

# SEAFARERS LOG



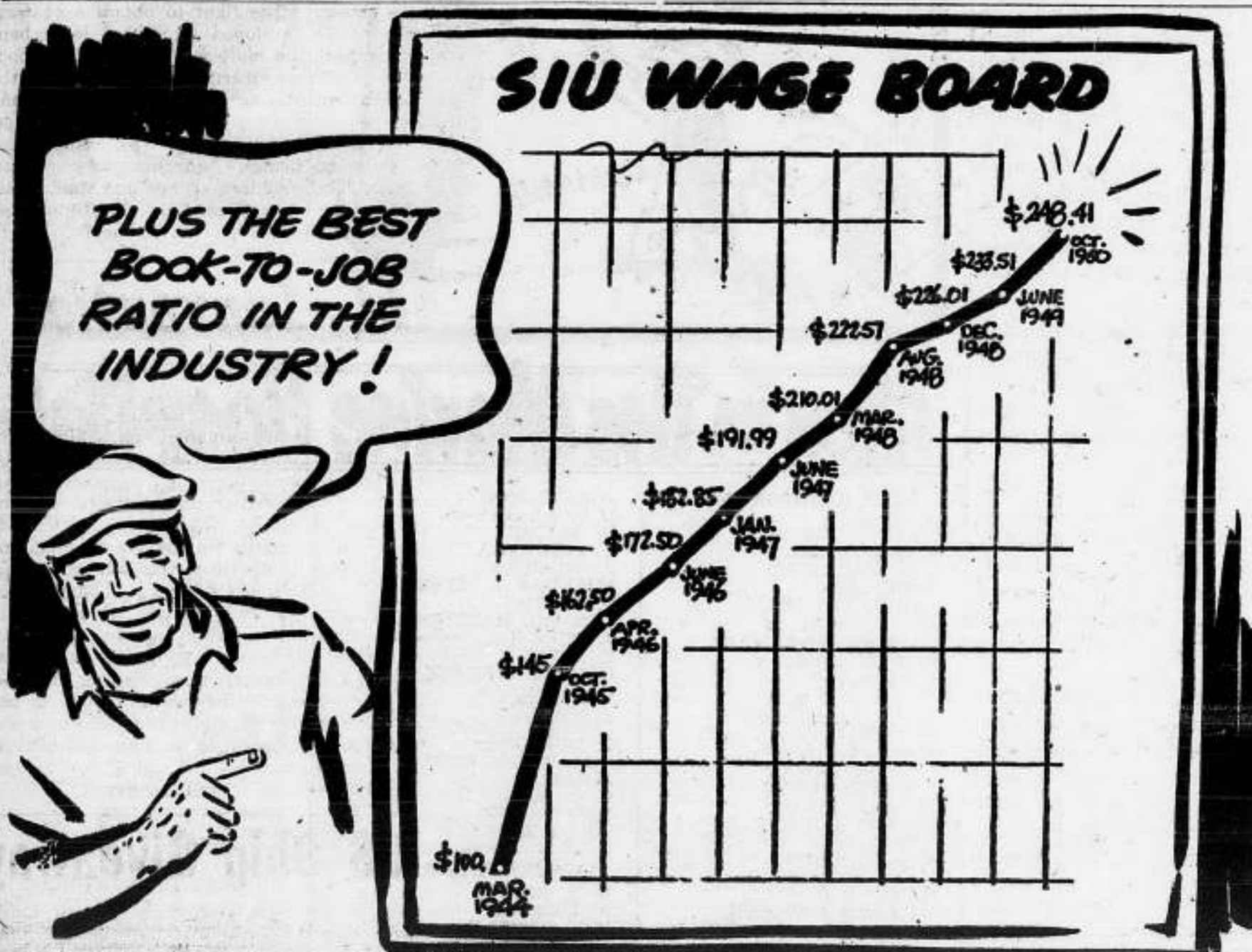
Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

VOL. XII

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No. 20

## SIU Wins 6.38 Percent Boost, Setting Pattern For Industry



The SIU Atlantic and Gulf District with strong support from the SUP, once again set a wage pattern for US seamen with the signing of an agreement early this week establishing a 6.38 percent increase in base pay and other benefits for all ratings.

The pay rises, effective as of October 15, range from \$12.82 a month for Ordinary Seamen to \$23.73 monthly for Chief Electricians.

The SIU pay hike upset the so-called West Coast formula which the operators hoped to make industry-wide after the Marine Cooks and Stewards, Marine Firemen and Bridges' West Coast Longshoremen Unions settled for a 5.49 increase two weeks ago.

Shortly after news of the SIU's  
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### Nominations For A&G Posts End October 15

Preparation of the ballot on which Seafarers will designate officials who will serve the Atlantic and Gulf District in 1951 will get under way next week, as soon as an elected Qualifications Committee has checked the submitted credentials to determine eligibility under the constitutional requirements.

Qualified candidates for the 29 elective Headquarters and Branch offices will be announced in the next issue of the SEAFARERS LOG. The issue will also contain a section devoted to photographs and brief biographical sketches of all the candidates.

Five of the officials to be elected will serve in Headquarters; nine as Port Agents and 15 as Patrolmen.

As provided by the Union constitution, nominations will be accepted until October 15. Balloting starts on November 1 and continues through December 31

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### SIU Policies Are Proved Again

When the SIU once more set the wage pattern for US seagoing workers by winning a 6.38 percent across-the-board pay increase for all ratings this week, the value of a membership book in the Seafarers was again clearly demonstrated.

Until the SIU Negotiating Committee knuckled down with the operators last week, it appeared that the 5.49 percent hike agreed to by the Marine Firemen, Marine Cooks and Stewards and Harry Bridges' longshoremen out on the West Coast was going to be used as a formula by shipowners throughout the industry.

In fact, after the SIU called for a reopening of the wage question in the present contract, the operators attempted to push through the West Coast settlement as a basis for satisfying the cost-of-living increase sought by the Seafarers.

The SIU committee flatly turned down the operators' offer of the West Coast figure.

The SIU's victory, in obtaining more than what

shortly before seemed certain of becoming an industry-wide pay scale, immediately changed the course of negotiations going on at that moment between several maritime unions and their contracted operators.

News of the 6.38 increase negotiated by the SIU resulted in a similar settlement by the NMU shortly after. On the following day, the CIO radio operators also signed for the same increase, while the CIO Marine Engineers are currently in discussions with their employers and are expected to settle likewise.

The guy to whom this victory means most is the working seaman. To the Seafarer it means his new wage increase will bring him several hundred dollars a year more in base pay, overtime and other benefits than he would have gotten had the SIU accepted the so-called West Coast formula.

The wage matter is only one aspect of the advantages of holding an SIU book. All around, the SIU man is the

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# SEAFARERS LOG

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## SIU Policies Proved

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best-paid, best represented seaman in the world—with a greater degree of job security than any other man in maritime. In other words, the SIU maintains the highest ratio of jobs to members of any union in the industry.

Back in 1944, when an AB, by the way, got \$100 a month, the SIU A&G District had 11 companies under contract. Today, six years later, when an AB gets \$248.41 a month, our Union has agreements with 53 operators.

The picture is even clearer when we remember that more than half of the present jobs contracted to our Union have been obtained since the SIU organizing program was launched in 1945. Among them are the jobs in the Isthmian fleet, which, until the signing of an SIU in contract in 1947, was the largest non-union dry-cargo outfit in the US; the jobs in the Cities Service Oil Company's tanker fleet, which was wrapped up in a Union contract last month after putting up a vicious, four-year struggle to maintain its anti-union position, and the scores of jobs in the other smaller, but nevertheless important, shipping outfits of varying size.

The growth of the Seafarer's pay, the expanding number of contracted ships and jobs, and the consequent increase in job security since 1944 has been accompanied by a rise in the prestige of our Union—a result partially due to a solid trade union policy followed religiously over the past four years.

The successful 1946 General Strike against the arbitrary refusal of the Wage Stabilization Board to recognize free collective bargaining; the short and very effective tieup of the Isthmian fleet in 1947 leading to a contract; and the sterling trade unionist role played by our membership in the famed Wall Street financial workers' strike in 1948, contributed considerably to our new-found position as a factor in the labor movement.

This prestige, in turn, has been an important asset in the Union's efforts to constantly improve the membership's welfare and economic security—the latest success in this direction being the new pay boost, which comes only a few months after the first East Coast employer-paid, jointly operated Welfare Plan was instituted by the SIU.

In short, a look at the record shows an SIU book is a mighty valuable possession. It's a means to a better life for seamen.

## Look Who's Here!

The communist party has been quoting with approval the Seafarers' opposition to the Coast Guard's effort to put across their "validated" seaman's papers. The fact that the commies are opposing the Coast Guard is due, of course, to the fact that the Coast Guard is out to get the commies. Which is okay with us, except that we don't trust the Coast Guard to stop at the commies. We suspect that if they had their way a lot of innocent seamen, whose only crime is that they are militant trade unionists, would be thrown out with the commie bath water.

The SIU has always fought the attempts of the bureaucrats—the silk-hats and the brass-hats—to encroach upon the freedom of the seaman, and we did it at the time when the commies were sleeping with the Coast Guard and praising them for yanking the papers of union-minded seamen. And we'll still be fighting them when—if Joe Stalin comes to terms with the "American imperialists," which is not impossible—the commies march right back into the Coast Guard's bunk.



## Men in the Marine Hospital

FORT STANTON, N.M.  
C. NEAL  
GIDLOW WOODS  
A. McDONALD  
R. A. RATCLIFFE  
S. WALKER  
HARRY THURMAN

BRIGHTON, MASS.  
G. T. COLEMAN  
R. LUFLIN

BALTIMORE  
W. E. PARROTT  
FRED PITTMAN  
G. T. LIVERMAN  
J. L. THOMPSON  
GEO. JACKSON  
ROBERT WILSON, Jr.  
S. P. DRURY  
S. L. CANTRELL  
W. R. WELCOME  
HEIMO RIUTTOLA  
WILLIAM J. WOLFE  
MALCOLM D. GETCHELL  
JOHN L. MILLNER

NEW ORLEANS

J. BEDDINGFIELD  
J. BENNETT  
J. W. RIEBEL  
C. A. BROWN  
J. CALDWELL  
W. O. CARA  
R. B. CARRILLO  
B. J. CHAPMAN  
R. CRUZ  
A. F. FRANKLIN  
J. HAWKINS  
L. A. HOLMES  
G. F. IMMEL  
D. D. KELLY  
H. F. LAGAN  
L. LANG  
E. J. NAVARRE  
M. E. NEWMAN  
K. RAANA  
J. SOLOMON  
L. TICKLE  
R. W. THOMPSON

STATEN ISLAND  
O. STEFANSSON  
R. HALL  
FRANK KUBEK  
PHILLIP PRON  
D. KOROLIA  
SAMUEL GORDON  
PETE JOMIDES

JOHN HANSON  
L. HOLLIDAY  
H. MOORE  
C. FIGUEROA  
J. QUIMERA  
WILLIAM J. MEEHAN  
P. ASIGON  
EDWARD HAMPSON  
J. PURCELL  
C. NELSON  
GERALD PIERONE  
C. L. BROWN  
S. GLYPTIS  
CLAUDE EZELL  
F. QUINONES  
OSCAR FIGUEROA  
J. LUCAS  
G. M. ARNOLD  
YOU TSANG  
LEO FEHER

MANHATTAN BEACH

R. A. BLAKE  
A. LOMAS  
H. S. TUTTLE  
VIC MILAZZO  
MATTHEW BRUNO  
JOHN J. DRISCOLL

JOHN T. EDWARDS  
E. P. LOPEZ  
J. H. ASHURST  
JOHN PADZIK  
VICTOR CHESNER  
E. FERRER  
PETER R. VORKE  
J. LIGHTFOOT

MOBILE  
THOMAS J. WALSH  
S. D. NEWMAN  
F. E. HOBIN  
S. PINER  
TIM BURKE

GALVESTON  
JAMES G. WALSH  
ARNOLD F. REHM  
L. R. ELIE  
S. KWIATKOWSKI  
VINCENT D. KICKIRILLO

SAN FRANCISCO  
ERNEST SCHIWEK  
EDWARD L. PRITCHARD  
LEO J. COOPER

## STATEMENT OF OWNERSHIP

STATEMENT OF THE OWNERSHIP, MANAGEMENT, AND CIRCULATION REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, AND JULY 2, 1946 (Title 39, United States Code, Section 233) of SEAFARERS LOG published every other week at New York, N.Y., for Oct. 1, 1950.

1. The names and addresses of the publisher, editor, managing editor, and business managers are: Publisher Seafarers International Union of North America, Atlantic & Gulf District, 51 Beaver St., New York 4, N. Y. Editor, George Novick, 51 Beaver St., New York, N. Y. Managing Editor (none) Business Managers (none).

2. The owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent of more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual member, must be given.) Seafarers International Union of North America, Atlantic & Gulf District, 51 Beaver St., New York 4, N.Y.

gages, and other security holders owning or holding 1 per cent of more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required from daily, weekly, semiweekly, and triweekly newspapers only.) Not required.

(Signed) GEORGE NOVICK, Editor, Sworn to and subscribed before me this First day of October, 1950, ALBERT A. BERNSTEIN, Notary Public. (My commission expires March 30, 1952.)



# SIU Sets Pattern With 6.38% Increase

## New And Old Freightship Scales

	Old Scale	Increase	New Scale
<b>DECK DEPARTMENT</b>			
Bosun	\$296.44	\$18.91	\$315.35
Carpenter	266.04	16.97	283.01
A.B. Maintenance	245.34	15.65	260.99
Quartermaster	233.51	14.90	248.41
Able Seaman	233.51	14.90	248.41
Ordinary Seaman	200.97	12.82	213.79
<b>ENGINE DEPARTMENT</b>			
Chief Electrician	\$371.93	\$23.73	\$395.66
2nd Electrician	332.22	21.20	353.42
Unlicensed Jr. Engineer Day	295.62	18.86	314.48
Unlicensed Jr. Engineer Watch	266.04	16.97	283.01
Plumber Machinist	303.90	19.39	323.29
Deck Engineer	266.04	16.97	283.01
Engine Utility	266.04	16.97	283.01
Evaporator Maintenance	248.29	15.84	264.13
Oiler	233.51	14.90	248.41
Oiler—Diesel	254.51	16.24	270.75
Watertender	233.51	14.90	248.41
Fireman Watertender (FWT)	233.51	14.90	248.41
Fireman	221.68	14.14	235.82
Wiper	230.55	14.71	245.26
Refrigerating Engineer (When only one is carried)	342.35	21.84	364.19
Refrigerating Engineer (When three are carried)			
Chief	342.35	21.84	364.19
1st Assistant	304.49	19.43	323.92
2nd Assistant	282.01	17.99	300.00
<b>STEWARDS DEPARTMENT</b>			
Chief Steward	\$289.25	\$18.45	\$307.70
Chief Cook	266.04	16.97	283.01
Night Cook and Baker	266.04	16.97	283.01
Second Cook	242.38	15.46	257.84
Assistant Cook	230.55	14.71	245.26
Messman	200.97	12.82	213.79
Utilityman	200.97	12.82	213.79

The present overtime rate is \$1.22 for ratings under \$254.49 and for ratings over \$254.49 it is \$1.54.

Standby rate is \$1.69 an hour for an 8-hour day, with time-and-half for overtime and Saturday and Sunday.

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wage gain was out, the CIO National Maritime Union signed a similar agreement with its contracted operators. The CIO American Radio Association was the next union to sign for the 6.38 percent boost, and the CIO Marine Engineers are expected to follow the pattern in the present wage talks with the operators.

Under terms of the SIU agreement, which was reached Friday, October 6 and signed October 9, the 6.38 percent increase will be applied to basic wages, overtime and standby rates and monthly clothing allowance.

The former demarcation line for overtime rates will also be increased by the 6.38 percentage.

The Union agreement also extends payment of the \$2.50 per day War area bonus and such war risk insurance benefits as were in effect as of September 30 for another 90 days, until December 31, 1950.

Under terms of the pay boost, ABs pick up \$14.90 more a month over the former \$233.51. The new scale for ABs, therefore is \$248.41. Seafarers in other ratings will receive proportionate increases.

The overtime pay rate has been increased from \$1.15 an hour to \$1.22 an hour for those making under \$254.49. Those making more than \$254.49 will be paid \$1.54 an hour. Before the new increase the dividing line on the overtime rates was \$239.23.

Standby pay goes from \$1.59 to \$1.69 an hour as a result of the new pay provisions. The new figure applies to the 8-hour day, with time-and-a-half for overtime and Saturdays and Sundays.

Negotiations for the wage increases began on October 4, after the SIU notified the operators of its demands to offset the increased cost of living. Under terms of the SIU agreements—the only ones of its kind in maritime—the Union may request a wage review at any time.

In the early talks, the operators offered a 5.49 percent increase in line with the settle-

ment reached on the West Coast. The Union negotiating committee flatly rejected the offer as inadequate, stating that it would not be bound by so-called formulas adopted elsewhere. Agreement on the 6.38 figure was agreed to two days later.

Signing the agreement for the Union were Secretary-Treasurer Paul Hall, Headquarters Representative Earl Sheppard, and Morris Weisberger. Weisberger participated in the negotiations as representative of the SUP and the International and his efforts contributed greatly toward effecting the final settlement.

The new pay rates for Seafarers top a steady series of increases, which resulted in the advance of Union members' wages by approximately 150 percent in the past six years. Throughout this period the SIU A&G District has been setting the pace in the establishment of the seamen's wage pattern.

In March 1944, the wages of an AB, for example, were \$100 per month. A year and a half later—October 1945—they went to \$145. Then in 1946 the SIU negotiated two increases for all ratings, a feat it repeated in 1947.

In 1948, three pay hikes were won for SIU members and another in 1949.

## Log Will Carry Pictures, Record Of Candidates

(Continued from Page 1)

in all SIU A&G District Branches.

A member may file a nomination for office provided he is a citizen of the United States, a full book member for at least two years and has at least three years of seafaring in an unlicensed capacity, four months of which must be in the current year—unless, of course, he is presently holding Union office.

Nominees should also file a recent passport photo and a 100-word summary of their Union activities, to be published in the LOG as an aid to the voters.

# ITF Convention Okays Board's Expulsion Of Commie CSU

The 21st biennial convention of the International Transportworkers Federation, held recently in Stuttgart, Germany, in reviewing the interim actions of its executive board, gave its approval to the expulsion of the communist-dominated Canadian Seamen's Union for conducting its phony political strike last year to the "grave injury to the waterside workers, whom they led astray, and to the economy of the countries affected."

This is the final blow to the CSU, which now only exists on a letterhead and in the memories of the few commies who tried to use the Canadian seamen as pawns in Stalin's political game.

Following is the complete text of the ITF resolution:

"This Congress, Having considered the refusal of the International Transportworkers Federation to show solidarity with the striking Canadian seamen, and the suspension of the affiliation of the Canadian

Seamen's Union by the Executive;

"Takes into account the following facts:

"From April to July, 1949, the Canadian Seamen's Union conducted a strike when need for recourse to this final weapon for the defense of the interests of the members did not exist. To induce members to come out on strike the Communist leaders of this organization lied to them. Moreover, they gave out strike instructions which conflict with all tradition of maritime trade union action and also with Canadian law, thus laying the membership open to legal proceedings and severe penalties.

### HID TRUTH

"The leaders of the Canadian Seamen's Union called for the assistance of the International Transportworkers Federation but systematically hid the truth about the alleged dispute by deliberately refusing to furnish information which, in accordance

with the rules of the International Transportworkers Federation, they were under an obligation to provide. Instead of informing the International Transportworkers Federation, and through it the organizations whose support was desired, the Communist leaders of the Canadian Seamen's Union, with the active assistance of agents of the Communist parties, conducted a campaign of lies among the workers in the different ports throughout the world and exploited in a shameful fashion the sentiment of solidarity of the latter. They thus did grave injury to the waterside workers, whom they led astray, and to the economy of the countries affected.

"On the other hand, the leaders of the Canadian Seamen's Union conferred secretly with the so-called World Federation of Trade Unions, and this instrument of the Cominform supported their campaign against the ITF and the organizations affiliated to it. The leaders of the

Canadian Seamen's Union conducted their campaign by means and according to methods which demanded large financial resources, but they left their members on strike in foreign ports to the charity of the sympathizing workers.

"The strike was conducted, contrary to all the rules of trade union strategy, by methods aiming at dragging uselessly and wickedly, in all parts of the world, the greatest possible number of workers into the dispute.

"Whereas everything points to the fact that the strike of the Canadian Seamen's Union was decided by an outside power of which the leaders of the CSU are the lackeys;

### ACTION APPROVED

"This Congress,

"Approves the decision of the Management Committee, the Executive Committee and the General Council to refuse, for the first time in the history of the

ITF, assistance to an affiliated organization engaged in a dispute;

"Decides to expel the CSU from the ITF for having harmed the interests of its own members and those of other affiliated unions;

"Notes with satisfaction that the vast majority of the members of the Canadian Seamen's Union have turned their backs on this organization so unworthy of their confidence and have rejoined the ranks of a free trade union;

"Invites transport workers throughout the world to ponder this example of shameful exploitation of the noble sentiment of working-class solidarity for unavowed political ends."

The delegates to the convention also voted to expel the New Zealand Waterside Workers Union and the Finnish Transport Workers Union because of the following of the Communist party line by those unions.



## Philly In Need Of Tankermen; Boston Lacks Rated Enginemen

By STEVE CARDULLO

PHILADELPHIA—Shipping in this port made a spurt this week, and rated men especially are feeling the benefits.

In fact, the shortage of rated men caused the Stony Creek to sail short. Rated tanker men who are anxious to ship out should head for this port. We expect two payoffs in the near future on ships that have been out a long time.

### "GHOST TOWN"

Since most of the regulars have shipped on Far East runs, Philadelphia seems like a ghost town at this writing. The only smiling face around here is Red Healey's.

This shipping surge halted a decline that began last week after we had been enjoying activity that began to remind us of old times.

A newspaper report has it that an expose of communist activity on the waterfront may soon be forthcoming. I think they have found some comrats somewhere. That's something we knew about a long, long time ago.

### SAD, THOUGH

At least the Phillies' desperate bid for a World Series championship was short and sweet. The agony was not prolonged, as they lost four consecutive close games to the New York Yankees. As bad as folks feel in this town, they still can take comfort in the fact that the Whiz Kids gave Philly a National League pennant-winner for the first time in 35 years.

As is customary in October, all we'll say is: Watch them next year!

By BEN LAWSON

BOSTON—The old Beantown has been doing all right for itself on the shipping side these past two weeks. Oilers and Firemen have been needed the most and we're still kind of short in these ratings.

With the signing of the Cities Service contract, the future should see Boston getting back on its shipping feet, since many of this company's tankers call at our port.

Other indications that raise our hopes for a brighter period ahead are the news that the Battle Creek Victory and the Booming-ton Victory are coming out of the boneyard—although we don't yet know who will get them—and that Eastern may be active this winter.

The latter company may operate some dry-cargo ships, and is thinking of placing the Evangeline in cruise service to the West Indies.

If these developments should become facts, shipping will be mighty fine for Seafarers who do their job-registering up this way.

## CHIEF OF FRENCH ANTI-RED MARINE GROUP VISITS SIU



Pierre Ferri-Pisani (center), General Secretary of the French Federation of Longshoremen and Seafarers talks with Earl Sheppard (right), SIU Headquarters Representative, and Willy Dorchain, US representative of the International Transportworkers Federation. Ferri-Pisani heads the Mediterranean section of the ITF's anti-communist vigilance committee, formed recently to combat commie influence among maritime workers in Southern France, Italy, Greece, Algeria, Tunisia, Israel, Lebanon, Egypt and Morocco.

In his visit to the SIU, Ferri-Pisani discussed with A&G District officials strategy for continuing the fight to rid the waterfronts of the world of communist influence.

## Union Wreckers Are Warned

The SIU is on record that charges will be placed against men guilty of being the following:

**PILFERERS:** Men who walk off ships with crew's equipment or ship's gear, such as sheets, towels, ship's stores, cargo, etc., for sale ashore.

**WEEDHOUNDS:** Men who are in the possession of or who use marijuana or other narcotics on board an SIU ship or in the vicinity of an SIU Hall.

**GASHOUND PERFORMERS:** Men who jeopardize the safety of their shipmates by drinking while at work on a ship or who turn to in a drunken condition. Those who disrupt the operation of a ship, the payoff or sign-on by being gassed up.

All Seafarers, members and officials alike, are under obligation to place charges against these types of characters.

## Mobile's Hopes Still Undimmed

By CAL TANNER

MOBILE—After checking with the Waterman and Alcoa Steamship Companies, we learned that shipping for the coming two weeks looks rather dim for this port.

The following ships are due in port: Alawai, Monarch of the Sea, Iberville, Morning Light, Fairport, Warrior, Alcoa Clipper, Alcoa Runner, Alcoa Corsair and Alcoa Pennant.

We crewed up the Alcoa Pilgrim on October 4, and sometime around October 15 we expect to be able to do the same for the La Salle.

On October 5, we attended a conference with Colonel Howell, Director of the Alabama State Selective Service System; W. W. Wade, Director of the Alabama State Department of Labor, and officials of the Alabama State Federation of Labor to discuss a program to handle deferments in the event the draft law is broadened for full-scale inductions.

If the program is successful, it might become the basis for a pattern to be used in the Gulf area and to be followed by our other ports in the immediate area.

The news that private opera-

tors will have priority over the Navy in shipping cargo to the Far East may prove helpful to Gulf activity. We're hoping that this policy will induce operators to step up their shipping by adding ships to their fleets. We'll have more on this in the next issue of the LOG.

## Shipping In Savannah Really Takes Drop

By E. M. BRYANT

SAVANNAH — Shipping couldn't have been any slower last week, unless it stopped altogether. Three ships came out of the boneyard, but as yet they have not been allocated to any company. This gave us 12 run jobs which helped the Deck Department boys on the beach.

We have two men standing by on one of these ships in the shipyard. They're Black Gang men.

So far in this area, the Stewards Department has been left out of the picture on the ships coming out of the boneyard, as we haven't crewed any as yet. But we're hoping to get one or two of the ones presently in the shipyard.

Draft registrants have been reminded time and again to keep their local boards posted as to their employment, but there are still guys who don't heed this advice.

When you ship out, notify your board of the name of the ship and the company by whom you're employed. That's the easy way and if you follow it there'll be smooth sailing and everyone, including the draft board, will know the score and be able to handle these matters in the proper manner.

We have a few members in the Savannah Marine Hospital and we know darn well that all of them would welcome a visit from their buddies. How about brightening a few minutes of these guys' time when you're in port?

## New York Shipping Is Still On Fair Side

By JOE ALGINA

NEW YORK — Another two-week period of fair shipping has slipped past us and we're still hopeful of a boost in the tempo, but as long as the port activities don't slacken any more than they have, we'll be satisfied. We took care of 12 ships in payoffs and 6 for sign-ons since the past report and all of the vessels were in good shape.

Out of the group the Hilton, Bull, laid up, and rumors have it that the ship is going to be sold for scrap, and the Jean, same company, came out of layup to take a crew. That put us even in that department, which was the only big change out of the ordinary in this port during the past two weeks.

On the waterfront the Patrolmen have been kept busy hitting the ships. Often they have found that they have made unnecessary trips to ships which have called for a Patrolman to settle a beef. Often aboard these ships, vessels in the coastwise trade, the Patrolmen have found the matter could have been handled over the telephone or by the ship's delegates.

By then the Patrolman has wasted an afternoon that he could have used to hit a ship with a genuine problem. Delegates aboard coastwise ships should make every attempt to settle their beefs before calling the Hall. The number of Patrolmen is limited and they should

be called only when the beef can be handled by them alone.

Again I'd like to urge every member to take very good care of his seaman's papers, for if they are lost the Coast Guard will replace them with the new type papers that the SIU has officially gone on record to reject.

If a member loses his papers there is nothing he can do but be subjected to the screening ordeal and keep his fingers crossed hoping the Coast Guard will be big-hearted enough to let him go on making a living.

The big news in the New York papers continues to be the shake-

up in the police department and the drive on bookmaking which got under way with the appointment of a new police commissioner. One of the matters that hasn't yet been dealt with is the unsolved murder of Willie Lurye, the AFL Garment Workers organizer who was killed at the height of an organizing campaign sometime ago.

Early this year police made an arrest and said that two suspects were being sought. That's the last that's been heard of the matter. The new commissioner would do well to get to work on the Lurye killing.

## Drop In Replacements Affects New Orleans

By LINDSEY WILLIAMS

NEW ORLEANS — The business affairs of this port are in excellent shape but shipping has taken a drop and the outlook for the coming two weeks is not too good.

Since the last shipping period closed, we had five payoffs, four sign-ons and 26 ships hitting here in-transit. Of the in-transit callers, only 10 took any replacements, a factor which was noticeable in the final shipping figures.

For the coming two weeks we have only three scheduled payoffs, so we can't count on too much activity. There's always the chance, however, that the in-transit vessels will pick up

enough replacements to help the general shipping situation.

Three ships have come out of the boneyard, but we don't know whom they'll be assigned to. The vessels and their agents are the Bucyrus Victory, South Atlantic; Clearwater Victory, Waterman, and Hannibal Victory, Mississippi.

We hope to know who will get these ships before the next meeting. As soon as we get something definite we will pass it on to the membership.

There were a few minor beefs aboard the SS Del Sud when she came into port and a few beefs registered against some performers. These beefs were handled on the ship, with the

crew taking a firm stand against any irresponsible action that harms the membership and the Union welfare.

The SS Seatrain New Orleans is still tied up here with the outlook the same—nothing new. She has tied up here since May. Meanwhile ships from Cuba, as many as five and six a week, are bringing in sugar that this nation has to buy to keep on hand for other nations.

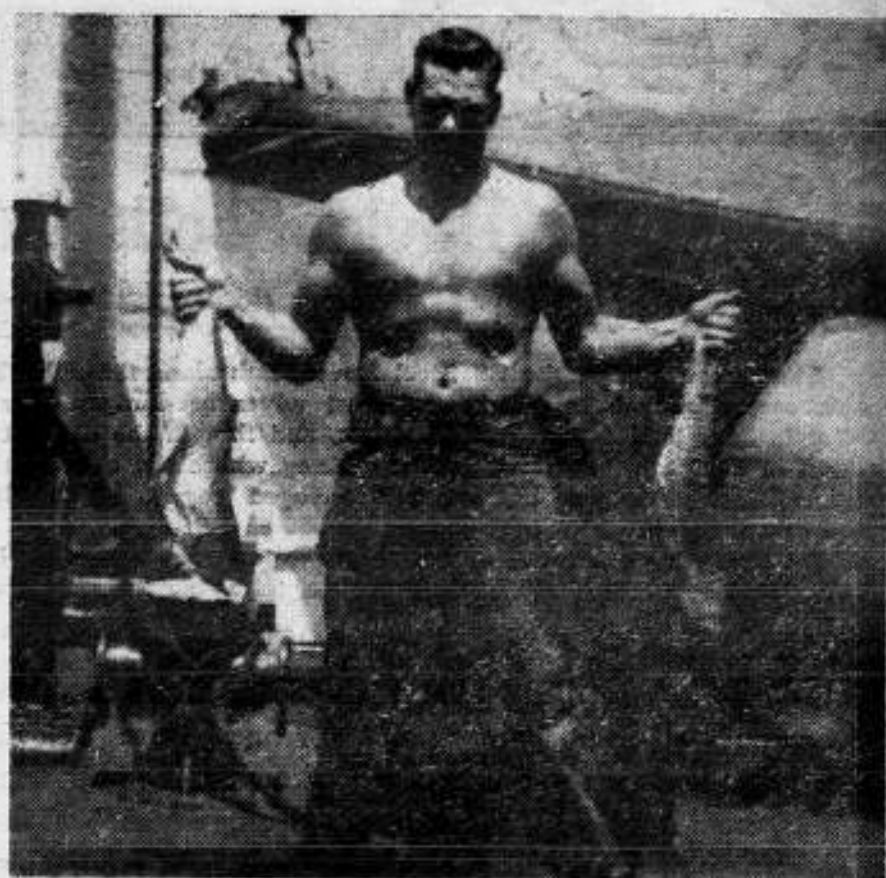
This situation doesn't make sense. Let's hope that this ship will get into operation again soon. Aside from easing the job shortage all around, it would be of great help to some of our alien Brothers who are allowed to sail the New Orleans.



# Around The World With SIU Crewmen

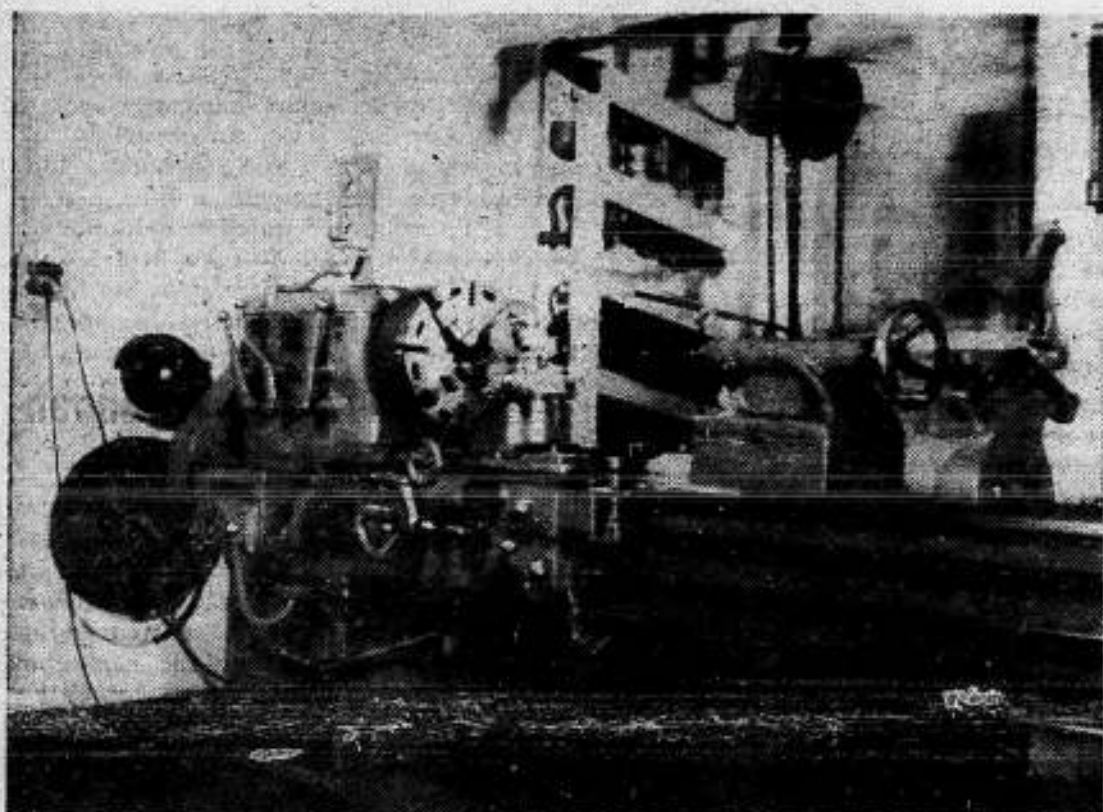


These Seafarers aren't modeling the latest wallpaper designs, they're merely sporting conventional dress for one of the ports visited when they were aboard the Steel Admiral. Left to right: "Red" Pepper, DM; T. Freeland, AB; L. Dower, DM; H. Rowe, AB; G. Georgina, 3rd Cook; T. Ekland, 2nd Electrician. Kneeling is N. Paputo, OS. Mike Carlin, Wiper, is partially obscured in rear row. Photo was taken in one of the Far East ports of call.

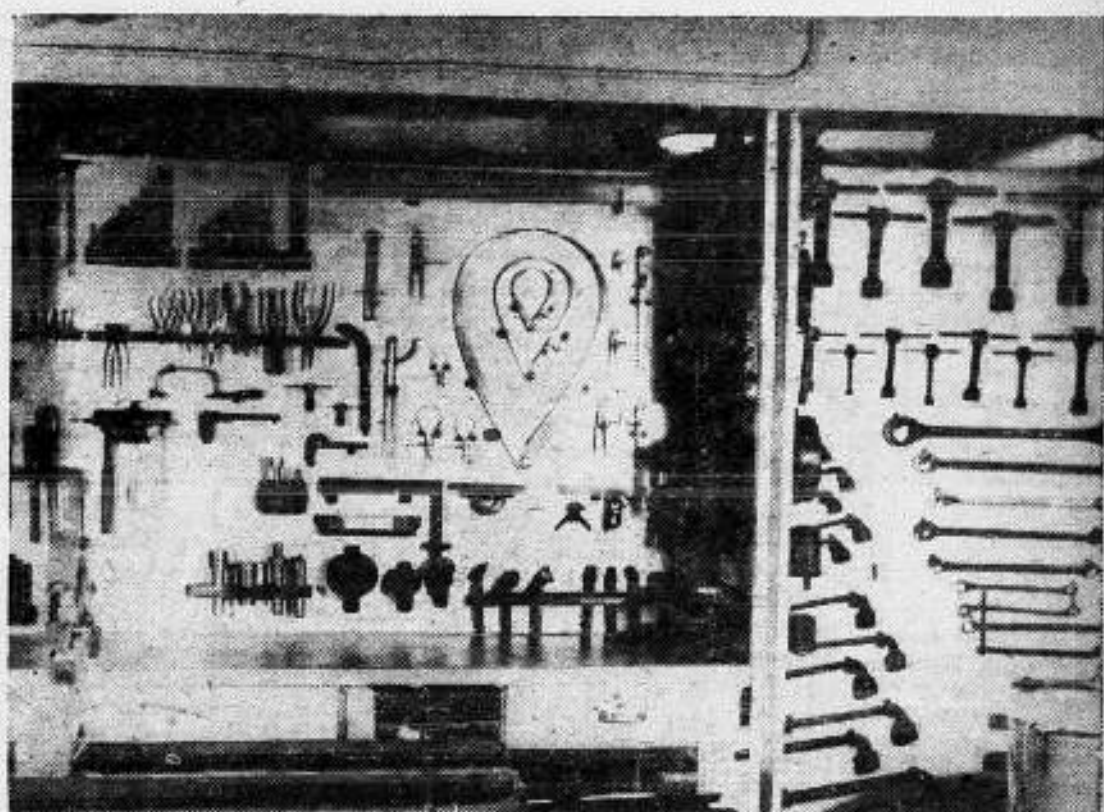


"Chuck" Hostetter, AB, poses on deck of the SS Massmar with two 15-pound salmon he caught in Coos Bay, Ore. Anglers looking for big salmon should head for the West Coast, advises "Chuck," who says he'll be happy to give pointers on how to catch the big babies. Just write him care of the ship.

As far as fish stories go, says Hostetter, "I can tell you the best places to get these fine fish."



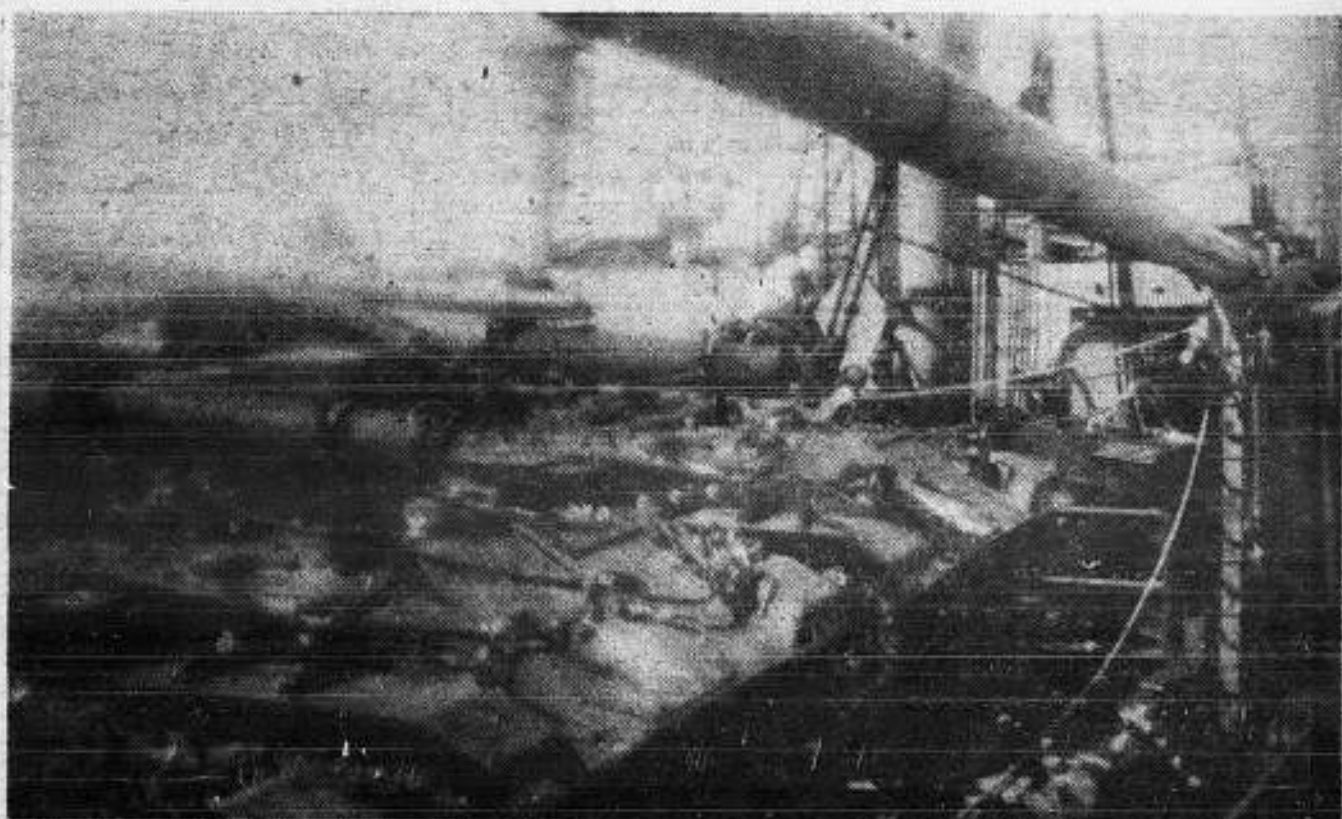
One of the most efficient machine shops on the high seas is that set up by Seafarer Y. Schenck aboard the SS Chilore. Above is a portion of the Chilore's shop. Note small overhead trolley and hoist over lathe and full acetylene in back of drill press which expert machinist Schenck devised.



Schenck arranges all tools in sets and makes mountings so they are easily lifted out and returned without touching the shop panels. By this method, tools are easily located and losses noticed immediately. Schenck says losses are extremely slight and mostly due to breakage.



In off-hours you can generally find a bull session in progress on the fantail of the SS Del Norte. Photo above shows one of the typical gatherings and includes representatives of the three departments. Back row, left to right: Blackie Bankston, Molena, Russo and Colca. Middle row: Tex Metting, Nielson, Hammel. Bottom row: Al Mauffray, Garn, Mayfield, Freemanis and Tocho.



Deck cargo aboard the SS Southstar on recent run to Far East presented a somber note. Claude West, who submitted photo says tanks reminded the SIU crew of World War II days. He added that Seafarers stand ready to deliver the goods in peace and war, and recalled the role played by union seamen in the recent conflict.





# SHIPS' MINUTES AND NEWS

## Steel Rover Ducks Shells Off Hong Kong As She Runs First Arms Cargo To Saigon

The recent run of the SS Steel Rover, Isthmian, through the Far East has been studded with events enough to satisfy the most adventure-hungry crewmember. The ship left the West Coast in July loaded with war materials, and though she did not see Korea, she found plenty of action in her path, beginning in Hong Kong where the ship was shelled by Chinese nationalists and continuing through her gunboat-convoys voyage up the Saigon River to deliver the first load of war materials to Indo-China.

An eye-witness account of the ship's experiences has come in a delayed letter to the LOG from Carpenter John Santos, who sent the following dispatch from Saigon.

By JOHN SANTOS

When we readied to leave the States from Oakland, California, it seemed like the war days all over again, except for one thing: Television cameramen were everywhere taking pictures of our cargo of army gear as it was loaded overhead from cranes and they made sweeping shots of our deck, which was loaded with jeeps and crated supplies in such quantities that the catwalk ran from bow to the stern.

We got away all right and had an uneventful crossing. It was as we were leaving Hong Kong that trouble came our way. On Sunday morning, August 2 we left Hong Kong for Saigon. As we left the lighthouse we took a course close along the shore. We were about 15 miles from Hong Kong and still skirting the shore when the first shot was fired.

### WHIZ-BANG

I was on top of No. 2 hatch, working, when the first shell landed about 20 yards off to our starboard. When I heard the explosion I looked back at No. 1 house, for we had a few boxes of hand grenades there and I thought they had gone off. But while I was turning to look, number 2 shot was fired and landed in line with our bow. I knew what it was then and I said to myself this is no place for me. I made a dash for the midship and the rest of the deck gang joined me. As we neared the midship I said to the First Assistant, "Someone is firing on us." And, as if to prove it, shell number 3 came whistling in. We all ducked inside and the shell landed about 20 yards off the portside.

While we waited inside number 4 and 5 came over. One of the shells, I learned later, struck close to our stern and sent frag-

ments through our flag and into the stern.

After shell number 5 the skipper decided that we were somebody's target, so the ship was swung away from land and turned around back to Hong Kong with all the speed that could be mustered.

The following morning, safe in Hong Kong, a shipyard boat came out and inspected the ship. Whatever they found it must not have been much as no work was done on the ship.

We left Hong Kong right away for another try to reach Saigon but this time we headed straight out away from the port and then made our turn southwest.

### DANGER EXPECTED

We hadn't expected any trouble in Hong Kong, but all of us felt that if any trouble arose it would be in the Saigon River. Several of the men said that we wouldn't be so lucky as there were people who wanted to prevent this first shipment of arms from reaching its destination.

We arrived in Saigon on Aug. 9 and when we reached the pilot station we were given an armed guard aboard the ship and river gun boats patrolled the waters alongside the ship. We were told to stay inside while making the run just to be on the safe side.

Maybe the small armada escorting us changed someone's mind because we had no trouble. When the ship tied up a contingent of soliders came down to the ship and stood guard all the time the cargo was being worked.

Next to us was a British ship that had left Hong Kong a few hours before we did. She had been shelled for taking the shoreline route like we did. We heard that she had been damaged slightly and two officers wounded.

We spent little time in Saigon and everyone heaved a sigh of relief when the ship pulled out and headed to less troubled parts of the world.

### ATTENTION!

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

## Alcoa Pioneers Slug Grace Line Squad, 10-6

The newly-organized Alcoa Pioneer softball team turned to in fine fashion for their first game and polished off the Santa Ana Saints of the Grace Line fleet, 10-6, before a rabid group of Venezuelan fans at the Cerverza Victoria Stadium in La-Guaira on September 2.

Loose playing marked the first frame for both squads, with the opposing pitchers exhibiting considerable wildness. As the game went into the second inning the score was tied at 3-all.

From that point on the contest took on the air of a real ball game and both teams began playing heads-up ball.

The game was virtually decided in the fourth when the Pioneers, aided by a couple of walks, bunched their hits and drove four runs across the plate.

McInis, on the mound for the Pioneers, turned in a creditable performance despite occasional wildness, allowing the Grace Line batters but five hits and fanning 15.

The Pioneer's skipper, Captain "Jumbo" Mullally, held down third base for the last two innings and fielded his chances flawlessly. On the offensive, he showed promise of being the long-ball hitter so badly needed by his team.

At the keystone corner, "Flipper" Knapp and Sandy Sanford

gave promise of being a neat defensive combination for the winners.

Another performance of merit was turned in by Charlie Stringfellow of the Pioneers, who patrolled center field like a heads-up mountie. Charlie snagged several well-belted hunks of horsehide that might have caused considerable damage to the victors had less capable hands been in that area.

### 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.

## POWERS AND HIS MODELS



Seafarer Joe Powers, Jacqueline (left) and Patricia

Looking over the July 21 issue of the LOG, Joe Powers, Lounge Steward on the Alcoa Cavalier, saw a photo of Smoke Room Steward Bill Davis and a wooden mannequin taken outside one of the apparel shops aboard the SS Del Sud. Joe figured if that rated space in the LOG than a photo of the real Mc Coy certainly would.

Quicker than you can say "Oo-la-la," Joe forwarded a slick print made by Deck Steward

Bill Marion, showing Joe spending a Hollywood-style day off at the Trinidad Country Club Port-au-Spain, in the company of two Paris clothing models.

The gals, who were in the island resort on a modeling tour of the world for a Parisian fashion house, were decked out in Bikini swim suits. Said Joe: "I'm sure the boys will enjoy the picture."

And who are we to argue with Joe?

## WAR HAWK SEAFARERS IN THE FAR EAST



Aboard the Waterman ship during a recent chartered run from the West Coast were these sturdy SIU men. Left to right, first row: Granjer, FWT; Caruso, AB; Eraso, Bosun; Lynn, AB. Second row: Fontenot, OS; Borreson, AB; Lee, Wiper, and Alleman, MM. Rear row: Ortiz, DM; Buftos, OS, and Thomas, Wiper.



# Digested Minutes Of SIU Ship Meetings

**SEATRAN NEW YORK, Oct. 1**—Chairman, R. Sweeney; Secretary, John M. Monast. Delegates reported number of books and permits in their departments; no beefs. Motion carried that Steward obtain new mattresses and pillows. Motion carried to see about getting fuel oil and sawdust cleaned up in the lower hold, as it constitutes a fire hazard.

\*\*\*  
**CARROLL VICTORY** (No date given) — Chairman, H. Harise; Secretary, A. Tremmer. Delegates elected. Motion carried that men come to messroom in proper attire. Motion carried that the LOG be informed of poor deal crew got on slopchest. Motion carried that Steward appear in messroom during meals.

\*\*\*  
**HILTON, Sept. 24**—Chairman, Ed Going; Secretary, John O'Connor. Delegates' reports accepted. Motion carried that Ship's Delegate contact Patrolman about lack of penicillin aboard the ship. Discussion held on Union rules and contracts.

\*\*\*  
**ANGELINA, Sept. 28**—Chairman, Jimmy Foret; Secretary, Alton Martin. Delegates' reports accepted. Patrolman to be contacted concerning men who paid off in Puerto Rico without receiving hospital slips. Laundry to be repaired and drainage in passageways to be fixed.

\*\*\*  
**ALCOA CAVALIER, Sept. 16** — Chairman, Harry Bustin; Secretary, Andy Stephens. Joe Powers explained the set-up of the fund in memory of Cut & Run Hank. Ship's Treasurer announced the ship's fund to contain \$74.57, following the expenditure of \$50 for repairing the movie machine. Ship's Delegate to see the Purser concerning the price of cigarettes.

\*\*\*  
**MONROE, Sept. 6**—Chairman, J. C. Bernard; Secretary, Joe Thomas. Delegates reported on number of books and permits in their departments. Beefs on flies in messroom discussed. Motion carried that minutes of meetings would be posted in messroom.



\*\*\*  
**SEATRAN TEXAS, Sept. 17** — Chairman, L. Galuska; Secretary, C. Russell. Motion carried that meeting be held with Patrolman to iron out beef on penalty overtime for lack of launch service in Belle Chasse, La. Motion carried that shipyard workers be barred from messroom.

\*\*\*  
**LONE JACK, Sept. 24**—Chairman, William Tradwell; Secretary, Charles Dominick. Delegates reported on books and permits. Motion carried to make up a report on the firing of William Maxfield, which was for a personal reason and had nothing to do with the way he performed his work.

\*\*\*  
**LAKE GEORGE, Sept. 17** — Chairman, G. Stille; Secretary, G. Pickel. Delegates reported no beefs. Education: Tripcard men given advice on Union meetings and welfare of Brothers. Engine Delegate to see 1st Assistant about repairing fans and washing machine.

## Seafarer Sam Says:

The next issue of the Seafarers Log will carry the pictures and brief biographies of the candidates for A & G offices in the coming election. They are printed to aid you in selecting the best men for the positions to be filled.



Read them carefully before you cast your vote!

**SEATRAN HAVANA, Sept. 24**—Chairman, A. Seay; Secretary, Frank Klicki. Money collected for purchasing funeral wreath for John McIntyre turned over to Galveston Patrolman. Delegates reported on number of books and permits in their departments. Discussion on fan set up in quarters. Crew decided to refer matter to Patrolman.

\*\*\*  
**WILD RANGER, Sept. 24** — Chairman, David Rice; Secretary, A. Danna. Delegates reported their departments in order. Motion carried to abolish fines and make a donation instead to members in the TB hospital. Steward reported all men will change their own linen.

\*\*\*  
**DEL VALLE, Sept. 17**—Chairman, Fred Shaia; Secretary, M. Gaddy. Ship's Delegate reported that no life jackets would be exchanged without having mutilated jacket for exchange. Shaia reported that the Viking Laundry in Buenos Aires had spoiled two pairs of expensive slacks. Delegate reported that he had found a purchaser for the old washing machine and would work out details of sale subject to approval by the crew.

\*\*\*  
**JOHN STAGG, Sept. 21** — Chairman, W. Carney; Secretary, Henry Frankline. Delegates reported all in order, except in Engine Department which has 3 hours of disputed overtime. Motion carried that complete repair list be made up and posted in messroom. Second Cook demanded a vote of confidence in his work and was supported by majority of crew.

\*\*\*  
**SEATRAN NEW JERSEY, Sept. 27**—Chairman, Tom Crane; Secretary, Vincent Monte. Delegates reported number of books and permits in their departments. Crewmember to stand suspended until he explains his conduct in New Orleans on September 21. Ship's Delegate reported that procedure of turning in suggested repairs as they arise is working out well, with necessary work being done sometimes in a matter of hours.

**FRENCH CREEK, Sept. 3** — Chairman, John Harvey; Secretary, Blackie Wagner. Motion carried that crew go on record to inform SIU organizers that crew of SS French Creek has gone on record stating, "we are ready to strike at any time, preferably right now." Crew told to turn in disputed overtime to Ship's Delegate. Crewmembers urged to write down suggestions that occur to them between meetings, so matters can be discussed before entire crew.

\*\*\*  
**FRENCH CREEK, Sept. 24** — Chairman, Lee Arnold; Secretary, C. Baird. Delegates reported some disputed overtime in Deck and Engine Departments. Motion carried for Ship's Delegate to see Captain and ask that the Radio Operator type up press news to keep crew abreast of war news. Education: General discussion on benefits of SIU and how it will help Cities Service seamen.

\*\*\*  
**WARHAWK, Sept. 16**—Chairman, J. Walker; Secretary, Petrus. Discussion on steam line and hot water in showers. Motion carried that ships leaving States for the tropics must have equipment for cold water in showers. Motion carried to send Steward in Hong Kong a "get-well" card.



\*\*\*  
**MADAKET, Sept. 15**—Chairman, Jose Ortiguerra; Secretary, Hemsley Guinier. Delegates' reports accepted. Ship's Delegate suggested that all crewmembers keep in contact with their Delegates so as to read up on the agreement and constitution before making any petty beefs. Crew asked to be quiet in recreation room so men off watch can sleep.

\*\*\*  
**LOGAN'S FORT, Sept. 24** — Chairman, Fred Smith; Secretary, William Morris. Delegates reported no beefs. Ship's Delegate reported that dishwashing

machine had been condemned by Board of Health and should be replaced by a Pantryman. Two messmen advised to keep putting in for overtime until a Pantryman is put aboard. J. Cheshire gave an educational talk on the rotary hiring system.

\*\*\*  
**PENNMAR, Sept. 24**—Chairman, Kase; Secretary, L. Evers. Steward reported \$5 in ship's fund and suggested every crewmember donate \$1 to fund. Delegates reported on books and permits in their departments. Discussion on making up of repair lists in each department.

\*\*\*  
**GOVERNMENT CAMP, Sept. 4**—Chairman, Bernard Mace; Secretary, Hubert Goodfried. Delegates reported all okay. Motion carried to elect delegates. Education: Chairman explained benefits gained by sailing under Union contract, such as overtime for part time work, plus more pay and overtime for holidays.

\*\*\*  
**LAFAYETTE, Oct. 1**—Chairman, L. Marsh; Secretary, Ira Myers. Delegate reported that repairs from the past trip had not been taken care of. Delegates reported their departments in order. Discussion held on seasoning of food and the coldness of the meals.

\*\*\*  
**RAPHAEL SEMMES, Sept. 17** — Chairman, Jack Ross; Secretary, Frank Van Dusen. Delegates reported number of books and permits in their departments. Men paying off instructed to get relief and give 24 hours notice of paying off. Recommendation made that crew icebox be repaired.



\*\*\*  
**ANN MARIE, Sept. 26**—Chairman, Hitchcock; Secretary, Baker. Delegates reported everything okay. Repair list made up from all departments and approved. Motion carried to have sailing board posted directly at gangway.

\*\*\*  
**STEEL SCIENTIST, Oct. 1**—Chairman, Varbot; Secretary, Donoghue. Delegates report no major beefs. Motion carried to have ship fumigated. Motion carried to have department Delegates collect books and draw up list of monies due to expedite payoff. Motion carried to have meetings alternate, one in morning and one in evening.

\*\*\*  
**BALTORE, Sept. 27**—Chairman, Maio; Secretary, Gardner. Delegates reported number of books and permits in their departments. Motion carried to soogee recreation room on rainy days.

\*\*\*  
**COUNCIL GROVE, Sept. 17**—Chairman, Walker; Secretary, Bradbury. Ship's Delegate reported that expense connected with carrying Coca Cola was too great to carry it aboard ship. Delegates reported number of books and permits in their departments. Motion carried that crewmembers be properly dressed before entering messhall at mealtime. Chairman Walker explained the operation of the Welfare Plan and read a letter from sufficient light bulbs for passage-CTMA diehards. He explained ways.

the restrictions imposed on the company and CTMA under the recently signed court order.

\*\*\*  
**COUNCIL GROVE, Sept. 23**—Chairman, Schuyler; Secretary, L. Bradbury. Delegates reported no beefs. Suggestion made that men pay "sanitary fine" without being asked. Suggestion made that ship's fund be increased by having poker players cut \$2 a night for the fund and an arrival pool be made up. Suggestion also made that crew make up a lottery. Crew adopted all suggestions. Ship's Entertainment Committee set up.



\*\*\*  
**ALCOA POINTER, Sept. 29**—Chairman, O. Guernsey; Secretary, J. Prestwood. Delegates. Crewmembers went on record to respect Ship's Delegate and cooperate in every way. Discussion on Mate taking too long to check overtime. Discussion on white-card men.

\*\*\*  
**SEA COMET, Sept. 24**—Chairman, J. McGoldrick; Secretary, G. W. Spivey. Ship's Delegate reported that Chief Engineer had refused to let Wiper clean section of passageway. Matter to be referred to Patrolman. Motion carried to have ship's fund, each man to donate \$1. Special meeting to be called with Patrolman when ship hits port to arrange for fixing ship's decks and renewing lockers.

\*\*\*  
**ALCOA PEGASUS, Oct. 2**—Chairman, Raymond Vaughan; Secretary, Virgil Harding. Motion carried to send member's book to his home address, inasmuch as man missed ship in Montreal. Delegates' reports accepted. Discussion on various needed repairs.

\*\*\*  
**ALCOA CORSAIR, Sept. 3**—Chairman, Blackie Landry; Secretary, John Roberts. Delegates reported all okay. Treasurer reported \$179 in ship's fund. Motion carried that porthole wrenches be put on, so ports can be opened when air conditioning is off. Motion carried to give Ship's Delegate authority to rent movies. Vote of thanks given Cooks for the good food served during voyage.

\*\*\*  
**ABIQUA, Sept. 23**—Chairman, W. Lopez; Secretary, H. Skelton. Ship's Delegate reported \$30.32 in Ship's Fund. Delegates reported books and permits in their departments. Motion carried to collect \$1 from each man for ship's fund. Motion carried that half of ship's fund be spent for recreation room equipment. All men advised to fill out and send in beneficiary cards for welfare plan. Discussion on Pumpman's beef of not getting proper aid when pumping out cargo.

\*\*\*  
**EDITH, Sept. 24**—Chairman, Gerald Smith; Secretary, Louis Rizzo. Delegates reported everything okay; reported number of books and permits in their departments. Motion carried that torn linen be exchanged for new linen and old linen to be put in condemned bag and not reissued. Chief Engineer to be seen about sufficient light bulbs for passage-



# THE MEMBERSHIP SPEAKS



## SIU's Stand On New CG Papers Applauded As Bulwark Against Bureaucratic Control

To the Editor:

The Union's stand on the "specially validated merchant mariner's document" it to be roundly applauded.

The SIU could have chosen the cautious existence by yielding to the Coast Guard and placing us all in the patsy role.

From there we would ultimately be pushed to one weak defensive position after another. Our most serious threat, today, is no longer Old Joe, who might be roosting under any one of our bunks. We have already disposed of him by exploding every one of his maritime communist-front organizations, and by weeding out fellow-travellers from our Union as fast as they showed their reddish color.

Our chief worry, now, is how to keep the bureaucrats from running our lives—both collective and individual.

### OLD PATTERN

The old familiar pattern is beginning to unfold itself again. Under the guise of a red purge the Coast Guard is trying to put us on a spot where we would have to eventually abandon our Union, and show complete subservience to them.

By breeding suspicion amongst us they divide our loyalties, weaken our unity. No true democracy can function where there is lack of faith in man toward his fellows. And, it should go without saying, that minus our collective strength we would soon become helpless victims of the selfish whims of the ship-owners.

Our leadership, in this instance, has shown both imagination and understanding in resisting Coast Guard machinations.

A backward glance at maritime history should supply us with their motive for this latest move, for we can only diagnose a disease from its symptoms.

In the first decade of this century the Lake Carriers' Association introduced an effective anti-union measure which successfully thwarted organization in their domain. This device was known as the "continuous discharge book." It showed the record of unionist sympathizers, and served as a potent blacklist against them.

### "FINK" BOOK

Even the government came to recognize this as a powerful weapon against unified seamen. On June 25, 1936, the following amendments were made in the Seamen's Act:

Sec. 4551 (a) "Every seaman upon a merchant vessel of the United States . . . shall be furnished with a book, to be known as a 'continuous discharge book,' which shall be retained by him. . . ."

Sec. 4551 (b) "Whenever a seaman is discharged in any collection district where no shipping commissioner has been appointed, the master of the vessel shall perform the duties of such commissioner and shall make the proper entries in such

continuous discharge book. . . ."

Enforcement of this law brought immediate and angry disapproval, not only from the maritime workers but from the labor movement as a whole. Recognizing its blunder Congress, on March 24, 1937, changed the Act to read as follows:

Sec. 4551 (a) "Every seaman . . . shall be furnished, at the option of the seaman, with a book to be known as a continuous discharge book, or with a certificate of identification. . . ."

### IMPLIED THREAT

Sec. 4551 (g) "Any person, partnership, company, or corporation who shall require any seaman employed or applying for employment to possess, produce, or carry a continuous discharge book, if and when such seaman possesses or carries an identification certificate. . . . or who shall exchange or give to any other person, partnership, company, or corporation information to cause discrimination against a seaman for electing to carry. . . . an identification certificate. . . . or to prevent a seaman from obtaining employment on that account, shall be deemed guilty of a misdemeanor. . . ."

Today, the order to change papers is weighed with only an implied threat that it may, in time, become compulsory, yet always shrewdly careful to leave it on an optional basis.

In reviewing this program it is curious to note how cooperative with the Coast Guard the

anti-union companies have been.

All their employees' papers were changed instantly. This would indicate that there had been prior consultation, with probably a deep understanding, between the companies and the bureaucrats.

Government agencies, with an eye to the public interest, have made it a practice in other fields to form tri-partite committees (with equal representation given to labor, management, and the government) whose function it is to work out, jointly, solutions to problems of mutual interest in their respective industries. Only in maritime is labor consistently refused a voice.

None of us is opposed to a loyalty check, as such, if it is meant to root out our enemies. But, just how sincere are the motives of the Coast Guard? We know that a screening process can take place without the need of changing papers.

It would be a much simpler routine merely to take up the papers of traitors as they are apprehended, and to let loyal American seamen keep the ones they already have.

What did the Coast Guard do about investigating American companies which transferred many of their ships over to foreign registries?

A year ago, in the Bethlehem Steel Yard at Hoboken, I witnessed the sickening sight of an American crew being removed from the Texaco tanker, Carls-

(Continued on Page 9)

## Uniform Advocates Loaded With Brass, Buckley Says

To the Editor:

What in the hell will we read of next? Who would ever suppose that a Union Brother would even dare suggest a uniform for merchant seamen?

Ten years ago a guy would be wearing knobs on his head for even offering such a suggestion. Are we going cream puff in this organized body because we get a few extra bucks?

What of us oldtimers who battled on the picketlines against the Copeland fink books and the Maritime schools? Does the younger generation in the SIU think it can sell the idea of wearing monkey suits today?

I've followed this seafaring game for 23 years as a civilian and can carry on a few years more under the same set-up. In a recent letter to the LOG, an advocate of uniforms for seamen while abroad, said that seamen in civvies in Europe get taken, whereas this doesn't happen if they're in uniform.

Show me the seaman who doesn't get taken to the cleaners now and then. Guess we wouldn't feel happy if it didn't happen.

All those Brothers in the SIU who feel the urge to wear a uniform can answer Uncle Sam's call for men. I'm sure Uncle

Sam can rig you out with a natty uniform.

Joseph Buckley

### Korean War Casualty



SIU oldtimer Steward Frank Gardner received word from the Defense Department this week that his soldier-son, Anthony (above) has been hospitalized in Tokyo as a result of wounds suffered in Korea's battle-front. Young Gardner, a member of a regimental combat team, entered the fighting zone last July.

## TIME OFF IN TOKYO



This trio of trim-looking Seafarers are members of the crew of the SS Madaket, shown as they were sight-seeing in Japan's principal city during a recent stopover. Left to right: F. Paskowski, Ship's Delegate; R. Nelson, and J. Ortiguerra, Deck Delegate.

## Equator-Crossing Hazings Leave Brother Burke Cold

To the Editor:

I have just read another salty "sea story" about one of those kid games pulled off by a bunch of soggy sea-dogs when their rusty old tub happened to stumble across the Equator. I'm enclosing a clipping from the August 18 issue of the LOG which is an account of an Equator-crossing celebration held aboard the SS Alexandra.

After reading it I almost got seasick. Say, when will guys grow up and act their age?

### HEAR THIS

Now, Ed, let's get it straight. I've been initiated into clubs and gangs before. Most of the time it was good clean fun, even if a little painful sometimes.

But some of the cheap little stunts pulled off in the name of Neptune Rex are too raw for me. Too many guys use this Halloween get-up as a way to get even with guys they have a grudge against. No matter how

### "Cajun Boy" Touart Hits Comeback Trail

To the Editor:

The boys down yonder in New Orleans are inquiring of Jo-Jo Touart's whereabouts, and what ship he's on. He's not on any ship. I recently met him up in New York where he's training for a comeback into the grunt and groan racket (rasslin'), under the name of "Cajun Boy."

I watched one of his workouts and it was one of those affairs that sends chills down your spine. I woke up the next morning with a stiff neck and pains in my back.

Slug Siekmann suggests that Jo-Jo take a raccoon into the ring with him as an added attraction. Myself, I think he should rattle the raccoon. Not that he'd stand a better chance, but it would be something different.

Percy Boyer

you slice it, it's still baloney and kid stuff.

Come on you jolly jack tars (joke)—act your age!

E. P. Burke  
Baltimore, Md.

## Name Big Three Of US Shipping, Hospitalized Ask

To the Editor:

I would sure appreciate a point of information, in connection with a discussion we had about which are the three biggest steamship companies in the United States.

Several of us seamen in the Staten Island Marine Hospital were trying to settle this. In my opinion the three largest ones are as follows: Isthmian, Lykes and Waterman. The other fellows say differently.

If you have space you can print them in the LOG, as we will be here for quite awhile.

Spider Korolia

(Ed. Note: The three largest US operators and the number of vessels in their fleets are as follows: Lykes Brothers, 51 ships; United States Lines, 48 ships, and Waterman Steamship Corporation, 45 ships.)

## Send Those Minutes

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

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



## THE GANG WAS ALL THERE



Crewmembers of the SS Del Mar did things up royally when they threw a party in Buenos Aires recently to celebrate the wedding of their shipmate, John Uszakiewicz. John, a member of the Stewards Department, and his bride are seen exchanging bites of the wedding cake, as well-wishers toast to their happiness. George (Frenchy) Djian, a friend of the bridegroom, submitted the photo.

## New West Coast SUP Hall Gets Big Okay

To the Editor:

This letter is from one of the West Coast boys. Better make that "new" West Coast boys, because I've only been shipping out of here a couple of years.

However, I think this port is one of the better ones to ship from now. Particularly since we have moved into the beautiful

new Sailors Union of the Pacific home.

I recall my skeptical reaction to the idea when news first came to me about the building that was going up. Also, the price seemed to me outrageous.

Now, a couple of years later, I see this wonderful piece of construction and by God it really gives your heart a lift. Even the

office people from the neighborhood drop into the SUP's restaurant, which is quite a place.

After seeing the different fire traps around the country that have been serving as Halls for our organizations, something like this changes your whole attitude about shipping out.

A couple of fellows and I walked around in the building and to our amazement there appeared a beautiful gymnasium, with a basketball court, punching bags, boxing ring, etc., all the athletic equipment you would want.

After an hour's workout on the punching bag and the basketball court, we were beat. Tired and sweaty, someone suggested that we take a shower. We rented a towel and soap for a dime and then we got the surprise of all. Adjoining the shower is a big, fine steam bath—the end of a perfect day's workout.

Guess that's all, except that we are sure losing one of the best agents in the person of Jeff Morrison who is going to the Wilmington Branch from the Frisco Hall. A grand fellow and an excellent official.

W. R. Flaherty  
San Francisco

## Lauds Stand On CG Papers

(Continued from Page 8)

bad. And, under surveillance of an armed guard, it was replaced by a Chinese crew.

ILO wage standards for the Chinese are of such attractive minimum requirement that the bosses care little whether their crews are followers of Mao Tse-tung or the Nationalist government.

With like indifference the Cities Service officials, who sold work to job applicants, found the commie buck as welcome as the next one. All this without so much as a lifted eye from the Coast Guard.

Why all the air of mystery, if there is no ulterior motive in making this move? I believe that this Joe McCarthy type of program is designed to shake our confidence in the Union, as well as to make us supinely dependent on the bureaucrats who are running this show. A quick look back again should explain why I feel this way.

It is a well-known fact that, at the end of the last war, the Army was not only grooming its personnel to take over the railroads in case of a walkout, but that it had also issued a manual in strike-breaking tactics.

What is little known is that the Navy set up hiring halls during the war, which would supersede union hiring halls and ultimately put all seamen under their jurisdiction.

In October, 1942, a Seattle recruiting station issued the following announcement:

Attention Maritime Men:

Is your draft number likely to remove you from the duties you have chosen as your life's work at sea?

Are you confronted with the idea that the war is going to haul you ashore and place you high and dry with a bayonet for your tool of war?

That need not haunt you. There is a way out!

The United States Navy has opened class M-1 for just such men as you, so you can stay on your ship and do your regular job. By enlisting in an active status with the Navy's M-1 program, you can remain aboard the ship you are now on until such time as the Navy may have to take over that ship. You will not be subject to call by selective service. You will be in the service of your country.

No other procedure could so adequately protect the personnel and guarantee the operation of much needed merchant marine. That's why the Navy has opened its M-1 branch.

At Navy recruiting headquarters, Federal Office Building, Seattle, there is a special enlistment officer to see to it that men of the merchant marine are handled quickly and efficiently in the process of enlistment into this new Navy reserve unit. It's your only chance to safeguard your job at sea!

From this announcement it is quite obvious what the Navy brass intended to do. In the event of a labor dispute the Union would be undermined completely. The patriot-profiteering bosses would go their own arrogant way, leaving the workers to hold the bag of inflation by paying increased living costs without commensurate wage boosts. Fortunately, the Union put its foot down hard, and put a stop to this bureaucratic meddling.

We must show the Coast Guard that we are back of our Union to a man, and are ready to walk off the whole fleet of SIU-crewed ships if they persist in trying to push us around!

John Cole

## Insects In Crew Messroom Makes Member Hopping Mad

To the Editor:

When Seafarers cannot eat their food without fear of interference by disease-carrying insects, in other words, flies, it is time to let the world know about the situation.

To people ashore, such a situation would offer no problem. They would go somewhere else to eat or call the Health Department. But somehow they would get satisfaction.

Aboard ship Seafarers have no such choice. They must eat in the crew messhall the food the cooks prepare and they must place their confidence in the ability of the Stewards Department to see that the food is prepared and protected in the interest of all concerned. Also, the crew must rely upon the Stewards Department to keep the messhall reasonably free from insects.

The problem of keeping flies and other insects from making power dives into the soup pot in the galley and from making passes at the food when it is on a plate in front of a poor victimized Seafarer, who valiantly tries to fight them off with one hand while hurrying his food down his throat with the other.

## SURRENDERS

This has been the subject of much discussion aboard this ship, although it is difficult to understand why flies should be much of a problem to a Steward who claims decades of sea-time under his belt, when really all he has to do is make full use of screens and bugjuice supplied by the company as per contract.

The Steward aboard this ship

## Pay It Now!

Some members have evidently overlooked payment of the 1949 General Fund Assessment, and consequently are not in good standing. Now is the time to pay this Assessment, so that all can be eligible to vote in the forthcoming elections for A&G offices.

## Log-A-Rhythms

## ODE TO A GANGWAY

By JACK (Sinbad) DEVERS

Oh iron and steel that takes such form,  
If you but only knew  
The mirth and strife that walks in life,  
And passes over you.

If you but knew the schemes and dreams,  
That men would will to do,  
And all the plots in human pots,  
That pass over you.

If you but knew the hearts of men,  
And the minds of these, I say  
What a wondrous tale you could unfold  
—The drama of our day.

You'd be the sage and quite the rage  
In the circle of those who know  
But it's no use, for I deduce  
It's ignorance you show.

For you are but a gangway plank,  
A thing of iron and steel,  
And quite content your purpose bent  
To serve both toe and heel.

has fallen far short of combating this potential threat. A few futile attempts of spraying is all he has been able to manage, the rest of the time he throws up his hands in despair and exclaims: "What can I do?"

The moral of the story: It is the Steward's moral duty to see that the ship's crew is amply protected against all dangers where the food is concerned. If he is unable to do this, he does not belong upon a ship where the health and welfare of the crew rests upon his shoulders. In conclusion, it is his, and only his, direct responsibility.

J. Lawritzen  
SS Monroe

## Asks For Remedy Of Log Shortage In Canal Zone

To the Editor:

I've been riding Ore ships for over a year and the SEAFARERS LOG was brought aboard every trip at the Panama Canal. This time I went out on a Calmar ship and when we went through the canal I expected to see the LOG come aboard as usual. We stopped off at Colon over night and mail was brought to the ship but no LOGS.

A delegation of crewmembers made all the ginmills up and down the main drag of Colon and asked at several places for the LOG, but no luck. We finally settled at the Hollywood Cafe, PO Box 376.

We suggest that you keep the Hollywood Cafe supplied with LOGS. I didn't speak with the manager, but I am sure it would be okay if you sent him a letter giving the score.

On another matter I'd like to suggest that you give the dates of letters received from the Branch Agents giving the shipping conditions. For instance, an Agent may write shipping has been slow but expects a boom in a week or ten days, but by the time we read it in the LOG we don't know whether the letter is one, two or three weeks old.

C. O. Stroud

## Congrats, Brother



October 13 marks the first wedding anniversary of Seafarer Otis John Canada (above) and Mrs. Canada. With Brother Canada far from home aboard the SS Lynn Victory on the high seas, the celebration will have to wait. Meanwhile, his many Union friends wish the happily-married couple continued happiness.



# Hastings Men Commend Magnuson For Fight Against 'Gray Report'

To the Editor:

We of the SS Hastings think that the membership will be interested in the letter this crew sent to Senator Magnuson and his reply to us.

September 19, 1950

The Hon. Warren Magnuson  
United States Senate  
Washington, D.C.

Dear Sir:

We, the undersigned, being members of the crew of the Steamship Hastings, employees of Waterman Steamship Company and bonafide seamen of the Seafarers International Union, A. F. of L., do hereby wish it to be known that we are unanimous in approval of your fight against the so-called "Gray Report." We heartily commend you for being the U.S. Merchant Marines' most ardent supporter and able legislator.

We wish it to be known to the U.S. Senate, State Department, the E.C.A. and to any other branch of the government who claim to be proponents of this above mentioned report, that they are jeopardizing our livelihood and that we disapprove of any such move whereby foreign ships can sail coastwise and engage in intercoastal shipping. Such a plan would be disastrous and would definitely scuttle what is left of our dwindling Merchant Marine.

## ABLE ADVOCATE

If the people who claim to be Americans and would even take the time to draft such a plan and expect the merchant seamen of the United States to sit idly by while such a plan was forthcoming, we consider these characters very naive. We are very thankful to have an able and outspoken advocate such as you, who is at all times looking out for the interest of the Merchant Marine. May you continue this fine service so that not only we as seamen may be employed in our gainful occupation, but also the service you render so ably to people who are remotely connected with the Maritime Industry.

This vessel is at present plying the intercoastal trade, serving many cities and towns in your great state of Washington. We hope to continue to sail these

## Sees Snafu Ahead In Drafting Of Skilled Seamen

To the Editor:

Soon all young and experienced seamen between the ages of 19 and 26 will be in the armed services if deferments aren't given. I am not only speaking for myself by all young Brothers who are in the same situation.

Seamen played an important part in the last war and will again if another world war comes. Why draft seamen and then later start maritime training schools to train new men for our jobs, while even more money is spent to train us for the armed forces?

I am writing this letter to the Hall urging you to push things in Washington for a policy of deferment for seamen before it is too late.

Robert B. Ranney

ships in waters adjacent to the United States and we will fight, if necessary, to stop foreign shipping from taking away such essential trade routes. These foreign ships have all but taken the entire world wide trade routes now with their sub-standard wages and conditions, operating ships built with money supplied with the American taxpayers money.

We sincerely hope that there are still a few friends in the Senate and the House who will help defeat such legislation and make it possible for us to have a strong and efficient Merchant Marine operated under the free enterprise system and manned by freedom loving sailors of this great country.

There are people who cry about the subsidies paid to steamship operators on certain trade routes, but we don't hear them mention a word of protest about the airlines who receive approximately seven times the amount in differential subsidies. We have read of such a report on data revealed to the House Interstate and Foreign Commerce Committee, which showed that airlines received \$15,000,000 annual subsidy through domestic mail contracts, compared with a \$2,000,000 net annual operating subsidy paid to the shipping

lines. Yet there are people who wish to kill what is left of a once great Merchant Fleet and turn all the U.S. Merchant Marine to foreign governments. We, feel sure that you will stop this "rape" of the American Maritime Industry.

Hoping that you will have many more years as a brilliant and liberal legislator, we remain,  
Sincerely yours,  
Crew of SS Hastings

September 25, 1950

Mr. E. B. McAuley  
S.S. HASTINGS  
Waterman Steamship Corp.  
19 Rector St.  
New York 6, N. Y.

Dear Mr. McAuley:

Your letter of September 19, signed jointly with other members of your crew, arrived just as I was ready to leave for my home state. As you probably know, I am up for re-election and I want to spend as much time as I can out there.

In any event, I want you to know that I deeply appreciate your letter and—if I am re-elected—you may be sure I shall continue my best efforts for the US Merchant Marine.

Kindest regards.

Sincerely,  
Warren G. Magnuson,  
United States Senate

# Here's The Lowdown On SS Fairport

To the Editor:

Once again, please allow us to send greetings to all our Union officials and Brothers in the SIU.

The "Queen Of The Grits And Gravy Fleet" made a very nice voyage to and from Europe, even though a few of the Casanovas from South of the Mason-Dixon Line seemed to have fallen in love.

In fact one of our Brothers has informed us that a very beautiful Mamselle he had the pleasure of meeting will be the next Miss La France, and that immediately upon her winning the title, that he will be her press agent in the USA.

Brother Editor, that is real nice work if you can get the position. The Brother has asked us to keep his name on the QT for awhile, as he has quite a few gals in the good old States.

Eddie (Frenchy) Laurent, the crawfish chaser from the Bayou State, has requested that I inform his friends in the SIU that he has finally decided to buy that little drug store in Antwerp, Belgium.

What is worrying his friends on board and ashore is: Is he going to borrow the dough from the Reconstruction Finance Committee or get it under the Marshall Plan. Irrespective, Frenchy, if you are really sincere in your endeavors, we darned sure wish you luck in your new vocation.

Carl Davy Jones, the well known Alabama Lothario, has finally decided to have his curly locks shorn. His excuses are that perhaps then the femmes will leave him alone, and that when they met another guy by the name of David C. Jones, who is also on this vessel, they will not confuse them, as he emphatically states that he is a young fellow, and that the other Jones has passed his prime.

Just imagine, Brother Editor: Two guys on the same rust-pot

with the name of Davy Jones, and neither one of them will claim Davy Jones' Locker. Raus mit 'em.

A grand surprise was handed to yours truly when we hit Jacksonville, Florida. We found out that 65 percent of the crew was from Florida. There were quite a few people that came down to the dock to visit the native Floridians, and some of them were on horses (bareback is right) some were in buggies, and one elderly couple came to the ship in an old brass-radiator Model T Ford.

Can you imagine that many Florida guys being on a Grits and Gravy tub? There were also 30 percent from Alabama, 4 1/2 percent from Mississippi and Louisiana and one Brother from the State of Pennsylvania. "Boy, Howdy," I'll bet the old Civil War was not even remotely discussed by the Pennsylvanian.

The following Brothers desire to send their regards to all: T. B. (Bull) Lash, former heavyweight wrestling champion of Florida; A. (Bremen Boy) Glassner, retired bartender; Thad (Half-Pint) De Loach, who has a BS Degree from the U. of Ga.—and when I say BS, I do mean Bachelor of Science, and he can also throw the other around somewhat, too; Luke (Coffee Time) Lucas from the Everglades; Brother (Two-Ton) Schlager, the Pennsy Toronado; Wild Bill Stone, who may be a benedict soon — It's later than you think, Billie Boy; Simon (Bicycle) De Zee, who has finally been granted his full citizenship papers as an American — Congratulations, Dutch, and I know that you will be a real one just as you are a good SIU man; Frank (Cribbage) Hagin; Pappy Louis; B. (Mobile Bound) Saxon; Curly Davenport; Pork Sausage Morgan; Alfred (Philly Fan) Fernandez; George (The Squatter) May; Billie (I'm drafted, too)

Smith; Call it YELLY Gordon, the cautious Scandinavian; and Al Aplin, the former dancing instructor and athletic teacher in Junior High Schools in Alabama and Mississippi, but who is known from Coast to Coast the present time as the "Prevaricating Brooder." Boy, you can tell them, but the idea is: The proof is in the pudding.

We expect to have a pretty good and also a fair payoff, as far as the beefs are concerned, and I am informed by the majority of those on board that we will not forget our spokesman, the SEAFARERS LOG.

Carl or rather Clyde Kreiss, the NC & Baker who never forgets to bake a cake for a Brother on his birthday, has finally decided that he cannot do himself justice as he was born in the Leap Year. All over Europe, they call him king. We often wonder whether he comes from royalty or is King of the Royal Mounted. He refuses to answer our many queries in re: same. Johnny (6 straight up for breakfast) has developed a bad tooth, and he states that the carbohydrates and protein in one egg are not enough to fill a hollow tooth, and so he wants six. You can have six and as many more as you can eat on any SIU ship, Johnny.

Must bring this to an abrupt ending, and once again, a genuine hello to all the officials and Brothers in the Seafarers International Union of North America, which is and always will be the best maritime union in the universe.

Paul Morris  
SS Fairport

P.S. The famous Tony Llanos, the Troubadour from the Land of hot, hot sunshine known as Cuba has gotten himself a beard and moustache, and now claims that he can run for Presidente of Cooba. Happy landing, Tonio.

## Don't Bite A Dog!

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

There is an old saying that if a dog bites a man, that's not news but if a man bites a dog, that's news. We're not suggesting that you go out and bite a dog; however, if you've had an interesting experience on your trip that was a little out of the ordinary, share it with your fellow Seafarers through the pages of the SEAFARERS LOG.

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

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

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

# Suggestions For Stewards Dep't Routine

The following suggestions for a standard routine for the stewards department was drawn up by members of the SIU to fulfill what they considered a great need. We know that it will provide a welcome guide for many, but it must be pointed out that these are only suggestions and have no official standing within the Union. Another installment will appear in an early issue.

The Stewards Department works as a unit. The regular routine shall be carried out within the scheduled working hours as specified, and it shall be the duty of the Stewards Department to organize their work so that it is accomplished within their eight (8) hours' per day as scheduled in the agreement.

Routine duties of the Stewards Department shall be to prepare and serve meals, cleaning and maintaining of the licensed personnel quarters, including the radio officer, purser and passengers, all dining rooms, mess-rooms, washrooms, galley and pantry. Unless otherwise specified in the agreement, no overtime applies to the above routine work.

The following duties of each member of the Stewards Department as outlined has been and is favorably workable since the present manning scale has been adopted.

## STEWARD

The regular duties of the Steward shall be to supervise all work in the Stewards Department. He is responsible for receiving and issuance of all Steward's stores, inspection of work, preparing requisitions, taking inventory of stock, authorizing, checking and typing overtime, issuance of linen and soaps to the crew on days designated with the help of the Stewards Utility, counting and bagging linen.

He shall prepare all menus with the assistance of the Chief Cook. He shall see that the quarters are cleaned properly, that meals are served on time, authorize the cleaning of all refrigerated storage boxes. He shall assist in pinch hitting (at overtime rate) where there is a shortage of help.

## CHIEF COOK

The Chief Cook is in charge of the galley. He shall do all butchering, cook roasts, soups, gravies and sauces, direct services and preparation of night lunches. He shall work under the supervision of the Steward and shall receive stores when necessary.

## SECOND COOK

The Second Cook shall work under the direction of the Chief Cook. He is responsible for the cooking and the serving of meals.

## THIRD COOK

The Third Cook shall prepare all fresh vegetables for cooking, keep a sufficient amount of onions and carrots, etc., on hand and work under the direction of the Chief Cook.

When no Galley Utility is carried he shall perform the ordinary routine work of the Galley Utility incidental to the duties of the Galley.



# Minutes Of A&G Branch Meetings In Brief

**GALVESTON** — Chairman, Keith Alsop, 7311; Recording Secretary, R. Wilburn, 37739; Reading Clerk, C. M. Tannehill, 25922.

Motions carried to accept minutes of previous meetings of all Branches as read, except for motion to non-concur with Philly New Business on reinstatement. Secretary-Treasurer's financial



report and Headquarters report to the membership read and concurred in. Port Agent reported that shipping in this area has been holding its own. Motion carried to adjourn at 7:55 PM.

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**NEW ORLEANS** — Chairman, Leroy Clarke, 23062; Recording Secretary, Herman Troxclair, 6743; Reading Clerk, 76.

Motion carried to extend regular order of business to elect committees to handle requests for shipping card extensions. Motion carried to accept committees' recommendations. Minutes of other Branch meetings read and approved. Motion carried to concur in Secretary-Treasurer's financial report and Headquarters report to the membership. Port Agent said that business affairs of the port were in good shape, but that shipping had declined and the outlook not too good for the next two weeks, at least. He discussed the new pact negotiated with the Cities Service Oil Company and the Senate hearings in connection with the Union's fight to organize and obtain an agreement with the

## A & G Shipping From Sept. 20 To Oct. 4

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	12	20	27	59	12	16	10	38
New York.....	121	97	112	330	94	67	100	261
Philadelphia.....	6	6	5	17	22	17	12	51
Baltimore.....	82	97	77	256	97	69	56	222
Norfolk.....	20	13	4	37	17	9	8	34
Savannah.....	15	8	5	28	—	1	—	1
Tampa.....	18	12	10	40	11	9	10	30
Mobile.....	44	32	43	119	25	27	22	74
New Orleans.....	58	47	72	177	54	42	76	172
Galveston.....	40	43	29	112	30	33	27	90
West Coast.....	52	38	44	134	38	41	32	111
GRAND TOTAL.....	468	413	428	1,309	400	331	353	1,084

company. Communications and committee reports were read and accepted. James L. Stogaitz took the Union Oath of Obligation. Under New Business, motions carried that anyone seeking extension of shipping card must do so at regular meeting and then be referred to an elected committee, whose recommendations will be final. Meeting adjourned at 8:45 PM, with 335 members present.

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**SAN FRANCISCO**—Chairman, H. Fischer, 59; Recording Secretary, J. A. Ziereis, 4125; Reading Clerk, M. Burnstine, 2257.

Motions carried to accept minutes of other Branch meetings as read. Agent reported on shipping prospects for the next two



weeks, stating that three probable payoffs and 12 in-transit ships were due in port in the next couple of weeks. He informed members that Headquar-

ters had presented a demand to the shipowners for a wage increase. He wound up his report by telling members of the drive



being made by the Apostleship of the Sea Club in Frisco. Motions carried to concur in Headquarters report as read, and to accept Secretary-Treasurer's financial report. Meeting adjourned at 7:40 PM with 180 members present.

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**TAMPA**—Chairman, N. Ellis, 16; Recording Secretary, R. White, 57; Reading Clerk, R. H. Hall, 26060.

Minutes of previous meetings in all ports read and approved. Motion carried to accept and concur in Auditing Committee's report. Agent discussed shipping. Secretary-Treasurer's financial report read and accepted. Motion carried to concur in Headquarters report as read. Discussion under good and welfare touched on several matters of Union interest. Forty-one members present when meeting adjourned.

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**BOSTON**—Chairman, B. Lawson, 894; Recording Secretary, R. Lee, 47958; Reading Clerk, R. Murphy, 39427.

Minutes of all Branch meetings read and approved. Motions carried to concur in Headquarters report to the membership and Secretary-Treasurer's financial report. Port Agent told of shipping conditions in this port, and of the job prospects for the coming two weeks. Meeting adjourned at 7:30 PM with 80 members present.

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**NEW YORK** — Chairman, A. Michelet, 21184; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Al Kerr, 29314.

Previous meetings' minutes of all Branches read and approved. Motions carried to concur in Secretary-Treasurer's financial report. Port Agent said that past two weeks had given port fair shipping, with 12 payoffs and six sign. He reminded shipboard Delegates that effort should be made to settle minor beefs before calling Hall for Patrolmen, whose time is limited and territory large. He advised all hands to take very good care of their seamen's papers, for if they are lost the Coast Guard will replace them with the new type temporary certificates, which the Union opposes. In Headquarters report, Secretary-

Treasurer discussed the contract signed with the Cities Service Oil Company and the Senate hearing which verified the charges repeatedly made by the SIU in connection with the company's anti-union espionage, use of crimps and of other tanker companies' hiring facilities to beat the SIU down—all of which failed. He advised members not to voluntarily surrender their present seamen's papers for the new "specially validated merchant mariner's documents" being offered by the Coast Guard because the Union is suspicious of the motives and the use to which this obvious screening at-



tempt may be put. He said there was no argument with the CG over the waterfront security program, but that the Union would not sanction any move that might unjustifiably endanger the right of its members to make a living. Motion carried to concur in Headquarters report. Meeting adjourned at 7:45 with 953 members present.

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**PHILADELPHIA** — Chairman, A. S. Cardullo, 24559; Recording Secretary, W. J. Reidy, 6734; Reading Clerk, J. Manfredi, 34011.

Minutes of Headquarters meeting read and accepted. Secretary-Treasurer's report was read and concurred in. Minutes of other Branches having meetings were read and accepted. Agent reported on state of shipping in port and prospects for following weeks. Dispatcher reported on number of men registered and shipped. Communications asking excuses from meeting were referred to Dispatcher. Under Good and Welfare the membership discussed the effect upon the Union of those few who continue to foul up on ships. Meeting was adjourned with 175 members present.

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**NORFOLK** — Chairman, Ben Rees, 95; Recording Secretary, J. A. Bullock, 4747; Reading Clerk, Glen Lawson, 39580.

Motions carried to concur in minutes of other Branches as read. Minutes of special meeting called on Oct. 3 to act on telegram from Secretary-Treasurer Paul Hall in connection with demand for 10 percent wage increase were read. Motion car-

ried to concur in special meeting's approval of the move. Headquarters report to the membership and Secretary-Treasurer's financial report read and approved. Committee elected to inspect repairs made in heating plant gave its report, which was accepted and concurred in. Committee members were W. J. Meehand, G. C. Lawson and Blanco Williams. Meeting adjourned at 7:40 PM.

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**SAVANNAH** — Chairman, C. Thompson, 50988; Recording Secretary, E. B. Tilley, 75; Reading Clerk, C. Lee, 154.

Motions carried to concur in Secretary-Treasurer's financial report and Headquarters report to the membership as read. Minutes of previous meetings in all Branches read and approved. Port Agent reported that shipping in this port was practically at a standstill during the past two-week period. Charges were read and Trial Committee elected: H. E. Rountree, B. R. Kitchen, T. Constantine, C. H. Moss, W. J. Conners, E. L. Baker. Motion carried to accept Trial Committee's report. Under Good and Welfare there was extensive discussion on shipping and run jobs. Meeting adjourned at 8:15 PM, with 46 members present.

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**MOBILE**—Chairman, J. Carroll, 14; Recording Secretary, O. Stevens, 115; Reading Clerk, Louis Neira, 26393.

Motions carried to concur in Headquarters and Secretary-Treasurer's financial reports as read. Minutes of previous meetings in all Branches read and approved. Agent reported on the prospects for the coming two weeks, listing the scheduled arrivals. Two vessels are due to crew up by October 14. The Agent informed the membership that the Union had presented demands for a 10 percent wage increase to the operators. He said that private operators now have priority over the Navy in shipping cargo and hoped this would induce companies to add more ships to their fleets. He reminded all hands that October 15 is



the deadline for filing qualifications of those who intend to run for office in this year's Union elections. Meeting adjourned at 7:40 PM, with 250 members present.

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

Minutes of other Branch meetings read and accepted. Motions carried to concur in Secretary-Treasurer's financial report and Headquarters report to the membership as read. Excuses were referred to the Dispatcher. Agent reported that shipping had been slow in this port, and that from present indications it would remain that way for quite awhile. Motion carried to accept Hospital Committee's report. Meeting adjourned at 7:50 PM with 388 members in attendance.

## Personals



### HERBERT R. KREUTZ

Get in touch with Jacob Rasmussen, 220 Broadway, New York City—your case is coming up for trial soon.

### ROBERT CONWAY

Henry Lipton, of the Manhattan Casualty Company, 1775 Broadway, New York City, wants to hear from you.

### RAYMOND PERRY

Your wife asks that you write her at Dorchester, Massachusetts.

### GEORGE LITCHFIELD TORRES

Get in touch with Mrs. Rafaela Litchfield, 2104A Cicero Avenue, Castle Hill Houses, Bronx 61, New York City.

### LOUIS W. PEPPER

Get in touch with your wife, Route 3, Box 332, Tampa, Florida.

### STANLEY G. COOPER

Write your wife, 1576 Crusado Lane, Romona Gardens Housing Project, Los Angeles, California.

### ORLIE PRICE

Please get in touch at once with Annette, 454½ Chelsea Street, Jacksonville, Florida; phone: 4-2525. It is important.

### W. G. SATTERFIELD

Please send your address to K. Thomas, Box 2045, 25 South Street, New York City.

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Crewmembers who paid off in Baltimore, September 28, 1950, can collect three days' launch service by writing John M. Carras Inc., 24 State Street, New York City.



# Labor Spy Racket Comes Alive Under T-H

By IRVING FAGAN and  
CUSHMAN REYNOLDS

(The following story on the recent senate investigation of Cities Service anti-labor activities was sent out to the country's leading labor papers by Labor Press Association, a news association cooperatively owned by trade unions.)

WASHINGTON (LPA) — You generally think of maritime as 100 percent organized by unions that stand for no nonsense.

It's true enough that the seamen's unions don't take much nonsense from anybody. However, there is one big corner of maritime in which unionism is still resisted bitterly. That's the oil tanker business which is organized in rather spotty fashion.

In fact, the unorganized tanker outfits will do most anything to keep the unions out. They'll resort to private detectives, the rankest kind of company unions and even that most despicable trick of all, labor espionage.

## FINKHERDERS

Oldtimers in all the unions remember the labor spies. They remember the Pearl Bergoffs and "Chowderhead" Cohens and others before them. The youngsters in today's trade union ranks don't know much about labor espionage, perhaps. But youngsters and oldtimers alike should mark the story of the Seafarers International Union-AFL and the Cities Service Oil Co. It's a story of espionage, company union and all the rest to make some of the oldtime stories seem tame by comparison.

The story has been aired twice: once before the National Labor Relations Board and more recently before the Senate Subcommittee on Labor Management Relations. The commercial press didn't pay much attention. Except for garbled versions on the maritime page of the New York Times, the story was hardly used at all. Nevertheless, Paul Hall, secretary-treasurer of the SIU's Atlantic & Gulf District and first vice-president of the International, held spectators spellbound as he unfolded his story at a Senate hearing Sept. 25.

## UNPRECEDENTED

Cities Service operates 16 tankers with unlicensed crews totaling about 470 men, Hall said. Yet, in four years while the union was organized the Cities Service seamen approximately 5,000 men held those few jobs, Hall disclosed. At one time, a large portion of the 470 were company stooges whose principal assignment was not to sail the ships but to kill SIU sentiment. Said Hall: "In this fleet, we ran into some of the foulest and dirtiest pool playing we've ever seen — and sailors get to see a lot of that."

The SIU finally got a contract with Cities Service just the other day—just before the hearing, in fact. But before that, Seafarer organizers had to lick a company—union labor espionage set-up that looked very much as if an entire segment of the tanker business was in a concerted plot to beat the unions off. Some of the names are worth remembering, since you might hear them again some day.

William Potter Lage ran the show. He was the Cities Service attorney in New York. Others with him were the following:

David Furman, M. J. Adkins and attorneys James I. Dugan and Albert F. Strasburger. The two known labor spies were Lawrence J. Hennessey and John Basciano.

The story began in the summer of 1948 when the SIU had won a first NLRB election with a whopping 83 percent majority and was about to win a second with 89 percent. Dugan, an ex-Coast Guard officer, hired Basciano and Hennessey to ride Cities Service ships and report on SIU activities. Basciano is described as a former Coast Guard operative. Hennessey is an aging waterfront character who likes to call himself a writer and an expert on the Com-mies—and who is a little the worse for rum. Hennessey had visited SIU headquarters and actually sailed as a volunteer organizer.

About the time Dugan was hiring spies, Lage was establishing the Cities Service Tankermen's Association (CTMA), a company union which was to be used to stall off the SIU.

Furman, an old company union seaman for Standard Oil, was picked to run CTMA on the ships. Collins introduced Furman to Strasburger who became CTMA's legal representative with an office in Linden, N. J. Adkins is the company's marine superintendent. The trick was to get rid of the SIU, whose men countered by joining CTMA with straight faces. As a matter of fact, it was the only way they could hold their jobs.

Meanwhile, Cities Service hired a private detective who stood outside the company's New York office and "fingered" SIU men applying for jobs. (Suspicious Cities Service also had the de-

tective following company officials, including the assistant personnel manager who later told the union all he knew.) In New York, the company hired seamen at its own office instead of through union hiring halls. But sometimes it hired through waterfront "crimps" like John the Robber at the Rialto Cafe in Bayonne, N.J., or Ray Rodriguez at the Red Lantern Cafe in Boston, who didn't like union men. It was quite a story Paul Hall told.

Strange part is that the Cities Service Oil Co. succeeded in spending a lot of money for nothing in return beyond a two-year stall in signing a full union contract. Between his company-union-labor spy racket and the Taft-Hartley act, Lage could do that much and no more, because he was up against a union with determined members and

determined leaders, a union that stood for no nonsense. But the story should be marked and remembered, for in the atmosphere of Taft-Hartley the labor spy has returned, not just to the waterfront but elsewhere.

To East Hartford, Conn., for instance, and to Denver, Colo. According to a recent NLRB decision, a member of the American Newspaper Guild-CIO spied on his fellow Guildsmen for his employer, the Denver Post. His reward: a trip to Latin America to report on communism. More recently, in East Hartford, United Aircraft's Pratt & Whitney and Hamilton Propeller plants were caught using spies against the International Association of Machinists. Labor spying is a filthy old racket that died when the Wagner Act was passed but came back to life under Taft-Hartley.



## FORE 'N AFT

by Johnny Arabasz

Ed Gordon, who paid off the SS John Hanson recently, advises friend and foe that any and all money found on you above the amount you drew aboard ship is confiscated by the gendarmes in the port of Fiume (Ryeka), Yugoslavia. So, if you sell those Bowery suits, don't take all your dough ashore at one time . . . Ray Cresiski says "hello" (and help) to former shipmates and friends, while he learns how to say "Yes, sir" at the Navy boot camp in Newport, R.I.

The Union Constitution provides for retirement of books. If you are leaving the sea for some period of time, voluntarily or otherwise, draft-call or wife-call, be sure to retire your book. You'd be surprised at the number of former members this Union has because they neglected to take that simple step to protect their future . . . I received a copy of a magazine published by a shipyard down south for its employees, titled "Fore & Aft." This is to inform you-all that the title for this column was stolen from a column which formerly appeared in the SEAFARERS LOG, written by John Bunker—who now earns his living writing for the "Christian Science Monitor." If I'm not careful I'll wind up the same way.

Donald (Tiny) Mease, catching a few quick ones while his yacht was in port, started to make like Bing Crosby. Some stranger came over, according to Tiny, and asked him not to sing a certain song, which Tiny says he didn't know in the first place. We ran into this stranger yesterday and he tells us that what he really told Tiny was, "Don't sing, for the love of Pete."

Is New York shipping good? We don't know, but there should be no squawks from the men on the beach. Here's why—On October 9, in the Black Gang, the Dispatcher sent men to job who had registered on October 6 and 7, and two men who registered on the 9th. In the Stewards department two men registered on October 6, one man registered the 7 and another registered on October 9—and all were shipped on October 9. Two white cards were shipped into the Cities Service fleet on Sunday as pier-head jumps—no members around to take the jobs.

This brings to mind the Union's rule that says you must give twenty-four hours' notice when leaving a ship. This rule was passed by the membership and is to be lived up to. If you break this or other Union rules you will also answer to the membership. Last minute piling off makes it hard, if not impossible, to replace men and either causes ships to sail short-handed or delays them while a replacement is found. Another cause of pier-head jumps are men missing ships. If you are not aware of it, there is a fifty-dollar fine for such action—and if you believe that this rule isn't enforced, try missing a ship some time . . . In the port of New York, the Union Hall is open seven days a week until ten o'clock at night. Emergency shipping is done

from the third deck, so if you are really trying to get out, start hanging around nights. There are other pinocle players hanging around to help you pass the time.

A few members have inquired about going to work on the new building, when the job begins. Sorry, fellows. All work done in the building shall be done by union men hired by the contractor who shall see to it that the proper locals and craftsmen do the work, so that there shall be no delay in the work over jurisdiction, etc. . . . Some seamen complain that the Coast Guard has told them they must fill out the forms for the new "approved" seaman's papers. That is not true. Don't fill out those forms under any circumstances, until such time as the membership takes action to change this policy.

When the Royal Oak was due to dock in New York after the contract with Cities Service was signed, the ship's delegate sent the following formal message, "Tying up Linden, 9 AM, yippee." . . . Informal educational classes during ship's meetings will be held aboard Cities Service ships to teach those who weren't interested previously what the Seafarers really stands for. The company through its puppet union, CTMA, had previously told these men not to listen to "outside union propaganda," in the hopes that what the SIU means to seamen would not become known to these men. It didn't work . . . The NLRB has high hopes of computing the monies due the men fired in CS for Union activity within the next month. This is for the first batch of 151 cases. The other cases will be taken up immediately thereafter.

## Back Wages For CS Seamen

The following men have back wages coming to them from Cities Service Oil Company and should get in touch with the SIU Organizers, 51 Beaver Street, New York, as soon as possible:

Paul Aubain  
William Goff  
Leo Paradise  
Howard Hammons  
George Murphy  
James F. Welch  
Jose Abrew  
Robert Byrd  
Dan Cabiray  
Orlando Leon Guerrero  
William E. Kennedy  
Ted Linberry  
Charles Garner  
Roy Brace  
Robert Cowdrey  
Toralf Kismul  
Wallace Milton  
William MacDonald  
James Moore  
Frank Schriedel

John Vierra  
Pierre Magras  
Norman Early  
Boyd Spear  
Ted Morris  
Donald Van Alstine  
Vince Chamblain  
Ben Strauss  
John Orenz  
George W. Eberdino  
Gilbert Arnett  
Roger Hall  
Fred Wings  
Joe Peragallo  
Don Coddington  
Lester McHugh  
Joe Miskinis  
Paul Coone  
James Monroe