

.. Warmest ..
SEASON'S GREETINGS
To All Seamen
And Their Friends
.. from ..
SEAFARERS INTERNATIONAL UNION
(Atlantic & Gulf Dist.)

Relatives Praise Our Gift Plans For SIU Prisoners Of War

SIU plans for sending gifts to members of the union who are prisoners of war is meeting with enthusiastic praise from these men's relatives. Sisters, wives and mothers have written the union to tell us that a word from former shipmates would probably do more for the morale of these men than any other single act.

Not only are the relatives high in their praise of this plan, but are actively cooperating by surrendering to the union one of their official prisoner of war shipping labels, without which no package could be sent.

Following are two letters just received in H.Q. office which show how the relatives feel.

Norfolk, Virginia
Dec. 18, 1943
Seafarers International Union
Of North America
My dear Mr. Hawk,
In answer to your letter of Dec. 10th, I want to thank you from the bottom of my heart for your kind thought of my son and I am sure a gift from the
(Continued on Page 4)

"We're Lucky the WLB Didn't Charge Us Rent for This Peachy Air Raid Shelter"



—United Mine Workers Journal

Curran's Ghost Writer Joins Lamentations On SIU Stewards Contract

Joe Curran's ghost writer has now entered the lists to tilt at the Stewards Department supplementary agreement recently signed by the SIU and its contracted companies. In the column "Keep 'em Sailing," Curran's ghost writer charges that "the Seafarers International Union is the instrument through which the companies are attempting to destroy the gains made by the seamen in the rank and file unions, chiefly the National Maritime Union."

The ghost then goes on to charge that under the new SIU agreement, the stewards "are returned to the position of practically galley slaves."

All this is part of the defensive fireworks thrown up by the NMU leaders in an effort to cover their failure to win for their members, conditions comparable to those of the SIU. By smearing the SIU as a "shipowners agent," they hope to divert the rank and

file seaman's attention away from the glaring differences between the SIU and NMU contracts.

We have said before, and we repeat now, the test of a union is what it gets for its members in the way of wages and working conditions. Curran's ghost writer can scream that the new SIU contract is a "sell out," but the fact remains that it is the best stewards contract in the industry for freight vessels carrying troops and military personnel. The SIU has always lead the

NMU in winning conditions for the seamen—this stewards department supplementary agreement being only the most recent example.

Curran's ghost can scream and rattle the chains, but its not going to do Curran any good. Printed below is the full text of the SIU supplementary agreement, and every NMU man that reads it will know immediately that it is better than anything that Curran ever got out of the shipowners.

READ THIS CONTRACT-DECIDE FOR YOURSELF

SUPPLEMENT AGREEMENT

— to —
AGREEMENT
between the
**SEAFARERS' INTERNATIONAL UNION
OF NORTH AMERICA**

— and —
ALCOA STEAMSHIP COMPANY, INC.
A. H. BULL STEAMSHIP COMPANY
BALTIMORE INSULAR LINE, INC.
EASTERN STEAMSHIP LINES, INC.
MISSISSIPPI SHIPPING CO., INC.
SEAS SHIPPING CO., INC.
SMITH & JOHNSON
WATERMAN STEAMSHIP CORPORATION
AMERICAN RANGE-LIBERTY LINES, Inc.
SOUTH ATLANTIC STEAMSHIP LINES

Covering Increases in Manning Scale
or the
Payment of Additional Compensation On
Freighters When Carrying and Serving

- (a) Augmented Gun Crews,
- (b) Military Guards, Military Officials and Other Persons Carried As Passengers,
- (c) Assignment of Troops.

1. When the crew including the Stewards Department, Gun Crew and including Military Officials and other persons carried and served as passengers, total between 64 persons and not more than 80 persons, a Galley Utilityman will be carried in lieu of the 3d cook and one night cook and baker will be added to the manning scale of the Stewards Department. The wages for the night cook and baker to be \$120.00 Base Wage, \$17.50 Emergency Increase—\$137.50 total wage.

The night cook and baker added to the personnel under such circumstances will be required to perform the major portion of his work during the night hours doing the necessary cooking, baking bread, pies, cakes, puddings, etc., in order to take advantage of the limited facilities of the galley and to relieve the work of the day cooks as much as possible.

2. When accommodations are not available for carrying the additional night cook and baker under the conditions as set forth in paragraph No. 1, then in lieu of carrying the additional night cook and baker, two (2) hours overtime per day shall be paid to each of the three (3) regular cooks for each day such extra services are required to serve the three (3) regular meals and performing the ordinary work incidental to the duties of the Stewards Department.

3. (a) When crew, including the Stewards Department, Gun Crew, Military Officials and other persons carried and served as passengers exceed 80 persons one (1) hour's overtime per day for each day such extra services are performed will be allowed each of the regular day cooks up to a total of 90 persons and an additional hour's overtime for each of the day cooks per day such work is performed will be allowed when the number exceeds 90 and is not more than 100 persons.

(b) When the number of persons excluding enlisted military personnel, other than Gun Crew and excluding prisoners, exceeds 100, no additional overtime shall be paid to the regular day cooks as provided in paragraph (a) above, but the following manning scale shall be carried.

Manning Scale Over 100 and Not Exceeding 149 Persons.

Rating	Base Pay	Emergency Increase	Total
1 Steward	\$140.00	\$17.50	\$157.50
1 Chief Cook	120.00	17.50	137.50
1 Night Cook and Baker	120.00	17.50	137.50
1 Comb. 2d Cook and Butcher	105.00	17.50	122.50
1 Second Cook	105.00	17.50	122.50
1 Galley Utility	70.00	17.50	87.50
1 Night Cook and Bakers Utility	70.00	17.50	87.50
4 Messmen	70.00	17.50	87.50
2 Utility	70.00	17.50	87.50
1 Utility for each 12 persons over 100	70.00	17.50	87.50

(Continued from Page 3)

SEAFARERS LOG

Published by the

SEAFARERS' INTERNATIONAL UNION
OF NORTH AMERICA

Atlantic and Gulf District

Affiliated with the American Federation of Labor

HARRY LUNDEBERG - - - - - *President*
110 Market Street, San Francisco, Calif.

JOHN HAWK - - - - - *Secy-Treas.*
P. O. Box 25, Station P., New York City

MATTHEW DUSHANE - - - *Washington Rep.*
424 5th Street, N. W., Washington, D. C.

Directory of Branches

BRANCH	ADDRESS	PHONE
NEW YORK (4)	2 Stone St.	BOWling Green 9-3437
BOSTON (10)	330 Atlantic Ave.	Liberty 4057
BALTIMORE (2)	14 North Gay St.	Calvert 4539
PHILADELPHIA	6 North 6th St.	Lombard 7651
NORFOLK	25 Commercial Pl.	Norfolk 4-1083
NEW ORLEANS (16)	321 Chartres St.	Canal 3336
SAVANNAH	218 East Bay St.	Savannah 3-1728
TAMPA	423 East Platt St.	Tampa MM-1323
MOBILE	55 So. Conception St.	Dial 2-1392
PUERTO RICO	45 Ponce de Leon	Puerto de Tierra
GALVESTON	219 20th Street	Galveston 2-8043
FT. LAUDERDALE	2021 S. Federal Highway	Ft. Lauderdale 1601

PUBLICATION OFFICE:

ROOM 213, 2 STONE STREET
New York City BOWling Green 9-8346

267



REPORT ON WASHINGTON

• BY MATTHEW DUSHANE •

MEDICAL EXAMINATION:

Meeting on proposed medical examination was again held on December 15th. Representatives from the following maritime unions attended: SUP, SIU, MM&P, MEBA, MC&S, MFOV, NMU, and ACA. There were some representatives of the employers also there, a peep was heard from the Export Line sawbones. At the last meeting a statement was made that this character would turn seamen down for having bum teeth, but he has a brother who is a dentist and if you went to his brother for treatment, the Export Line Doctor would OK the seaman. Usual denials by the Doc, but he stated that he did recommend Doctors to seamen who would take care of their wives if they were going to have a future Bosun.

Captain Edward Macauley, WSA Deputy, started the meeting off by reading a prepared statement, in which he stated that it is not the intent of the WSA to use the examinations to eliminate old timers from the industry, and that the purpose of this examination was to safeguard the safety and health of the crew.

Marshall Dimock then quoted telegrams that Admiral Land has sent to unions who have protested that they feel the examination would be used as a blackball system by company doctors. Land's telegrams also stated that these examinations would not be used to blackball and eliminate old-timers and militant seamen from the industry.

It would seem that from the statements made by Macauley and Land that they are taking a very deep interest in the safety and health of the crews, and that at last the seamen have found some officials of government agencies who are going to look after their interest, and physical well being.

However, in the new proposal that was submitted does not bear out the statements that were made by Macauley, and Dimock. WSA Medical circular No. 3 stated, "The competency or incompetency of any licensed officer or certified seaman for duty, will be judged on the standards described in U.S. Coast Guard Navigation and Vessel Inspection Circular No. 26, which defines the degree of defective vision and color sense that are acceptable and lists as disqualifying epilepsy, insanity, acute venereal disease, neurosyphilis, badly impaired hearing, or other defects that would render the applicant incompetent to perform the ordinary duties required of him at sea. The presence of communicable disease in a communicable stage, or louse infestation, will constitute cause for disqualification until the disease is cured without disqualifying sequelae, or the applicant is satisfactorily disinfested."

It should be noted that the author of the proposed standard for examination made an effort to list certain diseases and im-

parments that would disqualify a seaman. In the above proposal it can readily be seen that they have thrown the book at the seaman, and could disqualify any seaman that a company doctor wished to blackball.

The proposed standard further states, "It must be assumed that the ability of an experienced officer or seaman to successfully pursue his vocation, as indicated by repeated voyages, is prima facie evidence of the applicant's ability to continue in the industry, unless disqualifying disease or condition has arisen since the last Coast Guard examination for license or certificate."

There you have the clause that could disqualify any person who has been going to sea for a number of years, and who through the terrible conditions under which a seaman is compelled to make a living. The lack of fresh milk being supplied on board vessel, which causes decay of teeth by a small supply of calcium. Ulcers of the stomach through rotten garbage that crews are fed, which is given the misnomer of food. Polluted water being brought on board a vessel for drinking purposes by companies who are intent on saving a few dollars. All the thousand and one other abuses that seamen are subjected to by some companies, which have proven to lower a seaman's standards. No proposals were made to correct the causes that bring on the conditions that would disqualify the seaman. A verbal statement was made that the overhaul program was intended to try and correct some of the causes that would lead up to a disqualification.

A person coming into the maritime industry is thoroughly examined by a doctor, and before given a certificate by the government which qualifies him to make a living in the industry, he must be in good physical condition. It is now proposed that after a person has spent the greatest part of his life in that industry, and through usual industrial diseases and other ailments peculiar to the industry, the WSA intends to disqualify that person because he cannot pass the original examination that he passed on coming into the industry.

No pension system is proposed by the WSA which would take care of any person who would be disqualified. These people who make statements to the press and to union representatives that they do not intend to eliminate old-timers and others from the industry, and that they need the services of these old-timers, boldly submit a proposal which is contrary to all their high pres-

sured prepared statements, and their mock phrases of the wonderful job that the seamen are doing.

These pseudo guardians of seamen's rights, health and safety, were no where to be seen when the seamen were not organized into unions. They now have branched out all over the world under the banner of the United Seamen's Service, a bastard organization of the War Shipping Administration and controlled by them. And together these two organization are now professing that they are the people who are to look after seamen's welfare.

There were approximately 115,000 seamen in the offshore and coastwise trade in the maritime industry (WSA figures as of September 1, 1943), and the WSA proposes to pay the examining Doctor Two Dollars per head for every seaman that is examined. The minimum that was proposed by a group of doctors in a meeting held in New York on April 16th, 1942, was Fifteen Dollars, A ship the size of the Mariposa, that carries hundreds of men, could make about ten trips a year to England and return. A rough estimate of what the company would receive for their doctor's examining the crews would be about twelve hundred dollars, or one hundred and twenty thousand dollars per year. I am of the opinion that no records can be produced by any company that will show that it cost them that much in any one year to examine the crews of their vessels.

Every union representative that attended the meeting has gone on record that their organization is opposed to the proposed standard for medical examination, that was submitted at that meeting.

Mr. Dimock stated that there will be no more meetings held, and that beginning on the first of the year the WSA will go ahead with the examination but that the proposals that were submitted will be modified.

Brother John Hawk and the SUP business agent from Norfolk attended this meeting. This was an educational meeting for our SUP business agent, it is too bad that the rank and file do not have the time to attend some of these WSA three ring circuses that they call a meeting, it would enlighten them as to the methods and tactics that these people adopt in trying to shackle seamen with chains, and then gloriously praise the seamen in their press releases.

Keep In Touch With Your Draft Board

ATLANTIC AND GULF SHIPPING FOR WEEKS OF NOV. 29th TO DEC. 10th

DECK ENGINE STEWARD TOTAL

SHIPPED	721	502	567	1790
REGISTERED	609	512	594	1715

AFL Demands High Wage Standards And Shorter Hours In Post War Era

Washington, D. C. — In two official pronouncements, the American Federation of Labor served notice to the nation that it will not stand for wage cuts when the war ends.

President William Green appearing before the Truman Committee of the United States Senate, declared that

the economic safety of America requires shortening of working hours in the post-war period without reduction of total earnings.

Secretary - Treasurer George Meany, speaking on the American Forum of the Air, warned that lowering of wage income and consequent curtailment of purchasing power would bring about a post-war depression.

Thus, a new and major post-war issue was projected into the forefront of post-war discussion — an issue on which the American Federation of Labor is determined to carry on an aggressive campaign in behalf of the nation's workers.

In his testimony before the Truman Committee, Mr. Green pointed out that by voluntarily offering their no-strike pledge to the Government for the duration of the war and by acceding to the economic stabilization program, American workers have sacrificed their opportunities for economic advancement during war-time. He added:

"Workers have relied upon working long hours to get income to meet increased living costs. While workers are denied the right to increase wage rates to accord with increased productivity and employers' capacity to pay, we shall endeavor to restore equity by insisting that peacetime hours standards shall be established without reductions in earnings.

Mr. Meany expressed a similar point of view over the radio forum. He said:

"After the war ends, labor wants good wages paid for the work that labor performs; and labor also wants the work-week to be reduced sufficiently so as to give work to everyone who seeks a job. In proposing the payment of high wages by industry after the war, labor is not thinking of itself alone but of the employer and the nation as a whole. In order to keep our factories running steadily, the American people must have the purchasing power to buy the products of these factories. By this time we should all realize that low wages do not make for prosperity in America. Wages were low during the depression and because wages were low purchasing power was low and the depression dragged on—year after year.

"As to the second point: Labor feels that it is far better to have everyone working a 35-hour or a 30-hour week when peace returns than to have some people working 40 hours and millions of others not working at all. In the latter circumstances even those who are employed are apprehensive and tend to hold on to their money instead of spending it for the products that American industry wants to manufacture and sell, and which must be kept moving into the hands of the consumers if the post-war era is to be an era of prosperity."

Hawk Warns Draft Delinquents To Observe RMO Rule

By JOHN HAWK

Since the WSA pink and white Form No. 61 has replaced Form No. 48 in handling draft deferments for seamen, we have had a large number of men inducted into the army. It seems that they are paying little attention to these new forms and to the RMO policy in general.

Under the old set-up Card No. 48 was sent into each local office of the RMO, and from that office sent on to Washington, D.C. This has been changed in that now all the new forms go directly to Washington and the RMO set-up is more efficient in cracking down on delinquents. If you have to overstay the shore time allotted to you, you must contact the union Agent in your port and have him explain the extenuating circumstances to the local RMO office. If you fail to do this it is pretty likely that you will be classified 1-A and be army bound. In such cases there is little that the union can do for you. For your own welfare, as well as the welfare of the union, I urge all members to be most careful in their observance of these rules. We need the old-timers and experienced men aboard the ships — not in the army.

Editors Mail

Editor,

Dear Sir:

I am at present attending school at Pier 73, East River, in order to receive an A.B. ticket. For this reason I am unable to come down personally to see you.

There seems to be a general opinion here that unionism does not pay. Therefore, I would like to have a copy of the most recent Union Agreement in your possession. As a last resort, I would appreciate a copy of any agreement, (that is any date.) With this agreement in my possession I can better base my argument on the benefit of being an SIU member.

The general reason for not joining the union seems to be the fact that there is nothing to gain. In a good many cases the argument seems to be that although the men, who walked the picket lines during the past strikes, gained their end, there is nothing to be gained today. The fact that these men, had their heads broken to better conditions, means nothing. The main object seems to be to duck the initiation and monthly dues. There is only one way to break up this practice. I suggest that the union, when sending men aboard a ship appoint one as a delegate to view all books or trip cards aboard. Those men that have shipped through fink organizations should be replaced by union men if available. Of course, I must admit ignorance of technicalities that have arisen since the war. Perhaps there are reasons why this practice cannot be put into effect. But—there will come a time when these men will no longer be able to ship from the fink organizations. That is the

Read This SIU Contract And Decide For Yourself

(Continued from Page 1)

Manning Scale 150 Persons and Over.

1 Steward	\$195.00	\$17.50	\$212.50
1 2d Steward			
Storekeeper	130.00	17.50	147.50
1 Chef—Chief Cook	165.00	17.50	182.50
1 Baker	135.00	17.50	152.50
1 2d Cook	105.00	17.50	122.50
1 Third Cook	95.00	17.50	112.50
1 Butcher	100.00	17.50	117.50
1 Galley Utility	70.00	17.50	87.50
1 Baker's Utility	70.00	17.50	87.50
1 Pantryman	82.50	17.50	100.00
4 Messmen	70.00	17.50	87.50
2 Utility	70.00	17.50	87.50
1 Utility for every 12 persons over 100	70.00	17.50	87.50

The Union agrees to allow the company the right to select personnel for the following positions listed in the above manning scale: Chief Steward, 2d Steward and Storekeeper, Baker, and Chef-Chief Cook. However, employees of these ratings shall, in any event, be cleared and dispatched through the offices of the Union.

4. (a) When the saloon messman is called upon to perform services to military officials and other persons carried and served as passengers in connection with making up their rooms and waiting on tables in addition to his regular duties and where the number of military passengers is more than two (2) and does not exceed (6), then one (1) saloon messman and one (1) saloon utility man shall be allowed one (1) hour's overtime each per day for each day such extra services are performed. When the number of military officials and/or other persons carried and served as passengers exceeds six (6) and does not exceed sixteen (16) they shall be allowed two (2) hours' overtime each per day for each day such extra services are performed.

4. (b) When more than two (2) persons and not more than ten (10) persons are carried and served as passengers in the crew messroom or gun crew messroom, one (1) hour's overtime each per day for each day such extra services are performed shall be allowed one messman and to one utility man. When the number of persons exceeds ten (10) and does not exceed twenty (20) they shall be allowed two (2) hours' overtime each per day for each day such extra services are performed.

5. When military officials and/or other persons are carried and served as passengers, the Chief Steward shall receive additional compensation for the extra duties necessary for service to such passengers as follows:

When the number of military officials and/or other persons carried and served as passengers is more than two (2) and does not exceed six (6) persons, then the Chief

time that they should pay the penalty and not be allowed into the union.

I am a new member of the union. I joined in Baltimore in February, 1943. I didn't attend a Maritime School, having drawn my papers from the Customs House in February, 1940. Shipping was very slow in those days so I couldn't join the union. Nevertheless, I believe in unionism 100%. I don't know what these men are being taught in the schools at Sheephead Bay regarding unions, but I do feel that men that are going along with the union today should be protected in the future.

Looking forward to receiving an agreement, I remain,

Respectfully yours,

PAUL H. REMERT.

Keep In Touch With Your Draft Board

Steward shall be allowed one (1) hour's overtime per day for each day such passengers are on board. When the number of military officials and/or other persons carried and served as passengers exceeds six (6) he shall be allowed two (2) hours' overtime per day for each day such passengers are on board. When the Steward is paid the scale of wages provided in the manning scale for vessels carrying 150 and over, this section does not apply.

6. (a) When enlisted military personnel are carried up to 550 and the military authorities do not furnish the necessary cooks, etc., then there may be added to the Stewards Department personnel:

- (1) Troop Cook \$120.00 Plus \$17.50—\$137.50
- (1) Troop 2d Cook and Baker \$105.00 Plus \$17.50—\$122.50
- (2) Utilitymen \$ 70.00 Plus \$17.50—\$ 87.50

The troop 2d Cook and Baker, and one utility man shall work at night time.

(b) Pursuant to paragraph (a) when troops have disembarked or prior to their embarkation, the extra cooks and utility men that were put on board to cook for troops shall work in conjunction with the crew cooks under the direction of the steward. The two troop utility men shall work as directed by the steward.

(c) No overtime shall be paid to the day cooks as provided in paragraph No. 2 when the above troop cooks are carried and no troops are on board.

7. Working Hours at Sea and in Port. The hours of labor for the Stewards Department shall be eight (8) hours in a spread of thirteen (13) hours while at sea and eight (8) hours in a spread of twelve (12) hours while in port.

8. In all ports Saturday afternoon, Sundays and Holidays, prior to embarkation of Military Officers and troops or after disembarkation of Military Officers and troops, the Steward shall be authorized to reduce the number of men in his department. However, the normal crew requirements shall be kept on duty in order to feed properly and serve the crew, gun crew and other persons aboard.

9. It is understood that where this supplement agreement provides for overtime to the Stewards Department personnel because of carrying and serving the additional persons as specified herein extra compensation for serving extra meals as provided under existing agreements is not to apply.

The terms and provisions hereof shall not be binding and effective until all the terms and provisions hereof shall have been approved by the War Shipping Administration. Thereafter it

shall be put into effect on each vessel on the date of next signing articles. This agreement is entered into November 29, 1943, between the Seafarers' International Union of North America and

S. C. THEOBALD,
ALCOA STEAMSHIP CO., INC.
W. A. KIGGINS, Jr.,
A. H. BULL STEAMSHIP CO.
BALTIMORE INSULAR LINE, INC.
J. A. COATES,
EASTERN STEAMSHIP LINES, INC.
H. L. LANFORD,
MISSISSIPPI SHIPPING CO., INC.
J. J. CONDON,
SEAS SHIPPING CO., INC.
J. E. FASICK,
SMITH & JOHNSON
H. ANDERSON,
WATERMAN STEAMSHIP CORP.
J. L. ALWINE,
AMERICAN RANGE-LIBERTY LINES, INC.
JULIAN STROBERT,
SOUTH ATLANTIC STEAMSHIP LINES, INC.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA
JOHN HAWK
CLAUDE FISHER
FRANK WILLIAMS

SUPPLEMENT AGREEMENT

— to —

AGREEMENT

between the

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

— and —

ALCOA STEAMSHIP COMPANY, INC.
A. H. BULL STEAMSHIP COMPANY
BALTIMORE INSULAR LINE, INC.
EASTERN STEAMSHIP LINES, INC.
MISSISSIPPI SHIPPING CO., INC.
SEAS SHIPPING COMPANY, INC.
SMITH & JOHNSON
WATERMAN STEAMSHIP CORPORATION
AMERICAN RANGE-LIBERTY LINES, Inc.
SOUTH ATLANTIC STEAMSHIP LINES

Covering Manning Scale For Vessels Carrying 1200 to 2000 Troops Which Are Not Self-Sustained. (Continued on Page 4)

WHAT'S DOING

Around the Ports

GALVESTON

The last war *** remember? Silk shirts, pink ones, green ones, blue ones with white stripes. And you bought silk stockings for the girls to put on legs that had never felt anything but cotton before. Wrist watches, rings, bracelets, hand-tailored suits and ten dollar hats. The wages were not the same as you are receiving in this war. Then it happened.

1918 and the Armistice. The war boom petered out, in shipyard after yard the wheels turned slower—slower, then stopped. At that time we had what was the U.S. Shipping Board, Sea-service Bureau, that was where

the seamen were recruited. On the East coast we had the Eastern & Gulf Sailors, Marine Firemen, and Cooks and Stewards Union, Sailors Union of the Pacific, Marine Firemen, Cooks & Stewards on the Pacific Coast. All affiliated with the A. F. of L. they all stuck together, the shipping board knew of this fact, and were not in the position to supply finks on the ships right after the war.

But things rolled along until 1921, crash—crash—the shipowners along with the shipping board had you out on strike pounding the bricks. There were stew pots in most union halls, and the men were sleeping on the floors. Your

ring, watches and suits went into Uncle Ben's, you were locked out by the shipping board and the shipowners. The NMU was not even heard of in those days.

Yes, it was a hard, hard struggle; wages went down, down, and down. Conditions, there just were none. Jobs? Well, it just depended how well the company or the herder of the shipping board liked you. It took just 13 years to realize that we had enough of this shipowner's crap.

On the picket lines men gave up their lives, went to jail so that we could come back again and be treated as men, not as dogs. We did pretty good, but

(Continued on Page 4)

NEWS AROUND THE SIU PORTS

(Continued from Page 3)

not good enough until 1936. The shipowner thought the time was ripe again, but he judged wrong. We come out on top again. He did not have the shipping board to give him a hand, most of the men who ran the shipping board were rewarded by shipping commissioner, or deputy jobs. Alone, the shipowner cannot beat us.

Hold on a minute brother . . . did we miss it in '23, '34, '36 and '37 when men walked the streets, camped out, lived in huts and shacks. Hold on once more brother—this time chances are we won't bounce back again on top. Many seamen realize what a close shave it was, and how desperately near we were to chaos and ruin. Must we come down with another crash?

Must we ignore, not one nor two nor three, but the lessons taught us by history! Must we head straight along the road to ruin. It's beginning to happen right here—now. You may ask how. The WSA, RMO, and the hatchet men in the NMU are out to break you and your union. Win, lose, or draw, the war will end some day. No war has lasted forever. Your union obtained all of the benefits, good wages, that you are enjoying today. So brother put your shoulder to the wheel and help exterminate these parasites that seek to take your gains and rights away from you. Help keep the SIU and the SUP on an even keel.

E. R. WALLACE, Agent

BOSTON

Hello everybody, also a Merry Christmas and a Happy New Year, if such is possible.

I see by the papers that (Fog Horn) Macauley is blowing off again and most everyone is asking me what's the matter with that bloke. By the looks of the wire Foggy sent to Harry Lundberg it is easily seen that he has no training in diplomacy and for the life of me I can't see how anyone with such a narrowminded brain could be appointed to such an important public office.

Now he talks about preserving the health of the seamen, etc., and so on. Well, I've been beefing about getting the seamen that sail the North Atlantic some warm clothes, such as helmets, coats, and footwear and I am told that unless they go to Russia they are out of luck. I presume that Foggy made that ruling, if not then I am subject to correction. He also said something about sailing the ships without the co-operation of the SIU. Well maybe he is thinking about shipping out and if he does ship out he will go down in history as the first public appointee who ever did anything useful.

I suppose that if he reads this he will get burned up but that for constructive criticism.

Now there's another public appointee that should do something useful by wising up his mother-in-law about quitting as the seamen don't go for stoolpigeons and I know that if Old Andy could know that that kind of person was employed in any place bearing his good name he certainly would make it his busi-

Read This SIU Contract

(Continued from Page 3)

Rating	Base Pay	Emergency Increase	Total
1 Chief Steward	\$195.00	\$17.50	\$212.50
1 Second Steward	122.50	17.50	140.00
1 Chef	165.00	17.50	182.50
1 Chief Cook	120.00	17.50	137.50
1 Second Cook	105.00	17.50	122.50
1 Third Cook	95.00	17.50	112.50
1 Galley Utility	70.00	17.50	87.50
1 Chief Baker	135.00	17.50	152.50
1 Second Baker— to work nights	120.00	17.50	137.50
1 Assistant Baker	95.00	17.50	112.50
1 Baker's Utility— to work nights	70.00	17.50	87.50
1 Chief Butcher	100.00	17.50	117.50
1 Asst. Butcher	82.50	17.50	100.00
1 Chief Pantryman	82.50	17.50	100.00
1 Second Pantryman	75.00	17.50	92.50
1 Utility Pantryman	70.00	17.50	87.50
1 Army Cook	120.00	17.50	137.50
1 Army Second Cook	105.00	17.50	122.50
1 Army Utility	70.00	17.50	87.50
1 Storekeeper	80.00	17.50	97.50
1 Asst. Storekeeper	75.00	17.50	92.50
1 Linen Keeper	80.00	17.50	97.50
1 Second Cook— to work nights	105.00	17.50	122.50
Messmen	70.00	17.50	87.50
Utility	70.00	17.50	87.50
Waiter-Bedroom Steward	70.00	17.50	87.50

1. The Union agrees to allow the company the right to select personnel for the following positions: Chief Steward, Chief Baker, Second Steward, Chef and Storekeeper. However, employees of these ratings shall, in any event, be cleared and dispatched through the offices of the Union.

ness to haunt them.

So once again a Merry and Warm Christmas and a Happy New Year to All.

JOHN MOGAN, Agent

SAVANNAH

Shipping in this port lately has been very good. Have shipped out everyone I could get my hands on and could have used a few more. Had two new ships out this last week, one here and one in Jacksonville and had a West Coast ship in Charleston that took a full deck crew. Have been lucky in getting old-timers for these ships and have had to call WSA for only a very few men.

Hope things will stay this way and I can continue to get old-timers for the ships coming out around here. As far as I know right now I will have another new ship coming out here around the 24th of this month and will be needing men with ratings in all departments as I have shipped everyone who was on the beach here and don't have anyone registered at the present time. Now would be a very good chance for any of the members who want to ship before the holidays to do so, as I have used all available men from around this port.

The weather here isn't so bad, we have had a few cold days, even had a little snow, but it is warming up again and should be pleasant again in a couple of days. If shipping stays as good as it has been lately no one will have any trouble shipping out of the Savannah port.

CHARLES WAID, Agent

Keep In Touch With Your Draft Board

PORT EVERGLADES

The scandal mongers on the radio tell us Captain Macauley of the WSA has made the statement that he is prepared to sail the ships without union crews. We find this very easy to believe, in fact we have known that Captain Macauley and his stooges in the RMO have been preparing to replace union crews with finks for the past two years.

Macauley and some of the rest of the chair warmers in Washington find it difficult to explain to the public why they continue to spend the taxpayers' money training men as seamen, when the beach is full of unemployed seamen of all ratings now. It is true that in some sections there is a shortage of seamen of certain ratings, but it would be wiser and less expensive for the WSA to transport men from the overstocked areas to the area where the shortage exists, than it is to take men that the armed forces need and send them to school at the expense of the government, later to be put aboard ships in the place of experienced and qualified old-timers.

Many of the men in the merchant ships today could not pass the physical examinations required by the Army and Navy but are entirely able to perform the duties of a seaman. If these men are disqualified through a phoney physical examination, they will be denied the right to serve their country. And I dare to say that the men of the seamen's unions have proven over and over again that they are not lacking on patriotism or guts either.

It is a curious wonder that the union seamen were physically able to sail the ships during the times when a lot more ships sailed out of ports than ever came back. Hundreds of the union seamen can tell horrifying

2. One combination waiter and Bedroom Steward for every 12 Officers carried. If 2 meals only served, one for every 15 officers. Waiters and Bedroom Stewards are to work as Utility Men when no troops are on board, and their working hours shall be weekdays from 8 a.m. to 5 p.m. and Saturdays from 8 a.m. to 12 Noon. During these hours they shall do general cleaning work and sougeeing in the Stewards Department with the exception of the ice boxes without the payment of overtime. When no troops are on board if the vessel is short any regular messmen the Steward may assign waiter-bedroom stewards to perform messmen duties and in such cases his hours shall be the same as those for a messman.

3. Utility men assigned to Galley, Bake Shop, Pantry and Army Galley shall sign on as Utility Men and work as general utility men under the direction of the Steward when troops are not on board.

4. When no troops are aboard, the Army Cook and Army Second Cook shall be required to assist the cooks in the main galley.

5. In all ports Saturday afternoon, Sundays and Holidays, prior to embarkation of Military Officers and troops or after disembarkation of Military Officers and troops, the Steward shall be authorized to reduce the number of men in his department. However, an adequate number of men shall be kept on duty in order to feed properly and serve the crew, gun crew and other persons aboard.

6. Working Hours at Sea and in Port. The hours of labor for the Stewards Department shall be eight (8) hours in a spread of thirteen (13) hours while at sea and eight (8) hours in a spread of twelve (12) hours while in port.

7. If troops are self-sustaining this agreement does not apply.

The terms and provisions hereof shall not be binding and effective until all the terms and provisions hereof shall have been approved by the War Shipping Administration. Thereafter it shall be put into effect on each vessel on the date of next signing articles.

This agreement is entered into November 29, 1943, between the Seafarers' International Union of North America and

- S. C. THEOBALD,
- ALCOA STEAMSHIP CO., INC.
- W. A. KIGGINS, Jr.,
- A. H. BULL STEAMSHIP CO.
- BALTIMORE INSULAR LINE, INC.
- J. A. COATES,
- EASTERN STEAMSHIP LINES, INC.
- H. L. LANFORD,
- MISSISSIPPI SHIPPING CO., INC.
- J. J. CONDON,
- SEAS SHIPPING CO., INC.
- J. E. FASICK,
- SMITH & JOHNSON
- H. ANDERSON,
- WATERMAN STEAMSHIP CORP.
- J. L. ALWINE,
- AMERICAN RANGE-LIBERTY LINES, INC.
- JULIAN STROBERT,
- SOUTH ATLANTIC STEAMSHIP LINES, INC.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA
JOHN HAWK
CLAUDE FISHER
FRANK WILLIAMS

Relatives Praise Our Gift Plans For SIU Prisoners Of War

(Continued from Page 1)

Union will be more than appreciated and above all to know his old shipmates are thinking of him.

As I am allowed one label every sixty days I have used the one sent me in November and my next one will come to me some time in January. However, I will be more than glad to surrender same to you at that time.

I am enclosing an information circular from the Prisoner of War Information Bureau.

If January is too late to send your gift—please advise me as I am most anxious to use the label just as soon as it arrives.

It may interest you to know my son has been a prisoner of war now for nearly two years—and he still writes a very cheerful and interesting letter. I am sure if any of the boys would care to write him he would be

delighted—as he says letters from home help keep him alive.

Please find enclosed envelope addressed to him in Germany.

Thanks,
Yours truly,
ETHEL RIGGINS
East Tallassee, Ala.
Dec. 17, 1943

Mr. Hawk,
Dear Mr. Hawk:

I will be glad to surrender one of my labels in regard to your letter of Dec. tenth, and you don't know how much I appreciate your letter.

And I am sure my brother William E. Weaver will appreciate anything you all will send and knowing you all are thinking of him.

Inclosed you will find an official label to him. I will thank you all again for your kindness
Sincerely yours,
MARGARET HATCHETT

tales of the convoys that were blasted to hell, and hundreds more didn't live to tell the tale. Yes, thousands were physically qualified to take the ships out when Hitler's "U" boats were laying just off Long Island and Diamond Shoal, waiting to stick a fish in their bellies. They were qualified to sail the ships when there were no guns or escorts to protect them from the enemy. They were physically able to die with their ships when the going was tough, but now they are no longer physically fit to do the work that they have spent the most of their lives doing and know better than anything else in the world.

To force these men from the

sea would be a great injustice to them, and would mean a great loss to the industry. If they cannot go to sea they have only one road open. They would have to go to work ashore. A man that has spent most of his life at sea would be as out of place as a barn dance in a graveyard, if he took a job ashore.

Surely, the government that these men have served so well during these past two years of war can not permit one of its agencies to take away their right to make a living and to serve the war effort, just because that agency is headed by an egotistical and authority crazed labor baiter.

J. K. SHAUGHNESSY, Agent