

SEAFARERS LOG



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

Vol. VII.

NEW YORK, N. Y., FRIDAY, OCTOBER 12, 1945

No. 41

SIU Protests WSA's Illegal Power Grab

Steel Owner Says Operators Raise Pay Only When Forced

WASHINGTON—Startled pro-labor observers imagined the millenium had arrived when Patrick W. McDonough, millionaire owner of the McDonough Steel Co. of Oakland, California, told a Senate labor sub-committee that "employers never raise wages unless they're forced to" and recommended that the 65-cent minimum wage bill become law.

The surprised committee was rocked when it heard the industrialist tell them that:

1. Profits rise when wages are increased.
2. "Higher wages cause better production."
3. "65 cents is a pittance, I don't care where it is. It's really not American to pay 65 cents an hour."
4. "Never in my 42 years as a working man and employer have I ever seen an increase in wages freely granted."
5. "Raising the minimum wage to 65 cents an hour is not going to affect prices one iota."
6. His firm had made a profit of at least one million dollars a year during the war, and that it was "too much."
7. He had raised wages for the same reason that anybody had... 'because I was forced to.'

PAID HIGHER WAGES

McDonough has run his own business for 22 years, and before that for 20 years was an apprentice boilermaker, foreman and superintendent of various steel plants. During the war, he reduced the price of invasion boats from over \$25,000 to less than \$12,000. This was the lowest price in the country, though he paid higher wages than the other plants.

McDonough was among the many witnesses, including labor officials and ordinary workers, who appeared before the committee to urge the enactment of the minimum wage bill which would, over a two year period, step up minimum wage payments to 75 cents an hour.

Presenting a convincing case in support of the proposal, A. F. Hinrichs, acting director of the Bureau of Labor Statistics of the Department of Labor, said that a 65 cent wage would hardly provide bare subsistence at present prices; and that most families would "go into a hole" if forced

to live on that. He pointed out that an income of \$1,950 a year clear of taxes was needed by the ordinary city family to break even on a maintenance budget (confined to bare necessities and with no luxuries or savings possible), and that a wage of \$1 an hour would be required to meet such a yearly income.

AFL President William Green elaborated on Hinrichs' figures to show how little could be purchased at the 65-cent rate and that a worker could only buy about three-quarters of the food deemed necessary for a minimum adequate diet by the Department of Agriculture.

Also supporting the bill was L. Metcalfe Walling, administrator of the Fair Labor Standards Act, who emphasized the importance of the new bill which would bring under the fair wage law some 320,000 seamen and upward of a million and a quarter agricultural handling and processing occupations.

Commies Hope For Political Gain As They 'Support' Longshoremen

Behind the longshoremen's struggle, between those who advocate strike action and those who don't, lies a typically brazen attempt by communist-run and communist-dominated organizations to make political capital out of the ILA differences, regardless of the right or wrong of the situation and equally regardless of the eventual outcome in wages and conditions.

Supporting the rank and filers, "like a rope supports a hanging man," is the communist **Daily Worker** which observes "the heartening sign of growing maritime solidarity" and commends the "support" being given to the striking longshoremen by local officials of the Marine Firemen, Oilers and Watertenders; Marine Cooks and Stewards; and the NMU. Representatives of these three unions reportedly distributed leaflets announcing their unity with the longshoremen.

Just what kind of support do they mean? What kind of support are they giving? And just what lies, insidiously hidden, in back of their new found expres-

New General Order 53 Affecting Cooks And Stewards Scored In Union Resolution

A resolution calling for the membership of the SIU to oppose General Order No. 53 issued by War Shipping Administrator Admr. Emory S. Land was submitted to meetings in the Atlantic and Gulf District, on a coastwise basis this week. The General Order calls for members of the stewards' department sailing on WSA ships as second cook and baker or above that rating to take out "competence cards" with the

This Is "Support"!

While the NMU was assuring the striking longshoremen of their "support," their contracted ships were sailing despite the longshore beef. The following are just some of their ships that left the port of New York recently:

Henry S. Grove
William H. Kendrick's.
Donald S. Wright
Barbara Fritchie
Samuel Aitkins
Arthur Riggs
Bernard N. Baker
Benjamin H. Hill
William Terry Howell
James Barbour

WSA after examination, on or before January 1, 1946. These "competence cards" would be in addition to the certificates of efficiency that seamen of all ratings now carry and are an attempt by the WSA to become a permanent body.

The General Order requires such men who fail in the WSA's proposed examination to go back to the WSA's training schools, even though they had been going to sea for a number of years and are presently functioning in their respective capacities in the stewards department. The order could be used by the WSA to spread its control to other departments.

Pursuant to instructions from the membership, John Hawk, Secretary-Treasurer of the Atlantic and Gulf District protested General Order No. 53 in a

letter to the War Shipping Administrator. His letter, and the letter from the Coast Guard, and the text of General Order No. 53, as well as the resolution follow:

Letter To SIU From Coast Guard

Dear Mr. Hawk:

There has been submitted to the United States Coast Guard the enclosed General Order No. 53 of the War Shipping Administration. The effect of the WSA General Order is that after January 1, 1946, no person in the stewards' department in the rating of second cook and baker or higher shall be employed on any vessel owned or bareboat chartered by the War Shipping Administration unless he holds a WSA Competence Card from that Administration or has been examined by that Administration and has been found qualified to receive training, but has not been given an opportunity to receive training because of manning conditions. All persons to whom the Order applies will be given examinations by the War Shipping Administration to prove that they are competent to meet the standards set by that Administration for such persons. Persons who pass such examination will receive the aforementioned Competence Cards. Those who do not pass the examination, but who show that they are qualified to receive training, will be issued Competence Cards after successfully completing the training.

The War Shipping Administration has requested the Coast Guard, pursuant to the President's Executive Order No. 9054, as amended, to take steps through the Shipping Commissioners to insure that after January 1, 1946, no person covered by WSA General Order No. 53 (that is, no person in the stewards' department of the rating of second cook and baker or above) shall be signed on any vessel owned or bareboat chartered by the War Shipping Administration unless he presents to the Shipping Com-

per for, despite their cries of "solidarity," not a single ship manned by their members has failed to sail. Not a single ship has been tied up to support the striking longshoremen.

The interests of these phony "supporters" lie, not in the working conditions or wages of the ILA membership and certainly not in the merits of the internal ILA pro and con argument, but in using the situation to rule or ruin as has always been their method of operation.

The stakes for them in the game are that they would swing the longshoremen over to their West Coast comrade-fink, Harry Bridges and his ILWU-CIO. As far as the communists are concerned, the rank and file members would be just as many pawns, to be used as long as they are useful and thrown to the wolves after they've outlived their usefulness to the commie line.

SCABBED ON SEAMEN

Only too well known among maritime workers are the finky actions of these self-styled "supporters" during past waterfront struggles. It was the NMU that branded striking seamen as "Hitler agents, fascists and enemies of America" back in the days that preceded Pearl Harbor. That was, of course, after Hitler broke the Soviet-Nazi pact. It was they who, during the SIU-SUP spear-headed War Bonus fight, manned ships and scabbed on the seamen, terming the strike a phony beef. It was Harry Bridges who crashed the picket lines and offered his ILWU-CIO men to the operators.

Even now their expressions of "support" are mere scraps of pa-

(Continued on Page 3)

(Continued on Page 4)

SEAFARERS LOG

Published Weekly by the
**SEAFARERS INTERNATIONAL UNION
 OF NORTH AMERICA**
 Atlantic and Gulf District

Affiliated with the American Federation of Labor
 At 51 Beaver Street, New York 4, N. Y.
 HAnover 2-2784



HARRY LUNDEBERG - - - - - President
 105 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.

Entered as second class matter June 15, 1945, at the Post Office
 in New York, N. Y., under the Act of August 24, 1912.



The Ship Disposal Bill

There's a noisy beating of gums these days in the Nation's capitol concerning the seventeen billion dollar ship disposal bill. Administration leaders are pulling for their sale without restrictions; lawmakers, shipowners, Maritime Commission and others demanding various restrictive measures be incorporated "to protect the U. S. merchant marine."

Although these "protectors" speak so piously none of them, as far as can be determined, has raised the real issues and, for that reason, none has found the proper solution. The whole question is being discussed on the basis of eliminating or curtailing foreign competition to the advantage of the U. S. operators.

Certainly no one will argue against protecting our country's legitimate share of world trade, but almost everyone has his own pet idea about how to do it or what that share should be. Most of us, except the arch-nationalist, will agree that we cannot live in a land of plenty while the rest of the world goes without the goods vital to its existence. This means that, in our own interests, foreigners must be able to trade in world markets and must have the ships to do so. The obvious fact is that U. S. tonnage will be sold to them, and other U. S. tonnage will be operated by Americans under foreign flags.

Unfair competition is not only dangerous to the shipowner and the manufacturer, but is even more dangerous to the seamen and the factory workers. Unfair competition will tear down standards of living, regardless of the unions' bargaining strength.

It's this unfair competition that is causing the alarm in Washington, and they're doing the only thing they know about eliminating it. Instead of forcing the foreign operators into a position of matching our costs, dollar for dollar, they try by ersatz methods to offset the other's advantage.

Can Britain, Holland, Norway or any other country use cheaper coal than we? Of course, not. Can they sail in cheaper water or use bargain-rate trade routes? Of course, not.

The only saving they can make is in the cost of labor and the cost of the workers' feeding and safety. Therein lies the answer to the Washington legislators. If they can agree to a law which provides that foreign shipowners, or Americans operating under a foreign flag, must meet American seamen's working conditions, pay, safety and other standards, they will find the real answer to their problem.

U. S. manufacturers and shipowners hate to admit it, but the undeniable facts are that better wages and working conditions have actually increased efficiency and productivity which more than offset the additional money paid out. It is this American production know-how that will successfully compete with any foreign operators.

The stake which we have in this ship sale bill is, besides the moral question of aiding seamen of other countries to

FOR YOUR FUTURE



LABOR ABROAD

Belgium Dockworkers Want Better Conditions

The Belgium Transport Workers' Union, listing the grievances of the Antwerp dockers, has filed a request for immediate improvement of working conditions. The union is demanding the abolition of hiring for half shifts, which is being applied to the disadvantage of the dockers; hiring of gangs for finishing off cargoes, which will prevent arbitrary changing of personnel; improvements in methods of hiring and the forming of gangs; and the introduction of the Saturday half-holiday. (ITF)

Dockers in Eight British Ports Strike

The entire Mersey River dock system was shut down when the last of the port's 15,000 dockers joined the eight day old strike. The striking longshoremen jeered

demands that they return to work and approximately two-thirds voted down the proposal.

The Hull sympathy strike increased to four thousand men and the strike spread to include eight ports.

Pensions For Injured Danish Seamen

Pensions for Danish seamen and fishermen who, while serving during the German occupation of Denmark aboard ships in Allied service, sustained injuries which wholly or partially incapacitated them, are provided for in a Bill which has just passed in Denmark. The new law amends the Seamen's War Injuries Law of 1940.

The Bill provides that the nationality of the ship does not matter, the only condition being that claimants must not have shown anti-Danish feelings. (ITF)

better their conditions, the very practical problem of increasing our own wage structures and working conditions. Unless we make sure that Seaman Johnny Bull, Seaman Haaken Olsen, and Seaman Hans Vanderveldt get wages and conditions equal to our own, we'll soon find that ships manned by them will sail while ours gather barnacles.

The end result is that wages of seamen will be equal one way or the other. Either we bring theirs up to ours or they, through no fault of their own, will tear ours down to their levels.

GET HEP; GET THE LOG

The Seafarers Log is your Union paper. Every member has the right to have it mailed to his house, where he and his family can read it at their leisure.

If you haven't already done so, send your name and home address to the Log office, 51 Beaver Street, New York City, and have yourself added to the mailing list.

Mexican Workers Return From U. S.

It was announced last week that 67,000 Mexican workers will return from the United States when their work contracts come to an end in November. All of these men, most of the railroad workers, were employed in the U. S. under agreement reached between U. S. and Mexican governments providing for a pre-arranged number of Mexican workers being taken to the U. S. in order to alleviate the manpower shortage.

Mexican Stevedores Stage Protest Strike

A three hour protest strike of stevedores paralyzed all Mexican ports in both Atlantic and Pacific coasts last August 31st. The strike was called by the dockers and stevedores union as a demonstration against a recent Mexican Supreme Court decision which, in the opinion of the dockworkers, deprived them of the right to conclude contracts with employers and of the benefits of labor legislation in general. (ITF)



By PAUL HALL

The War Shipping Administration has recently announced their plans for the recertification and examination of members of the stewards department. This in spite of the fact that this union and other unions have opposed it since this idea was first suggested. Quite naturally, the SIU does not intend to endorse this program of WSA's Mr. O'Connell in any manner. Quite the contrary, in the event that the WSA insists on putting this program into effect, this union will take whatever action necessary to stop it, whether it is economic action or through simply boycotting the school.

The point is that, regardless of what effort it takes to beat them, this union realizes that it is to our benefit and protection to do so. In the event we do not beat these people, it would mean that every man in the stewards department would have to go back to some bunch of phony examiners and go through a lot of lost motion and then be recertificated after a period of time.

It doesn't require much of a mastermind to figure out why these people want to put this program into effect—it is simply because they want to protect their jobs and keep leaching off the taxpayers' dough. We will make it our business to see that they don't get this opportunity.

OUR OWN TRAINING PROGRAM

Speaking of this program of the WSA brings us to a point which has long proved a weak spot for this union. That is the lack of an upgrading system within this Organization, used for the benefit of our members. The same thing, in other words, that the SUP has had on the west coast during this entire war period. The SUP has a training ship which is union controlled and which has supplied a great number of the new men coming into the industry on the west coast as well as upgrading members.

This is much the same thing as should be done on this coast, especially in view of the fact that the WSA is going to insist on prolonging their life within the upgrading division. Some two years ago, SIU officials in Baltimore sponsored an upgrading system in that port for the benefit of SIU members. This program, which did not cost the SIU one cent, managed to give 500 SIU members higher ratings. This proved very beneficial to the union in not having to call any fink hall for men; and in addition it allowed a large number of our members to increase their earning power.

There is no reason why this Organization should not have its own training system and have it administered by the union. As was pointed out before it would result, first, of an end of the so-called "necessity" of the continuance of the fink hall upgrading program, and, secondly, it would make our organization independent of any fink hall for any qualified ratings.

For instance, it would be a simple matter to obtain a warehouse or loft of some sort within the same area that the hall in New York is now located and to stock it with the necessary gear to upgrade our members. The lack of a union upgrading system has been a weak point in the SIU program, it is not too late to correct this measure. It is up to the membership to decide what action should be taken on this.

That's why it will be a good idea at future meetings, both aboard ship and at union halls, to put this as a point on the agenda for discussion and action. There is no reason why we should have to go outside of our own union halls for any rated men, especially so now since the shipowners and Government are trying up lots of scows.

Let's discuss this problem among ourselves and come out of it with some policy regarding the absolute necessity for answering this problem. Any action taken on this matter by ships crews should be sent in for membership action.

THOSE SHIPBOARD MEETINGS

Minutes from various ships' meetings are being sent and brought in in larger numbers than ever before. However, it appears that not every ship holds these meetings. Every man should make it his business, to see to it that a meeting is called as soon as possible and ship's delegates elected. This should be done, not after the ship has started her voyage, but immediately upon boarding the ship, so as to guarantee representation for all the crew in whatever shipboard beefs may take place before the vessel starts her trip. After the trip has started, meetings should be held regularly. These meetings should deal, of course, with all problems of the union in addition to the problems of that particular crew on board that particular ship.

Probably one of the most important points on the agenda for a shipboard meeting should be the education of the younger members. An educational discussion should be held for these men's benefit and the policy of the union explained, as well as pointers given to show these men the value of unionism the SIU way. Each member must feel he is part of the union, and that the union works through him. Send copies of each meeting held to Headquarters Office so that the membership as a whole can act on each crew's suggestions, recommendations and actions.

HOLD THAT MEETING—ELECT THOSE DELEGATES!

Attention Members!

When paying dues, assessments, fines, donations or any monies to the union, make sure that you pay it to an authorized representative and that you get an official receipt. No matter how much or how little you pay, follow this procedure for your own protection.

How To Divide The Work In Stewards Department

By J. P. SHULER

NEW YORK—Due to the long-shoremen slow-up, shipping in the Port of New York dropped off in the past week; there were a number of payoffs but few

sign ons. There are a number of vessels in port that should start crewing and signing on, and we expect shipping to pick up again. However, there are always jobs on the board when the hall closes at night.

The War Shipping Administration has created another beef between the operators and the Seafarers International Union by sending out a directive on the stewards department complement. These directives are drawn up by some landlubber who has no conception of the work performed by the stewards department on board a vessel and the manning scales are gauged by a pre-war scale.

EIGHT MEN NEEDED

On the Hog Islands and other old-type jobs, there were seven men carried in the stewards department before the war. Now, the WSA states in its directive that seven men are sufficient complement for stewards departments on board a Liberty ship not carrying troops. They probably never took into consideration the fact that there is a lot more deck space assigned to the stewards department, which must be taken care of on Liberties and Victories, than there is on the old-type ships. This dispute has caused quite a bit of disruption in the shipping schedule in this and other ports. The Union is holding out for eight men on Liberty ships that carry less than 40 in the crew.

A GOOD PLAN

With this new manning scale of seven men on the old-type ships, some stewards department have had difficulty in arranging their work. A good plan to follow in laying out the work for a seven man stewards department on board these ships is the Chief Cook and Second Cook in the galley, one Messman and one Utility Man to serve the officers, and two Messmen or one Messmen and one Utility Man to serve the crew.

The licensed officers of the deck department should have their quarters taken care of by the two men assigned to serve the unlicensed personnel. On the Liberty ships carrying eight men, the two men assigned to serve the followed except that the eighth man should be signed on as a utility and be used in helping the Cooks in the galley and also taking care of passageways, etc.

CHEF'S JOB

A good suggestion for Stewards sailing on Victories and Liberties that carry troops is to assign the galley and the pantry to the Chef. He should be accountable to the Steward for the management of this part of the Stewards Dept., and the Steward should not interfere with the way it is run as long as it is satisfactory.

If there are any changes to be made, he should take it up with the Chef and let him make the changes. The Second Steward should be in charge of all the room service, mess rooms, etc. He should have the same authority as does the Chef over the galley affairs. If worked in this manner, it will keep down the

(Continued on Page 5)

Can't Wait For Discharge



Not waiting for his actual discharge from the Navy, Joseph A. Barone, AB, has again picked up his SIU book so that he can sail as a Union seaman. He will be discharged Oct. 23.

Joe came out of the United States Navy in 1938, retired on sixteen years' service and wishing to go to sea, promptly joined the Seafarers International Union. He sailed then steadily until June, 1940, when the Navy again called him back to the service.

He retired his book to serve during the war in his old rating as a Chief Boatswain's Mate. Brother Barone served in Pearl Harbor and was active at the ship-repair base, as well as aboard the USS Laramie, a tanker.

"I'd rather be sailing on merchant ships," Brother Barone says. "There's more freedom and the seamen are more united as Union men. Besides we have the best conditions in the world and we hope to better them."

Commies Play For Longshoremen

(Continued from Page 1)

Nothing would please the comrats more than to see Bridges gang move in on the Port of New York and enslave the very men with whom they now "co-operate in solidarity." Let there be no doubt that Bridges, Curran, Kaufman, Harris, and company don't tolerate rank and file moves of any kind. The record of all communist-dominated unions speaks out clearly on this point.

Despite efforts to prove otherwise, the facts are that Bridges stood in line, hat in hand, pleading before the War Labor Board for wages and conditions which the ILA already had. At that, he ended up with and still has lower wages than the ILA.

In sharp contrast to the phony "supporters" of the strike, the Seafarers International Union, 60,000 strong with a record of militancy on the waterfront second to none, notified all ILA lo-

cal that the SIU would give any assistance necessary to win the beef. All ILA locals thanked us for the offer, stating that they would call the SIU in, if they needed us.

Our pledge of real support was given with the full understanding that the SIU, besides refusing to sail the ships, would place financial resources at the longshoremen's disposal. The SIU needs no placards or handbills to announce its readiness to help in any and all legitimate beefs. Its reputation among maritime workers is too well known.

It is not the purpose of the Seafarers International Union to inject itself into the internal affairs of any organization. The ILA membership runs its affairs and we run ours.

It is, however, extremely important to the SIU that Bridges and his cohorts be kept off the East Coast.

Bureaucrats Grab For Soft Postwar Jobs

Coast Guard Letter To Seafarers Hawk Blasts 'New Order' In SIU Answer

(Continued from Page 1)

missioner (1) the aforementioned WSA Competence Card, or (2) a statement from the War Shipping Administration that he has been examined but has not had an opportunity to receive training, or (3) a waiver from the War Shipping Administration furnished in accordance with established procedures.

Under the President's Executive Order No. 9054, as amended, the War Shipping Administration is authorized to issue such directives concerning shipping operations as it may deem necessary and may exercise its powers and authority through such Government agencies as it may determine. Such being the case, the Coast Guard must comply with the request of the War Shipping Administration. However, it is the policy of the Coast Guard, as you know, to advise interested

parties of contemplated action that may affect them. That is the purpose of this letter.

Your acknowledgment of this letter is requested and any comments that you care to make of the proposed action requested of the Coast Guard will be welcome. Comments with respect to General Order No. 53 itself should, of course, be directed to the War Shipping Administration. Inasmuch as it will be necessary for the Coast Guard to take various steps to set up machinery for complying with the request of the War Shipping Administration, the Coast Guard would appreciate receiving your acknowledgment and comments as soon as possible.

Very truly yours,

L. T. CHALKER

Rear Admiral, USCG
Acting Commandant

Dear Sir:

Seafarers International Union of North America, Atlantic and Gulf District has received a copy of the War Shipping Administrator's General Order No. 53 entitled "Qualifications for Stewards' Department."

This General Order No. 53 includes all stewards' department personnel who hold certificates of efficiency in the rating of second cook and baker or higher and requires these men to pass an examination and obtain "competence cards" on or before January 1, 1946, as a prerequisite for employment on any vessel owned by or bareboat chartered to the War Shipping Administration which constitutes practically all American shipping.

The Administrator purports to act under Executive Orders 9054 and 9244 and Directive XVIII of

the War Manpower Commission (which directive is no longer law since revoked June 13, 1945 and accordingly is no longer authority for any action).

Executive Order 9054 is a war measure and any action taken under it expires with the cessation of hostilities.

The proposed measure is not necessary for the furtherance of the war effort and is consequently outside of the scope of the purpose of the Executive Order, and illegal and unconstitutional.

Congress has set forth the requirements to be met by seamen in the Merchant Seamen's Act (Title No. 46, Section 672 (g)).

Congress alone is the only body empowered to take the drastic action and the Administrator should not be permitted to usurp the power given exclusively to Congress by the Constitution of the United States.

WSA PLEDGE TO SIU

The Administrator's General Order No. 53 in effect is a statement that the safe operation of vessels requires not only the regulation of the seamen but the regulation of cooks and stewards. If this is so it follows that the law of the United States requiring the application of an 8 hour day for seamen in the deck and engine departments should be applied to cooks and stewards, and that a vessel should not be permitted to sail unless it has a set number of cooks and stewards on the ship in the ship's complement.

Furthermore the War Shipping Administration has entered into an agreement termed "Statement of Policy with the Seafarers International Union pledging itself not to interfere with the Union's conditions for employment of its members under its contracts with WSA General Agents."

The Administrator's General Order No. 53 is an attempt to perpetuate supervision by a body created only to help meet war conditions which should now look towards liquidation rather than perpetuation.

The War Shipping Administrator's General Order No. 53 also admits that there has been a tremendous waste of taxpayer and

Government money as many of the very men trained by the War Shipping Administration were recommended to the Bureau of Marine Inspection and Navigation now under Coast Guard supervision as being fully qualified for the endorsement of second cook and baker or cook etc. and who are now actually sailing in those capacities and thus these men would be required to again take another examination before being allowed to sail on WSA ships and if the examination was not passed they would then be required to go back to the very school they graduated from and start over again. The War Shipping Administration should not be permitted to continue this waste at the taxpayers' expense.

Experienced men who have sailed in this war and during the last war and have had thirty years experience or more would have to become school boys by force of the War Shipping Administrator's General Order No. 53.

UNWARRANTED INSULTS

The War Shipping Administrator could under this usurpation take a similar step and require the examination to be taken by ratings in the deck and engine departments and thus attempt to set aside the Act of Congress now embodied in the Merchant Seamen's Act.

It cannot be overlooked that such unwarranted insults to the very men who were so highly commended by the President, leaders of the armed forces, as well as yourself will result in War Shipping Administration ships being left at the docks unmanned, even though those ships are still necessary to bring our troops home and to feed those yet abroad.

The Seafarers International Union has gone on record as opposing this action and demands that General Order No. 53 be immediately rescinded. Enclosed is a copy of a resolution duly passed by this organization on a coastwise basis.

Very truly yours,

John Hawk,

Secretary-Treasurer,

Seafarers International Union

Seafarers Resolution On General Order 53

WHEREAS: The War Shipping Administration has issued General Order No. 53 entitled "Qualifications for Stewards' Department" which includes all personnel of this department holding certificates of efficiency in the rating of second cook and baker and higher, and requires these men to pass an examination and obtain "competence cards" on or before January 1, 1946 as a prerequisite for employment on any vessel owned or bareboat chartered to the WSA, which means practically all American shipping; and

WHEREAS: In issuing General Order No. 53 the Administrator of the WSA purports to act under Executive Orders 9054 and 9244 and Directive XVIII of the War Manpower Commission (which directive is no longer law since revoked June 13, 1945 and accordingly is no longer authority for any action), and Executive Order 9054 is a war measure and any action taken under it expires with the cessation of hostilities; and

WHEREAS: The proposed measure is not necessary for the furtherance of the war effort and is consequently outside the scope of the purpose of the Executive Order and is illegal and unconstitutional; and

WHEREAS: Congress has set forth the requirements to be met by seamen in the Merchant Seamen's Act (Title No. 46, Section 672 (g)); and

WHEREAS: Congress alone is the only body empowered to take the drastic action of changing the law and the WSA's Administrator should not be permitted to usurp the power given exclusively to Congress by the Constitution of the United States; and

WHEREAS: General Order No. 53 would empower the Administrator of the WSA to regulate members of the stewards' department as a "safety" requirement and could be used as the basis for the WSA to further usurp power and take similar steps to require further examinations of seamen in the deck and engine departments now holding certificates of efficiency which

have been granted after examination by the Bureau of Marine Inspection and Navigation, now under Coast Guard supervision; and

WHEREAS: Such overlapping of authority and duplication of jurisdiction can only be an attempt on the part of the WSA to make itself a permanent body with restrictive power over the economic life of the seamen; and is indeed an attempt by the WSA to perpetuate itself even though it was created only as an "emergency" body to aid in the prosecution of the war, and should now look toward liquidation since hostilities have ceased; and

WHEREAS: The War Shipping Administration has entered into an agreement termed "Statement of Policy" with the Seafarers International Union pledging that the WSA would not interfere with the Union's conditions for employment of its members under its contracts with WSA General Agents; and now seeks an arbitrary abrogation of its own agreement; and

WHEREAS: The War Shipping Administrator's General Order No. 53 also admits that there has been a tremendous shameful waste of taxpayers' and Government money, since many of the very men trained by the War Shipping Administration were recommended to the Bureau of Marine Inspection and Navigation (now under Coast Guard supervision) as being fully qualified for the endorsement of second cook and baker or cook, etc., on their certificates of efficiency; and

WHEREAS: Those men who are now sailing in those capacities who were originally trained by the WSA would be required to take another examination before being allowed to sail on WSA ships, and would be required to return to the very school they graduated from and start all over again if the examination was not passed; with a continued waste of taxpayers' money by the WSA; and

WHEREAS: Experienced seamen who have sailed in this war and during the last war and have had as much as thirty years ex-

perience or more would have to become school boys at the whim of a group of bureaucrats by force of the War Shipping Administrator's General Order No. 53; and

WHEREAS: The Seafarers International Union of North America has frequently protested the WSA's waste of taxpayers' money, as well as its attempts to seize jurisdiction of total control of all seamen's functions and affairs in order to set itself up as a permanent body; and

WHEREAS: The War Shipping Administrator could under usurpation of power attempt to set aside and abrogate the Acts and Amendments of Congress now embodied in the Merchant Seamen's Act; NOW, THEREFORE, BE IT

RESOLVED: That the membership of the Seafarers International Union go on record as opposed to the WSA's General Order No. 53 and that no member of the Seafarers International Union submit himself to the WSA for examination as to his competency or apply for a WSA "competence card;" and BE IT FURTHER

RESOLVED: That the Seafarers International Union protests further the attempts by the WSA to usurp the functions and power of Congress in making laws in order to perpetuate itself; and BE IT FURTHER

RESOLVED: That the Seafarers International Union protests and opposes the WSA's shameful and scandalous waste of taxpayers' and Government money and their proposed further wastage of such moneys through continued training "programs" which have failed in their purpose; and BE IT FINALLY

RESOLVED: That the SIU petition all Congressmen and Senators to oppose this General Order No. 53 of the WSA in its usurpation of the powers of Congress; and further that we petition the Congress of the United States to investigate that WSA's tremendous waste of taxpayers' and Government money in violation of the trust which was granted to the WSA under the war-time emergency.

Text Of WSA's General Order 53

General Order 53 QUALIFICATIONS FOR STEWARDS' DEPARTMENT

The War Shipping Administration now owns or charters substantially all ocean-going vessels of the United States, and operates such vessels through Agents or General Agents appointed by the Administrator.

The War Manpower Commission, by Directive No. XVIII, dated February 10, 1943, has authorized and directed the War Shipping Administration to cooperate with the War Manpower Commission in the recruitment of men most qualified by experience and training for service at sea and to promote the most effective mobilization and utilization of sea manpower resources in the prosecution of the war.

Proper feeding of crews and of military and naval personnel

aboard ship is essential to the prosecution of the war including orderly transition to peacetime economy. This requires skill in the care of preparation of the foods furnished to the vessels. The extraordinary wartime expansion of the steward's department makes necessary the following regulations to assure such skill and to achieve the objectives of Executive Order 9054, as amended, and Directive XVIII of the War Manpower Commission.

Sec.
304.101 Persons included
304.102 Examinations
304.103 Training
304.104 Competence Cards
304.105 Issuance of Manuals
204.106 Application for training before end of shipping out time

AUTHORITY: Sections 304.101

(Continued on Page 5)



The following ships and crewmembers have voluntarily contributed to the support of their union paper, the *Seafarers Log*:

SS J. Mitchell
(Paid Off in New York)

Name	Donation
Alfred Boyic	\$1.00
C. O. Lynsky	2.00
J. Bowes	2.00
H. E. De Bat	2.00
A. Bally	2.00
R. Herrero	2.00
E. Kwistkoski	1.00
C. J. Sova	1.00
R. P. Marion	2.00
Donald Engle	2.00
H. McMahon	2.00
D. R. Fisher	1.00
P. Halloway	1.00
W. R. Foley	1.00
P. Frankmanis	2.00
M. J. Fields	2.00
M. Santiago	2.00
P. La Torre	2.00
D. White	2.00
R. L. Wilkinson	2.00
J. Cabral	2.00
J. C. Cayon	2.00
E. Hearst	2.00
R. P. Vernay	2.00
Eugene Dunlap	2.00
D. McFadden	2.00
S. B. Sorensen	2.00
R. Favata	2.00
A. Jefferson	2.00
T. J. Jefferson	2.00
T. J. Dolan	2.00
Paolo Pringi	2.00
Ralph Keen	2.00
Stephen Mosher	2.00
J. Cura	1.00
W. Lieberman	1.00
E. J. Laws	1.00
Oral Owens	2.00
J. Czapeak	2.00
Total	\$67.00

SS D. Burnett
(Paid Off in New York)

Name	Donation
J. A. Rosa	\$1.00
P. A. Casalanwava	1.00
J. Casalino	2.00
J. Crowley	1.00
B. Randall	1.00
A. G. Petersen	2.00
O. Wilson	1.00
R. H. Doucet	1.00
J. L. Osbourn	1.00
J. Hill	5.00
P. D. Cimby	4.00
T. S. Bruder	2.00
C. M. Thume	4.00
Total	\$27.00

SS Madawaska Victory
(Paid Off in New York)

Name	Donation
Leo A. Rossi	\$1.00
Jack Jones	3.00
F. J. Mazgat	2.00
F. W. Anderson	1.00
J. Roval	1.00
J. E. Rose	2.00
W. L. Paterson	3.00
Total	\$13.00

SS Montauk Point
(Paid Off in New York)

Name	Donation
J. Lapham	\$2.00
E. Hicks	2.00
J. Yader	1.00
C. Sedwick	2.00
P. Pawski	1.00

R. Hayes	1.00
N. Hansen	2.00
A. Raska	2.00
H. Burge	3.00
T. Rimlinel	1.00
A. Ranna	1.00
J. Mastinick	1.00
V. Seymour	2.00
J. Howe	2.00
C. De Marco	1.00
Total	\$24.00

SS Richard Rush
(Paid Off in New York)

Name	Donation
A. E. Gordon	\$5.00
D. S. Livad	2.00
L. Ellorin	2.00
T. G. Leas	1.00
M. W. Carter	2.00
F. Mulder	1.00
H. E. McBroom	1.00
R. G. Bingham	1.00
W. L. Creeck	2.00
J. E. Foley	2.00
J. M. Wood	1.00
J. Podriguez	1.00
J. Katransky	2.00
W. Abrams	2.00
S. B. Ingle	1.00
O. B. Anowood	1.00
J. R. Ward	1.00
R. L. Kinzler	1.00
H. Sambert	1.00
W. D. Prowant	1.00
F. N. Bowers	1.00
B. R. Smith	1.00
D. C. Grappam	1.00
W. Jones	1.00
C. M. Grace, Jr.	1.00
D. Dean	1.00
A. Fischetti, Jr.	1.00
M. H. Watson	1.00
D. E. Perna	1.00
F. Adams	2.00
C. O. Bean	3.00
Total	\$45.00

R. McAlpine	\$20.00
C. Bentley	15.00
C. T. Duncan	2.00
J. Van Dyke	1.00
C. J. Neumaier	1.00
Joe Carcello	1.00
SS Underwood	49.00
SS Brandywine	\$46.50
(Paid off in Philadelphia. See story on page 8)	
SS Edward W. Scripps	38.00
(Paid off on West Coast. See Story on Page 6.)	
TOTAL	\$349.50

Dividing Work In Stewards Dept.

(Continued from Page 3)
number of beefs where you have too many men giving orders.

DIVIDE WORK
The key men in the Stewards Dept. should arrange to divide the work as equally as possible among the men, and not let some of the guys push the work off on someone else or turn in overtime for performing work that would belong to other members of the Dept. The Stewards should remember that they have a duty to perform aboard the vessel and that as long as it is done in the

Complete Text Of General Order 53

(Continued from Page 4)
to 304.106, inclusive, issued under E. O. 9054, as amended by E. O. 9244, 3 CFR Cum. Supp. and Directive XVIII of the War Manpower Commission.

304.101 Persons included. Sections 304.101 to 304.106, inclusive, cover all steward's department personnel who will be employed on vessels owned by or bareboat chartered to the War Shipping Administration, and who hold certificates of service in the rating of second cook and baker or higher, which certificates have been issued by the U. S. Dept. of Commerce, Bureau of Marine Inspection and Navigation, the United States Coast Guard, or any agencies exercising the functions thereof.

304.102 Examinations. All persons referred to in section 304.101 will be given an opportunity to take examinations to prove that they are competent to meet the standards set forth in section 304.104 (a), and to indicate what training, if any, they need to meet such standards, and whether they are qualified to receive such training. Appropriate notice will be given as to the location of examinations at each center.

304.103 Training. Whenever an examination, as prescribed in section 304.102, indicates that specialized training is necessary and that the person examined is qualified to benefit by it he will be given an opportunity to secure such training at the expense of the War Shipping Administration as soon as manning requirements permit. Training courses will be established so that a person failing an examination in one phase of the standards set forth in section 304.104 (a) but passing the examination for all other duties described in such standard, will be able to take training only for those duties in which such person is not competent.

304.104 Competence Cards. (a) Standards of Competence. For the purpose of the issuance of Competence Cards as outlined in paragraph (b) of this section, and as standards of competence to be proved by examinations as outlined in section 304.102, the following standards shall apply:

A second cook and baker shall be able to cook dishes of major importance and must have a knowledge of meat cutting. He must have a thorough knowledge of baking and must be able to produce bread, rolls, biscuits, cookies, puddings, pies, and other pastry items. He must also have a thorough knowledge of preparing other desserts besides baked items.

A chief baker must have a thorough knowledge of all types of baking, including the production of bread, rolls, biscuits, cookies, puddings, pies, crullers, and other pastry items.

A chief butcher must have a thorough knowledge of all types of meat cutting, including the cutting of beef, veal, lamb, pork, poultry, and fish.

A chief cook shall be able to cook and bake and cut meat. He must have a thorough knowledge of cooking and baking and be able to prepare all types of dishes. He must also be able to show skill in the cutting of beef, veal, lamb, pork, poultry, and fish.

A storekeeper must be familiar with the proper stowage and keeping of food, refrigeration of food, and control and issuing of food from the storerooms.

A chief steward must be familiar with all the duties of the rest of the steward's department personnel, and must have a thorough and detailed knowledge of the grades of food, procedures for the receiving of food, the stowage of food, refrigeration, planning of menus, issue of food, keeping of food control records, and management of the mess. He must also have a thorough knowledge of cooking, baking and meat cutting, and safety rules in the galley, as well as sanitation requirements for all phases of steward's department work.

(b) **Issuance.** To those who successfully complete training and those whose examination indicates that training is unnecessary, the War Shipping Administration will issue a Competence Card which will indicate the place of examination, the place of training, if any, and which will state that the holder of such card has demonstrated ability to meet the standard for his rating as outlined in paragraph (a) of this section.

(c) **Prerequisite for employment.** On and after January 1, 1946, or at such earlier date, to be announced by appropriate notice, as the development of the examination and training program may permit, no person referred to in section 304.101 will be employed on any vessel owned by or bareboat chartered to the War Shipping Administration unless such person holds a Competence Card, or unless such person has taken an examination and is qualified to receive training but has not been given an opportunity to receive such training because of manning conditions. Persons who take an examination and are qualified to receive such training but are not given an opportunity to receive such training because of manning conditions, will be given a statement from the War Shipping Administration representative in charge of the examination center, to the effect that the examination has been completed, and that although training is required, it is not possible for the person to take training at the time of completion of the examination or shortly thereafter. This statement will be surrendered by the person receiving same when he signs on a vessel.

(d) **Waivers.** In emergency cases when it may not be possible for a person to be examined, waivers may be issued in accordance with the usual procedures.

(e) **Revocation of Competence Cards.** The Administrator of the War Shipping Administration shall designate persons within the War Shipping Administration to form informal hearing boards in the major ports. Any person holding a Competence Card issued under paragraph (b) of this section and who does not perform his duties satisfactorily and in accordance with the standards set forth in paragraph (a) of this section, may have his Competence Card revoked or suspended by said hearing boards. The jurisdiction of said hearing boards shall be limited to those cases where it is alleged that a person does not perform his duties in accordance with the standards set forth in paragraph (a) of this section. Before any informal hearing board takes any action in revoking or suspending a person's Competence Card, due written notice shall be given to such person and such person may appear before the board and may be represented by counsel or otherwise if he so desires.

Any person affected by a decision of the informal hearing board may appeal such decision to an appeals board. The appeals board shall be designated by the Administrator of the War Shipping Administration and shall be composed of a chairman from the commercial food industry, a representative from the steamship industry, and a representative from the maritime labor union with which the person against whom charges have been brought is affiliated, and if said person has no union affiliation, he may designate the third member of the appeals board.

304.105 Issuance of manuals. (a) **Applicable manuals to be furnished without charge.** To supplement the examination and training program, applicable manuals covering the following subjects will be furnished without charge to all persons referred to in section 304.101:

- (1) How to stow and take care of food on shipboard.
- (2) How to keep food records on shipboard.
- (3) Cooking, baking and meat cutting on shipboard.
- (4) Such other manuals as are found to be necessary.

All persons receiving these manuals will be required to sign a receipt for delivery.

(b) **Purchase of manuals after initial issuance.** Any person referred to in section 304.101 who has received any manual without charge pursuant to paragraph (a) of this section can purchase additional copies at cost from the War Shipping Administration.

304.106 Application for training before end of shipping out time. If any person referred to in section 304.101 has more than two weeks shore time accumulated because of time spent at sea, such person will not be permitted to take any training required after examination after two weeks of said shore time has elapsed, unless permission is received from the War Shipping Administration representative attached to the examination center where such person takes the examination described in section 304.102.

E. S. LAND,
Administrator,
War Shipping Administration



SHIPS' MINUTES AND NEWS

SS Charles Fort Crew Complains About Chief Mate

The entire deck department aboard the SS Charles Fort (Robin) signed the report on the ship's chief mate who, according to the crew, wants to substitute the old "Pride and Glory of the Ship" in lieu of overtime pay.

"The chief mate, one Thomas Carlton," states the report, "is quite a character. He greets you with a big friendly smile as you board the ship and you think to yourself that all is well and it's going to be a nice trip, but behind that smile he's already sizing you up and figuring out ways to do you out of overtime. A fact that he admitted to us later in our trip."

"It breaks his heart to let go of a few hours overtime and besides—why should he pay us 90 cents an hour when he can get \$1.25 per hour for the same work. He blew his top when we put in overtime for cleaning the Stewards' passage-way and fountain. He expected us to do it for the "Pride and Glory of the Ship" as he says.

"On several occasions he came aboard 'stewed' and raised hell with the crew and Bos'n, whereupon the Bos'n left the deck and took over. One time he raised so much hell with the Armed Guard they had to call a few MPs to confine him to his cabin. He also had trouble with them the trip prior to this one.

"On another occasion he refused to let the booms remain topped so that an outfit could discharge their remaining cargo, the Captain had to intervene.

"We lashed fuel drums all night in a storm and he promised to give us that time off in port. One morning we had a fire pouring out of a foc'sle and down the passage-way and he raised all kinds of hell for using the fire extinguisher, he said we should save them for big fires.

"He's stubborn and bull-headed and doesn't understand a thing about handling men, he is the type of man that would cry for food with a loaf of bread under his arm. In other words he is no good to himself or anybody else."

The report, which is on file in Mobile, is signed by Mike Drozda, Delegate, Howard Thompson, John Heder, Moses Sygall, C. Dawe, Henry H. Bouma, Robert "Miles" Macatee, Fred Neally, George Miller, and Theodore Higuera.

AB Without Pants Hollers From Shower

"Tramp trips are now again the order of the day," crew delegates from the SS Wm. Madan declared after their last trip. They further report that all the local citizens of Comeau Bay, came down to see the first load of "bauxite" in there on an American "tramp" ship of the Alcoa outfit.

One of the ABs left the shower while we were at the dock with the usual lack of clothing. He was greeted by a very ap-



preciative feminine audience, and dropped his towel while he beat a hasty retreat for the bathroom.

His modesty kept him marooned in the showers, howling for someone to bring him his pants, before he could face the blushing ladies on the dock.

Settle Tiffs With Glares At Ten Paces

Although the master said he wouldn't be able to payoff until the crew "served a year on his vessel," the SS Laura Bridgeman, (Robin Liberty), crew did get their pay when they hit Frisco.

There were plenty of trip-carders aboard who fell for his line of bull. Only excitement was an occasional argument between two Sheepshead Bay "old salts" about who had the most seatime. They usually settled their dispute by going out on number four hatch, looking one



another in the eye and then—shaking hands with a promise not to get mad at one another again.

Delegates aboard the Laura Bridgeman, which hit Panama, Hawaii and Luzon during its 5 month run, were P. Belcher, AB; B. Terhark, FWT; and H. Swilley, Mess.

ALL THAT'S LEFT



Some of the ruins of Bremerhaven that the Allied armies left in their path. This picture was taken on July, 1945, before the Nazis started clearing away the rubble under Allied direction.

Cape Comfort Has Jinx-Trip

Unable to speak English, the pilot managed to make the skipper understand that he intended to dock the ship. He did all right but the dock forgot to move over, so that the ship and dock met head on. Thus started the jinx, spoiling what so far had been a fairly good trip for the boys aboard the SS Cape Comfort.

This Calmar C-1 carried a miscellaneous cargo, including a load of trucks, down to Venezuela and the deck delegate, W. Hunt, AB, says it was a good trip down with a good captain by the name of Moran.

They put in to La Salina where the oil workers made emergency repairs to the collision damage, but the return cargo was cancelled. Homeward bound, about 12 hours out, the Cape Comfort struck a Dominican ketch, taking off his jib boom and part of his port gunwale.

One man was knocked overboard and it took about an hour to locate him. Luckily the ship has gravity davits and motor lifeboats which made things a little easier. "Still, getting out of bed to go on watch, getting the lifeboat in the water and then hunting for a man overboard isn't easy on the nervous

system," Brother Hunt says, "but, by chance, I had a quart



of medicine in my locker to steady my nerves."

They took the ketch in tow but couldn't make much speed due to heavy seas. It took 24 hours to make the 20 miles into Aruba where they turned the ketch over to the Venezuelan authorities.

"The old man," says Hunt, "worried all the way home about what kind of a shore job he'd be best suited for."

Everyone Happy On This Ship

It was one of those dream voyages: The master liked the crew (and said so); the crew liked the master; and the crew liked the Log and remembered it the practical way.

Captain F. C. Assmuss was so pleased by the way the crew of the SS Edward W. Scripps kept their quarters and messrooms that he sat right down and put it in writing. The crew was so pleased with the letter that they forwarded it to the Log office. It reads: "To the Crew:

It has indeed been a pleasure to find all crew's quarters and messrooms as neat and clean as today's inspection showed.

Quarters kept like yours not only show your self respect, but also your personal pride in your profession and the Union to which you belong or the service of which you are a member.

An SIU ship is a clean ship

Minutes Of Ship-board Meeting On SS John W. Davis

The delegates' reports at the meeting aboard the SS John W. Davis disclosed several beefs for discussion among the members. Brother J. E. Tansey was elected chairman and Brother R. C. Livernois, secretary.

When the supply of regular meat was exhausted the Steward failed to provide substitute meat and most of the bulk foods such as barley, rice, sugar, cocoa and crackers was found to be infested with weevils. The evaporated milk had curdled.

The Deck Delegate called attention to the fact that although the mate had stated that there was no disputed overtime up to that time, two days out of New York decided to dispute several items without giving a reasonable excuse.

By a majority vote the crew recommended that J. Dalia take out a probationary book and that probationary book men Clyde R. Stahl and Louis Beaudoin are living up to all union regulations and conducting themselves as good union members.

In order that the next crew might enjoy as good a ship as possible the following list of improvements was proposed:

1. Radio be installed in crew's mess.
2. Furnish percolator and toaster.
3. Crew's quarters need general maintenance work such as (a) tighten bunk fixtures, (b) repair or replace springs and mattresses, (c) repair fans in crew's quarters, (d) repair locker handles, (e) replace crew's shower fixtures.

The crew also called to the attention of union officers that they have seen no union literature aboard ship on this voyage.

The meeting adjourned at 8:30 p.m.

When Writing To The Log

Some letters have arrived at the Log office without the writers names or book numbers.

The Log must know, before it it prints, the source of these communications.

All letters to the Log should clearly show the writers name and book number if any.

It would be a great help if all names used in letters were printed clearly in order to avoid misspellings.

READ YOUR LOG!

THE MEMBERSHIP SPEAKS



FACTS ON SHIP'S DELEGATES

Seafarers Log.

The SS Robert Treat (Eastern SS) signed articles on May 1st in New York. Shortly after our department (stewards) held a meeting to elect a delegate. We found that only two book men were aboard, these being the Chief Cook and Chief Steward, neither of them eligible to be delegates. There remained two probation books and seven trip card men.

The Steward then suggested that one of the probation books be elected, whereupon I was chosen. I promised to do my best to uphold the union, its constitution and the rights of the union brothers.

I got the wholehearted and able assistance from the deck and engine delegates, but in spite of that many problems arose which I haven't been able to settle properly, due to the lack of information. For example, who is supposed to cut the bacon for breakfast? We understand that the Chief Cook is to cut the meats but the Steward says the night Cook and Baker cuts bacon. The night Cook and Baker claims that this is the Chief Cook's job. Who is right?

DEBATE OVERTIME

Another thing: The question of overtime for extra meals is being debated. We have Navy storekeepers aboard to take care of the cargo and, although I found the answer in the agreement which covers Cooks and Messmen, I don't see anything pertaining to overtime for the dishwasher or the Night Cook and Baker. How much is the latter entitled to for extra bread, puddings and pastry?

Half the time I don't know what the score is and I feel like calling a meeting and resigning, but then I'd be a quitter and not a union man, so I set that idea aside.

However, a solution to the majority of the problems would be an agreement book. We have about three aboard, but two of them belong to officers. Incidentally I have tried to explain to the Steward that the title, "delegate," doesn't mean tattle-tale or Second Steward, but he insists that the acting-delegate (me) is responsible when men overstay their time ashore. Have you any literature supporting my position?

Paul L. Witthaus

† † †

Competent authority gives these answers to the Brother's questions:

(a) The Steward's suggestion was incorrect. Any full book member can be elected delegate with the exception of key position men — Chief Steward, Chief Cook and 2nd Steward. Chief Cook and 2nd Steward, sition and he could have taken the job.

(b) Except when the ship carries a Butcher, the Chief Cook cuts all meat (bacon, too). Usually arrangements are made between the Chief Cook and Night

Cook and Baker before the voyage begins. A good Chief Cook cuts the meats far in advance of his needs. The Night Cook and Baker may prepare bacon for the Chief Cook if his time starts at midnight.

(c) Dishwashers are listed as Utility and are paid for preparing and serving food. While agreements vary, most provide for Cooks and Messmen to split overtime between themselves. Night Cooks and Bakers were put on, creating a new job, for extra passengers and troops. At the start they were not under overtime payments for extras and only received overtime for hours worked. A good crew usually arranges for him to receive equal benefits with the others in the department. Extra bread, puddings, etc., come under his regular work.

(d) A man is only responsible for his own actions and conduct. However, overstaying time ashore, as with other matters of breaking ship's discipline, is not a good union practice. Good union men don't put their organization or representatives on the spot. The delegate's job is to keep track of overtime, etc., and to see that the crew doesn't get taken over by the shipowners. He sees that the union rules are observed and that no violation of the contract occurs. He is the union's policeman not the shipowner's.

SHIP NON-UNION, AND APPRECIATE BENEFITS OF SIU

The Log.

We've got a southern crew on board this Isthmian scow and before I get back I'll really speak the good old southern drawl.

This ship is like the rest of the unorganized ships; she's a something or other. If I had my way I'd have every union man take out one of these unorganized ships so they could appreciate what the Union is doing for them and has done.

We got here to Baltimore and are leaving in a few hours.

We have only a few men on board who are not Union men and I'm working on them. I believe I'll show good results before I get back. Will keep in touch with you no matter where we go.

M. Riechelson

BROTHER ENJOYS READING LOG

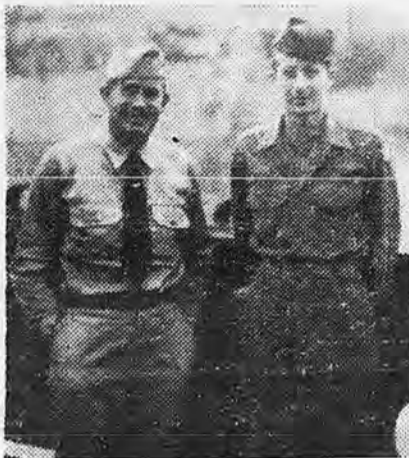
Editor of the Log:

Enclosed is a dollar bill. Been getting the Log right along. I've changed addresses, please forward the Log to the new one. I enjoy reading it every week and I get a big bang out of it.

Anybody that couldn't enjoy the Log is nuts. I'm just a brother member hungry for news.

Joe Carcello

MEETING



George Vilie, Asst. Electrician on the SS Madawaska Victory and his son who got a special leave to meet him in Bremerhaven, Germany. They hadn't seen each other in two years, and they had a real re-union.

OPERATORS MUST LIVE UP TO OVERTIME RULES

Editor, Seafarers Log:

The question is often asked by seamen sailing today as to just "What are overtime beefs?"

From the standpoint of experience it is certain that overtime provisions definitely are not only for the money one can make when he goes to sea. It is more than that. It is to keep the shipowners and some of the licensed personnel who are stooges of the shipowners from making seamen do anything that is not covered by your rating. It is also to keep such people from riding men they dislike—There was a time when such people had a man doing everything but his own work, for which he got nothing in return, just to show who was boss.

I remember before we were re-organized into a real union seamen were anything and everything aboard ship, and we were forced to work all kinds of hours during those days. This practice took work away from qualified workers ashore, such as shipyard workers, shore-gangs and so forth.

That saved the shipowners a lot of money by having the seamen do such work. Now, we stop them by putting in for overtime for any work that doesn't come under our ratings, under the agreements.

According to our agreements with the operators any seaman of any particular rating should get first crack at the overtime in his respective rating and department. If the head of the department gives it to someone else without giving you your share, point out the clause in the agreement calling for the equal division of overtime.

Just to keep reminding the operators that we are union men always put in overtime for any work away from your respective ratings. As union men live up to our agreements and contracts which we had to fight so hard to get.

We know that it is only by this method that we can maintain our union standards.

John Marciano

COMMIES WERE WILDCAT STRIKERS DURING NAZI PACT

The Editor:

The last issue of the Log mentions the fight "brewing in Detroit" between the automobile workers and the automobile companies. I think that the factory workers have taken a shellacking while the bosses have gotten richer on war profits.

I know that any fight like the one the auto workers face is going to be the business of all unions. But—don't you think that a lot of the unions brought this on themselves by giving in all the time when the companies, with the government help, gave their legitimate wage beefs the old heave ho.

Look at us in the SIU. In my opinion we've come out of this war stronger than we went in. Not only in numbers but in wages and working conditions. We didn't get those things by letting the government and the shipowners walk all over us. We fought back even while we were doing our best for the boys in uniform and we didn't take any guff from the big boys because they hollered "unpatriotic" at us while they were scooping in their war profits.

The no-strike pledge is the main reason for the fight coming up now all over the country. The commies tried to make sure that nothing, not even legitimate union demands, interfered with aid to Russia even though they were the biggest wild-cat strike artists when Russia was doing business with Adolph the carpet eater. The "no-strike" idea was their baby.

It's too bad that the sins of others become our problem because I think that they brought it on themselves even though I agree that we'll have to support them in the showdown.

Cal Tanner

PROTECT SEAMEN IN SHIP SALES, MEMBER URGES

Editor of the Log:

The sale of American ship to foreign operators under consideration in a bill now before Congress was discussed at the last Webster Hall meeting in connection with a resolution submitted by Harry Lundebeg. The resolution pointed out that foreign seamen receive sixty dollars a month while American seamen get \$145 a month.

If these ships are sold without any stipulations as to their use and operated under foreign wage standards, they will compete with the American ships and American wage standards. The resolution asks Congress to include a clause in the bill requiring the foreign operators to pay American wage standards on these ships. In this way the American government would not cut the throats of its own seamen.

The resolution would have a two-fold effect; by raising the low standards of the foreign

seamen, it would at the same time protect our American standards.

The wage stipulation of the bill would have the force of a government agreement. If passed, this bill may cause the foreign operators to lose interest in buying American ships unless they are willing to maintain American standards.

In the event the sale of these ships goes through with the wage stipulation and is violated by a foreign operator, we could put enough pressure to enforce its observation. The teeth for this bill can be furnished by American labor in refusing to unload or load cargo for these ships if they come to American ports.

We can make it damn tough for these ships to get their cargo at American ports.

It is up to us to give every support possible to the resolution to maintain wage standards as it would benefit all seamen concerned.

W. J. Brady

BOOZE-BIBERS BABBLE AND SHED WARTIME BRASS

Editor.

SS Knute Nelson: — Almost all seamen after a few drinks will state his union beliefs when prompted, or as in this case, when not, with a fervor equal to anything. When the crew and officers of the SS Knute Nelson were enjoying the last few days of shore leave in San Pedro and Port Hueneme, Calif., it happened aboard this ship.

Good old John Barleycorn took the war time brass off of our Chief Mate and 1st Ass't. and gave us a perfect view of



two phonies who were giving out with NMU teachings.

We wonder if their arms or legs have suffered some type of an accident before the war to cause their minds and pride to slide to that all time low. Neither can produce a 1936-37 picket card where several of the crew can, which leaves them at a lot less than popping off pressure when around.

We also wonder if their pride, courage and character will ever go back to normal which will enable them to have the power to fight their way free of the NMU.

Thomas Barton
Abie Ellis

AROUND THE PORTS



Chairwarmers Will Glut Market When Government Agencies Close

By BUD RAY

SAN JUAN — Well, things are getting along pretty well down here with five Waterman ships in and the Shickshinny for Bull, with the Ellenor and Jean due. The Cape Texas should be starting down soon.

The Waterman ships in are the Capes Faro, St. George, and Romain, the small Bell Ringer and a new four hatch Liberty, Howland Gardner. Plenty of men were shipped to all of them.

The Bosun on the St. George got fired for being in the sack all the time charged-up on giggle soup, then when I sent him to the Gardner as Bosun he went aboard and told the mate that he would take charge and didn't want the mate on deck, which was okay by the mate; but next morning some one had to turn to the men — Yep, you guessed it: The Serang was knocked out and in the old reliable bunk again. Upon waking at coffee time he went ashore for his eye opener, and hasn't been seen since.

ON THE LAM

All of these Waterman ships have got No. 1 stewards dept. on them, with good stewards and some of the best cooks in the business. When I get a bad feeder in the Company I suppose it will be a humdinger so I am keeping my fingers crossed. I don't know for sure, but I

think the WSA is about to fold the teppee, and move off in the night down here when no one is looking.

The Public Health is giving no more physicals so I don't suppose the Companies will hire a doctor with their own dough to do this. All of this closing of government agencies will sure



put a heap of chair warmers back on the market.

JUST FOR ONCE

I was always under the impression that the way to put a man out of business was not to patronize him. Well, why in hell don't the men stay out of this USS down here, and let the blood suckers who are backing off of them go back to trying to make an honest living? By the way, just how many millions did they

share out of the War Chest to operate in the last two years?

This is one finky outfit that should be investigated and exposed. Westbrook, The Peg House Boy, is all the time squawking about organized labor; why doesn't he try these lads for their high-handed tactics and tell the truth for once?

Baltimore "Learns Them A Good Lesson"

By EARNEST TILLEY

BALTIMORE — The fastest and largest bulk ore carrier, the new SS Venore of the Ore Steamship Co., came in with a 260 hour beef to settle for a wiper who stood fireman's watch.

Shortly after the ship got under way Brother Peters was promoted to Fireman and the old man, thinking he was going to get away with paying Wiper's pay, was called to account by the Boarding Patrolman who demanded the 260 hours overtime for the Wiper. Peters refused to pay off until he got what was coming to him.

After a lot of dilly-dallying the company, which must have lost sleep over the beef, called up to say that the skipper was going to pay the overtime out of his own pocket. (That would be the day.)

SOMEONE LEARNED

After more arguments the beef was settled. Either the company or the skipper made good on the 260 hours—and one of them got a lesson in how not to chisel.

If any of the oldtimers want to pass away gracefully, come down and ship on one of these speedboats. We're going to have superdupers running down to South America.

The Venore carries 25,000 tons of ore, with an over-all length of 582 feet and makes sixteen to eighteen knots. This was her maiden voyage—loading and unloading time, 29 days.

Crew Asked To Sign Private Agreement

By E. S. HIGDON

NEW ORLEANS — Here is a good laugh for all good SIU and SUP brothers from the SS Van Brogan of A. B. Bull Company. The master drew up agreement (below) and wanted the crew to sign it after making a trans-Pacific voyage and back to San Francisco where they refused to pay the men off. After discharging a load of soldiers there they proceeded to Norfolk, Va., but the ship ran out of fuel and chow, so they pulled into the Port of New Orleans.

Still the company did not want the crew to be discharged, stating that the final port of discharge was in Norfolk, Va. We proceeded through the proper channels to get this Crew discharged in New Orleans; and

SIU-SUP Help Philadelphia Longshoremen To Win Their Beef

By HARRY J. COLLINS

PHILADELPHIA — The longshoremen had a beef on a west coast scow, the Peter Desmet, Alaska Packers, chartered by the West Coast Grace Line. She came in here with sugar, some of it damaged. According to the longshore agreement, they are supposed to get around \$2.50 per hour for handling damaged cargo.

The Company stated that the cargo was not damaged and the longshoremen claimed it was. So in order for the company to beat the Union, they decided to sail the ship to New York and unload it there. The longshoremen contacted the hall here and asked for our support. I called Agent Dwyer of the SUP in New York, and they backed the longshoremen up.

The outcome of the beef was that the cargo was finally unloaded and the longshoremen won their beef. However, if it had not been for the SUP refusing to sail the ship, it would have been a different story. Two ships with sugar were diverted to Baltimore because of a strike at one of the refineries here. We expect this strike to be settled shortly.

We paid off the Cape Mohican of the Bull line and the Old Brandywine of the Deconhill Company. We expect to payoff the Cape Nome and the Jose Marti, both Bull line scows and looks like we will be needing men shortly to fill these two ships.

Bill Luth, our Patrolman, is racking up the bats Saturday. He says that he is longing for the old briney deep again. I think that he has his eye on the Serang's job on the Cape Nome. Well, good luck to you, Bill, in your new job; we hate to see you go.

We just got wind of another brainstorm from the Washington Brass. It seems that a certain Harold J. O'Connell of the Food Division of the WSA has got the say-so on General Order No. 53, which requires Stewards, Chief Cooks, and 2nd Cooks and Bakers to have competence cards as to their ability to perform their duties in their particular ratings.

From what I understand, these men are to be required to take an examination on their ability to hold down the jobs that their

ratings call for on their certificates. The Coast Guard is supposed to examine these men and to enforce this regulation. Well, this all sounds good to some extent, but it could be used to discriminate against anyone that was not liked too well by the shipowner—if they do not like any particular individual they can insist that he be examined by the Coast Guard.

Most of the oldtime Cooks and Stewards know their work, but it is real hard for them to explain to someone else how they do their work, while they could show anyone in actual work that they know their jobs. So I do believe that we should watch this order No. 53 closely. We had a seaman here caught red-handed with two hams ashore and were lucky in getting him off on nine months probation, so some of you wise guys lay off, maybe, you will not be so lucky.

Well, I guess that we have said enough for this time, so here's to a bigger and stronger Union, but before we close, the Crew of the Brandywine deserves a little credit for their interest in the Seafarers Log.

Brandywine Officers, Gun Crew And Seamen Go 100 PC In Log Gift

By the way of Philadelphia comes a communication from the old Brandywine, a most welcome one, signed by the ship's delegate, G. Ray, telling of a donation to the tune of \$46.50 for the Seafarers Log. While donations from ship's crews to the Log are not uncommon, this is the first we can remember that includes not only every crew member, but the ship's officers and—hold it—the gun crew.

"Here's one to shoot at, brothers," writes Brother Ray. "They all came across 100% for the Log, from the skipper right down the line, even the gun crew. It seems to me that's a record of some kind. I don't recall any ship going 100% before. It takes the old Brandywine to start the ball arollin'. Let's hear from some of the other ships." Okay, brothers?

The names, ratings and amounts donated follow:

Captain W. W. Fawks, \$2; Chief Officer, A. Broussard, \$1; 2nd Officer V. Stevenson, \$1; 3rd Officer Murray, \$1.

Chief Engineer J. Turney, \$1.50; 1st Asst. F. Richards, \$1; 2nd Asst. J. F. Keenan, \$1; 3rd Asst. H. Jost, \$1; Radio Operator G. Ellis, 75c; Steward P. Jakubesak, \$2; Bosun V. W. Bryant, \$2.

Oilers: A. R. Scheele, \$1; P. Handley, \$1; R. N. Scott, \$1; two Pumpmen, \$1 each; Firemen: T. M. Whitaker, \$2; C. T. Morgan, \$1; D. E. Nash, 25c; Wipers: F. Sayles, \$1; A. Dean, \$1.

ABs: G. Ray, \$2; G. J. Erstad, \$1; R. Blanton, \$2; F. B. Maury, \$2; H. R. Johnson, \$2; A. Bares, \$1; Ordinary Seamen: F. Castillo, \$2; L. Cornelius, \$2; B. J. Ives, \$2.

Chief Cook P. McCoy, 50c; 2nd Cook M. Hansen, 50c; Galleyman D. L. Homer, \$1; Messmen: W. Knight, \$1; R. Vesceglia, \$1; C. Adams, 50c; J. Hollingsworth, \$1.50.

Tampa Begins To See Daylight

By D. L. PARKER

TAMPA — Tampa has begun to see daylight again; we are getting one or two ships in here every week. Although most of them are in transit, at least that gives this port some hopes.

We paid off the SS George Washington in Port Everglades this past week. Believe me, that ship needs a thorough overhauling in regards to some of the crew, such as the RMO finks that ship aboard her every trip.

In this part of the country it is impossible to secure men for the stewards department. Brother Bailey is still giving the boys the best of chow. Brother Gordon is still Serang in the stewards department and, believe me, he must have the patience of Job to contend with the new recruits that he has to work on there. The oldtimers who are here are a damn good bunch of Union men, and do every thing in their power to promote unity and goodwill to all concerned. The deck and engine departments also have a good bunch of union men.

We had the famous Bull Line ship the SS Gov. John Lind in Boca Grande this past week, and

very near all the crew paid off. It seems that one of the gang got very tough with a Florida Cracker, and he was cut down to the other party's size.

Then two brothers got to drinking Florida dew and decided to grab some transportation back to Baltimore. They took a car without the owner's consent and decided to do a Barney Oldfield, winding up in the Fort Meyers hoosegow with damages to the car at about \$650. It looks very bad for them, as the State has been allotted three million dollars to build roads.

Noticed in the morning paper that Luckenbach SS Co. will resume shipping inter-coastal. First ship will arrive here about the 1st of November. It sure will be a relief when the coastwise shipping gets in full swing again.

Brother Donald Duck, I mean Brother Donald Hall is giving the gals the once over. It has been quite a spell since he graced this fair State with his presence. Always glad to have the oldtimers drop around and shoot the bull.

Any of you Snowbirds that have not taken your vacation yet, come on down to Tampa as it is nice and warm here, plenty of oranges, grapefruit and good looking haybags to entertain you.

Boston Has Hectic Shipping

By JOHN MOGAN

BOSTON — We have just had a hectic couple of weeks in this port, during which time a good many of the ships scheduled for New York came into Boston, no doubt because of the longshoremen's strike. Every berth in the harbor was filled; quite a few ships lay in the stream. Portland, Maine, absorbed some of the overflow, and to add to the confusion, we get a couple of payoffs in Searsport, Maine. All in all, we handled the sudden increase in shipping and business in better than adequate fashion, even though the harassed patrolmen were getting payoffs at 9 and 10 at night.

Among the headaches was the Gateway City, a Waterman scow. According to the crew, conditions aboard this wagon were almost indescribable—I say "almost," because one of the delegates on her did a beautiful job of describing what she was like.

For the past couple of days we've been trying to give this affair an airing, with a lot of stalling on the part of Waterman. The crew wanted the hearing right here in Boston. Perkins of Waterman insisted it had to be held in New York, then sneaked out of town before the matter could come to a head.

PROTEST PAYOFF

Some of the crew paid off under protest, but a few are staying around waiting for developments. A request from this Branch to the Waterman Steamship Corporation for a Port Committee was refused by Perkins, who stated that the issues involved had long since been qualified. This is one dispute where no give and take is involved. Perkins absolutely refused to give an inch and this kind of arrogance should be challenged.

The problem of getting crews for the ships is currently a big one. Only a couple of ships sailed light, however, and then only because the order was received at the last minute. The operators have the ships lying around with skeleton crews for a couple of weeks, then telephone the hall saying their ships are moving within 24 hours, requesting that the major part of the crew be assigned in the short time left. Naturally, that doesn't give us much of a break and, as a consequence, if the sailing date is really as given, they sail short-handed.

One particular operator will call on a Friday, say that he is sailing Monday, but that he doesn't want to give his order for the crew until Monday morning in order to avoid paying wages to seamen for the weekend. If he has troubles around sailing time, he has no one to blame but himself.

ACUTE SHORTAGE

We have had good cooperation from New York in crewing up these ships. It figured that there would be plenty of men on the beach on account of the strike, and we were able to take care of a good many of them in all ratings. This condition should prevail for some time yet; that is, the ships being in Boston, and the seamen around the New York hall, so that many of the boys

can figure on coming up this way to ship out if they wish.

The most acute shortage up this way has been for F&WT ratings. Virtually every ship operates with one or two Firemen until just before sailing, then, luck being with us, the third one will walk in and say, "I'll take that one."

Well, we're looking forward to another busy week, and if there should be a delay in sending news to the Log you can be assured that it is the pressure of business which causes it.

Savannah Finally Gets A Payoff

BY ARTHUR THOMPSON

SAVANNAH — We finally had a ship pay off in Savannah. The SS James Miller of the Bull Line paid off without a single beef. The Captain used to be mate on the Golden Fleece and seems to be a regular guy. None of the overtime was disputed and the crew seemed to like all the officers aboard. The Miller will be back in Savannah in a couple of weeks and may run between Savannah and Cuba for awhile.

We had a communication from the WSA advising us that the MV Coastal Mariner would be delivered Oct. 6th. It's a new AV-1 from Brunswick shipyards. We contacted the company agent in Brunswick, and he informed us that it will be ready about Nov. 1, 1945.

Since the MV Bellringer from the same shipyards was three months late we won't look for this wagon until around the first of December. At any rate it's another new job for us, and we can always use another one.

UNITED ACTION

We heard an announcement over the radio that Raymond McKeough lost the appointment to the post of Commissioner of the U. S. Maritime Commission, due to the opposition of the AFL. This is another example of the result of unified action. The SIU protested vigorously against the appointment of McKeough because he was Mid-Western Director of the PAC—CIO.

We shipped 21 men the past week, but we still have 26 registered. Some of our oldtimers have come in since last week. W. J. Brantley and Willie Hunt just got back, but both are anxious to get out again and we hope they won't have too long to wait.

Brother Grimes was released from the hospital; Brother John Cail came out of the hospital yesterday afternoon, and signed, on the Miller before the ink on his hospital discharge was dry. Vincent San Juan is still in the hospital, but he walks now with the aid of crutches and comes out now and then for a visit. His leg is still in a cast but he seems to be coming around okay. John W. Gregory is still in the hospital but we've had no reports of any new cases.

We shipped 12 replacements in the stewards department to the SS George Washington which was in Port Everglades last week, and all twelve made the ship. One hundred per cent cooperation of this kind is what keeps us going.

FOR EQUAL PAY



To urge support of a bill granting women equal pay for equal work, AFL Director of Organization Frank P. Fenton (above), called on Pres. Truman, together with representatives of CIO and women's groups. The bill is now before the Senate education and labor committee.

Gestapo Prowls In Jacksonville

By WILLIAM (RED) MORRIS

JACKSONVILLE — Shipping has been good here for the last few weeks, but looks as if it will fall off here for a while. The WSA fink hall has closed up here, and those guys are really trying to storm the Union hall. They use all kinds of excuses now that the fink hall has closed up; but after looking at their papers and getting their names, we find the majority of them in our Social Register, which is really paying off in the last few weeks.

They have a big program mapped out here for the port of Jacksonville, it calls for dredging out the Channel to 35 feet, and going up the river past Jacksonville with it. One of the dredges is here now, and more will be coming in soon.

You can really tell the war is

over here in Jacksonville, by the action the flatfeet have taken against the seaman—the same as they did before we were in the war. You would think that the Chief of the Gestapo, who is Judge of the City Court and an ex-Coast Guard stiff, has ordered his stoogies to pick seaman up for the least thing they do. And, brothers, when you go up in front a Coast Guard stiff as Judge he really gives you the old 1-2-3. The nearest you get



Seamen Everywhere Must Join SIU's Fight To Close Fink Halls

By LOUIS GOFFIN

We note that a Congressional Committee has recommended a cut in the income taxes of the big money men, and so maybe it's a good idea to mention the tax burden we seamen carry.

Up until 1943, a seaman who could show he'd been out of the country for six months or more was exempted from paying income tax; however, until the bonuses started, the average seamen didn't make enough money to pay taxes, anyway.

Later, some bright phony figured out that seamen were making too much money, and the first thing we knew they saddled this twenty per cent withholding tax on us, thereby cutting our wages by twenty per cent.

With the cost of living constantly rising and this cut in take-home pay, it wasn't long before we really felt the pinch. Then to crown matters, they cut out the bonuses.

As if to rub salt into a raw wound, we were always kept aware that a lot of this tax money was being used to pay for government agencies such as the WSA, RMO, WLB, all of which were lowering the boom on us. In other words, we were helping finance the finky government setups.

STRETCHING THE DOUGH

Now that the war is over, instead of worrying about lowering the taxes of the big shipowners and corporations who made plenty of profit on the war, we feel that seamen should have their income increased by exempting them from tax payments.

Some bright guys argued that seamen, because they only work eight months a year on an average, don't pay a full years taxes. That argument is a lot of bilgewater because they have to stretch their eight months earnings over the full year.

Because of the reduced standards brought about by cuts in bonus and higher cost of living, we feel that Congress should repeal the withholding tax altogether, and raise income tax exemptions so that those most able to pay bear the greatest burden,

and not the other way round as it is now.

CRIMP JOINTS

Getting back to these fink setups that we're helping to finance. We remember that, after the last war, the Union which represented the seamen at that time had to contend with the Shipping Board and various other crimp joints. Through the efforts of the shipowner dominated Shipping Board and crimp joints, the Union was knocked out of the picture; and the 1920's and early 1930's became really bad years for the seamen.

The situation that we face today is very similar. Instead of the crimp joints and the Shipping Board we have the RMO. To operate as did the Union of 1921 would mean fighting a losing battle, and history would repeat itself. That's what the finky pro-shipowner outfits are hoping for.

Instead, with the backing of all seamen, regardless of Union affiliation, we can lick these fink halls and crimp joints of 1945 and safeguard the future of organized seamen. The thing for us to do is to unite in denouncing the RMO and ship only through the Union hiring halls. These hiring halls are a real Union bargaining weapon, and if we eliminate the fink halls we break the shipowners' anti-Union stronghold.

SIU LEADS FIGHT

American seamen today have the highest wages and working conditions in the history of the maritime industry, even though there still remain lots of room for improvement in both. Unless seamen stay out of fink halls and only ship through Union hiring halls, not only will we not make more gains, but the wages and conditions we now have will be torn down.

Union wages and working conditions have been won in spite of the shipowners and phony government agencies and we've got to keep up the fight.

The SIU has always led the way in fighting for seamen's rights and will continue to do so. Unorganized and even organized

to phone is when you pass thru the gates of the Blue Jay (better known by the name Pea Farm) to do your 10 days, and at times up to 90 days. The flatfeet have stooped so low as to wait outside the gates and catch you when you come off the ship to get a beer. They put some kind of a phony charge against you and throw you in the can.

So, fellows, when you are down this way be on the lookout for these guys.

Shipping To Europe Begins, BCSU Reports

VANCOUVER—The recent departure of the U. S. freighter Roy K. Johnson with a full load for Holland inaugurated peacetime service to European Countries. This is the first shipload from British Columbia direct to Holland since the outbreak of the war.

The U. S. freighters Rufus E. Foster and Clarence F. Peck are at present loading the first wheat cargoes out of this part to go to France since the outbreak of the war. It is expected that many more such cargoes will be sent from here to France and other war-torn European countries.

The Salvage Chieftain, owned by the Pacific Salvage Company, Ltd., is due to return to the Pacific Coast. She has been on loan to the British Admiralty since 1941, for overseas service.

Freight service to Hawaii has been resumed by Matson Line; the vessel Makua cleared the port of New Westminster with a full load. It is expected that the company will maintain a fortnightly service to the Islands with a regular call at New Westminster.

seamen will find that they can accomplish more under the banner of the Seafarers International Union, and all seamen must adopt the slogan, "Down with all RMO fink halls, phony Medical Centers and fink Training Schools."

We must demand that these agencies and bureaus close up shop for the good of the seaman, the industry, the taxpayer and the country itself.

THE WEEK'S NEWS IN REVIEW



A Sports And News Roundup For The Benefit Of Our Union Members In Foreign Ports.

SPORTS . . .

The World Series is over, the Tigers winning four games to three, just in time to make the last edition of the Log.

Here are the highlights of the Series, game by game, for those of you who are out of the States, and did not have the advantage of our recent cold snap.

FIRST GAME: Ex-Yankee Hank Borowy shut out the Tigers with six hits. Bill Nicholson tripled in the first, knocking in two runs, and the route was on. The first homer of the series was hit by Phil Cavaretta in the seventh. Hal Newhouser, Tiger ace, was yanked in the third.

SECOND GAME: Hank Greenberg won this one for Detroit, belting a homerun with two on in the fifth. Virgil Trucks, who came back from the Navy a few weeks ago, pitched a swell game for the Tigers.

THIRD GAME: Passeau pitched a one-hitter, the best game in World Series history. The veteran hurler walked only one man, Greenberg, in putting the Cubs ahead in the series. Rudy York was the only man to connect for the Tigers.

FOURTH GAME: Tigers tied it up again, as Dizzy Trout pitched a five-hitter. Trout said he threw the "atom ball." Detroit chased left handed Ray Prim with a four-run barrage in the fourth, on four hits.

FIFTH GAME: Tigers step out ahead with this one and now own three games. Rivals of the first game fought it out again. This time Newhouser beat Borowy, who was knocked out in the sixth. Greenberg got three doubles, scoring three times. Hank apologized for not hitting a homer in this game and promised one for the next day. Will Hank hit a homer? Will the Tigers win the series? Read the next chapter.

SIXTH GAME: Well, yes and no. Hank done it, but the Tigers



didn't. The game went twelve innings before the Cubs could wrap it up, but they done it. Hank homered in the seventh to tie the score at seven-all. Borowy

came in as a relief pitcher in the ninth and won his second game of the series. So now its all even again and, after a day's rest, the boys go at it again. We'll let you know what happened, so don't go away.

SEVENTH GAME: Well, it's the Tigers! Newhouser bested Borowy again, striking out ten. Well, that's all until next year—good thing, we're all worn out.

Vital Statistics

FIRST GAME

At Detroit

	G	AB	R	H	2B	3B	HR	RBI	BB	SO	Avg.
Chicago (N)	4	0	3	0	0	0	0	2	0	0-9	.13
Detroit (A)	0	0	0	0	0	0	0	0	0	0-0	.06

Batteries—Borowy and Livingston; Newhouser, Benton (3), Tobin (5), Mueller (8) and Richards.

SECOND GAME

At Detroit

	G	AB	R	H	2B	3B	HR	RBI	BB	SO	Avg.
Chicago (N)	0	0	0	1	0	0	0	0	0	0-1	.07
Detroit (A)	0	0	0	0	4	0	0	0	0	0-4	.07

Batteries—Wyse, Erickson (7) and Gillespie; Trucks and Richards.

THIRD GAME

At Detroit

	G	AB	R	H	2B	3B	HR	RBI	BB	SO	Avg.
Chicago (N)	0	0	0	2	0	0	1	0	0	0-3	.08
Detroit (A)	0	0	0	0	0	0	0	0	0	0-0	.01

Batteries—Passeau and Livingston; Overmire, Benton (7) and Swift, Richards (7).

FOURTH GAME

At Chicago

	G	AB	R	H	2B	3B	HR	RBI	BB	SO	Avg.
Detroit (A)	0	0	0	4	0	0	0	0	4	4	.07
Chicago (N)	0	0	0	0	0	1	0	0	0	0-1	.05

Batteries—Trout and Richards; Prim, Derringer (4), Vandenberg (6), Erickson (8) and Livingston.

FIFTH GAME

At Chicago

	G	AB	R	H	2B	3B	HR	RBI	BB	SO	Avg.
Detroit (A)	0	0	1	0	0	4	1	0	2	8	.11
Chicago (N)	0	0	1	0	0	0	2	0	1	4	.07

Batteries—Newhouser and Richards; Borowy, Vandenberg (6), Chipman (6), Derringer (7), Erickson (9) and Livingston.

SIXTH GAME

At Chicago

	G	AB	R	H	2B	3B	HR	RBI	BB	SO	Avg.
Detroit (A)	0	1	0	0	0	2	4	0	0	0	.07
Chicago (N)	0	0	0	0	4	1	2	0	0	0	.15

Batteries—Trucks, Caster (5), Bridges (6), Benton (7), Trout (8) and Richards, Swift (6); Passeau, Wyse (7), Prim (8), Borowy (9) and Livingston, Williams (10).

SEVENTH GAME

At Chicago

	G	AB	R	H	2B	3B	HR	RBI	BB	SO	Avg.
Detroit (A)	5	0	0	0	0	0	1	2	0	9	.09
Chicago (N)	1	0	0	1	0	0	0	1	0	3	.10

Batteries—Newhouser and Richards, Swift (8); Borowy, Derringer (1), Vandenberg (2), Erickson (6), Passeau (8), Wyse 9 and Livingston.

COMPOSITE BOX SCORE

DETROIT TIGERS

	G	AB	R	H	2B	3B	HR	RBI	BB	SO	Avg.
Webb, ss	7	27	4	5	0	0	0	1	2	1	.185
Mayo, 2b	7	28	4	7	1	0	0	2	3	2	.250
Cramer, cf	7	29	7	11	0	0	0	4	1	0	.379
Greenberg, lf	7	23	7	7	3	0	2	7	6	5	.304
Cullenbine, rf	7	22	5	5	2	0	0	4	8	2	.227
York, 1b	7	28	1	5	1	0	0	3	3	4	.179
Outlaw, 3b	7	28	1	5	0	0	0	3	2	1	.179
Richards, c	7	19	0	4	2	0	0	6	4	3	.211
Swift, c	3	4	1	1	0	0	0	0	2	0	.211
Newhouser, p	3	8	0	0	0	0	0	1	1	1	.000
Benton, p	3	0	0	0	0	0	0	0	0	0	.000
Tobin, p	1	1	0	0	0	0	0	0	0	0	.000
Mueller, p	1	0	0	0	0	0	0	0	0	0	.000
Trucks, p	2	4	0	0	0	0	0	0	1	1	.000
Overmire, p	1	1	0	0	0	0	0	0	0	0	.000
Bridges, p	1	0	0	0	0	0	0	0	0	0	.000
Trout, p	2	6	0	1	0	0	0	0	0	0	.167
Caster, p	1	0	0	0	0	0	0	0	8	9	.000

CHICAGO CUBS

	G	AB	R	H	2B	3B	HR	RBI	BB	SO	Avg.
Hack, 3b	7	30	1	11	3	0	0	4	4	2	.367
Johnson, 2b	7	29	4	5	2	1	0	0	0	8	.172
Lowrey, lf	7	29	4	9	1	0	0	0	1	2	.310
Cavaretta, 1b	7	26	7	11	2	0	1	5	4	3	.423
Pafko, cf	7	28	5	6	2	1	0	2	2	5	.214
Nicholson, rf	7	28	1	6	1	1	0	8	2	5	.214

CURRENT EVENTS . . .

AT HOME

A bi-partisan committee introduced, with President Truman's blessing, a joint resolution on the St. Lawrence Seaway and power project. Work on the international project is expected to start immediately upon Congressional approval . . . November 3rd will end the career of the WPB and start a new agency called the Civilian Production Administration. CPA is expected to break bottlenecks and assist generally in the reconversion to peacetime production . . . Although the Washington lawmakers found little time to assist unemployed victims of reconversion, a law to reduce excess profit taxes by some 50% and thus aid corporations, was pushed rapidly through the Congress.

Truman declared that atomic bomb secrets will not be shared by other countries, except, Britain and Canada which participated in the original experiments. He hopes that atomic energy would be developed to serve man in peace . . . The Senate unanimously voted for postwar highway construction aid to the States to the tune of 1½ billion dollars . . . In his usual vicious style, Westbrook Pegler called upon veterans to organize and fight the unions, using physical violence if necessary. The government, says Pegler "now abandons them (the vets) in favor of their enemies on the picket lines" . . .

Textile and garment manufacturers were leading in the profit making race this year. The National City Bank of N. Y. in a report, showed that 320 industrial firms had upped earning 12% over last year's profitable operations . . . Crying that the landlords can't remodel property "to meet the needs of returning servicemen," leading New York realtors called upon OPA to eliminate rent controls. Apparently they plan to increase the number of cubby-hole dwellings now being offered at exorbitant rates.

Vice-Admiral Mitcher urged America to keep prepared for war and revealed Navy plans for training 3,000 fliers and 2,000 crewmen yearly. This was in line with other war leaders who are speaking for huge postwar military establishments and conscription . . . Navy Secretary Forrestal announced the start of a large scale officer promotion program which will upgrade 65,000 officers . . . Admiral Nimitz, welcomed home at San Francisco, declared that we must maintain a strong navy. He was greeted by admiring throngs when he later came into New York . . . Conversion of the Europa, now in Bayonne, N. J., to a troopship, has been suspended pending a decision based upon the time element involved in changing her interior. Opponents of the alterations claim that the work would take so long that she would not be able to make more than five trips before the redeployment of troops was completed and that her reconversion would be a regrettable loss to the merchant marine.

INTERNATIONAL

The first peace parley of World War II (the Foreign Ministers' Council) ended in failure after 22 days, and Byrnes (U. S.) said Molotoff (USSR) was going to discuss his latest proposal with Stalin. Molotoff however, declared there was nothing to discuss . . . The United Nations Organization picked a U. S. A. city, probably San Francisco, for its permanent home . . . General Motors-owned Opel works in Germany was reportedly demanded by the Russians together with the I. G. Farben plants as her share of the reparations spoils . . . Marshal Zukov, Red Army General, expected in Washington on President Truman's invitation, postponed his trip "due to illness" . . . America's proposal that the entire United Nations Organization's preparatory commission be open to the press was fairly certain of being adopted.

Pierre Laval, French collaborator, was sentenced to death for playing with Nazis . . . Previously Joseph Darnand, founder of the notorious Vichy militia, was also sentenced to death for treason . . . Argentine police fought pitched battles with university students, subduing them with tear gas and clubs . . . The Peron dictatorship was being defied by workers, students and teachers as well as small business men .

	G	AB	R	H	2B	3B	HR	RBI	BB	SO	Avg.
Livingston, c	6	22	3	8	3	0	0	4	1	1	.364
Gillespie, c	3	6	0	0	0	0	0	0	0	0	.000
Hughes, ss	6	17	1	5	1	0	0	3	4	5	.294
Borowy, p	4	6	1	1	1	0	0	0	0	3	.167
Wyse, p	3	3	0	0	0	0	0	0	0	2	.000
Vandenberg, p	3	1	0	0	0	0	0	0	0	0	.000
Erickson, p	4	0	0	0	0	0	0	0	0	0	.000
Erickson, p	4	0	0	0	0	0	0	0	0	0	.000
Derringer, p	3	0	0	0	0	0	0	0	0	0	.000
Passeau, p	3	7	1	0	0	0	0	1	0	4	.000
Prim, p	2	0	0	0	0	0	0	0	0	0	.000
Williams, c	2	2	0	0	0	0	0	0	0	1	.000



BULLETIN BOARD

—Unclaimed Wages— South Atlantic Steamship Line

SS AUGUST BEIMONT

Clarence A. Nash	11.38
Reamer C. Grimis	10.66
John H. Prescott	.71
Ernest P. Manley, Jr.	.71
Guy R. Retz	2.00
Francisco Ruis	6.98
Fred T. Miller	.47
Wm. C. Donohue	6.53
Wm. C. Donohue	2.06
Joseph Bowden	5.98
Juan Cruz, Jr.	6.98
Raymond Rodriguez	6.23
Thmosa Mills	5.98
P. G. Cardinal	2.06
Louis A. Tharpe	2.06
Henry C. Buckner	2.06

SS BENJAMIN SMITH

T. J. Wickham	7.33
S. A. Letson	5.83

SS BUTTON GWINNETT

E. R. Sherzer	10.56
Louis Perez	2.96
Carroll R. Williams	2.96
R. Carrollton	8.50
B. Benedict	30.03
S. Janowsky	5.69
H. L. Mallory	5.69
S. V. De Emanuels	5.69
M. C. Kleiber	5.69
L. G. Stockwell	5.69
J. H. Bales	5.69
O. L. Fleet	78.38
Adolph H. Lowers	1.07
Geo. H. F. Reier	2.13
John J. Grams	1.07
Paul Madsen	1.07
Wm. T. Nicholson	1.07
Tyler F. Muckado	4.98
Alfred A. Bernard	31.28
Chambers O. Wimkey	31.28
Jas. N. Leizear	28.44
Tyler F. Mucado	31.28
Russel J. Grenon	31.28
N. Viperman	2.66
James Toothman	3.56
Earl C. Bubar	5.73
Peter C. Walsh	7.15
Gerald Stalker	9.95
Edw. Levinthal	4.30
Russell A. Parter	8.53
Jacob Tojalosky	6.44
James L. Jones	44.08
John S. Wood	14.20
K. E. F. Anderson	107.31
Harold W. Witt	2.17
Earl C. Matthews	2.17
Richar L. Johnson	1.42
Willie J. McCartney	8.53
Joseph Cruz	8.53
James R. Hanchey	8.53
Ed. H. Bloomstrand	8.53
John Nolawski	8.53
C. Carroccio	8.98
Wm. Willoughby	15.35
John Wright	10.79
Edwin T. Dixon	7.26

SS CAPE PILLAR

Louis Kassen	3.55
Larry Kitchen	3.55
Leon Aiken	3.55
L. Compredon	4.42
C. Faupreaux	4.42

SS CHARLES A. KEFFER

John Johnson	5.51
Richard Heffley	5.51
Verbon Nash	4.13
Lloyd Fanum	4.13
Arthur King	3.44
Patrick L. Mentzer	5.51

SS CONRAD KOHRS

Geo. Gavius	5.28
Richard Lund	5.28
J. Jacobs	7.01
Robert Roberts	21.41

SS CRANSTON VICTORY

Arden D. Pollock	.71
Norman D. Clark	2.49
Maurice Lundgren	5.33
Aaron Moyck	7.83
Paul Cosares	2.13
Charles Owens	1.42
Colon Van Alstine	.63
Jose Montemegro	.63
Eugene Blevins	2.13
Jack Landreth	5.26
W. Holgate	5.26
Bernard S. Brier	14.30
Earl L. Huffman	11.02
Geo. Bermudes	9.63
Philip Mahun	.01
John H. Foy	21.35
Irving Anderson	4.13
Henry Strad	4.13
Gustave Rosenfeld	2.07
Chas. P. Langley	2.75

SS DAVID A. CURRY

Edward B. Kahrs	2.84
M. R. Wickham	2.84
Quillan E. Sargent	2.84
Chas. E. Fleming	2.84
Donald C. Rudman	1.42
James O. Lignon	2.84
Clayton A. Ingram	4.98
N. H. Thompson	2.84
L. G. Yarborough	4.27
Glenn D. Chapman	2.84
James V. Smoat	2.84
Ernest M. Smith	4.27
Dee Guy Casey	2.84
Chas. W. Royal	2.84

SS EDWIN G. WEED

C. C. Mitchell	5.56
Lewis A. Romirez	1.00
Robert Simmons	46.11
Albert Powers	9.95

SS FELIX GRUNDY

James E. O'Donnell	8.46
Louis Goodwin	7.47
Fred R. Miskosky	14.32
Leroy G. Latimer	10.66
Alden H. Meade	4.27
Geo. W. Burket	9.24
Lawrence J. Collons	1.42
Salvatore J. Maggio	5.69

SS FLOYD GIBBONS

James E. Selph	1.61
Otis Dasher	1.61
Roy G. Stockton	4.60
Robert T. Whittles	4.60
Cherry E. Bryant	2.75
Stephen Radwanski	14.67

SS FRANCISCO M. QUINONES

Axel tenlund	19.32
Gordon Warren	6.45
Joseph A. Tierney	8.98
Horace Douglas	181.55
Herman C. Cravo	35.52

SS FREDERIC W. GALBRAITH

Hugh W. Commioky	19.27
------------------	-------

SS HENRY BACON

J. S. White	.75
Wm. L. Kratz	.75
Ingram T. Roberts	11.75
Richard H. O'Connor	.72
Floyd P. Warner	3.38
Alexander P. Huey	76.14
John Stankiewicz	1.69
Ernst Palmer	4.65
Raymond D. Jenkins	4.65
Carroll L. Barden	3.81
Wm. Rarnen	4.65
Wm. B. Piarrott	3.38
E. E. Dowdy	3.38
John B. Saaid	1.69
Peter C. Forrest	2.62
Wm. A. Wendt	2.00
John Vairo	2.00
D. H. Winfelder	2.00
John Saaid	1.50
Edw. E. Dowdy	1.50
Wm. R. Piarrott	1.50
Wm. L. Farnen	1.50
Carroll L. Barden	1.50
Carl Carlson	1.50
Raymond D. Jenkins	1.50
Michlal J. Lyden	1.50
Ernst L. Palmer	1.50
John Stankiewicz	1.50
Keith J. Alsop	1.50
Frank Blechta	2.00
Floyd P. Warner	1.50
James T. Lassiter	1.50

SS HOWARD E. COFFIN

Thos. E. Gormley	1.50
Juan Fernandez	1.50
Andrew Molnar	1.50
Alexander P. Huey	1.50
Geo. F. Leak	1.50
Leif Jensen	1.50
Sam L. Barclift	1.50
Kenneth P. Cowger	.02
Weldon C. Hensley	.02
Nils Lorenson	6.75
Nils Lorenson	7.11
Lester Willard	7.11

SS JAMES JACKSON

H. Weir	21.12
Chas. S. Davis	17.61
G. Smithion	2.82
Ero Tommilla	2.25
Wm. N. Sears	22.49
Robert Porter	3.86
Paul Tansky	37.13
Robert Rose	7.92
Harold James	1.72
Edw. Schutte	1.72
Hubert Gray	1.72
T. B. Clarke	1.72
John Kalmic	1.72
Herbert Doyle	1.72
Leon Malczyk	1.72

Notice!
R. CHARBANNEAU
Your trip card receipt A 15279 is being held for you in New York. See Patrolman W. Hamilton.

PERSONALS
J. CONNORS
Chief Steward on the SS Elizar Wheelock, please see Patrolman Fisher on the 5th floor of the New York hall, to sign overtime slips of Collin Hicks, Chief Pantryman.
WALTER T. WYLER, JR.; EARL V. MAKOSEN, TYLER F. LUCHADO, ED RAMSEY, CLYDE BRYANT, ROBERT BREIDENBACH — please communicate with John C. Brunner, 2nd Officer, SS Sheepshead Bay Victory, American-Hawaiian SS Line, New York.

MONEY DUE
SS GOVERNOR JOHN LIND
Six ABs and three OSs, paid off August 31st, have \$4.13 each due for feeding cattle. Collect at Bull Line, New York.

LUCIUS Q. LAMARR
S. Sandrowski, 6 hrs.; J. Collins, 8½ hrs.; Louis Horsfall, 29 hrs.; A. C. Roberts, 29 hrs.; Donald Nichols, 29 hrs.; Herbert Fisher, 26 hrs.; Norman Gray, 11 hrs. The evaporator beef is still pending. The above men can collect by contacting Waterman SS Co.

JAMES A. BUTTS
All men paying off in San Francisco have four weeks linen money coming. F. B. Hamel, 81 hrs.; R. Luksch, 81 hrs. Collect at Calmar.

SS BLUE RIDGE VICTORY
Paid off in Norfolk, the following men have money coming. P. A. Pedrotty — \$13.69; Richard Johnson—\$23.79; Harvey Young—\$12.62. Collect at Calmar 17 Battery Place, N. Y.

SS CRANSTON VICTORY
R. Rosado, OS, has four hours due. Collect at New York office.

SS ALCOA VOYAGER
Mike Bratino and Edward Vittek have money due. Contact Captain Hansen at Room 447, Hotel McAlpin, 34 St. and 6 Ave., N. Y. any day between 6 and 7.

SS DEL AIRES
2nd Cook Carter, paid off on October 3rd, has 40 hours overtime due. Collect at Mississippi office, 17 Battery Place.

SS ELIZAR WHEELOCK
The following men, paid off in New York on October 5th, have money due: C. Gross, 22 hrs.; J. Connors, 39 hrs.; E. Mason, 53 hrs.; W. Henrickson, 32 hrs.; J. Hocut, 8 hrs.; O. Gates, 42 hrs.; Frank Nagy, 24 hrs. Collect at Calmar.

SS ALCOA MASTER Voyage 27
Clement Barrett and William F. Panewicz can collect their overtime for washing down bridge by writing to Alcoa SS Co., 500 Commerce Street, Mobile, Ala.

NOTICE TO ALL HANDS
To cut down on beefs and make the payoffs smoother; to know what is legitimate overtime, study your agreement. Keep an accurate record of your overtime, with date, exact hours worked, nature of work and by whom ordered. If possible, have the head of the department sign it. Keep separate sheets for "okay" and "disputed" overtime. Hang on to your records until payoff.
Remember: written evidence makes it much easier to settle your beefs at the point of production.

SIU HALLS
NEW YORK 51 Beaver St.
BOSTON 330 Atlantic Ave.
BALTIMORE 14 North Gay St.
PHILADELPHIA ... 6 North 6th St.
NORFOLK 25 Commercial Pl.
NEW ORLEANS ... 339 Chartres St.
SAVANNAH 220 East Bay St.
MOBILE 7 St. Michael St.
SAN JUAN, P. R. . 45 Ponce de Leon
GALVESTON 305½ 22nd St.
RICHMOND, Calif. 257 5th St.
SAN FRANCISCO 59 Clay St.
SEATTLE 86 Seneca St.
PORTLAND 111 W. Burnside St.
WILMINGTON ... 440 Avalon Blvd.
HONOLULU 16 Merchant St.
BUFFALO 10 Exchange St.
CHICAGO 24 W. Superior Ave.
SO. CHICAGO, 9137 So. Houston Ave.
CLEVELAND .. 1014 E. St. Clair St.
DETROIT 1038 Third St.
DULUTH 531 W. Michigan St.
VICTORIA, B. C. .. 602 Boughton St.
VANCOUVER .. 144 W. Hastings St.
TAMPA 842 Zack St.
JACKSONVILLE 920 Main St.

SIU Unwinds Red Tape, Helps Navy Vet

NEW YORK — The answer to the question "How Not To Get A Kicking Around?" was solved here this week. The solution was "Go to the SIU!"—as 19-year-old Thomas Pitti, of Brooklyn, who was released Sept. 14 from the Navy after nineteen months service, found out. Pitti came out of the Navy as a seaman second class after serving on a tanker fueling ships for their war runs and missions.

Deciding that he would like to go to sea in merchant ships as an occupation, Pitti inquired as to the procedure the day he was discharged from the Navy. He was told to go the War Shipping Administration's RMO.

Once at the RMO he presented his Navy discharge and was told that that was "not enough" by the swivel chair veterans of the red tape battalion. He was told he had to have his birth certificate, as well as the Navy discharge and any other papers he could muster from assorted schools, churches and former employers—and the red tape began to writhe its paralyzing coils around the young veteran.

The Navy department had taken his baptismal certificate at the time of his induction, and Pitti no longer had it. He went to the Navy at 9 Church St., New York, and was told by one of the bureaucratic petty officers there that he couldn't get it back. His Navy discharge was good enough they asserted.

GOES TO COAST GUARD

Then he went to the Coast Guard and asked about getting papers so that he could get to sea. He presented his Navy discharge again, and the Coast Guard petty officers, who have been "sweating out the war" handling those roughneck merchant seamen, told him again that it wasn't good enough. He must have the birth or baptismal certificate. No, the Coast Guard — a part of the Navy — didn't recognize a discharge from its own boss, the Navy.

"I can't get a copy of it very easily," Pitti told them. "I've already been back to the Navy recruiting office and they told me that I would either have to write or go to Washington, and I might get a copy of the paper in a month or so."

Pitti, a married man with \$54.00 discharge pay as his total wealth obviously didn't have money to go to Washington. He appealed to the Red Cross and the USO. They couldn't do anything, either.

Back he went to the Coast Guard. They hadn't changed their minds, either. They wouldn't even give him an application blank, but did give him blank stares when he asked how the problem could be solved.

HEARS ABOUT SIU

He was met everywhere in the government offices with advice but no action. The WSA, the Navy and the Coast Guard could do nothing to get him employed despite all their claims as to how they were getting men with war service into jobs of their own choosing.

Around the RMO and the Coast Guard he heard some of the



THOMAS PITTI

younger elements discussing the Seafarers International Union. They said they were going down to 51 Beaver St. They told him that perhaps the SIU would do something to get him straightened out.

"I was more than curious," he admits, "for my father was an ILA member and used to work longshoring."

At the Union's offices, Pitti was interviewed by Brother Jimmy Stewart. Yes, there was a job for him if he wanted to go to sea as an Ordinary Seaman. And it was in line with the SIU's plan to aid war veterans to get him placed. He was given a request letter to go to the Coast Guard and get his papers.

Again one of the swivel-chair veterans gave him the bureaucratic brush-off. They evidently weren't interested if he ever worked or not, as long as they weren't disturbed from dozing in their chairs.

SIU ACTS

Back at the hall, and now much worse for wear on his shoe leather, Pitti explained his problem to Stewart again. Other officers of the Union were asked what they thought—and the SIU swung into action.

Calls were put through first to the Navy at 90 Church St., and the union asked questions. That office gave the same answers that they had given Pitti.

The Bureau of Naval Personnel in Washington was called. A Lt. Black there disclosed that Pitti would have to come to Washington or go through the "write a letter" routine. No, it couldn't be done any other way Lt. Black said.

The whole matter was hopelessly tangled up by bureaucratic bungling and "red tape." "Regulation, you know," they said. Pitti must have his baptismal certificate, not to prove that he was born in Brooklyn, but to prove he was an American citizen. They said that his Navy discharge was not proof that he was born in Brooklyn, even though the Navy had his baptismal certificate filed with his service record in their archives.

Calls to the United States Coast Guard Bureau of Personnel were answered by Lt. Ferris, attached to Admiral Donoghue's office under Commander Broach.

SIU Rank And File Organizer Does Good Job On Isthmian Ships

His excellent work of organizing Isthmian men temporarily halted by an accident while his ship was coming up Chesapeake Bay, Curly Rourke, Book Number 25689, expects to return to the job within a few weeks.

Curly, one of the typical young, SIU rank and filers manning Isthmian ships, had SIU pledge cards from 22 of the 27 unlicensed personnel aboard the Montgomery City before an accident suspended his activity. A piece of flying steel from a chisel the bosun was using pierced his leg and he was hospitalized for a couple of weeks.

The SIU man reports that the crew likes the way we get things done and compare our agreements with those between the NMU and shipowners. One NMU man signed up with SIU.

Rourke tells of hearing his older brother and his friends discuss conditions aboard ships before the men were organized and when they were at the mercy of every company stooge and fink. He says that men who have never sailed under the old conditions can't properly appreciate the change that has come to the maritime industry.

"Many of the Isthmian men know," he said, "that conditions aboard unorganized ships would be even worse if it wasn't for the operator's fear of our union



Curly Rourke Catches Up On Union Literature

and some of the laws enacted because of the union's fight."

The Montgomery City carried a New Orleans crew. Curly laughed at a report in the NMU "Pilot" which claimed the crew had signed NMU pledges. "Here's the proof that the story is a lie" he

said, smacking the cards down on the desk.

He says that the Isthmian men, with very few exceptions, like us and our way of settling beefs and doing business. But he points out that we've all got to pitch in and get a real job done.

"Was it policy for the Coast Guard to ignore a Naval discharge, even though the Coast Guard is a department of the Navy?" Lt. Ferris was asked. "Why couldn't they allow the Navy discharge to be accepted and permit a veteran to go to work?"

At first the lieutenant was non-committal, and said that he would have to take the matter up with Commander Broach. His attitude was in great contrast to the positions taken by the small bureaucrats and petty officers around New York.

UNION GETS RESULTS

Yes, he would call the Union back if something could be done. If it were possible, he would also call the Coast Guard in New York and instruct them to accept the Navy discharge as proof positive, after checking Pitti's record with the Bureau of Naval Personnel.

Three hours after the Union took action on the matter New York Shipping Commissioner R. A. Shea called the Union back and said that a waiver had been granted in Pitti's particular case. The Coast Guard in Washington has consulted the records and Pitti's papers would be granted.

As soon as Pitti appeared before the Commissioner, the process was speeded up. His certificates were granted swiftly and he was sent back to the Union to take a job as OS.

And the moral to this story is that if you go to a good Union like the SIU you don't get a kicking around: For the SIU is playing a leading role in getting results for the seamen.



Calling All SIU Men

Now is the time to come to the aid of your union. We are engaged in an all-out effort to make Isthmian a union outfit. This can only be done with the help of every rank and file SIUer afloat. When you tie-up along side an Isthmian ship, board her and give the crew the score on waterfront unionism. Show them a copy of our contract, tell them how we settle beefs, prove to them that unionism, the SIU way, means more pork chops for them.

More Ships Due For Boneyard Says Mobile

By JAMES L. TUCKER

MOBILE — Shipping continues to be good with any kind of rating going. It has been so good that we even shipped out a one arm fellow as messman, another war veteran. We will be crewing up another troop transport some time this coming week, and will need plenty of stewards department men. We still need men for the T-2 tankers, as there are about six in now and more coming in all the time.

We crewed up the Alcoa Master with a bunch of oldtimers, so she should be a clean ship when she comes back in. We paid off the Jacob Westervelt with transportation back to the west coast, as she went into the boneyard, and we expect the George E. Hale and the John Marshall to go in this week. We also paid off the Alcoa Master, with transportation back to N. Y., the William Brewster and the Mission San Carlos.

The weather is still nice and warm down here, so if any fellows do not like the cool winds up north, just drop down and see us and take a short trip down to the Islands or to Trinidad.