



SEAFARERS LOG

OFFICIAL ORGAN OF THE ATLANTIC AND GULF DISTRICT,
SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA



Vol. VI.

NEW YORK, N. Y., FRIDAY, AUGUST 18, 1944

No. 25

SIU Members Expose USS 'Rackets' In Ports Of Middle East

NEW YORK, N. Y., Aug. 16—Crew members that were survivors of the torpedoing of the SS THOMAS G. MASARYK entering this port this week tell of the "bouncing around" they received at the hands of the United Seamen's Services club in Alexandria, Egypt, and the petty bureaucrats stationed there. They tell of the collusion of the War Shipping Administration officials with these petty figures of the USS as well as collusion with the small-time figures of the US Consulate Service.

In an affidavit the members of this crew expose the small-time rackets and personal prejudices being carried on against the American seamen by these fakers of the United Seamen's Services who are operating such so-called Seamen's "clubs" abroad.

"We were charged excessively and over the prices the club had posted," the affidavit says in es-

sence, for these crew members were charged \$4.23 American currency per day for the lodgings and meals that the "club" sold to others for about \$2.60 American currency.

It further shows that cigarettes donated for their use were sold to them instead of being given.

Also, while they were told that they were being "given 'charity' in clothes—they were forced to pay for same even though they didn't know what such would

cost," the affidavit declares.

The paper further brings out the fact that they were discriminated against because they were members of the Seafarers International Union, while at the same time a crew from the NMU which has consistently toadyed toward the United Seamen's Services was given immediate aid while the same courtesy was denied this crew of SIU members.

The United Seamen's Services
(Continued on Page 3)

New Pacific Bonus Amendment

The following is a telegram received from the Maritime War Emergency Board amending the bonus rate paid in one area of the Pacific Ocean:

WESTERN UNION TELEGRAM AX
S111CDC DAV 65 Govt. 2 Extra
CD New York NY 309P Aug. 11, 1944
John Hawk, Seafarers Intl Union of North America
2 Stone St. NYK

To All Parties Signatory To the Statement of Principles: By Amendment to Decision 2 B, effective at 12:01 AM August 25, 1944, including all voyages then in progress rate of voyage bonus payable for classification III of Article II. As provided in paragraph D of Article III is changed from 25 percent with \$30 monthly minimum to 33 1/3 percent with \$40 monthly minimum.

ERICH NIELSEN WSA WASH DC
326P

SIU Complimented For Aid To Fifth War Loan Drive

NEW YORK, N. Y. — A letter from the War Finance Committee of the Treasury Department of the U. S. received by the headquarters office of the Atlantic and Gulf District of the SIU of NA thanks the Union and the *Seafarers Log* for aiding the recent Fifth War Loan Drive.

The drive, the letter says, exceeded the huge New York quota of \$4,801,000,000 by several hundred million dollars in bonds.

The letter is signed by Nevil Ford State Chairman of the War Finance Committee. A copy of the letter is reproduced herewith.

New Booklet Off Press — "The SIU At War"

"The SIU At War" is the title of the latest pamphlet issued by the Seafarers International Union of NA, John Hawk, Secy-Treasurer of the Atlantic and Gulf District said today. The pamphlet was written and edited by Brother John Bunker, an active wartime sailing member of the SIU. The booklet has just come off the press and is available in New York. Quantities are now being shipped to the Branches of the Union throughout the Nation for distribution.

The booklet records many of the true experiences of members of the Union during the war while they have manned the ships to supply the Allied armies with sorely needed equipment and arms and ammunition.

Many of the stories reveal for the first time some of the amazing episodes that the seamen of the AFL Unions have undergone, while quietly getting the goods across. Stories of bombings, tor-

pedings, etc., and some of the deeds of members of the Union that won awards and merits are recorded.

The booklet is well illustrated with pictures of ships under action which show the stress of war on the men doing the job of delivering the goods.

Shrimp Fishing

Shrimp production for the month of June increased sharply over May yields at most points along the Gulf coast, helping bring up the yearly production which is still 28 percent below the first six months of 1943, the Office of the Coordinator of Fisheries reported.

Total production of shrimp for all purposes was 21,240 barrels in June, a 50 percent increase over the 14,167 barrels produced in May.



TREASURY DEPARTMENT
WAR FINANCE COMMITTEE



OFFICE OF STATE CHAIRMAN

1270 Sixth Avenue
New York 20, N.Y.
August 8, 1944

John Hawk, Editor
Seafarers' Log
2 Stone Street
New York City

Dear Mr. Hawk:

On behalf of the War Finance Committee for New York I wish to express appreciation of the patriotic spirit with which you and your associates enlisted the force and influence of your publication in the Fifth War Loan.

Your wholehearted cooperation and allotment of valuable space, both in your editorial and news columns, was unquestionably an important factor in helping New York exceed its huge quota of \$4,801,000,000 by several hundred million dollars.

My sincere thanks to you and your staff again for the work you have done and the strong support you have given the War Finance Committee.

Sincerely yours,

Nevil Ford
State Chairman

SEAFARERS LOG

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Atlantic and Gulf District

Affiliated with the American Federation of Labor.

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Those NMU "Contracts"

Again, and again and again and again, (they're no pikers, in the NMU, especially the so-called "leadship" comprising "Blackie" Myers and Moose-Jaw Curran), as their ineffectual combine in this week's NMU Pilot again reveals. They have exposed themselves as "quality labor fakers." AND THEIR ENTIRE MISSION THROUGH THE NMU IS TO CONFUSE THE SEAMEN AND BLIND THEM WITH PROPAGANDA!

For the NMU Pilot has been busy issue after issue of late attempting to sell the NMU membership with the idea that the recent contract delivered to the NMU by the National War Labor Board "is universally recognized as the best agreement ever signed in the history of maritime labor relations," as declared in the Aug. 11 Pilot. They claim therefore that the so-called benefits accruing to the NMU membership therefrom also come to the American Seamen as a whole!

WITH THIS THE SIU TAKES SHARP ISSUE!

Once again we point out that the NMU has ridden the coat-tails of the entire maritime labor movement in gaining conditions for the seamen sailing under the NMU's so-called contracts.

The overtime clause granted by the NLWB to the NMU is now in dispute and is being contrasted by the shipowners before the Board. The shipowners are still not paying the overtime to men in the deck department for work after 5 P.M. and before 8 A.M. unless it is in excess of 8 hours in one day or are they paying men working donkey watch in the engine department for work in port while cargo is being worked after 5 P.M. and before 8 A.M.

The NMU agreements are still inferior in every way to those under which the members of the AFL Unions work which was shown in former issues of the Seafarers LOG which compared the conditions of the SIU with those of the NMU and showed the latter to be inferior in every way. (See Seafarers LOGs for Jan. 7, 1944 and June 30, 1944.)

Again we take sharp issue with the Stalinist fakers of the NMU—WE CHALLENGE THEM TO PUBLISH THEIR SO-CALLED "BEST AGREEMENTS" IN A COMPARATIVE FORM WITH THE AGREEMENTS OF THE SIU! THIS IS THE TIP FOR THEM TO PUT UP OR SHUT UP!

In trying to gain these contracts they have toadyed to
(Continued on Page 4)

WHAT'S DOING

Around the Ports

NEW YORK

That old saying that "Patience is a Great Virtue, That Has Its Own Reward" has certainly proven true here this past week. One of our members, Leon Johnson, had a beef approximately 2 years old with the Bull Line regarding being charged as a deserter from one of their vessels and losing, temporarily at least, the amount of \$108. Johnson felt that his was a good dispute and that he was right in pushing it and so, at every opportunity, he would take this beef up in whatever port he happened to be at the time.

This went on and on and like all things it finally came to a halt. He turned the beef in here; and one of the local Patrolmen represented him at a hearing before the Commissioner in this Port and Johnson's patience finally paid off. The Commissioner ruled in his favor. As a result, he is \$108 better off.

IMPORTANT BEEFS

Outside of the dollar factor, there is something else of importance to attach to this beef: Lots of these companies have been hanging a phony desertion charge against our members and depriving them of hard-earned dough time after time.

By pushing this beef to the limit and making it pay off, we have set some sort of a precedent here and in the future, we intend to fight all desertion raps. As we all know, lots of our members have had this bum deal hung on them and have had good dough tied up a long, long time on account of it.

ROBIN LINE

If there are any of the crew members of the SS THOMAS MAZARAK of the Robin SS Co. around, I advise them to keep in touch with this office as the Skipper of that ship is due here very shortly.

We have a beef on this job involving approximately \$6,000 which cannot be settled until the Skipper arrives. We have notified the company that as soon as this man hits port, to notify the Union Hall so we can go to work on it.

This should be very shortly and there is no question but what the men involved are going to be 6,000 potatoes better off.

BUSINESS CLIMBING

Everything is running well in the groove here in New York now. Business and shipping has finally started climbing back up the ladder. To all of you fellows in the outports where shipping is very slow, this is to advise you that you can now ship again from this port within a fairly reasonable length of time; so don't stay on the beach where you are and go hungry. Blow up this way and take a job.

MORE BEEFS

The local Patrolmen are still doing a bang-up job in settling disputes around here, and are managing to settle most of them in the members' favor.

Among the beefs settled in the membership's favor this week, are on the SS JULIET LOW, The Steward Dept. all have overtime due them which can be collected

at the company office. This runs all the way from 1 hour for one man to 12 hours for another. There are 11 men involved on this Beef, and all have money due.

On the SS OREMAR, the crew of that vessel have had disputes settled in their favor totaling an amount of approximately \$200. The men involved can find amount due them in the Money Due List.

To all the members who had beefs left from ships paying off in New York, or from beefs sent in here from outports, look in this week's Money Due List in the Seafarers Log for the amount of money due and the details as to the collection of it.

NEW TYPE OF BEEF

We have just received in this Port, the first of a particular type of beef which may become common very shortly. That's where our vessels have discharged cargo anchored off beachheads. The company maintains that this is technically at sea due to the fact that there is no actual harbor there.

We maintain the opposite: that the cargo was directed to, and discharged at, that particular point, and with such conditions prevailing, that even though there are no regular harbors or port facilities, actually, the ships were just as much in harbor as though they were here in New York discharging cargo. There is no question but what we will win the Beef, in fact, it is a puzzle to us as to why it was ever disputed to start with.

However, that's the way these people do business and at times, even though you are strictly

against it, you must go through the usual motions and loss of time to collect a dispute. However, it will only be a question of a short while before these beefs pay off.

So—the officers in the Outports can take note and rest assured that as soon as we have a final settlement on this dispute, we shall notify all ports so they can avoid any delay in settling these disputes, in the future, to our members' benefits.

PATROLMEN'S ACTIVITIES

The membership here Monday night took an action which will be beneficial to the membership as well as to the officials of this organization.

They went on record to have published in the Seafarers Log each week an account of the waterfront Patrolmen's activities.

In this manner all hands will know just what ships were paid off and covered and the disputes settled, as well as those unsettled, and the disposition made of the same.

This is a practice that is usually carried out in the West Coast Sailor and according to the membership for the SUP, they like the idea very much. One thing, it will do is to keep the membership informed as to the waterfront activities all down the coast and Gulf.

We can look on this as a progressive move.

Yours for better waterfront reports of the Union's activity.

PAUL HALL, Agent

Protect Both America and Your Money by Investing It in War Bonds.

MONEY DUE

The following men can collect money due them from the following ships at the Moran Towing and Transportation Office, San Francisco, California.

MV POINT CABRILLO: D. Jodoin, C. Wendt, M. Tilley, W. Everet, G. Accola, G. Steven, G. Davit, R. Schruder, T. Armino.

M V SANIBEL ISLE: S. Savage, Wallace, S. Peterson, Engh, E. Schuster.

M V ST. SIMON: L. Madewell, D. Appleton, J. Larkin, D. Russell, F. Knight.

M V ARANSAS PASS: A. Denning, J. Voitka, R. Jones, L. Hunter, Sitrer.

M V SABINE PASS: 2 weeks' linen, port pay and disputed overtime: Rosen, Allen, Jr., D. Kaer, Crum, Hashagen, Houston, Bray, Curry, Mendell, Oakley, Davis, Gibson, Caughie, Carrier, Wright.

SS RICHARD BASSET: L. W. Johnson, has \$108.65 coming. Pick up at Bull Line Office.

SS MARYMAR: Vincent Lynch, 2nd Cook, 84 hours baking, pick up at Calmar Line Office.

SS MARYMAR: F. R. Hutter, AB, can collect \$6.00 security watch at Calmar Office.

SS JULIET LOW: Stewards Dept. have the following overtime coming from last voyage: C. L. Henderson, 11½ hrs.; C. C. Spencer, 3 hrs.; J. T. Moore, 2 hrs.; Otis Dasher, 1 hr.; P. G. Bergerson, 9 hrs.; G. E. Derrick, 1 hr.; W. E. Newman, 5 hrs.; L. J. Swan, 3 hrs.; W. Rose 3½ hrs.; G. R. Williams, 8 hrs.; Prokapnk, 1 hr.

SS THOMAS SCULLY: Crew that paid off in March have an attack bonus coming which is payable at the Calmar Line office.

SS OREMAR: H. Vanderwerker, \$15.44; J. R. Downing, \$16.12; Hendricks, \$19.14; H. Aradine, \$68.11; Dour, 88 hrs. overtime; Perez, 14 hrs.; J. Aroya, 22½ hrs. and \$6.00 security watch; Southwick, 40 hrs.

SS JAMES MILLER: Jennings, Utility, 24 hrs. overtime; Martin, Ch. Dk., 24 hrs.; Bruce, Gal., 36 hrs.; Flynn, Kelly, Lacombe, have the difference of wages, Firemen and Fireman-WT.

SS ALCOA TRADER: Rodney McKeever, Utility Man, dumping garbage, 24 hours. Payable at 17 Battery Place, New York, Alcoa Office.

SIU Members Expose USS 'Rackets' In Ports Of Middle East

(Continued from Page 1)
is a semi-official adjunct of the War Shipping Administration. The affidavit asserts that they were ordered to stay at that club; for it was made compulsory that they stay there and spend their money without the right of voice in what they were doing.

The affidavit with the names of the seamen omitted for reason of forestalling reprisals against them for their courage is entered hereunder. The dates of the torpedoing and port entries are also excluded for reasons of war security and censorship.

It is noteworthy that other crews have brought the same conditions in other ports to the attention of the SIU. Other affidavits are being taken and the racket will be expected in full.

AFFIDAVIT

State of New York)
County of New York) SS:
Borough of Manhattan)
We, the following members of the SS "THOMAS G. MASARYK," freely depose and say that we, (.....) were members of the crew of the above said ship, which was torpedoed April (.....) 1944.

We, as well as the other members of the crew are members of the SEAFARERS' INTERNATIONAL UNION of NORTH AMERICA. The SS "MEYER LONDON," a ship under NATIONAL MARITIME UNION contract, was torpedoed at approximately the same time. We, like the crew of the "MEYER LONDON," were rescued and taken into the PORT of ALEXANDRIA, EGYPT April (.....) 1944.

Like the NATIONAL MARITIME UNION crew, we applied for clothes and aid at the UNITED SEAMEN'S SERVICE CLUB. MESSRS. GREEN and LOVEJOY have the said club there.

The NATIONAL MARITIME UNION crew were immediately outfitted and granted immediate courtesy, subsistence, relief, etc. When the crew of the SS "THOMAS G. MASARYK," of which we were members, applied for the same facilities, we were immediately told by the aforesaid Mr. Lovejoy that there were no clothes to give. He further said that he would have to send to CAIRO for clothes, and declared that he "didn't care about any of our 'beefs' because we were on charity." The "our" in his remark referred to the SEAFARERS' INTERNATIONAL UNION.

It is noted, in passing, that Messrs. Green and Lovejoy, supposedly UNITED SEAMEN'S SERVICE CLUB representatives, work closely with the representatives of the WAR SHIPPING Administration not only in the Port of Alexandria, but also in Cairo, as well as with the Port Representative at Port Said. These people are respectively, BYRON P. ROBINSON, who makes his office in Cairo and is the War Shipping Administration's Regional Director for the East Mediterranean; Egyptian Representative JAMES WOODHOUSE, who has offices in Cairo

and Alexandria, and WALTER S. TOWER, JR., of Port Said, who is a Port Representative.

On April (.....), 1944, the aforesaid Mr. Robinson, of the WAR SHIPPING ADMINISTRATION, interviewed the above crew in Alexandria, and asked for volunteers to go back to the ship and salvage her.

Crew members told him that they would be willing to go back to the said ship and assist in salvaging her if they could obtain some clothes to work in. He asserted that the UNITED SEAMEN'S SERVICE CLUB in Alexandria was full of "gear, shoes, shirts, pants, socks, etc., etc."

He then took us, SEAFARERS' INTERNATIONAL UNION members, down to that same Club, and in the cellar we saw that it was as stated, filled with the "gear, shoes, shirts, pants, socks, etc., etc."

However, since the United Seamen's Service authorities had outfitted the NATIONAL MARITIME UNION members, who were survivors of the torpedoing, without any dispute, while the SEAFARERS' INTERNATIONAL UNION members were ignored, and several crew members took issue in the matter. Mr. Green arbitrarily stated that he and the UNITED SEAMEN'S SERVICE didn't want anything to do with them, since they were only "on charity."

The NATIONAL MARITIME UNION crew were outfitted immediately, as heretofore said, and they were sent the next day after they landed, on April (.....) 1944, to Cairo, for repatriation back to the United States.

When the crew of the SS "THOMAS G. MASARYK" appealed to the Assistant Consul of the United States in Alexandria, they were told that "they had no rights, since there was a war on." He also refused to allow us to interview the Consul himself in that port. We were unable to reach this individual. WE WERE UNABLE TO SECURE THE SLIGHTEST REPRESENTATION FROM THE U. S. CONSULATE SERVICE IN ALEXANDRIA, EVEN THOUGH OUR PAPERS WERE IN ORDER, EVEN THOUGH WE HAD ACCRUED WAGES AND MONIES COMING AND EVEN THOUGH WE WERE TORPEDOED SURVIVORS. We were told in essence that if we did not get out of the Consulate, U. S. Army Military Policemen would take us in charge and incarcerate us. Our answers to requests for assistance at the Agent's Office for this vessel were substantially the same. We were forced to return to the UNITED SEAMEN'S SERVICE CLUB in Alexandria.

As subsequent complaints that this was not what we wanted, and that the said Club was full of vermin, bedbugs, etc., and was, in fact, "a third-class hotel," were later justified in view of the fact that subsequent to our complaints the U. S. Army stepped in and sent in their exterminators to clean house.

Although we, the SEAFARERS INTERNATIONAL UNION crew were told that, "We were on

Merchant Marine Care Bill Is Introduced

A bill providing hospital and medical care for merchant marine vets of World Wars I and II, will be brought up for hearing during the approaching session of Congress, it was announced yesterday at national headquarters of the Merchant Marine Veterans' Association of the United States, in Boston. The bill, originally presented to Congress on May 22, 1944, National Maritime Day, by Congressman J. Hardin Peterson of Florida, is the first step toward securing recognition for the men serving in the American Merchant Marine.

Charity" by the UNITED SEAMEN'S SERVICE officials, it is noteworthy that we were being charged \$4.23 per day, equivalent to the subsistence for quarters and meals, at the aforesaid UNITED SEAMEN'S SERVICE Hotel. Further, although we were told that it was a so-called "Charity" on the UNITED SEAMEN'S SERVICE replacements of clothes, we SEAFARERS' INTERNATIONAL UNION members were charged for the same, although the same UNITED SEAMEN'S SERVICE refused to render any account of charges made.

The statement of the UNITED SEAMEN'S SERVICE officials was "Sign here—it will be taken out of your wages." Further than that, they refused to give any explanation of what the charges would be, might be, or what might be expected.

UNITED SEAMEN'S SERVICE representatives repeatedly attempted to have this crew stand posing for pictures, which were obviously to be used for propaganda purposes. A number of pictures were taken. Mr. Green requested that the crew pose for pictures with beer in front of them; when the crew asked that the UNITED SEAMEN'S SERVICE pay for the beer, Mr. Green and his associates emphatically declined to take the pictures.

It is learned from first hand observation and victimization that in Cario, the UNITED SEAMEN'S SERVICE is making a practice of selling cigarettes for eight cents (8c) per package to American seamen, although such cigarettes have been donated by patriotic groups, stores and individuals of the United States and stamped, "For members of the Armed Forces," with the compliments of the said patriotic groups and stores, etc.

While it is noteworthy that the NATIONAL MARITIME UNION crew torpedoed at the same time as the crew of the "THOMAS G. MASARYK" were repatriated almost immediately, the "bouncing" received by this SEAFARERS' INTERNATIONAL UNION crew is noticeable around the fact that the first unlicensed crew members did not leave the area of operations until over one month after they had arrived there; and many were still arriving here in the United States 72 days later. It is also alleged that there are still men left behind over there from this crew at this date. It must be noted, in qualification of the above, that the salvage operations took only twenty-one days, and those who worked salvage

(Continued on Page 4)

Union Clamps Down On Rules For Stewards' Shipping List

Pursuant to the final resole in a resolution passed by all ports, all Stewards and the so-called "Key-Ratings" in any department must register at the Union Halls for employment and ship from the rotary hiring lists.

Any failure to abide is shown in the resolution's penalties, as follows:

The resolution signed by seventy-nine members, and was passed, reads as follows:

BE IT THEREFORE RESOLVED, that any man registering at a company office or bearing a letter of recommendation to a specific job be fined Fifty dollars (\$50.00) and be suspended from the shipping list for a period of sixty (60) days for the first offense, and for the second offense be fined one hundred (\$100.00) and never be allowed to ship in a rating as key man again, and

- Joe Glick 7516, W. J. Kirby 852, L. Paradeau A 9, L. F. Hoth 22018, A. Nozva 21522, J. R. Velasquez 20424, S. S. Celon 22896, Henry Buckmann 22899, J. Cruz Jr. 3538, Jose G. Lopez 4874, M. Lanchron 4197, M. A. Duchan 22566, Thomas W. King 24238, J. E. Brown 6794, H. Nelson 7016, E. Schweiger 864, S. Heinfling Pas 30, P. Silverson 38731, E. Flowers 23876, L. Williams 21550, L. S. Johnston G53, F. F. Seufert 24020, G. Blanchette 31257, Martin 25278, A. H. Lopez 38898, R. Corcla 27374, P. H. Parsons 27751, Louis Pinnilla 29166, E. G. Hurst 22716, C. F. Locknish 30414, A. Lorrie 25334, S. S. Ary 24572, W. Darough 21981, N. C. Cashewf 21732, E. Kelch 6523, R. E. Porter

- Jr. 10786, A. Collett 24602, S. Frey 28438, F. D. Foster 26801, C. R. Watson 23186, W. E. Culliman 24952, H. L. Babbitt 10243, W. Gentry 7689, A. Michele 21184, A. V. Alliusi 28495, S. Turner 7199, E. Anoyo 6933, W. G. Rue-rap 27402, C. H. Starling 6220, Ray White G57, J. Algina 1320, C. E. Cummings 23347, L. N. Johnson 108, E. R. Smith 20057, W. Hamilton 3400, C. B. Masterson 20297, J. H. Houners 256, J. P. Shuler, G101, C. G. Haymond G98, W. Paul Gonsorchik 749, H. W. Greenlee 21066, S. M. Arruda 22512, Thos. E. Maynes 22367, J. M. Schell G298, D. S. Beachley 24369, John H. Morris G309, W. C. Francis 20832, P. T. Lykke 21466, P. F. Werstlein Pac 186, B. F. Sellers G202, E. Taylor 30264, H. C. Michels 7602, L. Gonzalez 3247, P. O. Peralta 21397, R. Anderson Pac 39, J. W. Prescott G114, C. J. Sobczyk 27763, H. Peters 4478, V. Vomias 27712, F. De Haney 24385, D. Horn G166, W. H. Moore 5966, H. Ward 26009.

MOTION

(C. G. Haymond G98—several) to concur.
Hand vote called for—197 for, 0 against.

CARRIED.

New Members Get Probationary Union Books

Numerous inquires by new members and men who have made one trip on an SIU trip card or permit have some of the patrolmen almost exhausted at pay-off times, officers of the Union declare. All the new members want to know why they are issued Probationary Books instead of FULL UNION BOOKS.

In order to clear this up and to make the task of the patrolme neasier it should be noted that the Union's policy as voted by the last Convention was that each incoming new member should be required to remain as a probationary member for the period of 1 year and* that he be immediately issued a probationary book which would record his dues and assessments payments. It was seen that this period was necessary so that the new members could avail themselves to necessary Trade Union education and enter into the spirit of real Unionism.

The Convention decisions were voted upon by membership referendum and almost unanimously carried. Since then the officers of the Union have carried out the edict of the membership in issuing such probationary books.

Keep In Touch With Your Draft Board

US Labor Leaders Visit War Fronts

Six representatives of American labor will visit the European Theater of Operations to get a firsthand picture of our weapons and war equipment in action, the War Department announced in Washington last week.

The labor leaders were nominated by President William Green of the American Federation of Labor and President Philip Murray of the Congress of Industrial Organizations.

The visitors will have an opportunity to observe the destructiveness of modern war and the necessity for constant replacements to sustain the force of our offensives.

They also will discuss supply problems and the performance of equipment made by American workers with Army personnel from doughboys and flight mechanics to generals.

Those who have been designated to make the trip are: R. J. Thomas, President of the United Automobile Workers (CIO); Sherman H. Dalrymple, President of the United Rubber Workers (CIO); David J. McDonald, Secretary-Treasurer of the United Steel Workers (CIO); Frank P. Fenton, Director of Organization for the American Federation of Labor; A. L. Wegener, Assistant to the President, International Brotherhood of Electrical Workers (AFL), and Eric Peterson, Executive Vice President of the International Association of Machinists (AFL).

US Joins Seven Other Nations In Ship Pact

Washington, D. C., Aug.—The State Department announced tonight that the United States, the United Kingdom and six other United Nations have agreed to share jointly the responsibility of providing the shipping needed to win the war and to supply Allied nations and liberated areas for six months after it ends, according to the United Press.

The agreement, announced simultaneously here and in London, was signed after a series of London meetings by representatives of Belgium, Canada, Greece, the Netherlands, Norway and Poland, as well as the United Kingdom and the United States. The French Committee of National Liberation and Denmark also were represented at the meeting.

Further discussions will be arranged soon to iron out details the announcement said, and other governments will be invited to cooperate. Machinery governing United Nations shipping is to be adjusted to conform with the declaration, it added.

ATTENTION!!

E. F. FRY!!

You have \$8.00 in Headquarters office awaiting you which was collected by mistake. This occurred in Norfolk. See Theo Thomson.

The SIU Building Assessment

Recently a \$10.00 BUILDING ASSESSMENT WAS PASSED BY THE MEMBERSHIP OF THE SEAFARERS INTERNATIONAL UNION ON A REFERENDUM BALLOT.

The membership voted for this almost unanimously! Don't beef at your Union Agents and Patrolmen when approached for payment of this assessment. The membership which we are all a part of voted for this because they believe:

- 1: That Union Halls owned outright by the Union's membership are a back-log to the Union's finances.
- 2: That such properties will help the Union and keep it from the action of the shipowners, who would undoubtedly attempt to influence hostile landlords during time of strike or lockout.
- 3: That such halls are the property of the members themselves and should be the finest possible to gain.
- 4: That such Union Halls owned by the Union should give the members and the membership better conditions in their own shipping halls while they are on the beach.
- 5: That they want to have clean, well ventilated Union Halls in which they can hold their meetings, check their baggage, spend their time while ashore, read, have leisure and past-times such as cards and checkers.
- 6: That the Union shall progress and carry forth a comprehensive program of education in the best manner in the best quarters obtainable.
- 7: That the Union shall be independent of any outside influences and shall truly belong to the membership.
- 8: That they may have Union halls where the membership can plan economic action for the betterment of their own wages and conditions when required.

Since the membership own the Union and control it by majority vote, and since the passing of the Building Assessment was by referendum—it is a membership edict that must be carried out!

SIU Members Expose USS 'Rackets' In Ports Of Middle East

(Continued from Page 3)

were the last to leave the said area. Some of those who were not required to work salvage departed from the area during the period as represented above, while the others were required to remain over the lengthened period, at great inconvenience to themselves, the Merchant Marine and the War Effort.

Witness under this we set our hand this 16th day of Legal August, 1944. Seal

JANETA BENKJE
Notary Public, New York
Register's No. 439-B-5.
Commission Expires
March 30, 1945.

It is further deposed, said and made a part hereto of the foregoing affidavit:

That the rates of the charges to be made by the United Seamen's Service Club in Alexandria, Egypt, were posted on a black-board there as follows:

Meals	15 piastres
Beds	20 piastres

at the rate of one bed per day and three meals per day this would make a total of some 65 piastres (Egyptian), which is comparable to an approximate \$2.60 in American Currency. The

rate of exchange, however, is \$4.16 for the Egyptian Pound, which in that coinage comprises 100 Piastres. Therefore, from the aforesaid rate it can be assumed that as crew members we overcharged for the same meals and beds by this same UNITED SEAMEN'S SERVICE CLUB, which as heretofore stated charged the members of this crew at the rate of \$4.23 per day for the said meals and beds.

It is further noted and hereto sworn that all persons hereabove named as the representatives of the WAR SHIPPING ADMINISTRATIONS and the UNITED SEAMEN'S SERVICES, as well as the UNITED STATES CONSULATE, prevented crew members from making a choice of taking up other lodgings or eating places. THE UNITED SEAMEN'S SERVICE CLUB was made compulsory, even though crew members were required to pay for said services.

Witness this 16th day of Legal August 1944. Seal

JANETA BENKJE
Notary Public, New York
County, Clerk's No. 381,
Register's No. 439-B-5.
Commission Expires
March 30, 1945.

Those NMU "Contracts"

AN EDITORIAL

(Continued from page 2)

the shipowners, the Government agencies and to all the politicians that they could reach. Not once have they shown one iota of economic strength against the shipowners and the bosses to bring about gains for the workers.

If the NMU "contracts are the best" as their membership's misleaders assert then why did they insist and demand "equalization of contracts" on a par with the SUP-SIU? They coined the slogan "Equal Pay for Equal Work" in an effort to put their demands across before the National War Labor Board.

The NWLB did not grant the NMU demands knowing well, as did the shipowners, that the NMU were unable to back up their demands by economic action. They knew, as all seamen KNOW that these scabby sellout artists have lost the support of bona fide seamen and couldn't tie up a rowboat in Central Park on an August afternoon.

However, in the meantime we can count on la Barrymore "This is not the stuff that dreams are made of!" They are becoming classical poets in their feverish and desperate attempt to continue to hoodwink and befuddle the NMU membership and the seamen as a whole.

The PAYOFF however will tell the tale and the NMU membership will find the difference between words and cash to be cold comfort.

The proof that the "best agreement the NMU has ever had" is a mirage without physical existence is best judged by the fact that the NMU leadership" proclaim that the NMU agreement will be opened with a demand for drastic wage increases. Again we will hear the cry of "stab-

ilization" and equality with the SUP-SIU contracts.

The American seamen are fast learning that real contracts and conditions are won and held by "Union strength" derived from the economic power of Union conscious men and not Stalinist propaganda and shipowner-Stalinist Labor Front policies with the Government's blessing.

Musical headlines can ill supplant organized Union-conscious seamen. Book carriers for a shipowner-Stalinist Labor Front Job Trust or slave market may pour dues into the Stalinist controlled NMU treasury and swell the NMU coffers but sooner or later THEY TOO realize that the price they are paying for such "leadership" is economic suicide. They drift away towards Unions and leadership which carry on a day to day struggle to win and improve contracts and conditions.

That the CP-NMU leadership are not interested in gaining real wages and conditions can be seen by their stand on the recent Bonus cuts which reacted against the seamen, and the NMU membership, as a WAGE CUT. Their cry at that time, "We prefer Wage raises." This demand was answered by the NWLB decision. The NMU-CP officials are still pouring forth their propaganda to blind their membership and the seamen as a whole to their utter bankruptcy and their collusion with the shipowners. The seamen are left holding the bag.

Seamen today are confronted with the fact that MIRAGES, MYTHS AND FABLES SUCH AS MIRRORED BY THE CP-NMU PROPAGANDA IN THE PILOT ARE NOT REAL AGREEMENTS BETTERING THE

WAGES AND CONDITIONS OF THE AMERICAN SEAMEN. THESE WAGES AND CONDITIONS CAN ONLY BE WON BY THE ORGANIZED ACTIONS OF REAL UNIONS — like the SUP-SIU. THESE UNIONS SHOW THE RESULT OF GENUINE COLLECTIVE BARGAINING WITH THE SHIPOWNERS BACKED BY GENUINE ECONOMIC STRENGTH.

AS GENUINE UNIONS CONTROLLED BY THEIR MEMBERSHIP WITH THE MEMBERSHIP PARTICIPATING IN ALL DEMANDS ON CONTRACTS THERE CAN BE NO SECRET BACKDOOR DEALS NOR CAN POLITICAL CONSIDERATIONS SIDETRACK THE ECONOMIC FACTORS WHICH ADD WAGES AND CONDITIONS UNDER CONTRACT AND BETTERS THE LIVELIHOOD OF THE AMERICAN SEAMEN.

The Stalinist leadership of the NMU is fast becoming known as the chief reactionary force in the maritime industry. Their collusion heralded as "cooperation" with the shipowners smells to High Heaven and can only be explained by the fact that the Stalinist tools, Curran, Myers, etc., stooges of Browder, in turn the tools of Moscow, have thrown aside the good and welfare of the American workers for special political reasons.

The NMU under its present Political leadership is now a drag against wages and conditions of all seamen and against the progress of all Unions.

The march of the Union conscious NMU members towards the AFL Unions continues.