible by the annual March of Dimes which organized labor and persons throughout the nation support. This support has assured that every patient of this disease will receive all the care he must have."

One other point emphasized was that fear and anxiety should be held to a minimum. A calm, confident attitude is conducive to health and recovery.

Parents, it was noted, should remember that of all those stricken, 50 percent recover completely, while another 25 percent are left with only slight after effects.

Boston Shipping Continues Along In Old Groove

By BEN LAWSON

BOSTON—Despite the crewing of Eastern's Yarmouth, another two weeks have passed without any marked improvement in the shipping situation in this port. The Yarmouth took her first crew and set sail on schedule. It's too bad she's only due to run during the hot summer months.

The excursion boats are running now. The last one, the Holiday, will take a crew Friday. These excursion jobs come under the jurisdiction of the SIU affiliate, the Marine Allied Workers, and all the men aboard are MAW members.

We had a few Waterman ships in from the Gulf and a couple of stray tankers in from the South. They came in clean and left without taking replacements. The Carabulle, Cuba Distilling tanker, was that company's first ship to hit this area in eight months. We paid her off in Providence and sent six replacements aboard. The Trinity, another tanker, paid off in Portland and took eight men.

ANN MARIE IN

Bull Line's new addition, the Ann Marie, a knot ship, has been running into this port steadily for the past weeks and, we understand, will continue. We're a favorite port for in-transits, but, darn it, few pay-offs.

During the past two week period we contacted all of the Cities Service ships hitting this general vicinity. The crews are patiently awaiting certification, although we must admit we're getting a bit anxious to get it over with. When the SIU gets certified it will mean big things for this port, as we have four or five of their tankers in here each week. Here's hoping the final okay is not long in coming.

Shipping Cool In Baltimore

By WM. (Curly) RENTZ

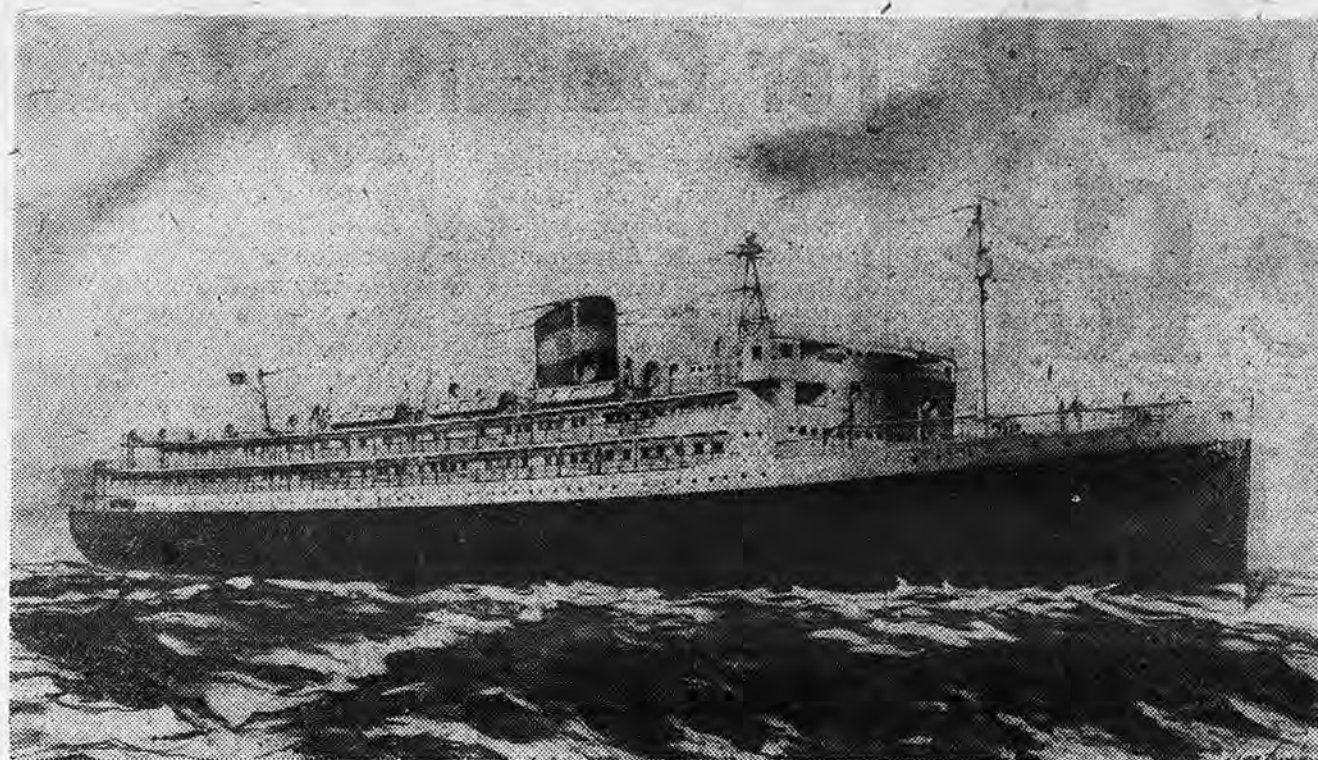
BALTIMORE—Shipping here, unlike the weather, is not so hot. Our old reliables, the coastwise ships and the Ore boats continue to come and go steadily; it's the foreign-run ships that are making us cry in our beer—they're not coming in.

We expect four ships in for payoffs following foreign trips, but unless more materialize out of thin air, this will be a lean week. We handled the week's crop of steady runners without any trouble, and sent a few replacements aboard each, just enough to keep the port moving.

The outlook for the coming two-week period is not too bright. The current crop of layoffs among the tankers has nipped shipping a bit, and the long lay-over between cargoes for the tramps also contributes to the general slowdown.

The advice from this port is: Don't come unless you are prepared to spend a good spell on the beach. If we get a boom out of the blue, we'll spread the word.

Bull Line Goes All-Out On New Ship



Architect's drawing of the SS Puerto Rico as she will appear after reconversion.

It looks as if Bull Lines is going all out to capture a big chunk of the West Indies cruise business. The company is spending \$750,000 to convert the SS Puerto Rico, formerly the Borinquen into a real floating palace.

The vessel is being completely rebuilt inside and out at the Maryland Dry Dock Company in Baltimore. Accommodations and public rooms are being enlarged so that the passenger capacity will be cut from 377 to 199.

Even the exterior lines of the Puerto Rico are being altered. The ship, which is 429 feet long and has a gross tonnage of 7,114, was built in 1931 and her for-

mer silhouette did not conform to the present day standards of naval architecture.

The aftermast has been shortened 58 feet, the foremast 30 feet and a 29-foot tripod radar mast has been set atop the wheelhouse.

The old style funnel has been replaced by a more rakish one. The 30-foot cutaway forward of the bridge has been plated up and the old stern has been restyled with stepdowns.

The Puerto Rico will leave from Pier 22, Atlantic Avenue, Brooklyn, on August 18 to make her first trip to San Juan and Ciudad Trujillo. After that she will run on a regular schedule. The vessel will leave New

York every second Thursday, arriving at San Juan three-and-a-half days later.

After a brief lay-over, she will proceed to Ciudad Trujillo and then return to New York, arriving the following Monday.

In other words, she will make a series of 12-day trips.

The ship's machinery is getting the same kind of overhaul that the profile and the accommodations are receiving. Extensive alterations are being made on the engines, boilers and turbines, and cast iron sea valves are being replaced with steel.

Bull Lines acquired the Puerto Rico, then the Borinquen, along with two freighters from Agwilines recently.

Associated Press Retracts Wartime Smear

The Associated Press, the huge newspaper wire service which likes to boast that it reports the news impartially and accurately, was forced to eat a little crow the other day when it retracted a six-year old lie which did great damage to union seamen everywhere. It was high time.

On January 22, 1943, the AP carried a story out of Akron, Ohio, which maintained that a union crew had refused to unload a ship at Guadalcanal on a Sunday. At that time fighting on Guadalcanal was heavy.

First appearance of the story was in the Akron Beacon-Journal the day before. A girl reporter turned it in, allegedly after interviewing three marines, two Navy seamen and a Navy pilot. The Beacon-Journal splashed the sob sister's yarn under an eight-column, front page headline, "Ship 'Strike' Ires Guadalcanal Fighters."

The newspaper claimed that "a high official source in Washington" had confirmed the story.

FALSE HEADLINES

The AP picked up the phony tale and spread it around the country, adding that union regulations forbade the crew to work on Sunday.

In New York, old man Hearst's labor-baiting Journal-American leaped at the chance and played up the story on page one. The equally anti-union Chicago Tribune along with many another paper also gave it big headlines.

With the war effort just swinging into high gear, the cause of unionism in general and maritime unionism in particular suffered a vicious blow. Naturally,

the maritime unions roared their protest.

A week later, on January 28, the Navy denounced the story as a lie, but the proud Associated Press neglected to put out any retraction of the original false report.

The Navy's repudiation was released in the form of a report by Admiral "Bull" Halsey, commander at that time of US forces in the South Pacific.

"In no instance," Halsey said, "have merchant seamen refused to discharge cargo from their vessels or in any other way failed to cooperate with the US forces in that area."

The Admiral added that "the merchant seamen's cooperation, efficiency and courage, on some occasions in the face of enemy attack, have won high praise."

NO BASIS

And how did the papers play the Halsey report? Here are two examples. The New York Journal-American gave it one paragraph on an inside page in its first edition of the day, then dropped it.

The Chicago Tribune also gave it just one paragraph on an inside page, but did manage to carry the story in all editions.

But even before the Navy released the Halsey report, the Marines had issued what amounted to a denial.

In Washington, a Marine Corps general handling public relations told reporters: "The Marine Corps knows nothing about the published charges. The people in Akron called us about it and we told them we knew nothing about it. We referred them to the

Navy and I understand the Navy told them there was no basis for the story."

A Navy public relations officer substantiated the Marine Corps' statement. But the AP still neglected to retract its report.

Congress then took a hand and, after investigation, a congressional committee branded the whole story as completely unfounded.

Senator Warren G. Magnuson revealed that the Akron sob sister had declined to identify the three marines, the two sailors and the pilot who had been the source of her phony yarn. The AP took no notice of the developments, and the falsehood persisted.

Mobile Shipping Holding Fast

By CAL TANNER

MOBILE — Shipping in the Port of Mobile held its own for the past two-week period. Including approximately twenty towboat and six deep sea relief jobs, 181 men were shipped since our last regular report.

Ships paying off were the Bienville, Morning Light, Iberville, DeSoto and Monarch of the Seas, Waterman; Clipper, Pointer, and Pegasus, Alcoa, and the William H. Allen, Isthmian. There were no beefs of any consequence on these ships. The few minor ones were settled to the crews' satisfaction.

These ships signed on this week:

Morning Light, Alcoa Clipper, Iberville, William Allen, Gate-

Good Shipping, Very Few Beefs, Halifax Reports

By ROY LA PIERRE

HALIFAX—Shipping has been pretty good around this Canadian port. In the past week we shipped upward of 100 men.

Incidentally, almost half of the latter were former members of the commie-led and practically defunct Canadian Seamen's Union.

They certainly are glad to get out from under the commie-line officials who have been shoving them around in recent years.

We signed on three ships this week. They were the Saint Malo, Grande Hermine and Wabana, all of the Dominion Coal and Steel Company.

We had the Wabana back in-transit, too, along with the Louisburg and Arthur Cross of the same company. In addition, we had the American flag Alcoa Pioneer to which we sent a replacement for a Fireman who paid off here.

There were night lunch beefs aboard the Arthur Cross, the Wabana and the Louisburg, plus some complaints about improper sanitary work. However, we got everything squared away and the ships sailed in good style.

We held an informal meeting in the Hall the other night. It had to be informal because we did not have a quorum of books. Nevertheless, there were about 70 men around and we had a good get-together on SIU history and policy.

The AP's recent retraction did not mean that the wire service had suddenly got religion and was anxious to undo its past sins.

What forced the AP's hand was the almost dead certainty that the NMU was going to win a libel suit the CIO seamen's union had brought on the basis of the story. The AP cried "uncle" and along with the Journal-American paid the NMU some rather piddling damages.

At the conclusion of the four paragraph retraction published on June 3, the AP said that "a thorough investigation" had failed to produce any evidence to substantiate the original phony version.

way City, Alcoa Pegasus, Alcoa Pointer, Fairhope, Afoundria, Yaka, Ponce de Leon and De Soto.

In addition, the Bessemer Victory, Bull Run, Steel Scientist and Canton Victory were in-transit callers.

On the shipping side again, prospects for the next week look fair. Both Alcoa and Waterman have a couple of ships each that are scheduled to hit this port. Waterman will have its usual three coastwise ships, plus a foreign payoff. Alcoa will have a passenger ship and one foreign payoff.

We'll give you the full picture in the Mobile report in the next issue of the LOG.

Legitimate Unions And The Two-Book Man

By CHARLES HAYMOND (A&G District)

T. RYAN (SUP)

P. McDONALD (Gt. Lakes District)

There are some 14 unions on the waterfront to which various workers ashore and afloat claim membership. There are six AFL, six CIO and two independent unions. Each claims the right to continue as factors in the maritime industry through contractual relationship with various employers. Each union came into existence because of prevailing conditions and circumstances.

Their activities through the years have established a pattern of behavior by which each can be identified as a good or bad influence. The politically dominated unions are mainly concerned with ideologies, which make improvements on the job of secondary importance.

The non-political unions have, as a result, contributed the greatest number of economic improvements in the industry. Whether or not there are too many unions on the waterfront is something that the maritime workers will have to decide for themselves.

COMPANY UNIONS

Excluded from the above figures are two groups of licensed officers who are compelled to join company unions, sponsored and controlled by the United Fruit Company and the American Export Lines.

There are several such company unions for the unlicensed personnel. Thus the employees may be carefully dosed with employer-approved publicity through the company union. The members of these unions are occasionally granted small concessions. This serves to keep the boys in line and prevents gravitation toward the legitimate unions, through which would be obtained more and broader benefits.

The company union cannot protect its members, but must condone the thousand and one abuses and penalties with which employees are continually threatened by the company brass.

Also excluded from the first group are the political and social clubs, parties, educational leagues, crackpots and others who make up the lunatic fringe of the labor movement. They are many in number, all different in philosophy and attitude. None of these makes a pretense of improving the well-being of the worker in industry. Their memberships are tiny and very exclusive because of the very nature of each outfit.

ODD LOT

As a result, each attracts a peculiar element which can only find comfort in each other's presence. They are made up of worker and non-worker alike, with all the gradations of each, including the most useless element of society. Each for reasons best known to itself has become a part of the fringe movement.

The actual workers who belong to fringe units are those who never belonged to a union, or were kicked out of unions for various reasons. This element, teamed up with others who somehow live without working, make up the majority. The rare two-book member is more often the person who started with the fringe, and finally joined a union through which many benefits could be obtained with the least outlay of time, energy and money. Union benefits were given them which could never be offered by the fringe outfits.

Some others have tried to join unions, but for various reasons were rejected. There are obvious reasons why each unit has some adherents. Each has a share of the industrial and social misfits, the eccentrics, irresponsibles and disgruntled members of the human family. These persons occasionally gain an audience into whose ears can be poured the noises best described as the proverbial "tempest in a teapot."

Although they are completely devoid of influence among maritime workers, there are a few fringe organizations whose main aim in life is to stir up trouble. Aware that their ideologies are repulsive to alert trade unionists, these sterile groups hope to accomplish something by use of the smear technique. The article on this page was submitted by Brothers Haymond, Ryan and McDonald, members of three of the Districts of the Seafarers International Union, to show how these disgruntled elements operate. Most seamen are acquainted with the problem, but the Seafarers' article is an interesting refresher.

At a meeting of these fringers, the organized worker is blasted for his stupidity in belonging to a union that can do nothing for him; the unorganized worker is blasted because he is so backward; all workers in general are blasted because they, as a class, are so misled by the capitalist-controlled school system, radio, press and pulpit.

This composes the diet in speech and print of the member and friend of the exclusive few who try unceasingly to gain recognition as an integral part of the labor movement.

In proving to themselves that all others are wrong, it is felt that they must be correct. That conclusion is easy to reach. If that conclusion is challenged, then one or several are expelled. They ousted members can then join some other established unit or start one of their own.

Via pamphlet and speech, each outfit takes all others to task and proves how phony the whole pack is. Some claim to be political in outlook; others claim a mixture of all the finer points. Several claim to be interested solely in those strata of humans who work for wages. Each unit claims a following on the waterfront. Therefore, a contact is established in various ports where members can meet and add to the general fund of mis-information. It amounts to a screwed-up "fire and boat drill."

MALARKEY MILL

Lacking an informed membership in the industry, the leaders find it necessary to go to other sources in search for data on the ever-shifting scene. They must grub to make more plausible the stream of mis-information they pour into print. Articles emitting from these sources rant, rave, slander and hurl abuse, and are rarely written by union workers.

The articles are drawn up by such whose acquaintanceship with the waterfront is based on a rare trip aboard a ferry or excursion boat. Papers which carry that sort of educational material are personal mediums of expression. The editor is subject to varying moods, dependent on painful corns, bellyaches or callouses. These are the screwballs who shape news to fit preconceived notions, and invariably print their notions.

During the past two months, these characters have poured into print a running account of the SIU's activities during the Canadian waterfront beef. They carefully ignored mention of the international commie set-up as a major factor and its threat to other unions. They forgot to mention that the SIU obtained for the Canadian seamen security on the job that they never had before.

They neglected to mention that the Canadian seamen obtained higher wages and improved conditions. However, the great fund of mis-information, the ill feeling, the stored-up venom—all found an outlet in this opportunity to assassinate the characters of the elected officers of the Union, and the membership in general.

All were described in the fringe papers as the phoniest collection on this planet. The job of

smearing by these ulcerated crackpots exceeded their best efforts in the past.

Actually it has no basis in fact, and was merely a rehash of the stories that appeared first in the various commie propaganda sheets. The intellectual freaks who edit the lunatic fringe papers carefully study for "news items" the commie sheets, all of which they claim to despise and condemn.

Two of these editors naively admitted in print that their sources of information stemmed from random letters, careful study of the capitalist press and their own ideas, based on a profound knowledge of the class struggle.

The admissions were made as a result of protests, and in order to remove the responsibility for these cockeyed articles from the shoulders of their know-nothing followers, who are hardly in a position to support the hearsay carried in the gossip sheets as news.

CONFUSED CHARACTER

The two-card man is looked upon as a carrier of information to his brother union men and as a potential fringe group organizer. He is also depended upon to bring some information back on what is taking place within the union.

Rarely does the two-carder know much about either. He does not possess the savvy to fully understand the odd position in which he is placed. He fails to realize that he is being used as the fall guy, who by virtue of union membership might get away with utterances and actions among other union men, or in union hall, that would not be tolerated from anyone else.

These bush league groups have no policy or program, unless it is to deceive and confuse. They are exclusive units who maintain halls where thought and opinion are carefully channeled. By their actions in the labor movement, it is possible to think of them as recently awakened Rip Van Winkles, dazed and bewildered. They can further be thought of as the night riders of the labor movement who, with other anti-labor forces, constantly snipe at the unions. The communist party and the employers owe the lunatic fringe a vote of thanks.

Fringe units, as you know, are made up of non-unionists. By their contacts and educational processes, they have become violently anti-union. Those who work for a living are among the great numbers of unorganized, always available to fill jobs in non-union outfits. You can imagine the job a fringe member can do on the "illiterates." Inoculated with a rusty victrola needle, their yapping is incessant and, through utterances born of a warped mind, will repeat untiringly the rehashed versions of all the anti-union propaganda issued by the employers and the intellectual crackpots.

HAVE ANTI-UNION RECORD

Records also show that when unorganized workers were being balloted in this industry, the fringe members and their mistaken friends were the most eloquent in persuading others to vote against all unions.

The two-card man would never willingly sacrifice the interest he feels in the union contracts that protect him, through which he is put on the job with all the guarantees that automatically go with union membership. It is something which no art of the fringe groups can offer or ever create. The mis-informed union man may adopt a pattern of behavior inimical to the best interests of his union. That would mean lending aid and comfort to the enemy.

It would be best if the union membership as a whole eliminated these few two-card members and those friendly to this form of self-destruction. There is no room for them here.



SHIPS' MINUTES AND NEWS

SS Calmar Gourmet Feasts (Alone) On Hawk A La Kilby

If you're tired of regular shipboard fare, Berle Kilby, crewmember of the SS Calmar will gladly give you his recipe for parboiled and fried hawk, a rare delicacy which he claims tastes like chicken.

Of course, first you have to catch the hawk.

How Brother Kilby caught his bird and prepared the sumptuous meal is described by fellow crewmember Jack F. Christy, in a letter to the LOG. Christy, like a good reporter, recorded the tale as it came about, all grisly details included, but when it came to sampling the dish, being no gourmet and the possessor of a squeamish constitution, he graciously bowed out.

Here's Brother Christy's account of Operation Kilby:

"We had just left Panama, heading for Long Beach, when we noticed the hitchhiker. It was perched on the railing on the crosstrees of the foremast, and from all appearances there weren't any other birds around except this lonely hawk.

"Suddenly it must have seen

a meal on the wing, for it took off on a straight course, steadily gaining altitude. It flew on out of sight, but with the binoculars it was followed for a distance of five or six miles.

DIVE BOMBER

"It suddenly dove with outstretched needle sharp talons on its prey, a tern, killing it instantly. A few minutes later it alighted in the crosstrees again, out of breath, but victorious. It then proceeded to pick the feathers off the tern and pop bits of flesh into its bill. After its fill of chow it sat back to await nightfall and sleep.

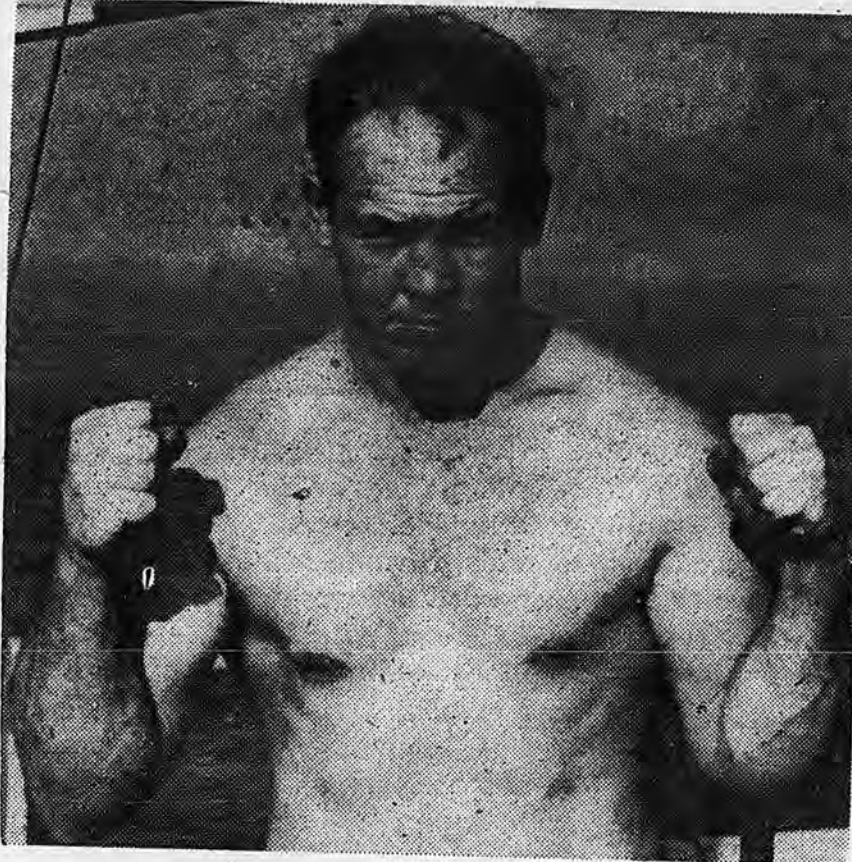
"Here Brother Berle Kilby, the four to eight Ordinary, climbed the mast with a pair of leather gloves protecting his hands and grabbed the hawk by the legs. Evidently he intended to train it to hunt for him, but it was to no avail. The hawk couldn't be mastered.

"Thus it was, after great deliberation, Kilby chopped its head off with a deck scraper, scalded, plucked, cleaned and dissected. Kilby then parboiled it and dipped it in cracker crumbs and fried it.

"I watched the proceedings. Kilby picked off bits of meat and stuffed them into his kisser. He beamed and cut off bigger slices. Somehow it made me think of the hawk picking apart the tern an hour or so earlier. After the meal was completed, Kilby rose and announced that the meal had been most enjoyable. It tasted better than chicken, he announced.

"Since that time he has suffered no ill effects. However, crewmembers have reported to me that often on an evening they have seen Kilby standing at the rail, binoculars to eyes, scanning the horizon. But we haven't played host to a hawk since. Can't blame them, either."

FORMER LIGHTWEIGHT BATTLER



Seafarer Larry Schroeder, a familiar figure around southern arenas a few years back, sticks up his dukes for the camera. Brother Schroeder, who doffed his gloves for the seagoing life in 1947, battled many big names in the fight game during his career as a lightweight, welterweight and middleweight. Schroeder says sailing in the SIU is easier than scrapping for a living.

'Aid Until Well,' Malden Crew Tells Injured Seafarer

The crew of the SS Malden Victory, Waterman, gave a first rate demonstration recently to show that the SIU truly is the Brotherhood of the Sea.

When crewmember C. A. Young was hurt ashore and sent to a hospital in Astoria, Washington, his shipmates were quick to toss 70 bucks into a kitty which would see him through any rough times he might encounter.

However, after the money was collected, the Ship's Delegate, whose responsibility it was to see that the sum reached Brother Young, discovered that the injured seaman had been transferred to the U.S. Marine Hospital in Seattle.

But Young got the money anyway, for Ship's Delegate McCulloch wired it on to Seattle, and in a telegram told Young that if more money was needed he should let the Malden's crew know. The crew would take care of the rest, Young was informed.

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.

'The Voice Of The Sea'

By SALTY DICK

Quiz: How many states are there in the United States? (Answer at end of column)... The old Borinquen (renamed the Puerto Rico) is soon to come out and ply between New York, Puerto Rico and Santo Domingo on a 14-day cruise... In 1941 Harry L. Schuler joined the SIU on the West Coast and since that time he has never had his picture in the LOG.

Who is the fellow who attended a wedding with his camera and after taking pictures all evening discovered he hadn't pulled his slide out—no pictures... One of the best dressed Wipers sailing out of here is Teddy Garcia. He's now on the Cape Nome heading for the Med.

Big Andy Carillo, formerly an Army Cook, is now ashore work-

ing in a garage, but comes around the New York Hall regularly to see his pals... If you plan to quit the sea, retire your book in good standing... James F. Byrne has a little book with the names of all the ships he

has sailed aboard. He can also tell you all the details, down to the exact penny he made on each trip.

Answer to Quiz: 45 and three commonwealths: Pennsylvania, Massachusetts and Virginia.



Ode To The Mississippi

By JAMES H. DUBOSE

Oh, mighty waters, down to the sea,
Flowing on into eternity
From where do you come, and where go,
From driving rain and melting snow.

Moving slowly into the distances,
Taking the course of least resistance.
If only you'd speak, I'd hear your tales,
Of battles fought on indian trails.

Of adventures of Marquette and Joliet,
Yes, all this and more you'd say.
The massacre of Natchez and even more,
The fall of Vicksburg in the Civil War.

Tales of side-wheelers and gamblers brawls,
Of bayous echoing with mallards' calls.
Of the British attack in 1812,
And on Jackson's victory a moment you'd delve.

You'd speak of Lafitte, the pirate prince,
And other great men you've known since.
Yes, yours is a story of endless sensation,
Because you reflect the life of a nation.

HEADING SHOREWARD FROM THE SANTA CLARA VICTORY



From a vantage point on the dock, Seafarer Norman Maffie sketches the arrival of the liberty launch from the Isthmian ship Santa Clara Victory, in Bombay, India.

Digested Minutes Of SIU Ship Meetings

DOROTHY, April 3 — M. C. McCranie, Chairman; J. Henault, Secretary. Discussion on the bread situation. Since the Baker is already working extra hours and is not receiving overtime for baking bread, the Steward has approved the purchase of bread in Puerto Rico. Ship's delegate reported that 12 hours overtime had been collected for Oilers at payoff, as result of Chief Engineer and Captain working on deck. No beefs in the Engine and Stewards Departments. Deck Department has a minor overtime dispute. Suggested that flyspray be used in the messroom while the vessel is in island ports. Also that deck around card table be swept by players at termination of nightly games. Brother **Calebaugh** asked for clarification of work to be performed by men on gangway watch.



CALEB STRONG, Mar 10 — Westphall, Chairman; Cornell, Secretary. Delegates reported that all was smooth in the three departments. **Doyle** elected ship's delegate by acclamation. All hands were reminded that when in foreign ports they must put in requests for time off. Vote of thanks given to the Stewards Department for the good work done on this trip. One minute of silence in memory of departed Brothers.

ROBIN GOODFELLOW, Mar. 21 — Vincent Meehan, Chairman; C. Howard Reardon, Secretary. Ship's delegate issued a warning on the consequences of intoxication during working hours. Disputed overtime was reported existing in the three departments. Motion by **Vincent Meehan**, seconded by **Anthony Pedicini**, carried, that any man going ashore and leaving another in his place, is to make certain that substitute is capable of performing the duties required. Under Education, there was considerable discussion on the history of the SIU and the structure of the organization. There was also a reading of and discussion on the A&G shipping rules. It was suggested that Stewards Department exercise the maximum sanitary precautions inasmuch as the health of the entire crew depends to a great degree on their cleanliness.



JOHN B. WATERMAN, Mar. 20 — W. S. Porter, Chairman; E. Jones, Secretary. Delegates reported that all was okay. Motion carried to call to Patrolman's attention the changing of the sailing board at such short notice. It was suggested that the washing machine be kept clean at all times. Every man was advised to get up to the Hall and vote on the transportation question in the referen-



dum. There was considerable pro and con discussion on this issue. One minute of silence in memory of departed Brothers.

SEATRAN NEW ORLEANS, April 10 — Capote, Chairman; Hatch, Secretary. Ship's delegate reported that Brother **Shepard** will be on board at arrival in New Orleans to settle any old beefs. Two hours of disputed overtime were reported in the Deck Department; no beefs in the Black Gang or Stewards Department. Brother **Gautraux** resigned as deck delegate and Brother **Alstatt** relinquished job of ship's delegate. Brothers **Wright** and **Kelley** were elected to replace them respectively. Crewmen extended a vote of thanks to the retiring delegates.

CITY OF ALMA, Mar 31 — Cliff Wilson, Chairman; Daniel Goldblatt, Secretary. Under Old Business, there was discussion of motion calling for Patrolman's intervention in regard to painting of messroom. Motion carried requiring Steward to furnish requisition of stores that are being picked up in Honolulu. Patrolman is to be called in to aid in having water tanks cemented as they are in deplorable condition. Repair lists are to be given to the Department delegates. One minute of silence in memory of deceased Union Brothers.



SEATRADER, Mar. 20 — Charles Oppenheimer, Chairman; Fred Bruggner, Secretary. General review of repairs submitted in list of previous trip; accomplishments were discussed and those repairs rejected were noted. In election of delegates, the following were chosen by acclamation: **Fred Bruggner**, ship's delegate; **Teddy Ostaszski**, deck; **A. Sanchez**, stewards, and **F. J. Sylvia**, engine. Ship's delegate **Fred Bruggner** made a short talk on the ports to be visited and advised all hands to go easy on drinking. He said that each and every man is expected to do his job and that performing would not be tolerated. Steward **Bryant** briefly discussed the storing of the ship and welcomed suggestion for the change of menus. Lights are to be put on deck near cargo lashings. Brother **Oppenheimer** solicited the aid of men interested in wiring to members of Congress and the Senate on the Bland Bill. He was also drafting a letter to the Secretary of Commerce, petitioning him to grant charters to the Arnold Bernstein line for two ships.

COLABEE, April 10 — Harry Jaynes, Chairman; John Dugina, Secretary. Minutes of previous

meeting read and accepted. Ship's and department delegates made their reports. Motion carried that each department delegate prepare a repair list and submit it to ship's delegate who is to turn them over to the Captain. A ball team is to be organized and a collection taken up for gear. Each man is to buy his own jersey and cap. Co-managers are to be elected at meeting to be held following this one.

STEELORE, April 24 — R. Preston, Chairman; J. Castle, Secretary. Following the reports of the department delegates, the minutes of the previous meeting were read and approved. Motions carried: That no crewmember is to pay off until all beefs have been settled by the Patrolman; that each man turn over his book to the Patrolman at the payoff, pay his dues, get a receipt and have his book stamp to date. Under Good and Welfare there was discussion on sanitary work, and it was recommended that this work should be taken over for a week by the three departments on a rotating basis. Notices are to be posted announcing the schedules for the cleaning work.



EVERLYN, April 18 — Bill Elliot, Chairman; C. Mitchell, Secretary. Minutes of previous meeting read and accepted. Department delegates' reports accepted. A new repair list is to be drawn up and turned in for this voyage, as the list from the previous voyage had not been turned in. After discussion on the forthcoming payoff, it was agreed that no one is to pay-off until given an okay by their respective department delegates. Brothers stood one minute in silence in memory of departed Union members.

STEEL FABRICATOR, April 10 — Earl H. C. Poe, Chairman; H. D. Higginbotham, Secretary. Ship's delegate stated that everything is going along smoothly. Except for some disputed overtime, all is okay in each of the departments. Motion by **Bates**, carried, recommending that Patrolman see Captain about repairs before ship leaves Baltimore. Motion by **Higginbotham** that letters of recommendation be given to permit men aboard. Under Education there was general discussion on Union activities.

RETIRING BOOKS

Members who forward their membership books to the New York Hall for retirement are urged to mark the envelope with the notation "Attention: 6th floor," in order to insure quicker handling of the matter. Marking of the envelope in the manner advised above will save time and will result in prompt return of the book to the sender.

Seafarer Sam says

The Seafarers Log is the one sure way of reaching the membership with your opinions and proposals. Letters to the Log on the welfare of the Union, your experiences, and beefs will bring your ideas before the widest Union audience. Space permitting, all letters will be published - except those dealing with personalities, religion, and those that might conceivably compromise the Union. Let us hear from you!



CUT and RUN

By HANK

Thanks to Brother "Sloppy," the oldtimer, for letting us know about changing the bundles of LOGs going to a Santos, Brazil, bar. Now they'll be available at the Washington Bar... Mucho appreciation, Brother "Sloppy"... Brother John Dolan writes that he's shipping out. Smooth voyaging, Brother Dolan... It looks like D. D. Story is up in Massachusetts from his latest voyage... Congratulations to Brother William Lord of Pennsylvania. He just rang himself into happy wedding bells. A long voyage of happiness in the sea of matrimony, Brother Lord... Brother Richard King writes he's Yokohama-bound aboard the SS James Swan. Good voyaging to you, Brother King... Here are a few Brothers in town right now—Woody Lockwood, William Brady, Vic Sukanick... Brother Jack S. White writes that he's in San Francisco waiting for a ship.

Brother Richard "Photobug" Martinez and Joe Kotalik are in New York waiting to ship out. Brother Martinez can't wait to launch his seafaring photography. Brother Kotalik probably will auction his "Man from Mars" radio helmet (which scared the living daylights out of a few Brothers)—unless, of course, it still works out at sea... We remember Brother Jake Fediow telling us about how he remembers the hard times in those good "old bad days" when the soles of his shoes were so thin he could know whether he stepped on a penny or a dime... The fine way many of the fellas have been voluntarily helping for many weeks in putting the hall in a shipshape condition is good unionism, indeed... Brothers, the political in-action of many Congressmen and Senators still keeps the Taft-Hartley Act on the backs of the labor movement. So keep writing those letters, Brothers, urging them to repeal this anti-labor law without re-enacting similar destructive amendments.

The SEAFARERS LOG will be sailing to the homes of the following Brothers—Leo Feher of New Jersey, J. Daly of Illinois, V. O'Mary of Mississippi, William Tarrant of Oklahoma (by the way, he's in New York right now), Melvin Fontenot of Louisiana, Jack Thornburg of Arizona, T. E. Maynes of Pennsylvania, Andy Anderson of California, Helmar Bjork of Pennsylvania, A. R. Guidry of Louisiana, Joseph Mucia of New York, Major Costello of Louisiana, Joseph Wing of Maryland, William Utley of Louisiana, James McComas of Maryland, Vincent Chamberlain of Massachusetts, Glyn Vaughn of Alabama, Roberto Zaragoza of New York, Robert Miller of Virginia.

Joe Pilutis just came into town... We hear "Peg Leg" Andy Anderson is down in Baltimore... Happy voyaging to Timmy McCarthy, who's probably out at sea now bound for a long voyage to India with Adam Hauke and some other Brothers... Several Brothers have told us they had to wipe their eyes and hold on to the bar when about a week ago they found a beautifully-rigged Indian motorcycle parked in front of the tables. And then in a corner on one of the largest seats they saw a six-foot model-ship of the English-passenger type... Well, seeing is believing—and that looks like one situation which won't ever be duplicated or made better, indeed... Brothers, keep up with your Union. Read those booklets. Catch up on Union activities from back issues of your LOG. Happy sailing!

THE MEMBERSHIP SPEAKS



'Company-Minded' Poor Argument For Vacation Plan, Says Buckley

To the Editor:

I am opposed to compulsory vacations.

To say that a Union Brother becomes company-minded or is a creator of cliques because he wishes to remain aboard ship trip after trip is just so much nonsense. We have many members who are married men and require a steady income to raise a family. It is understandable why they remain on the job.

To say that a seaman becomes lax in union principles because he remains on the job for a long period is darn poor judgment of your fellow men. The Union book doesn't make a Union man, it's the man who makes the Union book.

As an example, let us take the ship on which I am a crewmember—the SS Seatrain New York. This job would provide a livelihood for any Union member who wished to work and a chance to visit his home every other week.

We have several Union Brothers aboard this ship who have been holding down this job right steady and they seem to have good Union principles. At least in my opinion they seem good.

I've seen crewmembers come and go and all you can hear is continuous griping about the ship being phony, or that this particular man doesn't part his hair correctly to suit these individual free-loaders who only use this ship as a ferryboat to get to another port.

I don't know how long the writer of the resolution in Mobile (to make vacations compulsory after one year) has been going to sea, but were he to go back into the records he would discover that the greatest number of home guards and company-minded stiffs came from the old ISU days. It was the reorganizing of these seamen

by the SIU that broke up these cliques.

Let us correct ourselves on constructive ideas necessary for the welfare of the Union instead of getting the old hungry job-conscious envy of the individuals who have more staying power to remain on the job.

Let's get shed of these so-called Union Brothers who sign aboard ship and then in the first port of call head for a booze joint and forget to return until the ship's whistle blows an hour before sailing. Let's get shed of these free-loaders who are too darn lazy to produce a day's work and are constantly whispering among their shipmates that the Bosun is a slave-driver, all because these guys are too darned lazy to produce.

Let's get shed of these super-duper saviours of the working stiff who constantly beat their gums that this or that Union official is a phony, but when face to face with the guy they're as sweet as honey and try to talk their way into the official's good graces.

If it's the future these Brothers worry about, then let's go out for more of the unorganized ships so that we can make the "Brotherhood of the Sea," a hundred percent reality under one banner.

The Brothers who object to members staying aboard ships should keep in mind that they had the same chance. I know what it is to blow my top just because things didn't suit me, as we grow older time makes us understand that the other guy has the privilege of an opinion and too, that you may have to humble yourself at times. This makes you realize that it pays to take life on the slow bell.

This business of job security makes many of these Union

Brothers realize that when jobs were plentiful they acted independently and even though it meant putting themselves out they refused to take a job to cover the Union. Now that the famine is approaching they blame the Union rules and wish to change things in order to cover their own lack of responsibility and to hell with the Union.

Joe Buckley

SS Seatrain New York

(Ed. Note: Brother Buckley's letter is in response to a LOG article by Richard Martinez urging support of the Mobile resolution calling for compulsory vacations. The LOG welcomes further comment on this subject.)

Bosun Recuperates On Job After Stint Of 'Light Duty'

To the Editor:

Just thought that I'd drop a line or so to give the story of the trip aboard Isthmian's Atlanta City. We have a swell crew aboard. The Mates are in their early twenties, the bulk of the Deck Department is older than the officers. The Skipper is 36, but to hear him talk he should be much older. He thinks that he is the only one on the ship who knows the score.

The trip started out to be a good one, but it sure changed in a hurry. If you should happen to hurt yourself here there is no such thing as taking it easy. You're put to work on light duty, which consists of sougeeing the foremast, sewing canvas, stowing anchor chain and paint-

ing over the side. If you want muscles, don't write to Charles Atlas, see our Captain.

If you're hurt on this ship it's just tough. I fell on deck and hurt my knee. I was unable to bend it. The only medical attention came from the Mate, who gave me something to rub on it. He gave me a job sewing a canvas cover for the sounding machine. I was sitting down working at the job when the Captain came along. He seemed disturbed to see me sitting down. I was too. I should have been lying down with my leg elevated.

HOLLYWOOD CREW

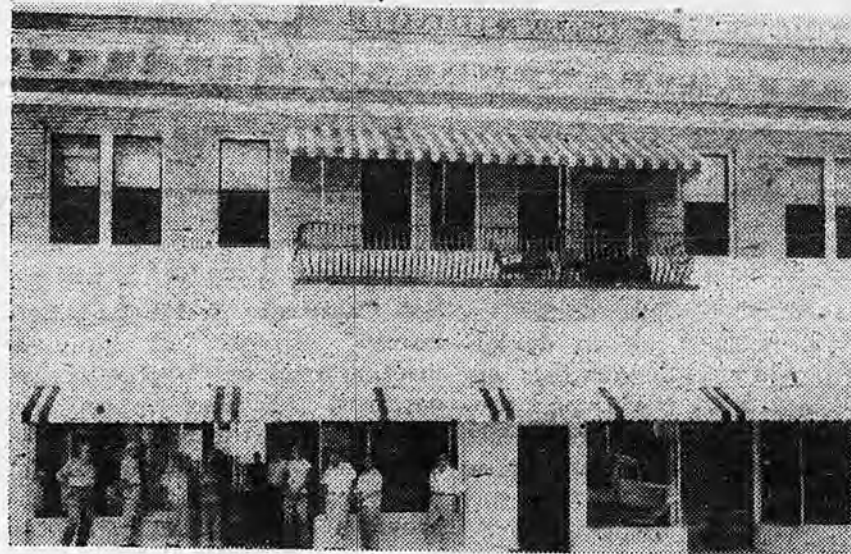
He gave me a lecture on the beauties of shipping Isthmian before the SIU entered the picture. To him we are a bunch of Hollywood sailors. He told me that before the Union came in, one watch used to top all the booms. That's a fairy story I'm going to tell my grandchildren. We stayed at anchor the last night in port and guess what: the anchor ball was up all night instead of the anchor light. But we're the Hollywood sailors, so we couldn't tell them how to run the ship.

Just before we left port I asked the Mate if he were going to break the sailors out to secure the ship. He told me to take care of my job and he would take care of his. I told him that the Union agreement called for all ships to be secured before going to sea. He didn't agree. I told him that I was going to bring the matter to the Union's attention when we hit port, but he didn't change his mind. We had deck cargo consisting of empty drums and we left the port unsecured. We had time to do the job, but the Mate seemed to think that painting over the side was more important. Five days later at sea we finally secured cargo.

I understand the last crew got off because they couldn't stand the officers. I'm sure the story will be the same this trip. As for the many charges of laxity levied at the crew, as Bosun I can say that none of the crew loafed. The trouble is, I think, that the Captain has made too many runs to the Persian Gulf.

Frank J. Richardson

THE PRIDE OF TAMPA



Seafarers gather before the SIU's Tampa Hall, a showplace in the Florida city. Seafarer Richard Martinez submitted the picture to the LOG.

CS Boasts Of Americanism, But Denies Seamen Freedom

To the Editor:

The opposition of the Cities Service Oil Company to the SIU is deeper than the question of union representation of crews on its ships. The company is, in reality, opposing the principles of democracy and the constitutional right of men to choose their own representatives.

It is a kick in the teeth to each and every seaman on CS ships, whether he voted for the SIU or not. The company has set itself above the laws of the land and above a citizen's fundamental rights.

The Cities Service code is the master and slave ideology, a throwback to the dark ages. Even the dictators are forced to pay lip service to the people of their lands, proclaiming their reactionary rule as being "centralized democracy."

But not so with Cities Service. They oppose by hook and crook any effort of their seamen to gain their freedom. This writer believes that the fundamental rights of the Messboy on a CS ship are as great as those of the company president. The Messman has the right, and has exercised

it, to determine his own bargaining agent. The SIU won the election by an overwhelming majority.

It is high time that laws be enacted by Congress to penalize firms which deliberately flout the laws of the land by denying their employees their constitutional rights.

THEIR VOICE

The Seafarers International Union, now speaking as the voice of the Cities Service seamen, speaks in terms of democracy, of progress and stable human industrial relations. A man ceases to be a pawn or a slave of company policies. The laws of the land become the great arbiter in all disputes which may arise in the future.

Is this power feared by the Cities Service Oil Company, which boasts of its "Americanism" to the American people in paid newspaper advertisements, termed "public service?" There seems to be a gap as wide as the poles between their publicity and operations department. They should find out about each other. The right hand should learn what the left hand doeth.

Wandering Seafarer

SMILES FOR PUERTO RICO



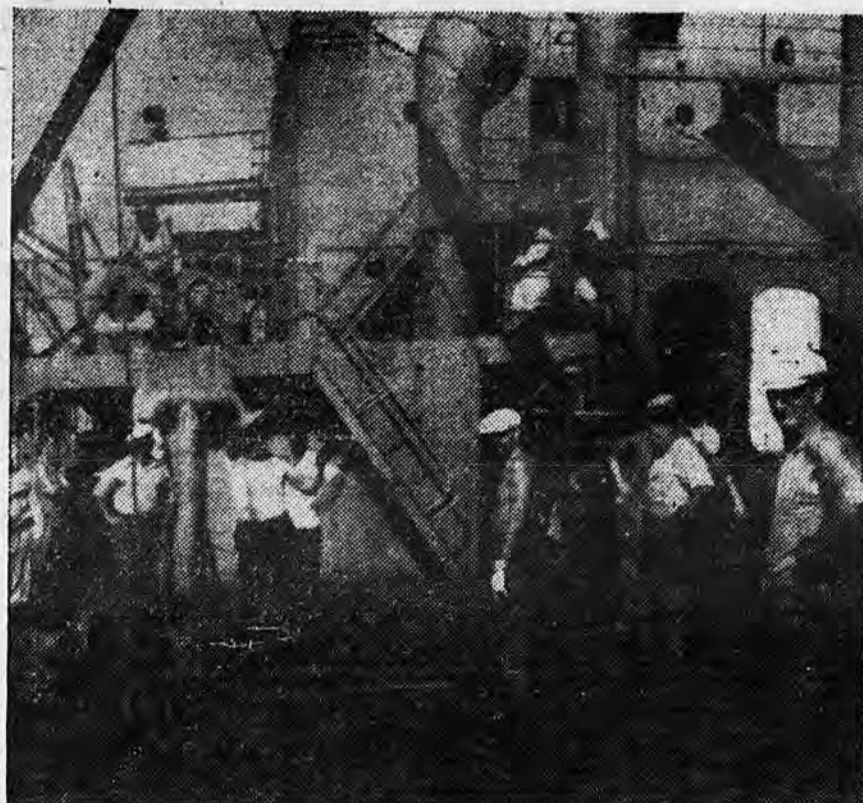
Here are some of the deck gang aboard the SS Ines, the new Bull Line ship, just before reaching Puerto Rico on a recent trip. Back row (left to right): E. Pantojas, OS; G. Malby, AB; R. Dillon, AB; B. V. Ledo, AB. Center row: A. Maldonado, AB; D. Diaz, DM; C. Negron, Bosun; G. Carmacho, Chips. Down in front: an unidentified OS. Picture was snapped and submitted to LOG by Juan Colpe, Pantry Utility.

No Hot Water?

When your ship has been out of hot water for over twelve hours make sure that this fact is recorded in the Engine log book. It will save a lot of trouble when your ship hits port later.

If you are in port when the boilers give up the ghost, notify the Hall immediately and a Patrolman will handle the matter with the company. Don't wait until the ship is half way across the ocean before you send word; let out a yell before your ship leaves port and the matter will be settled at once.

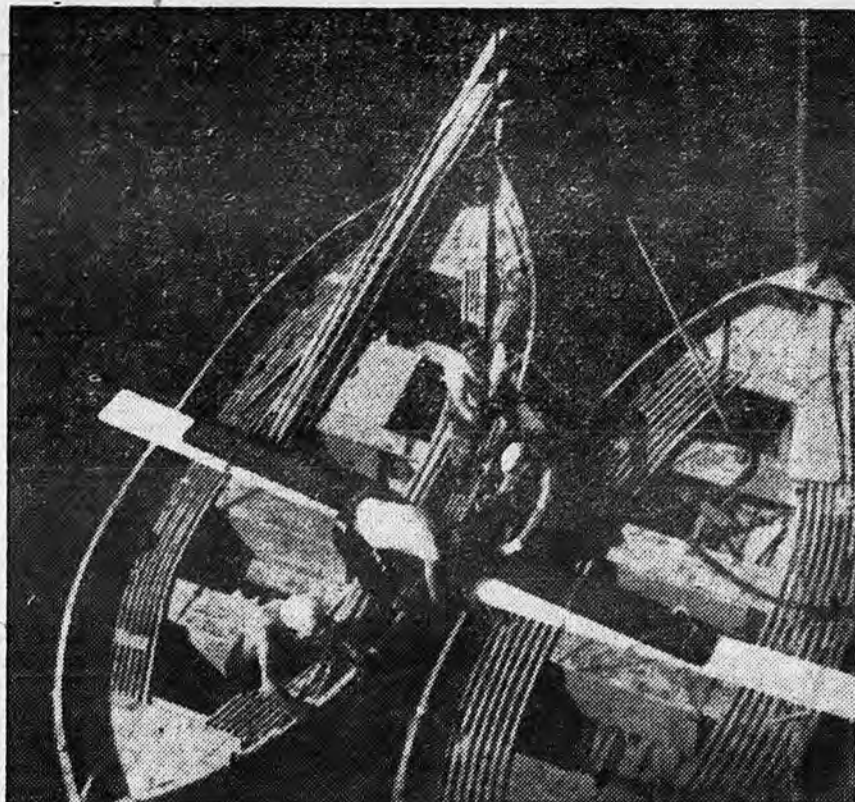
Seafarers At Work — Asea And Ashore



The photos on this page show two groups of Seafarers as they toiled to get things ship-shape at sea, aboard the Sanford B. Dole, and ashore, in the Union Hall in the Port of New York.

The operation aboard the Sanford Dole got under way when crewmembers turned to in a successful effort to refloat the vessel after she had run aground. The Dole Seafarers' seamanship paid off after 58 hours of labor, when the vessel was refloated without assistance. In all she was aground 72 hours.

In photo left, Bob High does his mighty bit by swinging a sledge hammer on the deck of the Dole. Back again in photo right, Bob and some of his shipmates attempt to lash a stream anchor to two lifeboats for the kedging operation. Lifeboats couldn't carry it, and a launch finally had to be used.



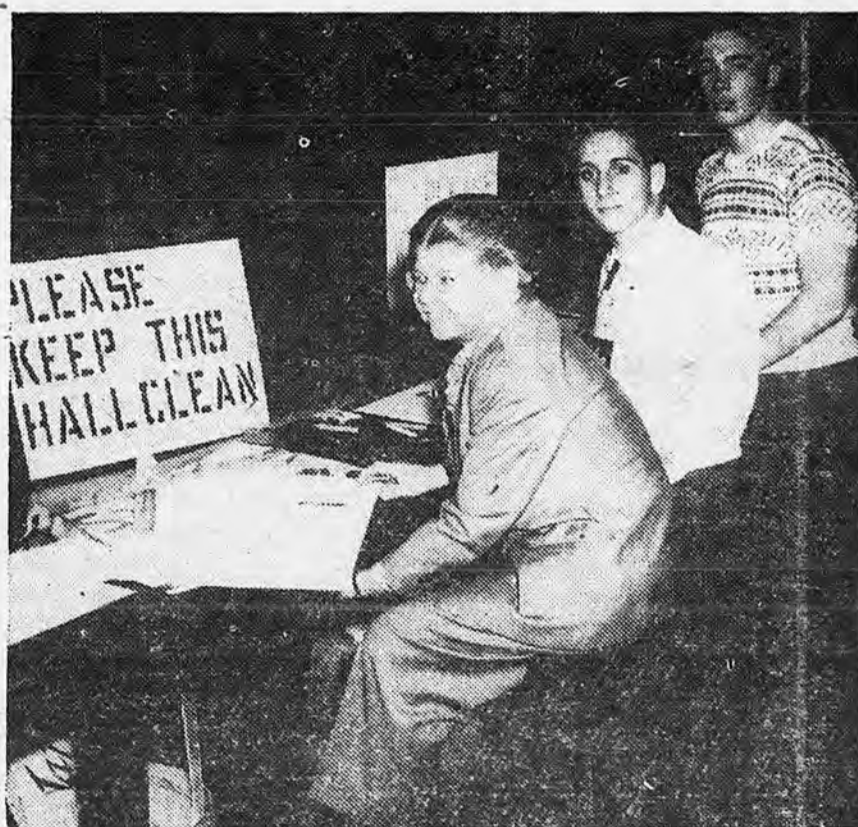
Advice and encouragement flowed freely from the deck of the Dole to the group lashing the anchor to the lifeboats. Here are John Rood (facing camera) and other members of the Deck Gang as they watched the operation in progress below. The Dole crew was proud of the fact that no assistance from outside sources was needed to reloat the ship. All pictures of the Dole operation were submitted to the LOG by Brother Rood.



The shoreside task—cleaning, painting and putting gear in ship-shape condition—in the New York Hall wasn't an emergency like that aboard the Dole, but it was rigorous nevertheless. Here is part of the crew that is responsible for the bright new look of the New York building. Front row (left to right)—Joe Kotalik, Walter Fisher, George Perez, Dave Miller and Cecil Thomas; middle row—George Lucik, John Carr, Edgar Blake, Norman Passkoff and George King; rear row—John Murphy, Alex Becker, Ben Schwartz, Sid Green and Edward Gonsalves.



Nothing was slighted as the alteration crew went to work on the building equipment. Chairs that appeared to be on their last legs were skillfully whipped into practically brand-new condition. In photo above, Brothers Becker, Thomas, Pasakoff and Gonsalves are seen as they sanded down the furniture preparatory to applying the new finish. Looking on are Surrath Singh (wearing dark glasses) and John Carr. When these men and their co-workers were finished with their job, the Hall was ample testimony that the Union slogan, "An SIU ship is a clean ship," applies wherever Seafarers congregate.



More than the efforts of a single crew is required to keep the quarters sparkling throughout the year. So posters were placed around the building reminding all hands that they could do their bit by cooperating. Here are (left to right) Joe Kotalik, Paul Lansky and Paul Zimmerman, preparing posters asking all to "Please Keep This Place Clean."

Included in the statistics furnished by the lads working on the clean-up project in the New York Hall were these: More than 20 chairs and five desks were reconditioned; some 50 signs, urging cooperation in keeping the building clean, were painted. Several pounds of gum were scraped from the second deck alone—a job that took 6 men 2 hours to complete.

Minutes Of A&G Branch Meetings In Brief

TAMPA — Chairman, Ray White, 57; Recording Secretary, R. H. Hall, 26060; Reading Clerk, L. R. White, 27165.

Accepted readings of previous minutes of other Branches. Secretary-Treasurer's financial reports for preceding two weeks read and accepted. Agent said that business and shipping were on the slow side, although the usual number of ships were coming into port on in-transit status. Agent's and Dispatcher's reports accepted. Motion car-



ried that any man registered in one Registration Group not be allowed to change to another until the next regular meeting after registration. After discussion a hand vote was taken with 51 favoring the motion, none against. Motion to adjourn was carried at 8:30 PM, with 54 members present.

NEW ORLEANS — Chairman, Herman Troclair, 6743; Recording Secretary, George Allen, 114; Reading Clerk, Buck Stephens, 76.

Previous minutes of all port meetings read and accepted. Port financial reports approved. Charges against crew members of a Seatrain vessel accused of conduct unbecoming a Union member were read. Motion carried to notify accused to appear before a trial committee in this port. Port Agent stated that business affairs of port were in good shape and that, although shipping had fallen off somewhat, it was expected to pick up before next meeting. On schedule at the moment were eight ships for payoffs and more than 25 for in-transit calls, he said. Dispatcher gave breakdown on shipping and registration figures for the two-week period. Excuses referred to the Dispatcher. Daniel Maurin took Oath of Obligation. There was much discussion under Good and Welfare on matters of vital Union importance. Meeting adjourned at 8:20, with 291 bookmembers in attendance.

BALTIMORE — Chairman, William Rentz, 26445; Recording Secretary, Al Stansbury, 4683; Reading Clerk, G. A. Masterson, 20297.

Motion carried to suspend regular order of business and take up Obligations and charges. J. H. Williams, E. Barton and H.



W. Spencer took the Oath of Obligation. Charges against a permitman were read. Trial Committee found him guilty of stealing a letter and cashing check contained therein belonging to a Brother member. Committee recommended man be placed in 99-year club. Minutes of previous meetings read and accepted. Motion carried to non-concur with section of Mobile minutes dealing with shipping rules. Several men with valid reasons were excused from

A & G Shipping From June 1 To June 15

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	22	17	32	71	29	24	82	135
New York.....	160	130	141	431	85	64	93	242
Philadelphia.....	39	30	16	84	22	10	8	40
Baltimore.....	113	72	62	247	81	64	52	197
Norfolk.....	39	17	24	80	26	28	11	65
Savannah.....	17	6	9	32	17	12	17	46
Tampa.....	6	6	4	16	6	7	9	22
Mobile.....	45	56	48	149	67	55	59	181
New Orleans.....	63	65	117	245	72	64	122	258
Galveston.....	98	78	66	242	28	24	16	68
West Coast.....	35	33	32	100	19	22	34	75
San Juan.....	14	9	17	40	13	8	9	30
GRAND TOTAL.....	650	519	568	1,737	465	382	512	1,359

the meeting. Agent's, Patrolmen's and Dispatcher's reports read and accepted. One minute of silence in memory of departed members. Meeting adjourned at 8 PM, with 205 members present.

SAVANNAH — Chairman, J. Drawdy, 28523; Recording Secretary, E. B. McAuley, 26081; Reading Clerk, C. M. Rice, 40707.

Minutes of previous meetings approved. Readings of Secretary-Treasurer's financial report. Branch Agent stated that shipping had been fair for the past two weeks, with several clean payoffs highlighting the activity of the period. The Bull Line's SS Dorothy was in port at the time of the meeting. Requests from several members seeking to be excused from the meeting were disposed of by the membership. Motion by J. Goude that all monies owed to a crewmember be paid at one time. After much discussion on the motion, it passed. One



minute of silence in respect to the memory of deceased Union members. Meeting adjourned at 7:30 PM with 69 members present.

NORFOLK — Chairman, Ben Rees, 95; Recording Secretary and Reading Clerk, J. A. Bullock, 4747.

Minutes of previous meetings in other Branches read and accepted. The Agent reported fully on the organizing work that is now in progress. He recounted in detail the good work done by the Norfolk membership with the crew of the SS Tadei until an agreement was signed. The Dispatcher listed the ships that were due in this port. Under Good and Welfare, the cleanliness of the Hall was discussed at great length. Motion carried to allow any man with a fine assessed in Norfolk to work out the fine by cleaning the Hall. Meeting adjourned at 8:25 PM, with 125 members in attendance.

BOSTON — Chairman, J. Sweeney, 1530; Recording Secretary, B. Lawson, 894; Reading Clerk, A. Melanson, 44406.

Motion carried to accept previous Boston minutes as read. Minutes of other Branch meetings read and accepted. Headquarters' and Secretary-Treasurer's financial reports approved.

Agent gave his verbal report. Dispatcher reported that men had been sent to the following ships: Steel Travel, Purdue Victory, Trinity, Marquette Victory, Yarmouth, Carrabulle, Ann Marie and Ampac Washington.



Members stood in silence for one minute in memory of departed Union Brothers. Considerable discussion took place on many subjects under Good and Welfare. Meeting adjourned at 7:30 PM, with 65 bookmembers present.

SAN FRANCISCO — Chairman, H. Hutcherson, 126; Recording Secretary, A. Hellmuth, 7755; Reading Clerk, E. M. Collins, 102120.

New business of previous Branch meetings read and accepted. Headquarters' financial report approved. Motion carried to accept Headquarters' report and recommendations contained therein. Agent and Dispatcher made their reports. Oath of Obligation was administered to W. J. Hall. Membership stood in silence for one minute in memory of Union members lost at sea. Meeting adjourned at 7:46 PM, with 89 book and permitmen present.

SAN JUAN — Chairman, T. Banning, 3038; Recording Secretary, J. Evans, 7573; Reading Clerk, R. Ramos, 21954.

Minutes of previous meetings in this and other ports read and approved. Brother Banning reported that shipping had picked up a little in the past two weeks and that he expected it to be even better in the very near future. Secretary-Treasurer's financial report read and accepted. Motion carried to refer excuses for absence from meeting to a five-man committee. Motion carried calling for repair of water cooler in Hall. One minute of silence in memory of departed Brothers. 54 members were present when meeting adjourned at 7:40 PM.

MOBILE — Chairman, C. Simmons, 368; Recording Secretary, James L. Carroll, 14; Reading Clerk, Harold Fischer, 59.

Previous meetings' minutes accepted as read. Port Agent outlined the prospects for shipping in the port for the next two weeks, naming the ships that are due to come in. He also

discussed the current organizing drive of the SIU affiliated Marine Allied Workers, and urged everyone to support this effort. He concluded by telling of the plans for building alterations which were forwarded to Headquarters. Action should be forthcoming in the very near future, he said. Secretary-Treasurer's financial report read and accepted. Patrolmen reported on the number of ships signing on and paying off. All beefs were settled, they reported. Dispatcher gave a breakdown on the registration and shipping figures for the past two-week period. Six men took the Union Oath of Obligation. Charges were referred to Union Trial Committees elected by the membership. Meeting adjourned at 7:50 PM, with 265 members in attendance.

GALVESTON — Chairman, Ray Sweeney, 20; Recording Secretary, Keith Alsop, 7311; Reading Clerk, W. E. Coutant, 25376.

Minutes of previous meetings in other Branches read and accepted. Agent reported that shipping had slowed down a bit, and that there was a sufficient number of men on the beach to



crew most anything that came along. He cited the crew of the Irenestar, a new ship belonging to a company recently contracted to the SIU, for doing a first-rate job. The payoff was one of the cleanest that had hit this port in a long time. He mentioned that a considerable number of ships called at Texas ports during the past two weeks. Dispatcher gave the figures for registration and shipping. Motion carried to refer all communications on excuses to Dispatcher. Charges against permitman were read. After considerable discussion on the floor, membership decided to allow him a period of six months to prove himself. If he is again guilty of misconduct during this period, his permit is to be revoked, it was recommended. Meeting adjourned at 8:05 PM, with 109 members present.

PHILADELPHIA — Chairman, J. Sheehan, 306; Recording Secretary, C. Little, 39770; Reading Clerk, D. Hall, 43373.

Reading of minutes of previous meetings. Port Agent reported on

shipping in the port for the past couple of weeks and he explained the prospects for the weeks ahead. Communications read, including one from this city's Central Labor Union, the AFL body, thanking SIU for opportunity to show "Battle of Wall Street" to its delegates and business agents at their June 8 meeting. Patrolmen and Dispatcher reported on shipping and registration. Requests for excuses from meeting were referred to Dispatcher. Charges read and referred to elected Trial Committee. Under



Good and Welfare, there was some discussion on the practice of some ships giving draws in vouchers. One minute of silence in memory of departed Brother. Meeting adjourned at 7:40 P.M.

NEW YORK — Chairman, John Arabasz, 29836; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Eddie Mooney, 46671.

Minutes of other port meetings read and accepted. Motion carried to non-concur with that part of Philadelphia minutes recommending fines for men taking jobs for the weekend and then reporting back to the Hall. It was pointed out that the membership is not opposed to the idea of penalizing men who take jobs to chisel, but that it is opposed to making it a rule, since many men unavoidably in a situation like this would suffer. Secretary-Treasurer's financial report read and accepted, as was the Headquarters report. Port Agent discussed the status of shipping and explained that the drop in shipping figures was the result of several ships being diverted to the Port of Norfolk. One minute of silence in memory of Brothers lost at sea. Dispatcher's reports read and accepted. Meeting adjourned at 8 P.M., with 1,056 members present.

AFL Sends Food To Aid Striking Berlin Workers

NEW YORK — Fully \$5000 worth of CARE food packages are on their way to striking Berlin transport workers from the AFL, Vice President Matthew Woll disclosed last week.

Woll, who is chairman of the AFL's international labor relations committee, also wired leaders of the free trade unions in Berlin:

"Please convey Berlin striking railroad workers our warmest solidarity. Their courageous fight against Russian totalitarian oppressors and Moscow's menial German stooges, the Communist scabs, is a vital phase of international labor struggle for social justice and human freedom."



British Dockers Load SIU Ships And Phony CSU 'Strike' Collapses

(Continued from Page 1) high and dry by virtue of the communist leaders' maneuver to plunge Canadian east coast ports into confusion and chaos.

Rejection of the Board's proposals indicated clearly that this was the objective of the communists.

It was at this point that the SIU Canadian District, which had many friends among CSU rank-and-file, signed the agreements and demonstrated that Canadian seamen were ready and willing to man the ships.

"STRIKE" IDEA

Only then did the startled communist leaders of the CSU call their "strike." CSU members, however, long awaiting the opportunity to get out from under communist domination, were joining the SIU in droves, and sailing the ships under SIU contract.

In a short time, the "strike"

movement on the Canadian front collapsed completely, and the CSU leaders began a vigorous campaign to draw British waterfront workers into their fight to retain control over Canadian seamen.

Communist party hacks, including CSU president Harry Davis, flew to the British dock areas of Bristol, Avonmouth and other ports, and succeeded in provoking sporadic, wildcat actions by small groups of dockers who fell under the spell of the communists' fantastic versions of the "strike."

Britain's trade union movement, however, saw eye to eye with the SIU—that the "strike" was a political maneuver for waterfront power.

After conferences in London with the SIU's International representative, Arthur Bird, national secretary of the Docks Group of Britain's powerful Transport

and General Workers Union, called upon members of his organization to ignore the communists' pleas for support.

The International Transport-workers Federation, world organization of anti-communist maritime, transportation and allied workers, similarly condemned the CSU's communists' leaders' illfated "strike."

FINISHING TOUCH

The return to work by British dockers, who had been following the communist line in refusing to load and unload Canadian ships under SIU contract, spells final defeat for the communist tacticians.

Two weeks ago, the Canadian Trades and Labor Congress suspended the CSU from the organization for adhering to the communist line.

The TLC said that the CSU had violated the "spirit and letter" of the TLC's constitution; had failed "to recognize and accept its responsibilities," and has issued literature "vilifying tried and trusted trade union leaders."

The CSU thus has been repudiated by its own membership, the Canadian trade union movement and responsible labor organizations abroad.

'Reserve' Bill Weapon Against Strike Action

(Continued from Page 1)

morning to find their affairs being run by either the Navy or the shipowners, neither of whom would think twice before smashing a strike, the SIU officials explained.

This week, Seafarers were being urged to send letters or telegrams to the seven members of the House committee conducting the hearings asking the Congressmen to disapprove the bill which is designated HR 4448. At the same time, the SIU called upon the entire labor movement to join in the fight since the bill represents a threat to all organized labor.

Martin's Book Exposes Communists, Government Red-Tape Artists

A book by Captain Harry Martin, former president of Local 88 of the Masters, Mates, and Pilots, and also a former president of the national Organization, has recently been placed on sale. The book is titled "Merchant Marine Machinations," and is an expose of the way the government red-tape artists have worked to cut down the American merchant marine in favor of foreign countries.

Captain Martin knows his subject well since he is the veteran of close to forty years sea-time, having obtained his first job, in sail, in 1910. He knows from practical experience the conditions he writes about.

The material contained in the book is of such controversial nature that commercial publishers refused to have anything to do with it. Some friends of Captain Martin furnished the financial support that made publication of the book possible.

Copies can be ordered through the A&G Headquarters at 51 Beaver Street. The price of the book is \$1.25, postpaid.

The events recounted in the book are of interest to all seafaring men, and will make interesting reading during a long or short voyage. Captain Martin was one of the first in the maritime labor movement to realize the danger of the communists, and his chapters on this subject are worth the price of the book alone.



THOMAS F. GALVIN

Your mother asks you to write her at White Plains.

RICHARD RAIA

Your sister has moved and asks you to contact her at 219 Roslindale Ave., Roslindale, Mass.

HILARIO BULQUERIN

Commune with your wife at 1563 Wallace Avenue, San Francisco, Calif.

DAVID R. BASS

Your mother asks you to write her immediately.

HUBERT J. ANDREWS

Your mother asks you to contact her at once. Your father is ill.

WILLIAM R. SWEET

Contact Shirley Wessel, 25 South Street, New York.

BOBBIE B. GUTHRIE

Your mother asks you to communicate with her. Your grandfather has died.

MARCEL JANDRYS

You are requested to get in touch with your parents. There has been an automobile accident.



John D. Petriga is drydocked in the Marine Hospital at Staten Island and would appreciate hearing from any of his old New Orleans shipmates. His address is: 537 West End Avenue, New York City.

LOST PAPERS

The following Brothers can reclaim their lost papers at the Philadelphia Hall:

- PETRO KUKRDEMILIS
- WOODROW W. WOLFORD
- JAMES LEE
- VINCENT PEREZ
- RONALD EARL SMITH
- ADOLPH J. KARST
- ROBERT PENDERS
- HENRY WILLETT
- E. SAVIO
- JAMES MALFARA
- JAMES JOSEPH RYAN
- FRANK D. MCCALLEN
- HENRY E. HUMPHREY
- JOHN SYRBEHUK

L. WENTZ

Your clothing is being held in the New Orleans Waterman office.

- SS ROBIN GRAY**
J. T. Morton, \$2.00; E. O. Berwald, \$2.00; A. Jones, \$2.00; G. O. Benefield, \$1.00; W. O'Brien, \$1.00; A. F. Knauff, \$1.00; W. J. McLaughlin, \$2.00; D. Van Alst, \$1.00; Ah Kan Ho, \$1.00; I. N. Rosvold, \$3.00; J. V. Sullivan, \$2.00; L. Alleluia, \$2.00; O. W. Guernsey, \$2.00; W. Sharp, \$2.00; R. C. Oden, \$1.00; J. M. Soto, \$2.00; E. E. Walker, \$1.00; C. Young, \$1.00; E. Jusino, \$1.00; J. Casas, \$1.00; J. Burgos, \$2.00; J. F. Ross, \$2.00; M. J. Delaney, \$1.00; Wm. L. Nesta, \$2.00; R. K. James, \$2.00; L. B. West, \$2.00.
- SS BESSEMER VICTORY**
B. R. Johansen, \$1.00; M. Simon, \$1.00.
- SS SEATRAN HAVANA**
W. H. Susikari, \$1.00; G. S. Carlson, \$1.00; C. Savant, \$2.00; A. Olaguibel, \$4.00; J. A. Hammond, \$2.00; W. B. Stokes, \$1.00; E. Burke, \$1.00; V. L. Mansalto, \$1.00.
- SS SEATRAN N. J.**
J. A. Dugos, \$1.00.
- SS COLABEE**
A. C. Castelo, \$1.00; Wm. Gerrick, \$1.00; R. A. Johnson, \$1.00.
- SS HASTINGS**
J. C. Stewart, \$1.00; J. H. Parnell, \$3.00; J. D. Saxon, \$1.00; G. Black, \$1.00; G. A. Tardieu, \$1.00; S. Frank, Jr., \$1.00; F. S. Crumpler, \$2.00; P. Baker, \$1.00.

- SS CAPE MOHICAN**
B. Hartsog, \$2.00; Receipt No. 82849, \$2.00; T. H. Watson, \$1.00; L. Kiplaks, \$1.00.
- SS MARINA**
A. Sweigart, \$1.00; X. C. Diego, \$1.00; M. Stephen, \$1.00; Nieves, \$1.00; Bartolome Delvalle, \$2.00; J. Archie, \$1.00; C. Conkle, \$2.00; J. Word, \$1.00; E. V. Corral, \$2.00; H. Dawkins, \$1.00; J. W. Parker, \$1.00.
- SS EVELYN**
C. Mitchell, \$1.00; C. Hospedoles, \$1.00; P. E. Reed, \$1.00; T. Moriarty, \$1.00; M. Snow, \$1.00; W. B. Pritchett, \$2.00; A. C. Buchacz, \$1.00; R. M. Guthrie, \$1.00; H. Killstrom, \$1.00; W. Baranowski, \$1.00; J. J. Cook, \$1.00; E. G. Retaky, \$2.00; E. Ardoin, \$1.00; R. E. Wagner, \$1.00.
- SS MARINE STAR**
S. Garcia, \$3.00; C. E. Doty, \$1.00; J. R. Lafoe, \$2.00; W. R. Stone, \$1.00; G. T. Skillberg, \$5.00; K. M. Ingebrigtsen, \$1.00; G. P. Rosario, \$2.00; J. Byrne, \$3.00; R. Comstock, \$2.00; H. W. Spencer, \$1.00; R. Herbst, \$2.00; J. D. Marchetto, \$2.00; W. M. Addison, \$1.00; D. Walizer, \$1.00; E. Olsen, \$1.00; B. Mpontsikaris, \$2.00; D. L. Pittman, \$2.00; T. M. Johnson, \$1.00; J. Retour, \$2.00; E. Schiewek, \$2.00; J. Ortiz, \$1.00; L. Bumatay, \$1.00; O. W. Eisele, \$2.00; J. Ditrich, \$1.00; J. Nuuhwa, \$1.00.
- SS HASTINGS**
J. F. Allbritton, \$1.00; R. Wells, \$1.00; J. H. Dinkins, Jr., \$1.00; E. J. Ronan, \$1.00; G. Dean, \$1.00; M. Nicholas, \$1.00; W. Roche, \$5.00; B. McNulty, \$2.00.
- SS SUZANNE**
R. B. Oliver, \$1.00; F. C. Cunningham, \$1.00; H. Bank, \$2.00; A. Gonzalez, \$2.00.
- SS WM. R. DAVIS**
W. Laclair, \$2.00; F. C. Holmes, \$3.00; W. E. Gray, \$2.00; W. H. Howland, \$2.00.
- SS STEEL RANGER**
E. McInis, \$2.00.
- SS KENYON VICTORY**
R. V. Pulliam, \$4.00; W. Elliott, \$2.00; F. Radzvil, \$3.00.
- SS HILTON**
R. McManus, \$1.00; R. Schram, \$1.00.
- SS COLABEE**
A. Jensen, \$2.00.
- SS BEATRICE**
A. Anderson, \$2.00; H. Morey, \$1.00.
- SS THE CABINS**
E. R. Hall, \$1.00; J. Shefuleski, \$1.00.
- SS STEEL DESIGNER**
H. Kowalski, \$1.00.
- SS CITY OF ALMA**
E. J. Rogg, \$1.00.

- ## SIU HALLS
- ### SIU, A&G District
- BALTIMORE**.....14 North Gay St. William Rentz, Agent Mulberry 4540
 - BOSTON**.....276 State St. Ben Lawson, Agent Richmond 2-0140 Dispatcher Richmond 2-0141
 - GALVESTON**.....308 1/2-23rd St. Keith Alston, Agent Phone 2-8448
 - MOBILE**.....1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
 - NEW ORLEANS**.....523 Bienville St. E. Sheppard, Agent Magnolia 6112-6113
 - NEW YORK**.....51 Beaver St. Joe Algina, Agent HANover 2-2784
 - NORFOLK**.....127-129 Bank St. Ben Rees, Agent Phone 4-1083
 - PHILADELPHIA**.....337 Market St. J. Sheehan, Agent Market 7-1635
 - SAN FRANCISCO**.....85 Third St. Frenchy Michelet, Agent Douglas 2-5472
 - SAN JUAN, P.R.**.....252 Ponce de Leon L. Craddock, Agent San Juan 2-5998
 - SAVANNAH**.....2 Abercorn St. Jim Drawdy, Agent Phone 3-1728
 - TACOMA**.....1519 Pacific St. Broadway 0484
 - TAMPA**.....1809-1811 N. Franklin St. Ray White, Agent Phone M-1323
 - WILMINGTON, Calif.**, 227 1/2 Avalon Blvd. E. B. Tilley, Agent Terminal 4-2874
- HEADQUARTERS**, 51 Beaver St., N.Y.C.
SECRETARY-TREASURER
 Paul Hall
DIRECTOR OF ORGANIZATION
 Lindsey Williams
ASST. SECRETARY-TREASURER
 Robert Matthews J. P. Shuler
 Joseph Volpian
- ## SUP
- HONOLULU**.....16 Merchant St. Phone 5-8777
 - PORTLAND**.....111 W. Burnside St. Beacon 4336
 - RICHMOND, Calif.**.....257 5th St. Phone 2599
 - SAN FRANCISCO**.....59 Clay St. Douglas 2-8363
 - SEATTLE**.....86 Seneca St. Main 0290
 - WILMINGTON**.....440 Avalon Blvd. Terminal 4-3131
- ### Canadian District
- MONTREAL**.....404 Le Moyne St. Marquette 5909
 - HALIFAX**.....128 1/2 Hollis St. Phone 3-8911
 - PORT ARTHUR**.....63 Cumberland St. Phone North 1229
 - PORT COLBORNE**.....103 Durham St. Phone: 5591
 - TORONTO**.....111A Jarvis St. Elgin 5719
 - VICTORIA, B.C.**.....602 Boughton St. Empire 4531
 - VANCOUVER**.....565 Hamilton St. Pacific 7824
- HEADQUARTERS**.....512 McGill St. Montreal Plateau 670

'Battle Of Wall Street' Premieres At Sea

Shoreside Unions, Too, Ask For SIU's Documentary Film

"The Battle of Wall Street," documentary motion picture filmed by the SIU during the AFL United Financial Employees' strike last year, will have its shipboard premiere this week aboard the SS Seatrain New Jersey.

Seafarer Robert Lester, Quartermaster on the Seatrain ship, who operates his own 16mm. sound projector as an entertainment feature for his shipmates, purchased a copy of the Union-made film of the Wall Street struggle at SIU Headquarters last week.

He said that there would be several showings of the "Battle" during the Seatrain New Jersey's current voyage and at least once during each subsequent trip, since it will become part of the ship's permanent film library.

"It's a film we can always use as part of our educational setup," Brother Lester said.

WIDE AUDIENCE

Although the Seatrain showing of the documentary will be the first one at sea, thousands of Seafarers have already viewed the film at SIU Halls on the Atlantic and Gulf coasts. The picture will continue to be shown at frequent intervals so that the entire membership may have an opportunity to see it.

In addition to the Seafarer audience, vast numbers of trade unionists throughout the nation have seen the SIU's film record of the Wall Street beef.

Considerable acclaim has been accorded the unusual movie by the many unions which have purchased copies for showing to their memberships. Requests for the picture continue to come in from labor organizations in every section of the country.

The Central Labor Union of Philadelphia and Vicinity, a municipal body of AFL organizations, took occasion to record its warm praise of the "Battle" after witnessing it at the invitation of SIU Port Agent Jimmy Sheehan.

The SIU film was unreeled at the June 8 meeting of the Philadelphia Central Labor Union. Delegates and Representatives came out in large numbers after having received advance notice of the showing, Joseph A. McDonough, the CLU's Business Manager announced. Brother McDonough reported that the response to the film was "splendid."

The Philadelphia labor group, in a letter to the SIU, lauded the Seafarers' policy of aiding other unions, of which "The Battle of Wall Street" is a graphic example.

STIRRING THEME

The film records the entire strike, beginning with the formation of the first picketlines.

A stirring example of inter-union cooperation, the "Battle" features the Seafarers in its traditional role of supporting other labor organizations involved in legitimate economic beefs, in this case the AFL United Financial Employees.

The principal points of action in the film are the New York Stock Exchange and New York Curb Exchange, targets of the strike, and the SIU Hall at 51 Beaver Street, which served as temporary headquarters for the striking AFL financial workers.

Highlight of the production is the tense moment in which the police attempted to smash the picketlines and sent strikers and Seafarers to the ground under swinging nightsticks. The film is narrated against a musical background.

"The Battle of Wall Street" is available to SIU crews having sound motion picture equipment aboard ship and who wish to place the film in their libraries. It is also available to other trade unions.

Those interested may obtain copies of the film at SIU Headquarters, 51 Beaver St., New York 4, N.Y. The purchase price per copy is \$40 and includes express costs.



Robert Lester, Quartermaster aboard the SS Seatrain New Jersey, looks over copy of Union-made film, "Battle of Wall Street," which he purchased last week in behalf of his shipmates. Brother Lester will run the picture off on his own projector during the Seatrain vessel's current voyage.

New SIU Film In Last Stages Of Production

The SIU, A&G District, is completing and will shortly release a new union-sponsored film, depicting the growth of the Union and the many benefits enjoyed through membership.

Entitled "This Is The SIU," the 18-minute sound film portrays the activities of a typical Seafarer in the New York Hall from the time he pays off until he takes a new job.

Included in the film are shots of an actual payoff, the administrative set-up of the Union Headquarters' recreational facilities and many other features showing the SIU in action. One of the highlights of the film is last year's Thanksgiving Day Dinner, sponsored by Headquarters and attended by members of all maritime unions.

The SIU documentary is now in the process of final editing. A definite date for the film's release has not yet been set, but it is expected to be available shortly.

Following the initial showing, copies of the film will be made and dispatched to the various SIU branches.

CENTRAL LABOR UNION OF PHILADELPHIA AND VICINITY

OFFICE of BUSINESS MGR • 1008 CITY CENTRE BLDG.

PHILADELPHIA 7, PA • TELEPHONES RI. 6-2137-2138

JOSEPH A. McDONOUGH
Business Manager

HARRY TAGGART
Recording Secretary

ALBERT SABIN
President



June 10th
1949

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WILLIAM McENTER
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Trustees
LEO IMMEKPEL
ROBERT LYONS
JOSEPHINE SPICA
Sergeant-at-Arms
CLARENCE STOCK

Mr. Paul Hall,
Secretary-Treasurer,
Seafarers International Union,
51 Beaver Street,
New York City, New York.

Dear Brother Hall:

We want to express our appreciation to the Seafarers' International Union and the efforts of Brother Sheenan of the Philadelphia local union of Seafarers' for the opportunity to show the film "Wall Street Battle" at our meeting held on June 8th.

Upon receiving word that we could show this film, we communicated with our Delegates and Business Representatives advising them of this fact. Our attendance at the June 8th Meeting was excellent and the response to the film was splendid. I received many comments from our delegates and Business Agents about the film after the meeting.

I think that the film and other material published by your International Union on the activities of the Seafarers particularly its assistance to other labor unions in time of need is beneficial to both your members and all others in creating unity and good will.

Thanks again for your courtesy extended us.
With best wishes for continued success, I am,

Sincerely yours,

Joseph A. McDonough
JOSEPH A. McDONOUGH
Business Manager

osiu-14

Representatives of AFL unions affiliated with Philadelphia's Central Labor Union had high praise for the "Battle of Wall Street," after viewing the SIU-made film at the invitation of Port Agent Jimmy Sheehan.



This tense scene is one of the highlights of the "Battle of Wall Street," filmed by the SIU during the AFL United Financial Employees strike last year. Copies of the sound motion picture are available at SIU Headquarters in New York.