

Probation Is No Bar To Upgrading

In a new directive dated January 26, the U. S. Coast Guard has announced that Marine Inspection Offices shall not refuse to accept applications for licenses, raise in grade, or renewal of licenses merely because a man may be on probation. This is a reversal of the previous CG policy which kept many men on the beach and denied them the right to upgrade themselves during this enforced idleness.

The full text of the new directive follows:

1. Heretofore it has been HQ policy to disapprove applications for original merchant marine licenses from persons who are on probation as a result of action under R. S. 4450, as amended, until such time as the period of probation has been satisfactorily completed. HQ has also directed CG personnel concerned with the issuance of licenses not to grant a raise in grade of license to an applicant who is on probation until such time as the probation has been satisfactorily completed. By Marine Inspection Memorandum No. 84, dated 22 January, 1945, a change in policy relative to eligibility of men on probation for merchant marine licenses has been effected.

2. Basically the new policy with respect to the issuance of original, raise in grade, or renewal of licenses is that probation in itself will not make such applicants ineligible. However, any such applicant must file an

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War Labor Board OK's \$207 For Electricians On SIU Seagoing Tugs

The War Shipping Panel of the National War Labor Board approved this week the SIU application for a boost of pay for electricians on V4-M-A1 deep sea tugs. Retroactive to November 27, 1944, all SIU electricians on these boats will receive \$207 per month. This is a trail blazing victory for this type of ship, and will set an industry record.

In a letter to the union this week the Panel Chairman, Paul H. Norgren, said that the vote of the Panel was unanimous. The decision of the Maritime Panel still has to be approved by the full War Labor Board—but this is routine since the Board always approves unanimous decisions of industry panels.

R.R. Dispute Is Won By Seatrain

Seatrain Lines, Inc., SIU contracted line, was upheld by a vote of 8 to 1 in the Supreme Court in its contention that it had a right to the use of railroad cars—as had been previously held by the Interstate Commerce Commission.

In peace time the Seatrain ships carried cars owned by the Pennsylvania Railroad and 15 other carriers, in runs from Hoboken to Havana and back to

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Repulse USS Attempt To "Service" Seamen

An attempt by the United Seamen's Service to seduce seamen into depending upon its charity set-up for existence ashore was repulsed last week by the SIU in the port of Galveston. The USS had set up a system of giving loans to seamen on the beach, but required that the union sign the man's application for the dough. In other words, the USS desired to receive endorsement from the SIU of the principle of charity for seamen.

The Galveston Agent, under instruction from Secretary-Treasurer Hawk, informed the USS that the union would not only refuse to endorse these applications, but was opposed to the entire practice of charity for seamen.

The position of the SIU has always been that the men who go to sea must protect their living standards by militant union ac-

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Baltimore Seamen Get PX Rights

BALTIMORE — Merchant seamen, banned from the Army's post exchange in the Hearst Tower Building by an order posted last month, are now permitted the same limited use of the store accorded to civilian War Department employees here, the 3rd Service Command announced today.

'45 OFFICIALS CHOSEN IN A SPIRITED ELECTION

Resolutions OK'd Overwhelmingly

Two months of balloting ended on January first with a record count being run up in the major ports, and resulting in a turn over in several key posts up and down the coast. All three constitutional amendments and resolutions on the ballot were passed overwhelmingly. Brother John Hawk was returned, with no opposition, to the top post of Secretary-Treasurer of the District. This will be the sixth term for him in that position.

Seamen Are Lauded For Pacific Role

Merchant Marine and Navy gunners aboard American merchant vessels shot down 107 Japanese planes off the Philippines in the ten weeks between the Leyte landing and January 1, the War Shipping Administration announced this week. This is believed to top any comparable achievement by merchant ships in any other war theater.

Much of this shooting was done by merchant seamen who took over when Navy armed guards were short-staffed or had suffered casualties in previous bombings and strafings, a report radioed by Lieutenant John Macauley, USMS, WSA representative in the Southwest Pacific, asserts. The "box score" for the merchant ships under direct attack of the Japs showed an average of three planes downed per vessel, he added.

"The task of Merchant Marine and Navy gunners was made doubly hazardous by the fact that Jap pilots, flying new, faster and more maneuverable Zeros and new, very maneuverable and fast low-level bomber-strafters, were willing to take any risk to send large cargo vessels to the bottom," Lieutenant Macauley continued.

"The Japs recognized and will continue to recognize that our lines of shipping communication, strung out along 900 miles of water within reach of their fighters and bombers, constitute a series of potentially vulnerable targets. An overwhelming percentage of ships plying back and forth along this route, which before the Luzon smash stretched deviously from Morotai to Mindoro, winding in and out of cut-off enemy island bases, are United States merchantmen. Their accurate gunnery has been one of the vital factors keeping this lifeline operating at highest possible efficiency.

"Jap planes probably have taken a higher toll of seamen's lives in the Philippine campaign than

Secretary-Treasurer



JOHN HAWK

Assistant Sec'y-Treas.



LOUIS GOFFIN

in any other during the entire Pacific war. The Army and Navy have cooperated exceedingly well in keeping many Nip planes away from supply convoys by means of carrier-based and land-based aircraft and escort vessels. When enemy planes have broken through this cordon surrounding

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The newly created post of Assistant Secretary - Treasurer will be filled for the coming year by Louis Goffin, also elected without opposition. Brother Goffin has served for the past three years as New York Deck Patrolman.

New Agents were elected for the ports of Baltimore, Norfolk, Savannah, New Orleans, Galveston and Puerto Rico. 1944 Agents were returned for the new year in the ports of Boston, New York, Philadelphia, Jacksonville, Tampa and Mobile.

Following is a complete list of all Atlantic & Gulf District officials for the coming year:

(* denotes incumbent)

SECRETARY-TREASURER
John Hawk*

ASSISTANT SEC'Y-TREAS.
Louis Goffin

BOSTON AGENT
John Mogan*

BOSTON JOINT PATROLMAN
Joseph Lapham*

NEW YORK AGENT
Paul Hall*

NEW YORK DECK PATROLMEN
Joseph Algina
James Sheehan*

NEW YORK ENGINE PATROLMEN
Howell Hanners
Joe Volpian*

NEW YORK STEWARDS PATROLMEN
Claude Fisher*
Fred Hart*

PHILADELPHIA AGENT
Harry Collins*

BALTIMORE AGENT
William McKay

BALTIMORE DECK PAT'LMAN
Rexford Dickey*

BALTIMORE ENGINE PATROLMAN
William Rentz

BALTIMORE STEWARDS PATROLMAN
Charlie Starling

NORFOLK AGENT
Ray White

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SEAFARERS LOG

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SEAFARERS' INTERNATIONAL UNION
OF NORTH AMERICA
Atlantic and Gulf District

Affiliated with the American Federation of Labor

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Repulse USS Attempt To "Service" Seamen

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tion, and not by going—hat in hand—to some shoreside charity. We demand a living wage, and not hand outs.

It was the degeneration of the USS into a semi-charity outfit that prompted the SIU to withdraw from it two years ago.

Following is the letter from the Galveston branch of the USS to Agent Ray Sweeney, followed by Brother Sweeney's letter to Hawk.

January 11, 1945

Mr. R. M. Sweeney, Agent
Seafarers International Union
219—20th Street
Galveston, Texas

Dear Mr. Sweeney:

In reference to our conversation regarding the present national policy of Personal Service, United Seamen's Service, which requires Trade Union representatives and War Shipping interests to send in written recommendations regarding the eligibility of a seaman for a loan. I would like to make clear to you that the agent signing a letter of recommendation is in no way personally or organizationally responsible for the repayment of the loan. I wish to add further, that you may draw up your own letter or recommendation and we will be glad to consider it; or we will be glad to help you draw up such a letter and devise something that will be acceptable both to your organization and to ours.

As I pointed out to you in our conversation today, the failure of an organization to provide such a

letter of recommendation may work hardship on a number of the men. I know you recognize this yourself from the case we discussed today.

Sincerely yours,
(Miss) ROSE LYNN MASSING,
Personal Service Worker

Galveston, Texas
Jan. 12, 1945
Mr. John Hawk, Sec.-Treas.
Seafarers Int. Union of N.A.
51 Beaver Street
New York, N. Y.

Dear Sir and Brother:

As per your instruction by telegram of Dec. 9, 1944, not to attend any meetings officially or sign any slips for loans from the USS, I have carried out these orders as you instructed. On several occasions members have asked me to recommend a loan for them and I quoted your instructions to them and this was the end of it. But yesterday one of our members came in and asked me to sign for a loan and of course I refused as I had done in all other cases.

He went back to the USS and told the woman in charge that I could not recommend loans and she called me and after a lengthy conversation with her on the phone she asked me if I thought it would be OK to let the man have some money and I told her to use her own judgment. She stated that the Union in no way would be held responsible for any loans that any member of this union made and that she would send a letter this morning stating

An "Experienced" Man



—The Call

1945 Election Returns

(Continued from Page 1)

NORFOLK JOINT PATROLMEN
Keith Alsop
Casey Jones

SAVANNAH AGENT
Arthur Thompson

JACKSONVILLE AGENT
Robert Matthews

TAMPA AGENT
D. L. Parker

MOBILE AGENT
Olden Banks (Deceased)

MOBILE JOINT PAT'LMAN
(No candidate)

NEW ORLEANS AGENT
A. "Frenchy" Michelet

NEW ORLEANS
JOINT PATROLMEN
G. A. Masterson
Frank Sullivan

GALVESTON AGENT
Dolar Stone

PUERTO RICO AGENT
Bud Ray

The membership gave the green light to union expansion when it voted overwhelmingly to purchase union halls in Baltimore, Norfolk and Mobile. The resolution to purchase the halls was originally introduced in Norfolk on August 7, 1944, and the Port requested that it be placed on the annual ballot for membership action. Following is the text of the resolution:

RESOLUTION

To Purchase Union Halls in Baltimore, Norfolk and Mobile.

Whereas, The Seafarers International Union of North America,

that we were not responsible for the loans made.

I told her that if she sent a letter here I would send it to headquarters and the membership could take what ever action on it they cared to. So I am sending you the letter she wrote and you can do as you see fit.

RAY W. SWEENEY,
Agent

P.S. You can rest assured that there will be no recommendations signed in Galveston or Houston until we are instructed to do so.

Atlantic and Gulf District was formed in 1938 by the Sailors Union of the Pacific, and,

Whereas, Since 1938, The Seafarers International Union of North America, Atlantic and Gulf District has come from the bottom to the top in working agreements, wages, conditions and financial status, and,

Whereas, The building assessment has been voted on by the membership and carried by a two-thirds vote or more, to purchase buildings for Union halls in ports where needed, and,

Whereas, New York and Tampa were on the ballot, and it was carried to purchase Union halls in these two ports, and,

Whereas, We deem it advisable to purchase Union halls in Baltimore, Maryland; Norfolk, Virginia and Mobile, Alabama where shipyards are turning out many ships that must be manned in the above mentioned three ports, and,

Whereas, Baltimore, Norfolk and Mobile are key ports in peace time, they are more so key ports in war time, then be it,

Resolved, That the members of the Seafarers International Union of North America, Atlantic and Gulf District go on record to purchase Union Halls in Baltimore, Norfolk and Mobile, and be finally,

Resolved, That if this resolution is concurred in by the majority of the membership of the Seafarers International Union of North America, Atlantic and Gulf District, that same be put on a referendum ballot to be voted on at the same time as the voting on election of officials.

MEETING CHANGED

Also passed was the constitutional amendment changing the meetings nights from every Monday to every other Wednesday. Following is Article XXVI, Section 1 of the Constitution as amended:

"Regular weekly meetings shall be held in each branch at 7 o'clock every other Wednesday evening except when ever Wednesday happens to fall on a holiday, in which case the meeting shall be held at 7 P.M. on the following day. All Branch Agents shall keep their respective Branches open on every regular

the BUSINESS END by PAUL HALL

The Seafarers membership expressed its confidence in the Organization by carrying the resolution regarding the purchasing of buildings in several ports from the Building Fund. By carrying this resolution by an overwhelming majority, they have shown that they have confidence in their organization and have taken a positive step towards building for the future.

This is indeed constructive thinking on the membership's part. It is a follow-up of the constructive thinking they originally displayed when they carried the Building Assessment in the latter part of 1944. Our membership is well aware that their union halls are going to be the principal sources of protection in the post-war period when, as we know, things will be very tough for organized seamen. The membership is building a barricade for a future fight against the shipowners and the Washington bureaucrats.

This constructive and militant thinking can be laid to one thing; these men know that they have a fighting union and they are not afraid to invest in it. They know that this fighting union in the post war period will go out with both hands swinging and fight for the seamen's rights as they have always done in the past.

Lots of the old timers too, realize that in time to come it is easily conceivable that the union halls we buy today may be striking seamen's homes tomorrow. Many is the time, while on strike, that seamen have lived within their own union halls and their own property and it has been proven that this is best.

The seamen are a transient people—many of whom have no home, but are continually on the move from port to port and from ocean to ocean.

Their union halls are the only anchor that they have, the only similarity to a home. By purchasing their own union halls in all the ports and, most of all, by having assessed themselves to do this, the Seafarers have shown that not only have they pioneered in the fight for conditions, but also they are pioneering in security for union seamen.

meeting night from 7 P.M. to 7:30 P.M. for the purpose of obtaining a quorum."

The shipping rules were changed to conform with the Constitution, and paragraph 20 of these rules will henceforth read:

"Members should attend any Department meetings that are called. Joint Meetings shall be held every other Wednesday night at 7 P.M. Any member missing a meeting will be taken off the shipping card when he applies for it. When Wednesday falls on a holiday, meetings will be held on Thursday at 7 P.M."

BALTIMORE

Shipping has reached its lowest ebb at this fair haven, since the war started. However, it apparently shall be back at least to normal before this article is printed. The new ships, incidentally proved to be no boon to the seamen, and the turn over on them even exceeds that of Liberties. Some of the men asserted that they even preferred the later. This is no surprise to us however, as we were certain that the WSA would neglect the welfare of the unlicensed personnel, as this seems to be their set policy.

The port of Baltimore hardly ever took occasion to crow about their achievements, and usually our reports were confined to negative matters, as we deemed these more important for our membership's information. We have harped constantly on the undermining tactics of Coast Guard, WSA, and shipowners, and we feel our efforts to rectify this situation has gained some slight tangible benefits for the membership locally, and even perhaps on a nation-wide scale. So our criticism has not been in vain. We feel it high time that we extoll the positive achievements of this port for the past two years. We are sure it would be of keen interest to the membership.

Our most satisfying and successful achievement was that of inaugurating the organization campaign on the Moran Towing Company boats. With the untiring efforts of Brother John Hawk, and the local officials, the contract for this company was signed after about three months from the date this port started the campaign. Our fight to balk the WSA from overcrowding the crews' quarters was also successful, but still not as satisfactory as we would like it, as not more than two men in a room is more in line with our policy.

Marine Memoranda Inspection Circular No. 16 was a direct result of our efforts at the Port of Baltimore. The issue on those phoney Junior Engineers which WSA was so insistent about putting aboard our contracted ves-

WHAT'S DOING

Around the Ports

sels was fought successfully here, as also was our fight to have members get the juniors jobs aboard the Victory Ships. Port holes were nil in all the new type tankers until this port submitted the issue to the WSA for rectification. Since then they have changed this policy and have given all shipbuilding and shipyards orders to install these port holes in every tanker built.

This was a very important issue, as these tankers without the port holes were veritable death traps to the unlicensed crew members in the event of an emergency. Many thousand hours disputed overtime issues, plus numerous routine beefs were settled to the satisfaction of the many ships' crews who paid off at this port, along with hundreds of personal services to the members.

Yes, brothers, we at the Port of Baltimore did all this and more, and can assure our members we shall continue for their interest on all matters pertaining to their welfare.

JOSEPH FLANAGAN,
Agent

BOSTON

A telegram was received from Mobile, sent by Chas. Kimball, stating that Bro. Olden Banks died suddenly from a heart attack. It sure was a shock to us here in Boston and I am sure every person who knew Brother Olden Banks will feel that they have lost a good friend and the SIU has lost a real union brother.

We made every effort to send a floral wreath to Mobile but were told that time would not permit the wreath to get to Mobile before the funeral took place. He will be missed by all who knew him. So Long Olden.

TO ALL STEWARDS:

When making out overtime, be sure to put on top of each sheet the working spread of hours and this will greatly help in getting our members what is due them.

Everything is going along rather smoothly with few beefs. Nothing more to report, so will close with all good wishes.

JOHN MOGAN, Agent

SAVANNAH

Things have been slow at this port for the last couple of weeks and I have a good many men registered at this branch at the present time, but looks as if shipping is going to pick up some around here and I will get some of them shipped out.

Had a West Coast ship in here this week with everything settled aboard ship and she paid off clean, put a few replacements on her. Have a new one scheduled for around the last of this month and another one for around the 6th of February. That is all I have in sight for this port at the present time.

Have been working on some overtime sent in from the different Branches and as soon as it is settled it will be put in the Money Due column of the LOG.

CHARLES WAID, Agent

CHARLESTON

Shipping has been very good the past week with one ship in Charleston in transit and one ship in Wilmington, N. C., paying off after a three months trip.

The SS Eleazar Wheelock paid off in Wilmington with a good crew. The delegates had everything lined up with very little disputed overtime, most of which was straightened out before the payoff.

As usual with the Calmar line

the port agent disputed some overtime after it was OK'd by the Captain. Only about twenty hours left which was sent in to New York. The delegates did a good job on this ship by having a list made up of all crew members with book numbers, rating, etc. Things look very slow for the next week or so.

JAMES L. TUCKER, Agent

NEW YORK

This port was slow on the pay-offs this week with only 22 ships paying off and with 34 signing on. 1241 men were shipped in all departments. 211 of these were trip cards.

The Kidde of the American Liberty Lines (Formerly the Range Line) caused a little trouble this week. She couldn't find a berth so the Master broke watches while awaiting orders. There was overtime that was not clear, so the crew decided not to payoff Friday, but to clear everything before signing off. She paid off Monday with everything settled to the crews satisfaction.

The SS George Washington of the Alcoa Company came out of dry dock Thursday and crewed up with 110 men in unlicensed personnel.

The Melville of the Eastern SS Company paid off from a 14 months trip. There were quite a few beefs but were all settled at payoff. How come some of the men left before collecting their money? Note Money Due list in this issue of the log.

The overtime from the MV Hillsboro Inlet has been set up and can be collected at Moran Office.

Some of the Companies are checking overtime with the patrolmen and ship delegates a day before the payoff and it helps a lot to have all overtime squared away at payoff time. But it is not so hot for the married men as it is hard to convince your wife that you were working until 2:00 A.M. and not at a gin mill.

Frenchy Michelet has taken to the hills this week as the last crew with whom he sailed as steward is expected in this port soon. His motive is self preservation.

Patrolman Louis Goffin and Jimmie Hanners are still bragging about a smart one they pulled Christmas while distributing Christmas packages to the members in hospitals. They strayed into the Syco ward of the Bellevue Hospital and got out with out being detained. Maybe the attendants were in a yule tide mood.

There are a number of the old rank and file members on the beach here now and the Monday night meetings sound like old times and are educational to the new membership.

J. P. SHULER Patrolman

Now that the elections are over, we can go back to normal-

cy and view the future with a far-seeing eye. We know that the battle with the shipowner never ends, and that we must be ever alert. The future for the union looks very bright. We are today strong and united as we never were before and our membership is larger than ever. We have more jobs than in the past, therefore we must see that we continue to gain jobs for all our members. This can only be done through the proper organizing of the various companies that we have no contracts with.

In order to get these jobs it should be the duty of every member when sailing unorganized ships to impress upon the unorganized seamen the advantages a union can give them. It is generally accepted as truth that every union man is a self-appointed organizer. The more companies we have under contract, the more jobs will be had for our members, now and in the post-war period. So with the co-operation of the membership and the officials, we can not fail.

Along the waterfront these last few days were pretty tough for the various pie-cards. The weather has been cold and miserable, but we managed to cover all the ships in port even though we damn near froze. We had over ten Moran tugs paying off here in the last couple of weeks, and right now there isn't a beef pending from any one of them. The last one with beefs was the Hillsboro Inlet, and now she's squared away to the tune of \$2,175.00 which is now payable. In an other section of the LOG are the names and totals due.

We had quite a time convincing most of these Moran skippers what is and what isn't overtime, and we believe now these guys understand the agreement. We will have less trouble with Moran payoffs in the future.

LOUIS GOFFIN,
Patrolman

Contributions For Free Trade Unions

NEW YORK. (LLHR)—A \$2,000 contribution from the Seafarers' International Union and the Sailors Union of the Pacific highlights current support of the AFL's Free Trade Union Fund.

Other internationals responding this week include the Bakery and Confectionery Workers, Building Service Employees, Glass Blowers Association, Laundry Workers, and Brotherhood of Bookbinders.

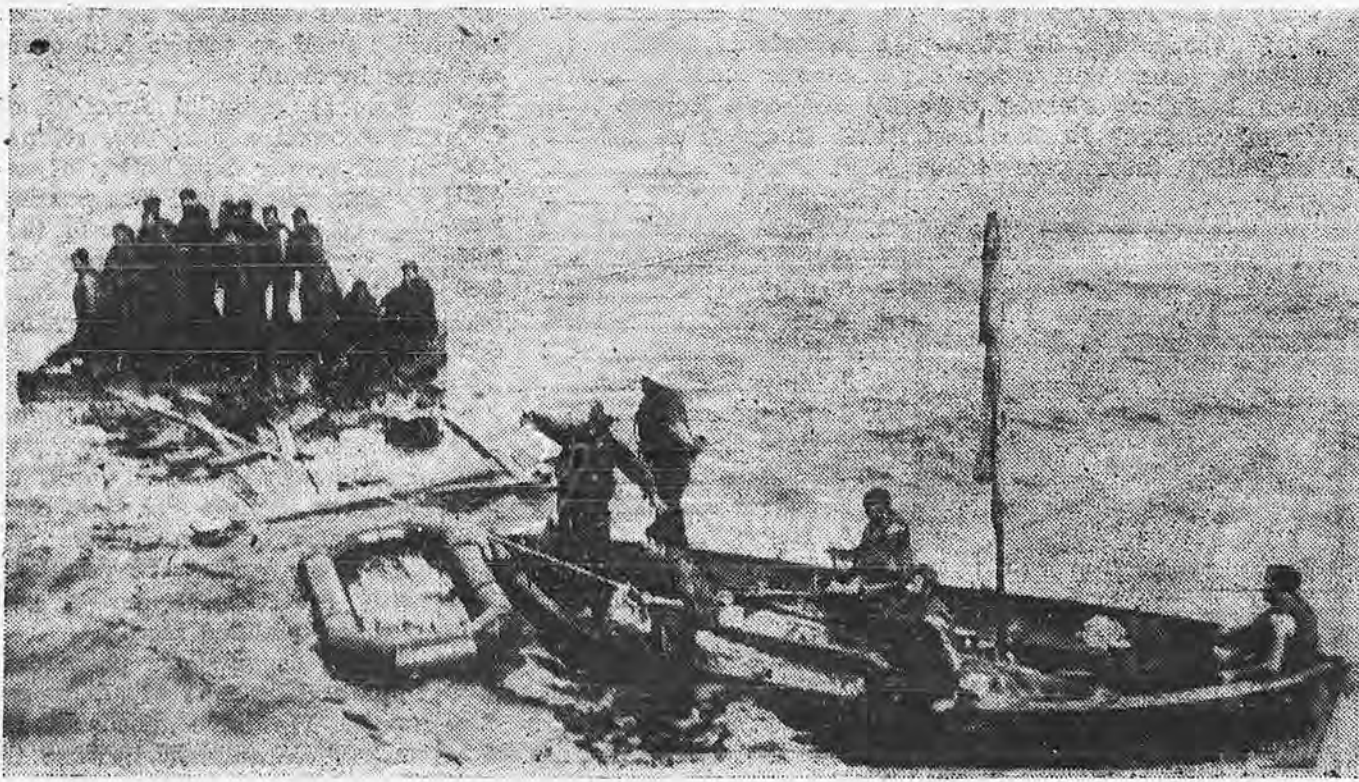
All of these organizations are urging their individual members to give to the Free Trade Union Fund through their own Local Unions.

From Local Unions come indications that these recommendations from international organizations are being followed.

In Albany, N. Y., Electrical Workers Local 724 assessed themselves \$1 each, and in the same city Carpenters' Local 117 took similar action.

Keep In Touch With
Your Draft Board.

SUP Men About To Be Rescued



Here is the SUP crew of the SS John A. Johnson about to be rescued after an encounter with a Japanese sub off the coast of California. These men were machine-gunned after taking to the life boats, and then spent long hours on an overcrowded raft and a lifeboat almost awash. The picture was taken from the Navy Motor yacht Argus just before the seamen were taken aboard.

Merchant Seamen Lauded For Heroism In Pacific

(Continued from Page 1)
moving convoys or cargo vessels at anchor, however, it has been up to merchant ships to defend themselves.

"Merchant ships have been damaged or sunk by the Japs only because Hirohito's pilots have been willing to take many grave risks. Some enemy planes have flown so close to their targets they have crashed on the decks of our ships when they were shot down. This has caused vessel damage and casualties but quick and efficient action on the part of merchant crews in putting out fires as well as in patching holes made by fragmentation bombs has saved ships and kept them sailing.

"When merchant seamen set out on the hazardous run from New Guinea to the Philippines they are very aware of the fate which may await them. Succinctly they say this trip will give them a real opportunity for a crack at the Jap. They appear to ignore the risk to their own lives.

Seatrains Wins

(Continued from Page 1)

Belle Chase, La. The Pennsylvania Line had asked the courts to set aside an ICC order requiring them to permit the use of their cars by Seatrain. Their legal appeal was based upon the fact that Seatrain ships ran outside of the continental waters of the U. S. and therefore the ICC had no authority to force them to give the use of the cars to the ship operator.

The Supreme Court upheld Seatrain on all counts. All of which looks like more SIU jobs in the near future.

Personals

G. L. PRESTON

Pacific District Book No. 59, your book is in the New York Business Agent's office.

FORE 'N AFT

By BUNKER

The last time you went home on the train did you notice the other passengers looking you up and down as though you were some special kind of exhibit at the Bronx Zoo? And did all the pretty girls give you the freezing stare that makes you feel like an ice cake in a rum cola?

Don't worry. You don't have B-O. It's just that you don't have on a fancy uniform. Without a uniform these days everyone figures you're a draft dodger, a 4-F, or a daddy with six kids.

Even the big, shiny merchant marine pin that you wear on your lapel doesn't do much good. The folks think it's a badge that you got for being a very good air raid warden—or for selling war bonds.

Some of the lads who don't like this kind of treatment are going to the naval outfitters and being turned out in right fancy togs. It has got so you can't tell a mess boy from an admiral.

So to avoid confusion we suggest these insignias on all high-pressure hats:

For ordinaries: sougee bucket and broom.

For wipers: crossed mop handles

For messboys: catsup bottle or scrambled macaroni.

For oilers: crossed oil cans or stillson.

For ABs: running bowline and fid, or slush bucket with boss's chair.

Any other suggestions?

MORE LIBERTIES . . .

We thought they had quit building Liberties, but the Maritime Commission announces that 51 were delivered in October.

By August of 1944 some 2260 Liberty ships had been launched. Very few of these ships, however, are left to be built. Most contracts now are for C-2s, Victories, coastal freighters, combat transports, and fast tankers.

Of the 32 American merchant ships blown up and used to form the breakwater on the Normandy beach head, seven were Liberties.

And if statistics mean anything to you, here are some impressive figures about the Liberty ship. She uses 234,917 feet of electric welding; 8,017 feet of wire rope, and 16,922 feet of manila rigging; and nearly six miles of piping, besides 2,698 gallons of paint.

Money Due

SS HERMAN MELVILLE

Wm. Dyrkowski, FWT, 19 hrs;
Sverre Simonsen, Bos'n, \$606.45;
L. Michalec, 17 hrs; J. Donald Chisholm, 4 hrs; Wilbur McKenzie, 1 hr; Eric Peterson, 7 hrs;
Francis Farreau, 8 hrs; Lawrence Moore, 1 hr; Russell St. Arnold, 8 hrs; Daniel Sprague, 1 hr. Collect at Eastern SS Co. office.

SS FREDERICK E. IVES

The following men can collect their disputed overtime: Albert Boone, 59 hrs; Horace G. Dodd, 49 hrs; Curtis Hurst, 41 hrs; George Jordan, 9 hrs. Collect at the Overlakes Freighting Corp. office.

SS JOHN HAY

William Sawyer, 143 hrs; Joseph Thomas, 143 hrs; Childs, 47 hrs; H. Lewis, 47 hrs; E. Siegle, 49 hrs. Collect at Bull Line office.

Probation Is No Bar To Upgrading

(Continued from Page 1)

application for license in the usual manner and the offense for which they were placed on probation will be considered on the merits of the case in determining their fitness to hold the license applied for. The policy is effective immediately and is applicable with respect to all merchant marine personnel now serving under an order of probation.

3. Applications from men who have been notified by HQ that they are not eligible for a license because they are on probation will be reconsidered and in all cases the applicants and the forwarding offices will be notified of HQ decision. Marine Inspection Offices shall not refuse to accept applications for merchant marine licenses solely on the basis that the applicant is on probation resulting from a hearing under R. S. 4450.

4. Detailed instructions regarding changes in existing regulations are set forth, for the use of all CG offices which issue licenses, by Marine Inspection Memorandum No. 84.

CHAS. A. PARK

Editor's Mail

January 24, 1945

Seafarers Log:

The *Seafarers Log* continues to come to my desk. In the issue of Friday, January 5, there is a most amazing story of the experiences of Harold Lee when the ship on which he was sailing was torpedoed. Can you tell me just how much, if any, of this story has been embroidered by the reporter? It seems almost impossible for a man to go through such an experience and live to tell about it. I know that Union men have had plenty of harrowing experiences both before the war and during the war, but this one tops anything I have ever heard about except in fiction.

Sincerely yours,
E. M. MORGAN,
Law School of
Harvard University,
Cambridge, 38, Mass.

(Editor's note: The story of Brother Lee's experiences were not "embroidered" in the least. If anything, they were toned down.)



By "FRENCHY" MICHELET

Because of illness we were unable to write our column for last week's *LOG*. We are scribbling this one from a cabin in the Adirondacks. We have come here for a rest and plan to remain for two weeks. The sawbones has ordered us to get out into the fresh air so we've taken to skiing. Our skiing is like Shuler's cooking, it's not so hot. There's this difference, however — there is a chance that we may eventually learn to ski!

We've listened to so many problems in the last few months that we're beginning to develop a Mr. Anthony complex (without the heavy sugar, of course).

Talking to all these cooks and stewards has given us a clearer picture of the whole steward department problem. Something simply must be done to clear up this chaotic situation. Our "Hints to Cooks and Stewards" is nearing completion. We expect it to assist the inexperienced men in laying out the work for all types

of vessels and to help in the planning and serving of meals. But something more is needed.

We need a concerted policy on the part of our officials in settling disputes. The membership complains that they collect beefs in one port only to lose the same beef in another. This condition is not the fault of the officials involved. True, one official may be a shrewder and a harder working fellow than another and consequently collect more disputed dough. But the real root of the trouble lies in the fact that on many questions the union has no set policy at all.

We need a policy of forcing disputed points to port committees for final decisions. These decisions should then be set up in mimeograph form and distributed to the several ports. A concerted policy would then ensue that would prove highly beneficial to all concerned.

Some of the operators have refused to pay overtime when a sick man is fed in his bunk. A sick man is definitely the responsibility of the company. If a man is put ashore sick they damn sure take care of him. We feel sure that if the couple of chiseling operators who refuse to pay this good beef are nailed with a port committee the union will win hands down.

Another common beef with two of the real chiseling outfits is the half-hour for lighting the fire on coal-burning ranges. The operators claim that on scows carrying Night Cooks and Bakers, the fire can be banked. Just try banking the fire without dumping the basket and see how long your range will cook! The fire must be remade when the stove is not being used so there's still overtime involved.

Another essential function of this committee is to issue rulings on the proper distribution of extra meal money and like puzzles. This body should also see that the various ships are properly manned. The value of a hard working committee of this nature was forcibly demonstrated in the manning of our first C-4. The operators wanted to man the vessel with 47 men in the steward department. By hard work, an aggressive attitude and plain common sense, the committee was able to prove that the vessel actually required 50 men—a gain of three qualified men.

This suggested procedure holds equally true of all departments. We have discussed the steward department because the welfare of all departments is inextricably bound up with and centers around the all-important issue aboard ship—food.

Honor Roll

M. V. Sankety Head	\$92.00
SS T. W. Hyde	\$46.00
Crew of Chas. Nordhoff	33.00
SS J. K. Jones	24.00
SS Wm. Johnson	18.00
SS Edwin Moore	15.00
R. Chioni	15.00
J. Williams	14.00
H. Dihnoster	13.00
John Morris	5.00
Sam Foster	5.00
Francis Pashang	5.00
W. Roux	5.00
H. Hollman	5.00
J. Veentra	5.00
H. Rath	5.00
C. Roberts	5.00
A. Jensen	5.00
SS Benjamin Bourne	4.00
R. J. Congdon	4.00
R. E. Porter	4.00
McLoughlan	4.00
O. Oswald	3.00
B. Hilliard	3.00
P. Tansky	3.00
S. Karn	3.00
J. Palmer	3.00
R. J. Yatty	3.00
O. J. Rupps	2.00
E. F. Ford	2.00
W. H. Moore	2.00
F. Bruggner	2.00
J. A. Reilly	2.00
A. Colburn	2.00
F. E. Benson	2.00
W. A. Munday	2.00
W. A. McLaughlin	2.00
J. Vasley	2.00
J. McCoy	2.00
E. Stankovich	2.00
F. D. Coker	1.00
W. Sidman	1.00
J. Hassey	1.00
J. Perez	1.00