

Lundeberg Denounces Red Tape

The SIU was placed on record by President Harry Lundeberg as being opposed to any more government red tape on seamen's papers and to the Coast Guard taking any jurisdiction over seamen in peace time. In a letter to Commandant Waesche of the U. S. Coast Guard, Lundeberg made it clear that this union demands a minimum of military control over the merchant seamen, and that existing red tape and bureaucratic bungling should be progressively eliminated.

President Lundeberg's sharp letter was in response to a Coast Guard proposals that it "simplify" existing procedure by eliminating many of the present papers carried by the seamen, and issue a special Coast Guard certificate good for five years.

While it is true that the seamen now carry more papers than a bookkeeper handles, we don't want this used as an excuse for the military to creep into the picture and establish permanent peace-time controls over the men.

Here is the full text of brother Lundeberg's letter which fully explains the issues involved:

October 9th, 1944

R. R. Waesche, Commandant,
United States Coast Guard,
Washington, D. C.

Dear Sir:

I am in receipt of a communication from K. K. Cowart, Commander, USCG, Chief, Merchant Marine Personnel Division, together with copy of a "Proposed Plan for the Simplification of Documents required of Merchant Marine Personnel." The letter from Commander Cowart states that this "new plan" is a result of a study made by the Coast Guard, and requests that we advise you of any suggestions or comment relative to it.

I am herewith expressing the opinion of the membership of the Sailors' Union of the Pacific and the Seafarers' International Union of N. A. (affiliated with the American Federation of Labor) composed of active merchant seamen, and comprising a member-

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New York Shipping Is HOT!!

Any of the brothers in the out ports who find shipping slow and their bill-fold empty—head for New York. Agent Paul Hall has announced that he can ship all the men that show up, regardless of department or rating. Don't let the RMO fill your jobs—come to New York and fill them yourselves.

Balloting Opens November 1st



Brother Fred Anderson poses for his picture in Washington after receiving the Merchant Marine Distinguished Service Medal for "heroism in the face of almost certain death." Basking in reflected glory are, left to right, Rear Admiral Emory S. Land, Chairman of Maritime Commission; Captain Edward Macauley, Vice Chairman War Shipping Administration; Brother Anderson; Major General Vandegrift of the Marines; and Anderson's parents, Mr. and Mrs. George L. Anderson of Amite, Louisiana. In front is Anderson's young brother.

HONOR TO S.U.P. HERO

For "heroism in the face of almost certain death" the Merchant Marine Distinguished Service Medal was awarded last week to a member of the Sailors' Union of the Pacific, Fred Aubry Anderson, able seaman. The ceremony took place at 3 p.m. in the office of Capt. Edward Macauley, member of the U. S. Maritime Commission, in the presence of Lieut. Gen. Alexander A. Vandegrift, Marine Corps Commandant, and Brig. Gen. Field Harris, in charge of Marine Corps Aviation. Anderson is now a member of the U. S. Marine Corps.

Anderson's decoration was earned aboard the SUP ship Samuel Parker, which in a ten-month voyage to war theaters was subjected to torpedoing, bombed, mined and strafed, bringing home a total of 130 battle scars. Anderson's citation, signed on behalf of President Roosevelt by Vice Admiral Emory S. Land, U.S.N., retired, Chairman of the U. S. Maritime Commission, read:

"For heroism under enemy action.

"His ship, SS Samuel Parker, supporting our landing on the Sicily beachhead, was unloading high explosives and aviation gasoline when a wave of enemy planes strafed the ship with in-

terfering and explosive bullets. Several of these hit into open hatches, setting fire to the cargo. Though an explosion which might completely demolish the ship was imminent, Able Seaman Anderson and the Chief Officer unhesitatingly descended into one hold with fire hose and extinguished the fires in the ammunition, and then, stopping only long enough to strap on foamite shoulder tanks, descended into

the other hold and extinguished the gasoline fires.

"His heroism in the face of almost certain death was in keeping with the finest traditions of the United States Merchant Marine."

Brother Anderson comes from Amite, Ia. His first sea papers were issued in April, 1942, at New Orleans.

He signed on the Samuel Parker in the SUP hall in Seattle.

New Awards For Seamen Announced

Establishment of an award for gallant ships and additional service bars and awards for merchant seamen were announced today by the War Shipping Administration.

Vice Admiral Emory S. Land, WSA Administrator, has delegated the authority given him under Executive Order to the Seamen's Service Awards Committee of the WSA. This committee will consider and determine the action to be taken on all proposals for citations, commendations, and awards.

Whenever a ship has received

a citation, a metal plaque of 18 inches in diameter showing a merchant ship in relief with the words "Gallant Ship" spelled out in rope design will be awarded. The plaque, public evidence of honor and distinction, is to be mounted at the top of a hardwood board and under it will be placed a metal plate inscribed with the citation.

Each person aboard during the action for which the ship is cited will be entitled to wear a dark green silk ribbon bar upon which is mounted a silver sea horse. In

(Continued on Page 3)

It looks like a lively election this year—and that's all to the good. The Credentials Committee reports that close to 50 candidates have filed for the various offices, and so the membership will be able to select the most qualified man for each post.

The nominations closed at midnight of October 15, and since last Monday the Credentials Committee has been hard at work checking the qualifications of the various candidates. The Committee will have a full report by the time the next LOG goes to press, and the membership will be able to see and discuss the names of the qualified candidates.

The Constitution of the union provides that balloting shall be held throughout the months of November and December. So that there will be no confusion in the minds of anyone as to the rights and duties of the members and officials, Secretary-Treasurer John Hawk has forwarded to all branches the following balloting instructions:

October 16, 1944

General Instructions For Conducting Balloting In the 1944-45 Official Election

This letter is being sent to all agents, outlining the constitution procedure to be followed by all balloting committee officiating at voting periods in the annual election of officials for the year 1945.

It is the responsibility of all Agents to see that these instructions are available to the committees and see that the committees follow the instructions herein outlined:

Sec. 3. "The Secretary-Treasurer shall cause to be printed and shall forward to each Branch a sufficient number of Ballots and numbered slotted envelopes for the purpose of containing ballots cast daily. A record shall be kept of the number of the first and last ballot so forwarded. None but official ballots shall be used in any General Election."

Sec. 4. "Balloting for officers shall be secret and shall take place each day during the month of November and December, 60 Days Referendum provided that there are five members in good standing elected from the meeting present to look at their books and guard the ballot box; and no ballots shall be accepted except those cast in the regular manner."

"A committee of Election composed of six (6) full members in good standing, two (2) from each department namely, one judge, two tellers and three clerks, shall be elected in each port to conduct the elections and to canvass the returns.

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SEAFARERS LOG

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 OF NORTH AMERICA**
 Atlantic and Gulf District
 Affiliated with the American Federation of Labor.

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Here is brother Edward Lewis, SIU Chief Steward, participating in the recent dedication of the Sands Point rest home for merchant seamen. Brother Lewis received the keys to The Chimney's estate on behalf of all merchant seamen, and officially opened it for men convalescing from "convoy fatigue." The home is operated by the United Seamen's Service.

"MAD DOG" NEILSEN IS TAMED

The ten year long record of "Mad Dog" Captain Mads C. Neilsen, master of the SS Robin Adair was exposed as bucko fakery here last week when Paul Hall, New York Agent and J. P. Shuler, Patrolman, recounted to Robin Line officials some of his exploits during the last voyage.

"Mad Dog's" blustering subsided to the whine of a puppy when it was made clear by the union that his Captain Bligh tactics would no longer be tolerated, and if he wanted to obtain crews he had better stop fancying himself as a dictator while on the high seas.

Among the charges brought against Neilsen by the union was the fact that he rationed food to the crew when there was no necessity for it. On the last trip he had posted a notice in the mess-room to the effect that "two eggs are enough for any man." He also interfered with the Steward and the general feeding of the ship. As a result of his high handedness, eight cases of eggs and a quantity of other food had to be destroyed because it went bad. A hungry crew and the food going bad because it wasn't being served up!

The union also revealed that Neilsen had consistently charged top prices for inferior goods in the slop chest. We had his price list, and many items were over OPA ceilings—"Mad Dog" pocketing a nice profit.

Most serious of the charges, however, was that Neilsen was constantly abusive to the crew while at sea, and when in his drunken tempers ran amuck with a gun and herded the crew around at pistol point. Neilsen attempted to deny this, but the union had testimony from the entire crew, as well as the officers and the gun crew.

"Even the Merchant Marine Hearing Officer commented on your lack of sobriety," brother Hall told Neilsen at the inter-

view in the Robin Line office.

"One of the high spots of the trip was Neilsen's attempt to log a member of the Naval gun crew. "Mad Dog" whined when he admitted that he had "scratched it out of the log" after he had been informed that he had no jurisdiction over the gun crew.

Throughout the interview the Robin Line officials were entirely cooperative with the union and made no attempt to excuse Neilsen or defend his actions. At the conclusion of the hearing the union warned "Mad Dog" that if his ship ever entered port in a like condition again, he would be brought before the Coast Guard and we would see to it that his career as "terror of the seas" ended once and for all.

At this point Neilsen's bluff and bluster collapsed. He whined that he didn't mean any harm, and he thought that he had done the right thing. He promised that he'd be a good boy in the future.

A week later New York Patrolman Jimmy Hanners signed on the Robin Adair and he reported that "Mad Dog" is now a new man. He went out of his way to assure Hanners that it was going to be a "clean trip" and he was going to make the Adair a "regular home for the boys."

We recommend the story of "Mad Dog" Neilsen to a few other bucko skippers who seem to think that the union is incapable of protecting its members and they are free to treat the men like galley slaves. Some of these characters have been successfully using the war as an excuse for their petty tyrannies. Our suggestion to them is to get wise.

The SIU, far from folding up under the pressure of the war-enriched shipowners, is growing stronger every day. The man who carries an SIU book is not a man to kick around. He knows his rights, and his union will back him up.

MONEY DUE

SS FRANCIS ASBURY
 Daniel P. Wilson, 44½ hrs. Collect at Bull Line, 114 Broad St.

SS JONATHAN GROUT
 Gordan Maxwell, Oiler, 150 hrs. Collect at Mississippi SS Co., 17 Battery Place.

SS LABADIE
 St. Jermain, Winters, Natsh, Hatzl, and Galarre, each \$23.59. Collect at Company office.

SS CITY OF MONTGOMERY
 Mantieg, 4 hrs.

SS SHICKSHINNY
 Louis H. Redler, AB, 1 hr; Frank Dunovich, AB, 2 hrs; Thomas Forehand, OS, 2 hrs; Russell Saye, Regl. Eng., 44 hrs; E. C. Moore, Oiler, 12 hrs; William G. Snider, F-W-T, 8 hrs; M. E. Noegal, Oiler, 4 hrs; W. C. Dodd, Oiler, 4 hrs; John A. Kuhley, Dk. Eng., 2½ hrs.

All hands have \$10.00 boat money coming for 5 days at Port Said and also those who have not received subsistence for the 11th, 12th and 13th of September—8 meals—\$6.00. Collect at South Atlantic office in Savannah.

SS ROBERT TOOMBS
 Hardy Rusk, 52 hrs; Santos Antonette, 91 hrs; Clifton Mainers, 86 hrs; M. Chopiowski, 61 hrs; Burnett S. Gellman, 40 hrs; Eldee McNabb, 87 hrs. Collect at South Atlantic SS Co. office, Savannah, Georgia.

The following men have money coming from the American Hawaiian SS Company for the SS Wm. Marcy which paid off in Baltimore. Collect at the Company office, 90 Broad Street:
 Charles Jordan, Pasquale Antonelli, Manuel R. Perez, Elmer W. Carter, Jr., Louis Perry and James E. Gibson.

FORE 'N AFT

By BUNKER

Pursers on ships these days have a nice job. Aside from writing up the ship's log every day and typing overtime once or twice a week, most of them don't do much except promenade the boat deck and enjoy the scenery.

However, there are plenty of things a good purser does to earn his pay and make himself more than an ornament.

A good purser pays a little attention to the slop chest. On long trips to places where you can't buy gear, no matter how much money you have, a well stocked slop chest is mighty important, and a purser should make sure it's adequate before the ship sails. At sea, he should open the slop chest several times a week at different hours so men on watch can draw from it. Some pursers amble down to the slop chest whenever it suits their fancy.

A good purser also takes care of the ship's library... has a good selection of books (which the American Merchant Marine Library Association will deliver to the ship free of charge), and keeps them from being scattered all over the ship.

During the week before the ship gets back from a trip the purser should give the crew an approximate statement of wages, so they'll have an idea of what their pay-off will be. If the purser is too lazy for this, you can figure it out pretty well yourself from the table of wages in the SIU booklet, YOU and YOUR UNION.

Another way in which the purser can be useful is to write out passes for the ship's crew in places where the army or port authorities don't issue them. This saves a lot of beefs with the Coast Guard later on.

Brothers John Dunnett, AB, and A. T. Arnold, AB, just came back from a trip on the Edward W. Scripps, an Alcoa liberty.

The Scripps left Boston in February with a slop chest that was lacking of everything necessary for a trans-Atlantic voyage in mid-winter. There were no boots, rain gear, gloves, winter underwear, or heavy socks. The boys who had some gear were lucky, the ones who came aboard schooner rigged had a mighty cold trip. The few shirts and dungarees the ship carried didn't go half way to meet the needs of the crew. According to Arnold and Dunnett, the ship laid in Boston for ten days before pulling out—plenty of time to get a good slop chest on board.

The United States has lost six of its big pre-war liners: The Manhattan, Pres. Coolidge, Pres. Harrison, Pres. Grant, Pres. Pierce, and Pres. Cleveland.

The Pres. Coolidge was sunk by a mine in the South Pacific, and the Harrison was seized in Chinese waters by the Japs and later sunk by a U. S. submarine.

The Pres. Grant ended her days on a Pacific reef; the Pierce and Cleveland were both sunk in '43 during the N. African invasion.

NEW YORK

The trials and tribulations of being a pie-card were emphasized again the other evening. Jimmy Hanners and "Frenchy" Michelets had gone to pay off the SS John Gibbons, Overlakes Freighting Corporation, and arrived on board at 2 P.M. and immediately commenced work on shaping up the overtime disputes. About 5 P.M., after coming out of the huddle with the crew's delegates, they looked out the port and lo and behold the ship was pulling out into the stream. It appears that a bunch of shore gangers were trying to launch a tug boat from drydock in the near vicinity, and they had to move the Gibbons out of the way to do so. In the meantime, the tugboat got stuck and like a balky mule, refused to move. And so the Gibbons laid out in the stream until 5 A.M. the next morning. She finally pulled back into the dock and that only started the troubles of Frenchy and Jimmy.

They knew that if they went home with this story it would sound so fantastic, they would never be able to palm it off to their respective old ladies. After pleading with some of the crew and even calling some of the other Seafarers pie-cards at 6 in the morning, they rounded up enough of a delegation to go home with them to substantiate their stories, and from last reports everything is now rosy.

Jimmy and Frenchy declare, however, that they certainly hope this won't happen again in the near future, as they never will be able to explain it again. (NOTE: when the Gibbons did pay off,

WHAT'S DOING

Around the Ports

she paid off shipshape, with all beefs settled.)

The advantages of having an automobile for union use came to light the other day. Jimmy Sheehan, who is operating our jalopy, ran into a would-be-tough mate who insisted on not only getting out-of-order, but keeping out of order in regards to the handling of the deck dept. Sheehan contacted the company to whom the vessel belonged and told them that this would-be bucko was going to be instrumental in driving a good deck gang from one of their vessels.

The Port Captain for that outfit asked Sheehan to tell the mate to come up so he could put his mind right on the subject. Instead of just telling the guy, Jimmy loaded the bum into the buggy and hauled him in person up to the company's office. The final outcome was that that vessel now has a new Mate. That's really what you call "Action on the Point of Production."

The Seafarers organizing drive is beginning to boom up this way and the membership in this port is taking a larger interest than ever before in moving into new fields and getting new contracts. Organizers R. F. Kennedy and Steeley White are throwing a lot of effort into this job and with the continued type of cooperation from the membership which has been displayed in the last 8 or 10 days, there is no question

but what the Seafarers will be in a condition soon to knock off a couple of the larger non-union outfits and shape them up to the point of signing a contract. All of our members who are interested in assisting the Seafarers in this fight, when they hit New York, see one of these Organizers on the 5th floor, and let them have your support and by doing so, you will be playing a part in one of the biggest moves that the Seafarers has ever made.

The membership can look very shortly to another series of educational books and pamphlets as Johnny Bunker, the member who drew up "Seafarers At War" and "You and Your Union" had been hard at work on several more booklets and will have them out in a printed book form very shortly. Bunker has done a fine job in shaping up this stuff and by doing the good job that he has, the Seafarers in a very short while will have the finest set of

educational literature of any outfit in the field.

We have had our usual hard time in collecting blood money this week (overtime to you—Bud) and the local pie-cards have managed to settle disputes from the following vessels: SS City of Montgomery, SS N. Labadie, SS Francis Asbury, SS Jonathon Grout, SS Abel Stearns. To the members on these scows—check the money due list in this week's LOG.

Shipping has really boomed again up here and what with the shipping of lots of our members into unorganized companies and the large number of contracted jobs we have, we are going to need all the members in this port that we can get, so all of you boys down the line—come on up this way and join in the fight!!

Yours for more and better contracts.

PAUL HALL, Agent

Thanks Union For Its Aid

October 5, 1944

I am writing to express my sincere thanks to my SIU brothers for their services to me at the time when I needed them most. I have been out on an eight months' trip. During the time that I was gone, my wife became critically ill and was constantly administered to through the Personal Service Division of the United Seamen's Service. On September 4 while I was still at sea, she died; and the United Seamen's Service took responsibility for arranging for the burial in cooperation with my brothers at the SIU Hall in Houston.

It is a comfort to me to know that when I was away, it was my union brothers who stood by, and that it was they who served as pallbearers. Accept my heartfelt thanks for your many kindnesses to me.

Fraternally yours,
JACQUES GREENHAW

Balloting Opens November 1

(Continued from Page 1)

Ballots shall be distributed in the order of their numbers, commencing with the lowest number."

Sec. 5* "Members be entitled to vote upon presenting their membership certificates showing that they are in good standing, and have not previously voted at the same election. Members shall mark their ballot with pen and ink, or indelible pencil and shall signify their choice of candidates by marking a cross (X) in voting square opposite names or by writing in the blank line the name of their choice if such name be not printed upon the ballot. Lead pencils shall not be used in marking ballots. When a member has marked his ballot; he shall deliver it folded to the judge, who after ascertaining that the member is entitled to vote, shall tear off the numbered stub and deposit the ballot. The committee shall then stamp the members' certificate of membership in the proper column for the year and month of election, such stamp shall bear the word "voted" the initials of the voting place and the date of the voting. If the member is not entitled to vote, the judge shall void his ballot, the tellers shall count the ballots as they are deposited and the clerks shall keep record of the count."

*In order for a member to vote he must have paid all his assessments from the time of joining, including the building assessment and all dues up to but not more than three months in arrears. Men holding probationary books are not to be permitted to vote.

Sec. 6. "Balloting shall continue until every qualified voter present has had an opportunity to vote. The judge shall then count the numbered stubs to verify the count of the clerks and shall enclose them in a

sealed envelope in the Ballot Box. The USED ballots shall then be placed in an envelope provided for the purpose and a slip of paper, also specifically provided, shall be signed by each member of the committee on election and pasted on the back of the envelope. The sealed envelope shall then be placed in the ballot box. The ballot box shall then be locked and sealed, and the key thereof shall be sealed up in an envelope, also specifically provided for that purpose on the back of which each member of the committee on election shall again sign his name. The envelope so signed and sealed shall be given in charge of the Secretary-Treasurer or Agent or some other member designated by the meeting; He shall then announce to the meeting and the Secretary-Treasurer or Agent shall record in the minutes (a) the number of ballots last distributed (b) The number of ballots cancelled or destroyed and (c) The number of ballots deposited. No candidate for office shall be a member of the Committee on Election.

Sec. 7.* "In the regular meeting held in Branches during the second meeting in January, the Committee on Election shall open the Ballot Box, count the number of ballots therein contained and count the number of votes for each candidate. The result shall be noted in the Minutes. The committee shall then forward to Headquarters all used ballots (i.e., All ballots taken from the Ballot Box, including blank and disqualified ballots), together with a copy of the tally sheets, under sealed cover, marked 'Ballots For Officers.' In case no regular meeting is held during such week, the Agent, in the presence of the Committee on Election, or, in their absence, before five other full members, shall open the Ballot Box and

count the ballots therein contained (but shall not count and tally the votes), and forward same to Headquarters in the manner hereinbefore prescribed.

*A question was raised at the last tallying of the ballots in Headquarters of the legality of tallying the ballots cast without the election of a tallying committee by a regular meeting. If a quorum of 25 members are not present on Monday at a regular meeting, the ballots are to be counted but not tallied. The holding of a special meeting is not permissible to elect a committee for the tallying of the ballots.

Sec. 9. Mutilated or disfigured ballots, or ballots marked with lead pencil, shall be deemed invalid. Ballots torn in such a manner that part of the names of candidates or voting squares is destroyed are to be regarded as mutilated ballots. Where the choice of any member for any office cannot be determined with certainty, the vote for such office shall not be counted. This also applies where a member has voted for more than the designated number of candidates to be elected to any office. All ballots cast at any time, in any place and manner, except as herein provided, shall be deemed invalid.

Sec. 10. All committees mentioned in Article XIII shall consist of six full book members in good standing; two members from each department.

Sec. 11. The total ballots cast at any Branch on any one day shall be voided upon proof of any irregularity.

If the foregoing instructions are followed there will be no possibility of the complete ballots cast at a Branch being thrown out such as happened in the last election.

JOHN HAWK,
Secretary-Treasurer

New Awards For Seamen Announced

(Continued from Page 1)

case a man serves on another ship which is designated as a "gallant ship" an additional silver sea horse will be awarded.

MERITORIOUS SERVICE

A light blue, red, white, gold and navy blue silk ribbon bar will represent the Merchant Marine Meritorious Service Medal. Any member of a crew on a ship operated for the account of the U.S. Maritime Commission or the WSA who, since September 8, 1939 or during the present war, is officially commended by the War Shipping Administrator for conduct or service of a meritorious character will be eligible for the Merchant Marine Meritorious Service Medal. A gold star will be affixed to the ribbon of the medal and the ribbon bar for each additional citation.

DEFENSE BAR

A Merchant Marine Defense Bar will be signified by a black, red, white and green silk ribbon bar. These ribbons will be issued to each master, officer, or member of the crew of any United States ship who served at any time during the period from September 8, 1939 through December 6, 1941.

The Merchant Marine Defense Bar will be issued by the committee upon voluntary application by seamen furnishing proof of eligibility for the bar.

Merchant Marine Awards are not licensed for sale. Applications

should include, seaman's name, license or identification number, name of ship or ships on which served with dates of service, and permanent mailing address.

Provision has been made to make awards to representatives of deceased persons who are eligible for the awards, at the discretion of the Seamen's Service Awards Committee.

EXISTING BARS

These new awards supplement those previously authorized. Other awards which members of the U. S. Merchant Marine may earn are: Distinguished Service Medal for heroism or distinguished conduct; the Mariner's Medal awarded for wounds or physical injury incurred as a result of enemy action; the Merchant Marine Service Emblem, an identifying insignie; ribbon bars indicating service in the Atlantic War Zone, Mediterranean-Middle East War Zone, Pacific War Zone; and the U. S. Merchant Marine Combat Bar issued for service on a ship which has been attacked or damaged by instrumentality of war. A silver star is attached to the bar if the man is forced to abandon ship.

As of October 3, 1944 the following awards had been made: more than 100 Merchant Marine Distinguished Service Medals of which 18 were awarded posthumously; more than 2500 Mariner's Medals; more than 59,000 Combat Bars; and 102,000 men have received war zone bars.

War Shipping Issues New Rule On "Pilferage"

War Shipping Administration
Washington, 25, D. C.
October 8, 1944

Mr. John Hawk
Secretary-Treasurer
Seafarers International Union
Dear Mr. Hawk:

Your attention is invited to the enclosed copy of Operations Regulation No. 99 which is self explanatory.

Losses of food stuffs and linens detract from the well-being and comfort of the crew. Losses of hand tools and other equipment could well endanger the lives of the crew members and place the vessel and its cargo in jeopardy. Reports have even been received of pilferage of stores and equipment from lifeboats.

Therefore, in order to assure crew members ample food stuffs, linens, and tools, it will be appreciated if you will bring this matter to the attention of the members of your Organization and request their cooperation in reducing this loss to a minimum.

Very truly yours,

HUBERT WYCKOFF,

Assistant Deputy Administrator
for Maritime Labor Relations
Enclosure

Pertaining To Pilferage of Ships' Stores and Supplies on Vessels Owned By Or Bareboat Charters To The WSA

The War Shipping Administration has sustained very heavy losses as a result of pilferage of ships' stores and equipment. Major losses have been from the theft of (a) linen-sheets, towels, and similar equipment, often sold ashore in foreign countries; (b) hand tools and other equipment in the engine department; and (c) foodstuffs. These thefts constitute criminal acts.

Much of the material lost is difficult to replace. In addition to the basic financial losses incurred from such pilferage replacements impose a needless strain on wartime manufacturing facilities.

Primary corrective measures consist of all General Agents impressing upon Masters and Officers their responsibilities in the premises and their accountability for ships' stores and equipment.

Losses of linen may best be reduced by requiring all ships' personnel to return soiled linen before clean linen is issued to them. All such issues should be under the direct supervision of the Chief Steward and should be made at regular, stated intervals.

Losses of hand tools and other equipment in the engine department may be eliminated by greater care on the part of ships' personnel and more systematic methods of issue and check. Such equipment should be segregated in a suitable compartment which should be locked when not attended.

Losses of foodstuffs have resulted chiefly from gross laxity in controlling ships' reefer boxes and food store-rooms. Such compartments should be kept locked and the entry of personnel should be strictly controlled by the Chief Steward and limited to responsible members of his department.

Accordingly, General Agents are hereby directed to take the

following measures in the interest of eliminating pilferage:

(1) Stamp all linens:

PROPERTY
of the
UNITED STATES
Stamp all tools
U. S.

All linens on vessels owned by the WSA shall be stamped in indelible ink, (see specimen stamp attached). Large articles, such as sheets, shall be stamped in the center and at two corners diagonally opposite. Tools aboard such vessels shall be stamped with steel dies, in letters of suitable size. All stamping shall be done as soon as possible upon the next arrival of each ship in the United States. General Agents shall procure the necessary equipment for this purpose. Linens and tools on privately owned vessels may only be stamped with the consent of the owner.

(2) Arrange internal procedures so that cases involving pilferage will be reported to the principal officers of the General Agent, who will be expected to give personal supervision to the program for eliminating pilferage. Such procedures shall include:

(a) Appropriate records, designed to reveal any irregularities or unusual depletion in quantities of stores, supplies, or equipment, and the reasons therefor;

(b) Reports from the appropriate officers of the vessel in explanation of discrepancies;

(c) Thorough investigations, including the employment, where necessary, of investigators in determining the cause of disappearances or unusual consumption of ships' stores, supplies or equipment;

(d) Preparation, with the assistance or under the direction of counsel for the General Agent, of detailed reports for presentation to appropriate prosecuting authorities and the Coast Guard, to be followed by all necessary action in the prosecution of cases of pilferage.

(e) Report all cases of actual or suspected pilferage to the appropriate District Offices of the War Shipping Administration, and in cases developing in foreign countries, report to the appropriate Foreign Office of the War Shipping Administration.

(f) Post, on each vessel, appropriate warning to the personnel of the seriousness of the offense involved in pilferage and of the action which will be taken in connection therewith, which may include report to military authorities and action by court-martial for offenses committed in foreign ports that involve black-market operations.

(3) Furnish the Assistant Deputy Administrator for Ship Operations, War Shipping Administration, Washington, D. C., within 30 days from the issuance of this regulation, a complete statement of the program adopted in this connection, including copies of internal instructions issued in connection therewith. Agents are advised to consult with their own counsel in the preparation of such a program.

(Signed) G. H. HELMBOLD,
Assistant Deputy Administrator
For Ship Operations

Great Lakes Asks Strike

Strike votes will soon be taken on Lakes ships under contract to the SIU! This fact was made clear this week when the shipowners refused the union's demand that "end of the season bonus" be computed upon the basis of total earnings for the season. The strike vote will be

Bulletin!

CLEVELAND, Oct. 17—Walter F. Taag, regional director of the National Labor Relations Board, stated today that the Great Lakes District of the SIU has cancelled its call for a strike vote. The cancellation came after the shipowners agreed to compute the bonus in the same manner as was employed last year.

conducted under the provisions of the Smith-Connally Act. under the provisions of the Smith-Connally Act.

For months the Great Lakes District of the SIU has been battling the shipowners over the bonus rate. The operators are attempting to base the bonus upon the monthly base pay, thus chiseling the seamen out of many earned dollars.

The latest issue of the Great Lakes Seafarer states the issues:

"Our fight with the ship owners over whether the Bonus should be paid on base monthly wages, as they feel it should, or whether it should be paid on seamen's total earnings—which the SIU, Great Lakes District, contends is the proper method has now assumed greater proportions. This argument with the ship owners has been going on for months. In our cases before the War Labor Board early this year the SIU, Great Lakes District opposed any type of continuous service Bonus just as A. F. of L. Seamen's Unions on the Lakes have been doing down through the years. We opposed it on the grounds that it was, first, a Union busting measure, and secondly, that no ship owner has the right to withhold seamen's earnings in order to keep him in his employ."

"However, it turned out that all of our arguments before the War Shipping Panel of the National War Labor Board were in vain.

"After almost 40 years of battling successfully the ship owners demands to impose the rotten and vicious End of the Season Bonus upon our membership, the National War Labor Board shoved that Bonus down our throats. It took a Government Agency to

Lundeberg Attacks Red Tape

(Continued from Page 1)

ship of 50,000 active, bonafide merchant seamen.

1. We agree that at the present time merchant seamen are required to carry an excess of "duplicate" papers, BUT unfortunately it is rather late in the day to change that, particularly at the present time.

In 1937, when the Merchant Marine Act was passed, the merchant seamen on a nation-wide scale were required by the Act to turn in all their former papers, and received in lieu thereof new seamen's papers, and also certificates of identification.

This was done at the request of the United States Steamboat Inspection Service, and must have cost the United States Government millions of dollars.

When the present war started, the United States Coast Guard, who has been put into the picture by a Presidential Order, then required an ADDITIONAL identification card, which was something we could never understand due to the fact that the seamen ALREADY CARRIED ONE, which gave his whole life's history, including finger prints, etc. The identification card required by the U. S. Coast Guard was only a duplicate of this.

In your proposed plan of "simplification" you now propose that this seamen's card, or certificate (which would be issued under your "plan" to take the place of the other two, etc.) would last for a period of five years. This is something we are definitely and absolutely opposed to for the following reasons:

With the experience we have had with the various Bureaus, a man could easily be denied his seamen's papers, after five years, due to the fact that he might not be so physically fit as he was five years prior, and as a result, because of ageing, a bonafide seaman could be denied the right to go to sea.

This plan, moreover, is wide open to discriminatory practices, particularly now when the Coast Guard has started what is called

do the dirty work that the ship owners were unable to do themselves. And then the fun began!

"The ship owners insisted that the Board intended that the Bonus payments be limited to the base monthly sailing wage, while the SIU, Great Lakes District representatives insisted that the Bonus be paid on total earnings of the seamen, as had always been done by those companies without Union contracts who paid the Continuous Service Bonus. The matter was referred back to the National War Labor Board and was, and still is, being kicked around in Washington."

a "screening" process, which "screening process" is without any protection whatsoever in any manner or form for the men who go to sea. Under this Coast Guard "screening" set up, active seamen who apply for seamen's papers must wait for a period of days, while the Coast Guard determines whether he shall be allowed to go to sea, and should the Coast Guard see fit not to allow the man to go to sea, he has no come-back at all, no one, nor anybody, to appeal to. This is certainly not an American system by any stretch of the imagination.

We further state that the Coast Guard should not institute any NEW SYSTEMS pertaining to personnel in the Merchant Marine for the reason that the Coast Guard is only in charge of the U. S. Steamboat Inspection Service of the U. S., and the Shipping Commissioners, as war-time measure, and same shall cease six months after the war. We cannot see why the Coast Guard should inaugurate this system because CONGRESS HAS NOT PASSED A LAW GIVING THE COAST GUARD CONTROL OF SHIPPING COMMISSIONERS OR THE U. S. STEAMBOAT INSPECTION SERVICE, and Congress is the law-making body in the merchant marine field.

We are certainly not willing, and I am speaking for our membership, that the Coast Guard shall take over the normal functions of the Shipping Commissioners and U. S. Steamboat Inspection Service, until and after Congress has had an opportunity to provide checks and balances against such an undertaking.

Under the present system employed by the U. S. Coast Guard, merchant seamen are placed in double jeopardy, because not only are merchant seamen penalized according to maritime law (logging, etc.) but they must suffer additional penalties imposed ashore by the U. S. Coast Guard for the same infraction.

We have today thousands of cases on record and documented for the attention of Congress at the proper time, when men have been logged (their pay taken away from them) according to maritime law—and then the same men, for the same infraction, have been up on charges before the Coast Guard, and some Coast Guard Hearing Officers have had the seamen's papers suspended, in some cases ranging from a week to six months, (i.e., denial of their right to earn a living by going to sea) and in some cases complete revocation.

It has, therefore, become our duty to notify you that we are opposed to this program and should wait until Congress can have an opportunity to determine who will be in charge of the U.S. Maritime personnel, whether it be (1) the United States Coast Guard, (2) the Department of Commerce, or (3) the U. S. Maritime Commission. But, that is something for Congress to determine.

Sincerely yours,
HARRY LUNDEBERG,
President.

ATLANTIC AND GULF SHIPPING FOR

AUG. 26th TO OCT. 2, 1944

	Deck	Engine	Steward	Total
SHIPPED	2581	1842	2286	6709
REGISTERED	2036	2182	1751	5969