

New York Welcomes Five SIU Repatriates From Nazi Prison

EX-SIU OFFICIAL TELLS OF NAZIS



Jerry Petro, old SIU man and ex-official in the Gulf, was among those repatriated from Nazi camps on the Gripsholm last week. One of his first acts was to visit the new SIU hall and see how the union had progressed since he left two years ago. Here he is (left) telling some of his experiences to New York Night Dispatcher "Red" Trusdale.

NEW YORK, Feb. 24—Last Thursday was "Hero's Day" in New York—for the diplomatic exchange ship SS Gripsholm arrived with five SIU men aboard who were being returned to their homes after many heartbreaking months in Nazi prison camps. Some of the union brothers had been away for years, their only contact with the SIU being the packages and cigarettes sent to them and allowed through by the Nazi guards.

When the Gripsholm docked the SIU men were taken to Wilshire House on 56th Street for a mass interview with the press. They were greeted there by New York union officials and were given the warmest of fraternal welcomes. After a round of parties, which lasted two days, the men were conducted through the new SIU building, and expressed their appreciation for the fact that the union was fighting to maintain conditions for them to return to.

All of the repatriated brothers had stories of privation and hardship to tell. Three of them, Ralph Piehet, William Weaver and Rufus Stough were torpedoed on the Johnathan Sturgis, Mississippi Shipping Co., in February 1943. The other two, Paul "Jerry" Petro, former SIU Patrolman in Houston and John F. Monteverde were sunk on the SS Honomu, Matson Line on July 5th, 1942. All of them have been prisoners since that time, living on German subs, prison ships and in German prison camps.

Lord "Haw-Haw," the English commentator broadcasting for the Nazis promised the attack on a thirty-eight ship convoy in early July 1942 when he announced that Germany planned to give America "real fireworks" on the Fourth of July. His estimate was a day late but on July 5th the Russia-bound convoy was attacked with all the strength the Nazis could muster. The result was the sinking of thirty-two of the thirty-eight ships. But let Jerry Petro tell the story, his story is that of all the boys, ex-

cepting the fact that the Honomu survivors were twenty-three days in a lifeboat while it was forty days before the Sturgis men were picked up. In addition, the Sturgis survivors were also sunk on a German Prison ship which hit a mine off the Norwegian coast.

Jerry tells a story that has become all too familiar to SIU members. Nineteen men managed to get in the lifeboat on July 5th. By July 28th, when they were picked up by a German sub,

eleven had died leaving only eight. Among those who died, was an old time militant SIU member from the Gulf, "Silent" Hayes.

The sub landed Jerry and the other survivors at a small northern Norwegian port and from there they were taken to "Stalag 322," a German prison camp in Norway. Here the Nazis, flushed with their early successes, were arrogant and brutal.

From this camp they were taken to Oslo and then loaded on a German prison ship which transported them to Frederickshaven, Denmark. Despite the Nazi persecution the boys were warmly welcomed by the Danish citizenry and the Germans had to redouble their guard.

From Denmark they were taken to Wilhelmshaven, Germany, where they were questioned for fourteen days. Standing pat, the SIU members refused any information except the identification required under the rules of war.

They were then taken to their next prison which was destined to be their only home until their

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SIU Demands For Free Launch Service OK'd

Crews on ships chartered to or owned by the WSA will henceforth get free launch service in New York Harbor. This demand, made by the SIU last year, was granted in a directive handed down by the N. Y. District Marine Supt. for the WSA. Under the directive, all crew members will receive one free round trip ticket per day—provided, of course, that they receive shore liberty.

IT'S GOOD TO BE HOME AGAIN!



Repatriated SIU men are obviously glad to be out of the Nazi prison camps and back in the U. S. again. This group was snapped at the Wilshire House in New York just after the men had alighted from the Gripsholm. Left to right: The wife of a repatriated skipper; SIU repatriate William Weaver; Al Kerr, New York Assistant Dispatcher and part of the SIU Reception Committee, and SIU repatriate Ralph Piehet.

SIU FIGHTS SHIP DISPOSAL BILL

Recognizing that the prerequisite for post war jobs is the existence of a large post war American fleet of ships, the SIU opened war this week on the "Merchant Ships Sales Act of 1945" which is now before the House Committee on Merchant Marine and Fisheries. This act opens the way for mass disposal of our war time fleet of merchant ships to foreign operators, thus cutting down the number of post war jobs and creating a large foreign flag fleet running into

American ports under substandard labor conditions.

A definitive analysis of the bill and reasons for our opposition to it, will be printed in the next week's issue of the SEAFARERS LOG.

House committee hearings on the bill are being held in Washington this week, and top SIU officials will appear to give labor's viewpoint. Spearheading the opposition to the bill in

Washington will be Harry Lundberg, SIU President, SIU Vice Presidents John Hawk and Morris Weisberger, and the SIU Washington Representative Matthew Dushane.

Meantime, rank and file seamen up and down all coasts are pouring telegrams of protest into Washington, demanding that the government do nothing to sabotage the maintenance of a large merchant fleet after the war.

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Organization Seen The Key To Post War Jobs

By PAUL HALL

Many of our members are asking the question today, "What happens when the war is over and the shipowners start laying up ships?"

This is a fair question and there is no use in our kidding ourselves about the answer. In the first place, post war shipping will consist of larger and faster ships. This means that a corresponding tonnage can carry a corresponding cargo with less men much faster, resulting in that many less jobs. Already, many tons of shipping are being transferred to other flags and in the end, we can rest assured that the countries receiving these ships and shipping will not relinquish it. This competition naturally will mean fewer jobs for us. Many of our members remember the period from 1923 to 1934 when there was nothing unusual for men to wait as much as six months between ships.

The question then must be, "What are we doing to safeguard our interests in the almost inevitable shipping slump that will follow the war?"

The question of post war security for the union is essentially a question of jobs. While we must maintain our wage scale and conditions, we still must have the jobs first! This means, then, that we have an organization task ahead of us. We must concentrate upon the unorganized lines, and there are quite a few of them up and down the coast. We must galvanize the rank and file into volunteer organizers—men so sure of the rightness of their cause, and so certain of the backing of their union, that they will ride the unorganized ships and line them up for the SIU.

There are other factors, of course. Manning scales must be increased, and the four watch system must be fought for. Both of these factors will increase the number of jobs per ship. And this must be done. But first and foremost we must get more ships, and this means signing up new lines.

This is a big task, and we must carefully examine our own organization, as well as others in the field, to see how well prepared we are to fight for these essentials.

A comparison of the status of the SIU as compared with that of the NMU should furnish the answer.

Our membership has grown during this war, but this growth has been a steady one, based on contracts with operators who will be in business after the war. The NMU, on the other hand, has had a mushroom-like growth with "war baby" contracts that will vanish after the war, leaving that organization with a dangerous surplus in membership.

The SIU operates on an efficiency basis so that even with a 50% loss of income and shipping, we could still maintain our apparatus and union halls on a 100% scale. The NMU, on the other hand, has a unwieldy,

over-staffed apparatus with a superfluous membership.

Our financial condition is sound, while the NMU's finances would drive a bank examiner insane if he tried to fathom their conviving intricacies. Even today, rather than have their funds tied up by court order and examined by competent court auditors, they are settling claims and cases against the NMU hand over fist regardless of the price so as to avoid any light whatsoever on their actual financial status.

This comparison, favorable though it is to us, does not mean that we can rest on our laurels. In previous articles, I have pointed out the number of men that will be unloaded from the transports, pools, schools, etc. I have tried to show the dangers of the RMO and WSA set-up. So now, the actual question of our post war security and jobs rest in our ability to organize—to go into the areas where we are now weak—to organize and gain strength where little or no organization exist today.

This means that we must continue and intensify our fight to maintain conditions and wages. Our organizational apparatus must be strengthened and kept up. Every member of this union must play a definite part in the program of building for the future.

Our future is secure only if we are to make it so. Our officials are powerless without the unreserved, wholehearted support and help of the membership. So, let us all, membership and officials alike, put our shoulders to the wheel and push together! Let us set about today securing our gains for tomorrow!

Money Due

SS THOMAS HAYWOOD

I. Ibrain, Bos'n, 2 hrs; H. Hasiz, AB, 3 hrs; H. Bradly, AB, 4 hrs; R. Quirk, OS, 4 hrs; A. Belzer, OS, 1 hr; J. Dicks, OS, 1 hr; F. Wirling, AB, 1 hr; W. Wanzel, AB, 1 hr. The above men can collect for removing coal to galley at the Waterman SS Co. office, 19 Rector St., 10th Floor, New York.

SS DOBBS

M. Francisco, 67 hrs; F. C. Gray, 75 hrs; J. Gorganuiss, 67 hrs. Collect at Calmar SS Company office.

MV YAKIMA HEAD

J. Olchovy, Oiler, \$71.85, 107 hrs; D. Feliszeh, oiler, \$41.13, 59 hrs. Collect at Moran Towing Company office.

SS ROBERT LIVINGSTON

Marano, 17 hrs; Aoam, 6½ hrs; Hanson, 1 hr; Klem, 5 hrs; Meglio, 11 hrs; Blessley, 5 hrs; Ringuette, 3 hrs; Cormier, 4½ hrs. Collect at Bull Line office.

SS LAWTON B. EVANS

Deck Department which paid off in Newport shipyard on Feb-

From The Assistant Sec'y-Treas.

By LOUIS GOFFIN

Had quite a busy week, handling various beefs, negotiations and other items that keep popping up in this office. No. 1 on my agenda was a letter from the ex-crew of the SS Robert Lovett regarding week end overtime and statements of wages. Contacted the company and squared this beef away. We realize that certain companies do not issue a statement of wages at pay-off time, so for the benefit of all hands, just drop in or write to the respective companies and they will give you, or send by mail, a complete statement. However, we have requested that all companies furnish these statements when a ship pays off.

Brother Volpian and myself attended a meeting with Mr. Kiggins of the Bull Line regarding refrigerating engineers. While our working rules are similar, other items are not, and the result is that we came to no agreement as yet.

Sat in a long session along with Brother Volpian and Shuler at the Calmar Line. We went through every item of the Calmar proposals and agreed with very few of them. We meet again in the very near future, and hope that we can get these sessions over with once and for all.

Brother Colls, one of the New York Patrolmen, and myself took a look at the meeting hall on E. 11th Street, and we recommended that this Hall be rented every other Wednesday. Seating capacity is over 750 and it is also equipped with a public address system.

Had a call from Baltimore regarding manning scale in black gang of Alcoa Victory ships and am checking with other companies who operate this type of vessel, and find that the Junior Engineer is a licensed man standing the First watch, and that no unlicensed juniors are carried. We are trying to get three wipers on all Victory ships.

Am getting a new set-up on our Social Register and Do Not Ship lists, and will take up ways and means of operating on a stream line basis at the Agents' Conference which meets here in New York on March 12th.

Am glad to state that due to the good work of the officials in all branches, beefs are far and few between. However, any beef that is sent in will get immediate attention. Am working on a couple of beefs with Alcoa and Calmar, also Victory ship manning scales which I will report in next week's issue of the LOG.

ruary 15 as overtime coming for Longshore work. Collect at Waterman office.

SS MOOSE PEAK

Crew which paid off in Jacksonville in January, can collect transportation. Collect from the Moran Towing Company, New York.

SIU Repatriates Made Welcome In New York

(Continued from Page 1)

exchange last month. This prison was at Milag Nord, located in the center of the horseshoe formed by Bremen, Hamburg and Wilhelmshaven. They had a ring-side seat to the destruction of Germany's greatest seaports and nightly watched the greatest fireworks display of all time with bombs falling as thick as hailstones.

Their treatment improved with each German reverse. When North Africa fell Nazi arrogance began to vanish and when France was invaded the guards actually began to curry favor with the prisoners. Don't make any mistake, however, the boys were never overfed and watery soup and boiled potatoes was their diet throughout their long imprisonment.

The repatriates were unanimous in their gratitude to the SIU for the cigarettes and packages sent them. Without these, Jerry says, life would have been almost unbearable.

The effect of the incessant bombing of German transportation was shown when they started for Switzerland to be exchanged for German prisoners. The journey, which in normal times requires only eight hours, took five days with frequent stops while destroyed tracks, roadbeds and junctions were being repaired or by-passed.

In Geneva the Americans were met and furnished with all necessities. The Germans who were being exchanged were also met

by their representatives who gave them one apple, two cigarettes and a picture of Hitler.

Their first taste of real freedom came when they crossed the Swiss frontier into France and were besieged by cheering American soldiers who showered gifts on them. In Marseille they were first put aboard the "Algonquin" and then after two days transferred to the Gripsholm.

In New York they were met by their relatives and SIU representatives. The SIU put the full resources of the union at their command. Rufus Stough carried his union button through the whole ordeal and proudly displayed it as the only union button which survived over two years in a German Prison camp.

Personals

JOHN G. ATHERTON

Your papers are in the Baggage Room in the New York hall.

JOHN B. WILKES

Your probationary book, receipts and photographs are in the Baggage Room in New York.

R. OLIVER

Book 41196, next time you are in New York see Patrolman Alguna, 5th floor.

PHILADELPHIA

Something that is getting quite common these days is these KANGAROO courts that they are holding for the benefit of some of our members on the other side. It seems from the information that we have that when some of our members are caught out of bounds they are hauled before some Shavetail Lt. and they are fined from \$50.00 to \$200.00. The joker is that there are no rules posted on the ship telling the men where these out of bounds districts are. For all the members know, the minute you step down the gangway maybe you will be fined for being out of bounds. This Branch has evidence where the Army has fined a crew member for being out of bounds and allowed two brass hats to be out of bounds and failed to take any action against them because they were OFFICERS. It appears to the writer that this smells somewhat of a great big juicy herring, or should we be real plain and state that we think that this is a racket. Of course, nobody can hang a guy for thinking.

We have documents on file in this office where a Ch. Steward was fined \$200.00 for being out of bounds and an AB was fined \$50.00 for the same offense. But the Chief Engineer that was arrested for the same offense was fined nothing. And not only that, all three of these men were told to be at the Provost Marshall's office the next day for a hearing and the said Chief Engineer did not even show up at the hearing and nothing was done about the matter. However, an MP came aboard the ship and told the Ch. Eng. that he would have to appear the next day and when the Ch. Eng. did go ashore the Port Director in charge was not available and the case could not be settled. This statement was made by the Chief in question and is on file in this Branch.

But in the case of the poor Chief Steward, after he was fined the previous night the amount of \$200.00, an MP came aboard the ship the next day and demanded that the Chief Steward pay up the fine and if he didn't he, the MP, was going to take him off the ship. At this time the Captain of the ship told the MP that the Steward or himself had no money to pay the fine and to this the MP threatened to take the Steward in question off the ship. At this point the Steward produced a U.S. Postal Money Order which was offered to the MP and this he refused to accept. The upshot of the whole affair was that the Captain had in his possession \$150.00 in "blue seal" money which is not supposed to be used in Africa and he offered this to the MP who in turn accepted same.

But you should see the receipt that the MP gave the Steward for his money. It was an ordinary piece of yellow paper. The War Department has receipts, Form No. 38, for this purpose, and it seems queer to the writer that as this was a legal transaction that the Army MP did not take the trouble to issue the customary receipt for the money that was paid to him. In the case of the AB, he received a flukey receipt also.

WHAT'S DOING

Around the Ports

We may mention at this time that the Army, Coast Guard Intelligence have a copy of these documents in their possession and it remains to be seen just what action if any will be taken on the matter.

Well, I guess that we have said enough for this time so we will close for now, so here's to a big union.

HARRY COLLINS, Agent

NEW YORK

We have the Del Aires in with a chief cook who had 130 hours overtime for a six weeks' trip. On the bottom of his overtime slip he stuck in 25 hours. He stated the reason for turning it in is in case he left anything out. Overtime like that makes it hard to collect legitimate overtime.

We have been having quite a bit of trouble with the Bull Line in trying to reduce their stewards department. They pulled a sneaker on the SS Monroe. Only signed seven men on articles, refused to sign on the rest of the compliment. It is well to watch all companies that are reducing their gun crews, as they might try to pull the same thing.

There have been about four stewards departments on the SS Arthur Dobbs since she docked. The more we put on the lousier she gets.

The SS Flying Eagle was paid off here. She was the cleanest ship that has been around in a long time. Crews like she had make paying off a ship a pleasure.

Occasionally some one shows up here with the NMU Pilot in his hand, with the page open to General Notices, under National Port Committee, which states, that in certain ports on certain dates, there's a vessel attack bonus due. This is repeated from time to time and probably serves the purpose of filling the space where some poor sucker's overtime would be listed if the NMU ever settled any beefs. Whatever the purpose of the notices it is rather confusing as all attack bonuses are set by the WSA and are not settled by any union and since the first of April, a ship has to have an actual attack before the attack bonus is payable. When calling the NMU for information on this, the answer is, "If your ship was torpedoed at that date and that port you have an attack bonus coming." It does not matter a damn what date and what port your ship was attacked, you still are entitled to an attack bonus if your ship was actually attacked.

It would save us a number of headaches if the SIU members who read the Pilot were to class such statements as this with the rest of the hooey that they read in the *Stalinski Journal*.

Frenchy Michelet is doing a lot of beefing about his mules. We too are having our share of trouble with the jackasses in the port of New York. Most all of them in the form of skippers.

One especially is the skipper on the Moran tug, Hillsboro Inlet. He makes the ship every five days, not to put out a draw but to fire or log the crew. We are trying to put the bridle on him and think we soon will be able to lead him around to see it the Seafarers way.

The Marine Dragon is still in and causing plenty of headaches. She should be lined up after this so she will run smoothly hereafter.

There was a chief cook in, waiting to be tried for starving the crew. He asked me who this guy Frenchy Michelet was. He said, "You know I admire that guy. I have been reading the LOG and using his recipes on the last trip. I think he is smart, a pity he is baldheaded."

I said, "Brother Michelet is neither smart nor baldheaded. He has just beat his gums together so much talking about something of which he knows nothing, that he has jarred the tip of his head out through his hair." The guy was exonerated of his charges, after promising to discard Michelet's recipes and take some advice from a real good cook.

J. P. SHULER, Patrolman

Shipping for the past week in the Port of New York has picked up. From the way things are starting out this week, shipping will continue to pick up for the next few weeks.

A tip for the black gang dept. would be for all men possible to get a Reefer Engineer's endorsement. Especially for those men intending to go to sea after the war. There will be a great number of ships converted into ref. ships. The C-4's of Waterman and Robin will be ideal for this work. The Waterman Steamship Co. has two ships that at the present time are being converted to Ref. ships. The Bull Line has already converted two, one of which has a reefer job open at present. In the near future, more ships will be converted.

There has been a big demand for Pumpmen and Pump mach. Especially on the SIU-SUP Tankers that have been coming in lately. The unorganized Tankers have been calling for a lot of these ratings also. In the near future the need for these endorsements will become greater as the tanker field opens up. At the present time it is much easier to get an endorsement than it will be in peacetime. So a word to the wise should be sufficient.

The Brothers here in New York have been giving us excellent support in our fight against the fink halls. At the present time the fink hall looks like a meeting hall for all of the Gold Braids of the U.S.

With the continued good support of our membership here in New York and with the outports getting the same type of support, in the near future we should be able to reduce this menace. But regardless of how much we com-

bat the fink halls in one port, we have to have the cooperation of all. No chain is stronger than its weakest link."

Bearing this in mind let's all work together for our own common cause.

AL KERR, Ass't Dispatcher

BALTIMORE

Shipping has been fair and the prospect of it becoming better is very doubtful as not many ships are expected during the coming week.

SS August Belmont, South Atlantic SS Co.—This ship came in during the week without any beefs and the whole gang complimented the Steward (which is pretty rare these days) as to how well he fed the boys. Patrolman Starlin who paid this ship off says for Brothers Frenchy Michelet and J. P. Shuler to take note.

Frostberg Victory, Alco SS Co.—We received delivery of this tub during the week and a whole gang was shipped to her. So far the only beef on her is that WSA hair mattresses should be junked. And the Company refuses to hire any Jr. Engineers.

New Hall—We have shopped around and found that it is impossible to buy a hall in this port at a reasonable price. All property owners want us to put up all the dough in the Bank of England before they will sell. This being the case we are going to extend the lease on our present hall and spend a few bucks fixing it up so it will be a hall the men will be proud to come to.

Joseph Mullen. This brother passed away in the Marine Hospital. He was buried by the union and the membership collected \$70.00 and turned it over to his widow and kids. She sent us a nice letter thanking the membership.

A. Davenport and Dumas, oilers on the SS Wm. Brewster, Alcoa Line, the overtime that was submitted to the Patrolman at time of payoff, we have checked the overtime of the ship and found that this time had been paid at the time of regular payoff.

Red Cross Meeting: We attended with other AFL Unions who are launching a drive for funds. The question was brought up as to what aid the Red Cross gave to merchant seamen in foreign ports and were told that this isn't their problem that the USS took care of merchant seamen. Of course we reserve our comments on this kind of aid.

WM. McKAY, Agent

BOSTON

We had a very busy week here in Boston and in Portland Maine. We had to miss three ships that paid off at the Army Base as the crews paid off on board ship instead of on the dock.

The Agent was quite busy taking up beefs with the Eastern SS Co., along with a beef sent in by Brother McKay, Baltimore

Agent. Expect to have them settled about a week from this date and will notify all concerned in the "LOG."

Appeared before the Coast Guard as council for several of the Brothers and made out O.K.

JOHN MORGAN, Agent

TAMPA

Things are still slow down here in God's country, with quite a few of the boys around. Among the old-timers here we have "One Round" King, Bill Simmons, "Bo" Anderson and Emmett Garcia. Although these boys are here now, don't be surprised if they turn up there or some other port in that vicinity, as there aren't a hell of a lot of jobs down this way.

Made a trip recently to Port Everglades and boarded the Sea-train New Orleans. Everything is okay on her and all hands satisfied (must be that good cuban rum they get in Havana, eh wot?) The good ship Brandywine was here the other day. We straightened her up and converted a few "non believers." Although this scow is not in perfect shape, there is an improvement over what she was a while back.

There seems to be no relief in sight here in regards to an increase in marine traffic, so as to give the members in this area more job to make. This, however, should change as soon as the war is over in the Atlantic. For that reason the Seafarers should make plans as soon as possible to be prepared for the post-war period, and the increase in shipping and business in the Gulf area.

The old-timers know from past history that the Gulf as a whole should really boom as soon as things return to normalcy. Much of the traffic now on the East Coast will be diverted down here. Knowing this we should at our Agents' Conference, make the necessary plans to prepare.

To the fellows up the line—we can't offer any jobs here if you decide to head this way—BUT—for Rum N' Coca Colas' and pretty Senoritas — that's something else. So we'll be seein' you.

D. L. PARKER, Agent

NEW ORLEANS

Things continue slow here this week. The Sandwich payed off, but she makes a very short trip. We expect an improvement next week as the Delmar is in from a South American run and is to pay off tomorrow and the Mississippi has another one due in from South America Tuesday. Calmar has a new scow due to make a trial run Monday, which probably will mean a complete crew for her early in the week.

The local fink mill is refusing enrollments in their schools for the next several weeks—an encouraging sign. We haven't had to call the fink pool for a man in some time now. The local RMO has a nice setup—each stooge has a stooge. Lucky thing Uncle has a gang of dough. Only a rich country like ours can afford to pay a herd of finks six bucks a day to hang around and wait for a job.

GLENN "CURLY" MASTERSON
Patrolman

SIU FIGHTS SHIP DISPOSAL BILL

(Continued from Page 1)

Following is the resolution passed unanimously at the New York Branch meeting of Feb. 28:

RESOLUTION

WHEREAS, the Merchant Marine Act of 1936, passed by Congress stated as follows:

"It is necessary for the National defense and development of its foreign and domestic commerce that the United States shall have a Merchant Marine;

"(a) sufficient to carry its domestic water-borne commerce and a substantial portion of its water-borne export and import foreign commerce—and to provide shipping service on all routes essential for maintaining the flow of such commerce at all times.

"(b) capable of serving as a naval and military auxiliary in time of war or national emergency.

"(c) owned and operated under the United States flag by citizens of the United States insofar as may be practicable, and—

"(d) composed of the best equipped, safest, and most suitable types of vessels, constructed in the United States and manned with a trained and efficient citizen personnel.

"It is hereby declared to be the policy of the United States to foster the development and encourage the maintenance of such a Merchant Marine."

WHEREAS, at the present time there are approximately fifty million tons of American shipping, as compared with approximately eleven million prior to the war, and

WHEREAS, these ships have been manned and are manned by American Seamen who have been called upon to deliver the goods for our armed forces in all ports of the world, and

WHEREAS, at the present time a bill has been introduced in Congress called "The Merchant Ships Sales Act of 1945" or "H.R. 1425," which is coming up for a public hearing before the Merchant Marine Committee on March 1, 1945, and

WHEREAS, Section IV of this bill, entitled "Sales of Vessels Not Needed for United States Commerce or Defense," Sub-Section "E" reads as follows:

"(e) Payment of the sales price for vessels sold under this sec-

THESE MEN SABOTAGE LABOR



Here is the team which has consistently held labor to a sub-standard wage. Left is William Davis, chairman of the War Labor Board which this week turned down labor's demand for the end of the Little Steel Formula. Davis sent a report to Economic Stabilization Director Fred M. Vinson, right, stating that the cost of living had not "outrun" wages and the workers should be denied their demands of wage boosts. Vinson has in the past consistently sided with profit lusting employers against labor, and it is likely that he will see things the way Davis does.

tion shall be made upon such terms and conditions as the commission with the approval of the President shall prescribe. In connection with sales to noncitizens, the Commission is authorized to avail itself of the services of any other agency of the United States Government with duties or powers in respect of extension of credit or financing services, and any such agency is authorized to extend such facilities and services to the Commission or to the purchaser for the purposes hereof."

WHEREAS, this can only mean that the foreign operators and foreign countries will be able to buy American ships, built with money from the American taxpayers, under conditions and terms far easier than American operators and American citizens can buy these ships. As a matter of fact, foreign operators will be able to buy American ships with money borrowed from the United States Government under Lend Lease. In other words, the American tax-payers will again finance the foreign countries and foreign operators in their buying of American ships.

WHEREAS, under such conditions the American citizens and American operators will be at a disadvantage and we will again be faced with the rapid decline of the American Merchant Marine. Foreign ships will again be used to carry the exports and imports of the United States because American flag ships will not be able to compete with foreign flag ships due to the fact that the foreign operators will operate ships without any financial outlay, and will also man their ships with crews which are paid much lower wages than are paid to American seamen. American seamen will again be faced with the same conditions they faced after the last war when most American ships were tied up while foreign ships were carrying American imports and ex-

SUB MENACE GROWS IN THE PACIFIC

That the menace to our ships from Japanese subs is growing, is indicated by a new defense training program instituted on the West Coast. The Maritime Commission has opened a barrage balloon and kite defense school, and has requested all bosuns to become familiar with the equipment.

ports, and American seamen, as a reward for their services during the war, were in the headlines on a nationwide scale, and

WHEREAS, past experience has proven that foreign ships, under normal conditions, very seldom do any repair work or drydocking in American shipyards. Consequently, in addition to depriving thousands of American citizen seamen of their livelihood, also thousands of shipyard workers will be out of work, if this Bill goes through in its present form, and therefore

BE IT RESOLVED, that this Organization, the Atlantic and Gulf District of the Seafarers International Union of North America, composed of sailors, firemen and cooks, who man ships out of Atlantic and Gulf ports, hereby go on record condemning the proposed Bill, and request that Congress take adequate steps to insure retaining a large Merchant Marine after the war, and

BE IT FURTHER RESOLVED, that we call upon the American Federation of Labor, and also every labor body on the Pacific Coast to go on record to back us in our fight to retain the American Merchant Marine, and

BE IT FURTHER RESOLVED, that it shall be the duty of all Officials of the Atlantic and Gulf District of the Seafarers International Union of North America to rally all support in our fight in the various ports, and to send proper protest from our Unions,



By "FRENCHY" MICHELET

Today is February 14th—the first Valentine Day that we've spent at home in a number of years. We can remember when Valentine Day was a looked-for event in our life. Our heart was fresh and eager then and full of dreams. We thought a certain little dimpled darling the sweetest of mortals and "Winnie" the loveliest of names. Much water has flowed under the bridge since then—we are an older, sadder and wiser man, but nothing that life has since shown us is nearly so sweet as the memory of Winnie's smile. So here's to all of our Winnies — may the memories never fade.

The mattress situation aboard the new Overlakes scow Rodman is but another instance of the pouring of the taxpayers' money down rat holes. This ship just got in here from Houston. She has a bunch of brand smacking new mattresses aboard that are too narrow for the bunks and are stuffed with a wire-like hair that sticks hell out of you when you try to sleep. The officials of this port have been raising hell with the WSA, but no dice. It seems that the vessel must make one trip with them before they can be removed. The big shots in the WSA admit that the mattresses are no good, but they are apparently covering up for the guy who let the contract, for a whole mess of the damn things. So, meanwhile, the poor seamen must sleep the best he can.

Boy, when this scrap's over and old John Public starts poking his inquisitive nose into some of these kettles of fish, he's sure gonna uncover some stinkin' messes. But then, what can you expect when a few guys get to spending other peoples' billions? Municipal dough's been sticking to official fingers since the birth of history:

"Who shall doubt the secret hid Under Cheops' pyramid

Was that the contractor did Cheops out of several millions?"

Good old Jeff Davis, better known as the "King of the Hoboes," was in to see us Monday. He made us an honorary member of the Hoboes of America. We propose to keep the card among our most cherished possessions. Jeff's an old man now and chock full of fascinating tales of adventure. It's a tonic just to talk to

from ships and from friendly labor bodies to the various Congressmen and Senators in Washington, D. C., and

BE IT FURTHER RESOLVED, that this particular resolution be widely publicized and released to the Press in the various ports.

the man. There's no ill the flesh is heir to that the open road wont cure. We haven't had a single contented day since we tied ourself to a desk. Save a place by the fire for us, Jeff, we're gonna "blind" a fast one before many more moons have come and gone.

The Delmar paid off here Saturday afternoon with half the crew logged. The skipper of this scow is log-happy. This character spent quite a little time in the booby hatch in Northern Ireland several years ago. After carefully checking all the circumstances in each log, we're fully convinced the gentleman jumped over the fence to get out. The Coast Guard officer in charge of the trials evidently felt the same way, because he cleared everybody concerned. We then tackled the commissioner and pointed out to him the injustice of the fines. Being a reasonable man, he naturally advised the old man to scratch them. The "master" refused to do so until he was ordered to do so by the head of the port. Fortunately, the head commissioner is also a reasonable man, so we don't anticipate any trouble when we all get together Monday morning.

Our good friend, brother Gregory, having heard us say that we liked baked apples, called us during the week to tell us that he had baked some for us aboard the mule scow Sam Walker. They were so darn good that we bummed the recipe. Here it is: Core the apples and place them in a baking dish with a little brown sugar sprinkled on each. Let bake for fifteen minutes. Meanwhile have a mixture of the peel of several apples, brown sugar and a dash of cinnamon and a little water simmering away on the range. At the end of fifteen minutes pour the mixture over the apples and bake 'til done. Then call Frenchy.

A number of brothers are evidently under the impression that there are personalities involved in our little differences with Shuler. This isn't so at all. All our criticisms are meant to be constructive. We are trying to make a cook out of the dop...er...guy. To show our faith we want to take this opportunity to brand as a malicious lie the understandably popular notion that J.P. got his steward's papers from Sears & Roebuck. Actually, Shuler got his papers from a cockeyed inspector who had drunk his lunch in nine gin mills. The worthy gentleman gave J. P. the papers under the delusion that he was endorsing a guy sitting three chairs away.

