

Delegates Report On Meeting Of Joint Maritime Commission

More Liberties Named For SIU-SUP Seamen

By MORRIS WEISBERGER and JOHN HAWK
Vice-Presidents, SIU

The U. S. Maritime Commission announced this week that the names of six SIU and one SUP heroic dead will be assigned to Liberty ships now under construction in East Coast yards. This brings to a total of 15 the number of new ships which have been named for our members who gave their lives in line of duty.

It was the SIU which first requested that the Maritime Commission name a few ships for seamen instead of for a lot of shored-side stuffed shirts.

The new Liberties will be launched within the next few months, and will constitute the last construction of this type authorized by the Commission.

Following are the names of the SIU men who will be honored, and a brief account of their death:

RICHARD D. LYONS, utility man on the SS Atlas, torpedoed on April 9, 1942. Native of Providence, R. I., and was born on November 3, 1921. Mother, Mrs. Delia Lyons survives in Providence.

WILLIAM J. RIDDLE, was serving as a fireman on the SS Carrabelle which was torpedoed and sunk on May 26, 1942. He was born October 30, 1883, in Macon, Mo. His widow Mrs. Cora Riddle, lives in New Orleans, La.

JAMES W. WHEELER, ordinary seaman on the SS Carrabelle which was torpedoed and sunk on May 26, 1942. He was born in Slocum, Ala., on July 17, 1913.

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The Joint Maritime Commission of the International Labor Organization convened in London last week and we attended the meetings as spokesmen for the American seamen. When we undertook the responsibilities of acting as representatives of the American seamen, we knew that there would be many obstacles in the way of achieving improved conditions for foreign seamen. However, we must make an effort to aid our brother unionists aboard, and more important we had to see that nothing was put over by the shipowners which might jeopardize our conditions here at home.

The Joint Maritime Commission constitutes a steering committee for the parent body, the International Labor Organization. The Commission was charged at this London conference with discussing the International Seafarers Charter and making recommendations to the parent body which would then convene a full maritime session in the latter part of '45 if agreement could be reached.

The difficulty in obtaining improved conditions for seamen out of the ILO set up can be seen from the following facts: The Joint Maritime Commission is composed equally of representatives of seamen and shipowners and the shipowners can (and do)

veto any proposal which might cost them part of their profits. Thus, any proposals which come out of this body are pretty well watered down and are usually meaningless generalities. These generalities are then submitted to the International Labor Organization which is a tri-partite body composed of an equal number of representatives from the affiliated labor organizations, employer organizations and governments. And since we know from experience that government spokesmen usually side with capital against labor, this means that the workers are in a minority in the ILO.

CAN'T ENFORCE

But even those proposals which pass both the Joint Maritime Commission and the International Labor Organization are not enforceable until they are ratified by the various governments. And the governments represented in the ILO may accept or disregard the ILO recommendations at their own discretion. The process of government ratification might in its self take years.

So you can see that if the seamen waited for the ILO to win conditions for them, they would die of old age before winning a nickle boost in overtime.

However, this is the only existing machinery for international maritime cooperation, and we wanted to do our part in all efforts to make it work.

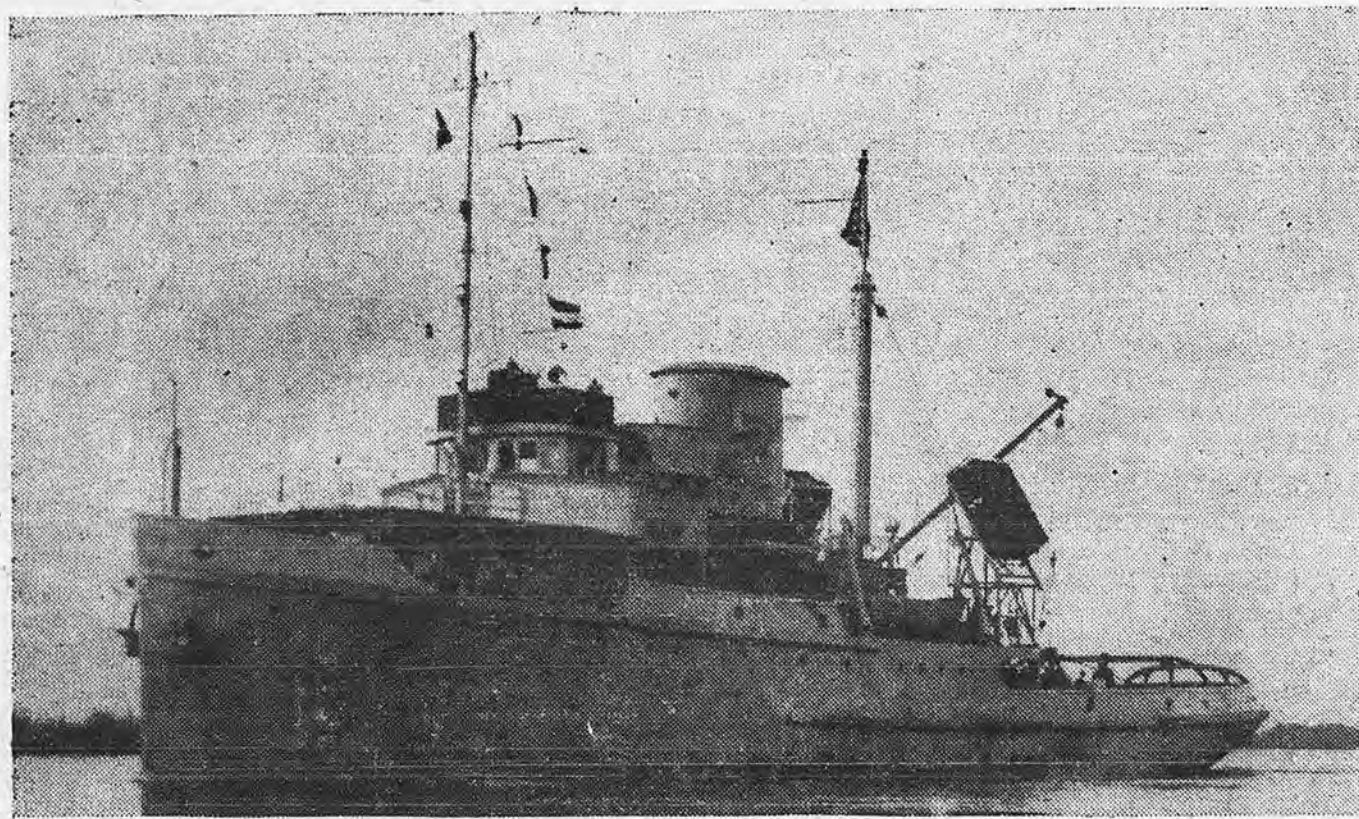
The Joint Maritime Commission opened its sessions in London on January 8. Attending the meeting were representatives of labor and management from the following countries: Australia, Belgium, Great Britain, Canada, China, Denmark, France, Greece, India, the Netherlands, Norway, Poland, Sweden, the United States and Yugoslavia.

AGENDA TORPEDOED

The first three days were taken up with a fight between the seamen and the shipowners over the scope of the discussions. The seamen wanted a full discussion on all points in the proposed International Seafarers Charter, while the shipowners refused a full discussion on the grounds that they

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SIU Tug Commended By Halsey



Inconspicuous among the huge ships carrying the war to Japan was a merchant tugboat manned by an SIU-SUP crew, the Watch Hill. Though she was small and built like a work horse, she was destined to perform so heroically as to receive official commendation from Admiral William Halsey, commander of the Third U. S. Fleet in the Pacific.

During a difficult period of assault off Formosa, the Watch Hill was sent to assist two Navy tugs which were towing two ships that had been

torpedoed by enemy planes.

Here is what Admiral Halsey said about her in the official commendation: "The Watch Hill was ably handled during a period when there was great danger from enemy air and submarine attack . . . (she) contributed materially to the success of the operation, which resulted in the damaged ships being towed to a safe anchorage."

She was small and not very elegant, but she had power and a stout hearted crew of union men. What more could be asked?

New Transportation Rider Is Issued By War Shipping

The transportation rider known as "Operations Regulation 64" has been revised by the War Shipping Administration and is effective immediately. The rider provides for transportation from port of sign-off back to port of sign-on under certain conditions.

Revised Regulation 64 has one improvement over the unrevised version. From now on if a man signs on, say, in Galveston and proceeds to New York; in New York the articles are reopened and he signs new articles before a trans-Atlantic voyage; and after the trans-Atlantic voyage he pays off in New York—he is entitled to transportation back to Galveston. In other words, a man is entitled to transportation to the original port of signing-on even if the articles are opened and closed again in another transportation zone. All members should study the new transportation rider carefully, and all SIU Agents should clip it and paste

it on the bulk-head for all to see.

When you sign articles, make certain that they contain "Operations Regulation 64, Revised."

Following is the full text of the transportation rider:

TRANSPORTATION RIDER

A.—When the vessel arrives and has discharged its cargo at a final port of discharge in the continental United States, each crew member engaged in the United States who has made a trans-Atlantic or trans-Pacific voyage on the vessel, or who has been continuously employed on the vessel for a period of six months, shall be furnished trans-

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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.

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The London Conference

Elsewhere in this issue is a full report by Brothers Weisberger and Hawk on the recent sessions of the Joint Maritime Commission in London. No one can read this report without having a sense of discouragement and frustration.

Here was an international conference of labor and management representing all the major maritime nations, a conference convened after careful preparation and dedicated to noble sounding generalities—and yet it came to nothing.

At this conference labor presented demands which were extremely modest (far below American standards) and yet because of the way the Commission is organized, with equal voice by management, these modest demands were torpedoed.

If labor is unable to get through the Commission and the ILO a resolution asking only \$72 a month for A.B.s on foreign ships, then it must be that something is wrong with the way the Commission and the ILO is organized, and it is time for labor to take a new look at this outfit.

The whole basis for the ILO is the premise that there are "enlightened" employers who will place the welfare of their workers above profits. Upon this is added the theory that governments are impartial in disputes between management and labor. The ILO was then organized with equal voice for labor, for management and for government.

But the ILO's humanitarian approach to the question has proved itself bankrupt. As American seamen know from past experience, government invariably sides with management in disputes, and management is not motivated by anything but the desire for more profit. Where the conflict involved worker demands which might have meant greater operating costs for the employer, then the worker found himself without allies.

The shipowners in London have proved again this month that they are ready to give lip service to high sounding generalities, but when it comes to taking any concrete action which might cost them a couple of bucks, they resort to tactics of delay, double-talk and shadow boxing. To give the shipowner equal voice with labor in any international maritime organization is to reduce that body to

Ships Named For Our Dead

(Continued from Page 1)

and is survived by his mother, Mrs. R. D. Turnage of Panama City, Fla.

CLARENCE F. PECK, wiper on the SS Carrabelle, torpedoed and sunk on May 26, 1942. He was born January 10, 1904 in Greenwich, Conn., and his brother, Mr. Lester V. Peck, lives in Greenwich.

GEORGE A. LAWSON, a mess-boy on the Tug Menominee which was torpedoed and sunk on March 31, 1942. He was born November 15, 1918 at Burgess Store, Va. The next of kin is Mrs. Glenwood Lawson of Burgess Store, Va.

The following SUP brother is being honored;

JOHN MARTIN MILLER, ordinary seaman on the SS Potlatch which was torpedoed and sunk June 27, 1942. He was born July 20, 1910 in Portland, Ore., and his grandmother, Mrs. Martha Miller, lives in that city.

merely a forum for shipowner wind. Nothing else can come out of it.

It is our sincere hope that our European trade union brothers have learned this lesson from the London conference. We commend to them the American way of handling the shipowner—by economic action, either across the bargaining table or on the waterfront picket line. That is the sort of language he understands.

Editor's Mail Bag

Fort Stanton Hospital
Jan. 14, 1945

Seafarers International Union
of North America.

Dear Sir and Brother:

Donations received amounting to \$46.25, from the SS James Harlan, and was divided among the five members.

They received nine dollars and twenty five cents each.

L. S. Kates, Book 30 Gulf Dist.

J. H. Jones, Book 39 Gulf Dist.

Archibald McGuigan, Book 22934 Atl. Gulf Dist.

Nicolas Gamanin, Book 8 Pac. Dist.

J. R. Horn, Book 81 Pac. Dist.

We would like to thank the crew of the James Harlan through Seafarers Log for this mighty fine gesture on their part, and smooth sailing ahead for them.

Fraternally,
JEWELL HORN

January 13, 1945

Seafarers Log,

Dear Sirs:

Recently while at sea as a 3rd Assistant Engineer on the SS Quemado Lake, I happened to

titled "The SIU at War," relating read a copy of your booklet entitled experiences in the war at sea by members of the Seafarers International Union. I enjoyed reading this little booklet, which was loaned to me by one of your members and I think it is one of the best little books I have seen published in this war.

I am writing to ask if you could send me about 5 or 6 copies of this book for my own personal distribution to some of my friends back home here in our little village who have sons in the merchant service. Any other literature that you might feel that would be of interest for the home folks will be greatly appreciated.

I might add a line to say that my oiler, a lad by the name of Paul, represented your organization and was on my watch from 8 to 12. He was trying to organize the ship which was a good thing to have happen. Some of your men, who were sailing on this ship, were a fine, clean lot of men, the first group of AFL men I have sailed with and the respect and courtesy they extended is something that is not very often found on the high seas.

Hoping you will continue your fight for better working conditions, I am

Very truly yours,
GEORGE T. MUNYER

**Keep In Touch With
Your Draft Board**

Who's Man's Best Friend?

Who's a seamen's best friend? His dog? His mother? No—you've got it wrong. The answer is "the Coast Guard." At least that is what Joe Volpian says. And he ought to know, since he is head of the New York Special Service Department and thereby charged with defend SIU men before the Coast Guard hearing units.

"There was a time," says Joe, "when the Coast Guard was lifting papers faster than a seaman lifts a glass of suds. All a man had to do was to part his hair on the left side and he'd find brass swarming all over him. But times have changed."

Now days, according to Joe, the Coast Guard even telephones him whenever it has an SIU man on the carpet, and suggests that he come over "if it is convenient" and defend the man. The hearing



officers often make suggestions how best to defend the man. And recently their most severe sentences have been 6 months probation.

Of course, there's a reason for this sudden change. It isn't that the Coast Guard brass hats have developed an affection for the merchant seamen. It's simply that they have in the past lifted so many men's papers that they contributed substantially to the present shortage of qualified men. As fast as the RMO trained men and sent them on the ships—green as a hickory limb in May—the Coast Guard was beaching the old timers and rated men.

It must be that some one in Washington finally woke up to what was going on and gave orders to trim some of the brass.

But a word to the wise—this is too good to last. As soon as the manpower situation eases a bit there is likely to be a change of policy. So when the skipper threatens you with the Coast Guard, don't count on the red carpet being rolled down the steps for you, and a bouquet of roses from the hearing officer. By the time you hit the beach he may again be in the mood to bat you around as if you were an enemy alien.



Only One Out of Five Can Count on a Job Under Selective Service Rules; Unions Protect All

Log to Campaign for World Wide Distribution

A SEAFARERS LOG in every port in the world touched by American ships! This is the goal of a new distribution drive about to be launched by the union. Numerous complaints have been received from the membership that the LOG is not available in Murmansk, or Burma, or in Dutch Guiana. From now on we intend to see that it is in just those spots—and many others.

Chief Stewards on SIU ships will henceforth receive bundles of the LOG with instructions to drop them at the port of discharge. They will make a record of the port and date of delivery so that the membership will know just which ports are being covered. The Press run of the paper will be increased from time to time as new ports of distribution are established.

Write in and let us know if you have difficulty in getting the LOG—for if you do we can correct that situation, and fast.

Two Officers Are Lauded

Well believe it or not, I have the pleasure of informing all hands that for a change I'd like to talk about a couple of real good officers, the Skipper and Mate of the SS JAMES JACKSON, a South Atlantic scow. The names of these two gentlemen are J. H. Lowry, the Skipper and Jack C. Chapman, the Chief Mate. The crew on this ship were loud in their praise of the Skipper and Mate, as were the two officers of their crew. Cooperation like that is very rare these days, and we were very glad to hear this mutual admiration on the part of both parties.

Officers of this type prove that being right guys pays to all hands concerned. This ship paid off without a beef. As long as Skippers and Mates of this type continue to sail, going to sea won't be as bad as some of the lousy officers make it. The Chief Mate, Mr. Chapman, is staying ashore for a while in order to sit for a Master's ticket. We would like to be the first to congratulate him when he receives his ticket and we hope that he continues to sail SIU ships.

The picards up here are still

The Shipowner Keeps A Promise

By J. P. S.

This story starts back in October and could be titled "Mr. Norton Reconsiders—(under pressure)".

The SS BARTLETT sails into Baltimore on a bright October morn with a crew raring to get paid off and go home. It looks as if everything is O.K. There has been a lot of work done and the BARTLETT is as clean as any ship can be. The crew is satisfied and it has worked many hours. All of its overtime has been approved by the heads of their departments as per contract.

But on the scene arrives the "Master-Mind" Norton. He has been sitting in Boston with his heels propped up on a desk—no rough weather prevents him from eating or sleeping in comfort—no blackouts prevent him from smoking or reading at night—no seas come through his windows to wet his bed or ruin his clothes while he sleeps—submarines do not worry him—nor bombs. The profits are coming in. He is farsighted—he can see from Boston how long it took an A.B. to splice a wire—how long it took a Deck Engineer to do electrician's work—how long it took a messman to sougee a bulkhead but, being a considerate man, he considers. He considers that there has been too much overtime turned in. So with his own little red pencil, he slashes it down to what he likes.

When informed by the crew that they wouldn't sign off until legitimate overtime was okayed, Mr. Norton reconsiders—with flowing promises that all will be okayed and paid as soon as he can get to Boston and set it up. He persuades the crew to sign off and accept the rest of their money. The crew, being honest seamen and not realizing to what extent some of the operators will go to chisel them, agreed. As soon as they were cleared of the articles, Mr. Norton went to Bos-

battling the elements on the front. With all the snow in the last few days, it looks like we would have to use snowshoes to cover all the ships that are paying off in this port. This is kind of hard on the boys who very seldom have seen snow before. If it keeps snowing I guess we will have to put the car on skis in order to have the heap move.

LOUIS GOFFIN



ton and when the crew called for the money they learned that they had none coming. The decision had been reversed. Mr. Norton had reconsidered.

The crew notified Agent Flanagan in Baltimore. Flanagan sent all records to Agent Mogan in Boston. Mogan contacted Norton and did the best he could, as most of the crew had shipped and he was not familiar with the beef. But, Mr. Norton had considered all of the angles and it was a stalemate. The beef was patiently pursued by two members of the crew that were not willing to be swindled by a company stiff. Everytime Mr. Norton was contacted, he stated that he considered the matter a closed issue.

Four months after the episode of the flowing promises, the S. S. LOU GEHRIG, of the Eastern S. S. Company, docked in New York with more beefs than the black market. Mr. Norton blew in from Boston with a smile, a hand shake, and a new edition of flowing promises. But Mr. Norton was met by a reception committee consisting of Flayer and Gold of the BARTLETT, and two uncompromising Patrolmen who informed him that there was no intention of working on the SS GEHRIG until the Bartlett beef was settled.

After dead panning through

Mr. Norton's entire vocabulary of flowery promises and his patriotic pleading, the Patrolmen shook their heads sadly and requested Mr. Norton to reconsider. Mr. Norton then went into hysteria with loud and abusive rantings. He berated the SIU and labor in general. But to no avail, for this time Mr. Norton had met his Waterloo.

With no alternative, Mr. Norton re-checked the overtime and okayed all that had been disputed. As he finished each page, he was required to put an O.K., with his signature. When each man's overtime was okayed, he stopped, signed a pay voucher covering the amount of the entire disputed overtime.

There were around 500 hours for the two men involved. Then Gold's overtime for the voyage previous to Sept. was rechecked and he was paid 50 hours for blowing tubes at last. The record of the SS BARTLETT is clean. The men have collected their money. MR. NORTON HAS RECONSIDERED!

Jap Sub Gets SUP Ship off Honolulu

SAN FRANCISCO—A Japanese sub, resuming undersea warfare against American shipping off the Pacific Coast for the first time since 1942, torpedoed and sank the SUP Liberty John A. Johnson last month. 10 of the ship's crew were lost, but it has not yet been determined how many of them were SUP brothers.

The Johnson was enroute from the West Coast to Honolulu when she got the tin fish in her. This area is nominally safe, and is constantly patrolled by units of the Pacific fleet.

According to a report released by the United Press, survivors of the torpedoing were machine gunned by the sub. The survivors were finally observed by plane and then rescued by the Navy motor yacht Argus.

Myth Of High Wages Shattered By Report

Propaganda about war workers wallowing in high wages was shattered in a report put out this week by the National War Labor Board, covering its three years of operations.

Buried in the report was a special tabulation covering a 20-month period. It showed that out of a quarter million cases, involving nearly 14,000,000 workers, handled in that period, the average earnings, at the time of applications for increases,

amounted to less than 70 cents an hour, hardly more than a subsistence level.

Average raises granted by the board in these cases were 6.3 cents an hour, which still left the pay rates far below decent American standards.

Significantly, the report disclosed that employees in unorganized or "company union" plants are paid far less than workers in union establishments.

In the former, the average wage, at the time of applications for raises, was only 64

cents an hour, as against 72 to 75 cents in the latter.

On an annual basis, that would mean a union worker, toiling about 2,500 hours, including overtime at time and one-half rates, would earn approximately \$300 more than a non-union employee.

Other statistics carried in the report showed that throughout the three-year period, the board and its regional offices disposed of 362,000 cases covering 24,000,000 workers.

Delegates Report On Meeting

(Continued from Page 1)

lacked technical advisors and were not in contact with many of the employers in occupied countries. In other words, they were playing the old stalling game and giving the seamen a run around by refusing to discuss even the modest demands contained in the Charter.

In the face of this shipowner sabotage, the seamen's delegates were helpless to force a discussion. However, they finally reached an agreement to establish a Tripartite Technical Conference of maritime countries. This conference is to convene in October, 1945 and prepare drafts on the following subjects: (a) wages, hours and manning; (b) leaves; (c) accommodations; (d) food and (e) recognition of unions. The Commission also agreed to the establishment of special committees to study and report on continuous employment, social insurance and entry, training and promotion.

All of these committees were

TRIPARTITE BODIES

made tripartite—this is, with equal representation from labor, management and government. The SIU delegates have always been opposed to the admission of government representatives because of our conviction that this would only mean another vote against the seamen. However, bad flying weather prevented the American delegates from arriving in time to participate in this part of the proceedings. Had we been there, our votes would not have altered the final decision since the representatives of the European seamen, as well as management, favored the admission of government. After the Technical Conference is held in October 1945, the decisions agreed to will be referred to the full ILO conference that is to be held in the spring of 1946.

When the SIU delegates arrived the shipowners had already torpedoed about half of the agenda. We participated fully in the discussions from then on, with the understanding that we should have the right to review the entire agenda from the American point of view.

It was extremely important that the SIU delegates make clear their position on the question of the wage scales set up in the proposed Seafarers Charter. This proposed scale contained dynamite which might well backfire against the conditions won over years of struggle by the American seamen. And since our first responsibility is to the American seamen, it was necessary for us to take a sharp and clear position.

On the fourth afternoon Weisberger took the floor and gave the following position on behalf of the SIU:

WEISBERGER'S STATEMENT

"Mr. Chairman.

"My co-worker Hawk and I are grateful for the opportunity which you so kindly afford us to state our views with regard to the items on the agenda which you have been discussing during our involuntary absence. I think

that it is realized here that we who come from the United States take a rather different view of things. This is partly due because we cannot maintain such intimate relations with the international movement as can our European friends. On the other hand it is the outcome of the fact that our conditions are different and if I may say so, generally speaking very much better than those of the seamen of other countries.

"It is naturally our desire to help to improve the conditions of seamen all over the world which is, ultimately, also in our own interest. The question arises, however, whether the International Labor Organization can really do anything to assist us or rather, let me put it the other way around—can the work we are doing here jeopardize the results we have attained and impede, if not frustrate, further efforts on our part to improve conditions in the American merchant marine?

SIU CONDITIONS TOP

"I said that our conditions were, on the whole, superior to those of other countries and I don't say so because I want to boast—quite to the contrary—I wished that conditions in other countries were better or at any rate equal to our own because that would make the position very much easier.

"Let me take Wages—our minimum basic rate for an A.B. is \$100 or £26 per month. If it were not for the war bonuses which are paid at present, \$100 would be an inadequate wage in my country, and I think that nobody in this room or outside will contradict that statement. In other words \$100 will be too low a wage after the war and there is no doubt that the American seamen will have to claim higher wages. There is no doubt that they will—nor do I doubt for a moment that they will obtain better pay.

"Now the International Seafarers' Charter suggests an international minimum wage of £18, or \$72 and I have heard that the shipowners on this Joint Maritime Commission have already given to understand that they regard £18 as being too high.

"I have not yet been able to ascertain what fight the seamen of the different countries will be able and prepared to put up in order to achieve the best possible wage and other conditions. Judging from my contacts with European seamen in American ports I feel sure that they are in a very good fighting spirit.

MINIMUM A MAXIMUM

"I do want to ask this question: does not the fixing of an international minimum wage for seamen mean a handicap for all those who can get more than that minimum? I know the argument that we are only out to lay down a minimum but don't you think that the shipowners will stare at that minimum and make up their minds either openly or secretly to regard it as a maximum?

"My union is quite prepared to negotiate and it has concluded several agreements with the operators. But we never lose

sight of the fact that the ultimate outcome of our negotiations is determined by our economic strength. We have no illusions that the shipowners will say 'You seamen must have a decent wage and since you need \$250 per month to maintain your wife and your kids and to live in a decent home we have resolved to increase your wages to that extent.' No, Mr. Chairman, if I should declare here that I considered £18 to be an adequate international minimum wage I feel absolutely sure that the American operators will tell me that we must get down to that figure. We all have our experience and what happened after the last war. Our wages went down and down and down and our ships were laid up and we were told that because of the low wages in other countries our operators could not compete and so on and so forth.

POST WAR FLEET

"What is the position today? I think that the United States has made up her mind that we shall have a substantial merchant marine after this war. It is not only the ship operators who want a large fleet but it is the policy of the government and it is the desire of the people and we shall also maintain a large shipping industry.

"The view of the American seamen is that we cannot afford to let things take their own course as happened after the last war, but we assume that the United States will have quite an important fleet and we are determined that our conditions shall be such that they will give to the American seamen a decent existence.

"Let me add here that we are prepared to support the seamen of other countries by all the means at our disposal to improve their conditions and bring them up to our standards.

"Having said this I am inclined to ask whether it isn't premature to fix an international minimum wage which may have to go on the Statute Book when the minimum proposed is still so far below the standard of one or more important maritime countries and whether we should not through international and joint trade union action first achieve a greater degree of uniformity.

MATCH SIU CONDITIONS

"I hope I have made our position clear. The American seamen demand a standard of living which is comparable with that of other American workers and the American seamen are confident that their colleagues of the other countries will not only understand the American position, but will also do everything they can in order to approach the American wage standard as near as they can.

"In regard to Danger Zone Bonuses—continuous employment—entry training and promotion—social insurance—rights and obligations of seafarers—Government control—seamen's laws, this we don't see eye to eye with our colleagues on this side. However, with regard to the items which will go before the Technical con-

ference in October, there is no need for me to go into details but I do want to say that in my opinion for questions such as safety, hours, manning, accommodation, leave and food, it should not be difficult to find a solution. We have rather different opinions about the setting up of shipping pools, and about re-entry training and promotion and also with regard to social and accident compensation, but we will bring these views to the notice of the committee which are to be set up for the purpose.

FRATERNAL AID

"That is all I have to say for the time being and I want once again to give the assurance that the American seamen want good conditions for themselves and for the seamen of all other countries, that we should strive for uniformity on an international plane and that we should be out to achieve that uniformity on the highest possible level. Again I want to thank you for giving me the opportunity of presenting the position of our organization."

What the SIU delegates attempted to do also, was to convince the European union leaders that the remedy for inequalities in wage scales was the organization of all seamen on an international scale into militant trade unions. In the final analysis, when the seamen of one nation are attacked the seamen of all nations are attacked. And only strong international unionism can protect the men who sail the ships. The SIU delegates attempted to convince the European union delegates that economic power, and only economic power, was going to force the shipowners to pay decent wages.

We feel that it is important to report to our membership at this time the position taken by the SIU on other points on the agenda, even though some of these points were not formally discussed at the London meeting.

DANGER ZONE BONUSES

We are definitely and absolutely opposed to the proposal

that war bonuses in the Far East waters should be established only by an international agreement, because up to this date, when the war has been going on for several years, the war bonuses have been handled through direct negotiations by the various countries.

Why all of a sudden should the bonus in the Far East waters be established by an international agreement? This sounds like the European shipowners might want this thing established in view of the fact that they might have to compete with American shipowners in Far East waters when the war in Europe is over, and knowing that the American seamen's war bonuses are higher in these waters, they would naturally be subjected to pressure by the foreign seamen to get the same standard as the American seamen have.

So by establishing an international system of bonus rates in Far East waters, the only ones benefited will be the European shipowners. The American Seamen certainly will lose by it.

CONTINUOUS EMPLOYMENT

The Seafarers Charter proposes that each country set up a manpower pool in the appropriate ports. These pools would be under the joint control of the governments, operators and the unions. We are in vigorously disagreement with this proposal.

The question of employment for seamen must be handled through the union hiring halls, and be completely controlled by the unions. Only the seaman has the right to determine how his labor shall be sold.

ENTRY, TRAINING, PROMOTION

The Charter proposes that the entry rating should receive pre-sea training. Here again we disagree. During normal conditions we believe that the proper way to train a man is to send him aboard a ship as an apprentice and let him learn aboard. He should receive wages while learn-

(Continued on Page 5)



SIU Delegates Report

(Continued from Page 4)

ing. After having sailed as an apprentice for a certain time he should then be able to sail as ordinary, messman or wiper. After all, we can not make seamen ashore—and any attempt to do so is a waste of the taxpayers' money.

SOCIAL INSURANCE

A system of compensation for injury is proposed in the Charter. We cannot subscribe to this because the American seamen are covered by Federal law guaranteeing them maintenance and cure while injured.

This means hospitalization while in critical condition, and subsistence while an out-patient. Besides the maintenance and cure, American seamen have a right to sue the shipowner for damages under the Jones Act. Under this set-up the American seamen are far better off than under any compensation plan.

RIGHTS AND OBLIGATIONS OF SEAFARERS

Members of the crew should not perform work usually done by longshoremen, under the proposed Charter. We object to this because the seamen in America have worked cargo and we have special agreements with the operators governing this. We maintain that all work performed aboard a ship, working cargo and what have you, from tackle to tackle, is the jurisdiction of the seamen and we cannot go against this principle. We urge all European unions to insist upon similar agreements as to working cargoes as contained in SIU contracts.

SEAMEN'S LAWS

Your delegates recommended

strongly to the representatives of the European seamen that they fight for full emancipation of their members through the passing of laws freeing the seamen from antiquated customs. The American seamen were freed in 1915 with the passage of the "LaFollette Act." This not only made American seamen free, but it also freed European seamen in American ports and gave them the protection of American courts.

GOVERNMENT CONTROL

We made clear also the fact that we stood for a merchant marine free of government control. We want to bargain directly with the shipowner, and not be knifed in the back by some "impartial" government bureau. We subscribe to the principles of being free men and we cannot be free under government control.

MINIMUM WAGES

As to the subject of minimum wages, we find ourselves in a very difficult position. If minimum wages are applied to eliminate unfair International competition using cheap labor, we can only support them if they are at least equal to American standards. Otherwise we only eliminate the competition up to the point where they reach the standard wages of certain countries, while enabling these countries to continue unfair competition against our ships and our trade rates without having themselves such competition on their traditional trade routes.

This would result in well founded criticism by our membership and at the same time interfere with our plans for a higher basic wage for our seamen.

Further, it is understood that a considerable amount of the tonnage of American shipping will be turned over at very advantageous rates to foreign nations in need of bottoms in the post-war period.

To permit these ships, paid for by the American taxpayers, to be worked by foreign seamen at wages rates some 30% lower than the American wage rates means to further discriminate against the American seafarers and against the entire American merchant marine.

CONCLUSION

Many of the above items will be discussed at the Technical Conference to be held this coming October. But we take this opportunity to make our position clear to all.

In conclusion we should like to say that the Joint Maritime Commission and the International Labor Organization is so organized that the employers and government are able to sabotage any progressive measures introduced by the representatives of labor. We have little hope that any concrete benefits for the workers will emerge from this set-up. However, it is our intention to participate fully in the work of the ILO and to give our Brother unionists abroad all the aid that we can.

At the same time we hope to convince them that as long as they confine their demands for improved conditions to the arena of the ILO, they are spitting in the wind. We hope to convince them that militant international unionism is the instrument which will improve the lot of the seamen. And we hope to eventually join them in the building of such an instrument.



Union Agreements Signed

Vancouver, B. C.—After nine months of bitter struggles, arguments and negotiations with the operators of the Union SS Company, an agreement was signed with that company by H. Murphy, Business Agent of the BCSU-SIU, on Saturday, December 9th, 1944. Prior to this time the

BSCU Crew Win Service Suit

QUEBEC, Dec. 2. — Justice Lucian Cannon rendered judgment condemning the Panamanian Steamship Company to pay \$27,194 to the crew of the SS Griffco and the owner, the Coastwise Steamship and Barge Company, Ltd., because of the services rendered by that ship's crew when the SS Makena caught fire off the Gaspé Coast on September 21, 1942.

The crew of the Makena were picked up by the Griffco and then the crew of the Griffco boarded the burning ship and put out the fire. The Company had asked \$100,000 for services rendered, but Justice Cannon ruled that \$12,500 be given to the Company and an additional \$12,500 be given to the officers and crew. The sum of \$2194 was authorized to cover the damage caused to the Griffco during the salvage operations.

executives of this company, which is a mere annex of the Canadian Pacific Railway, used every device to stall the signing of the agreement.

On one occasion they refused to negotiate because two of the Union representatives had not sailed on their ships; they wanted to deal only with men who had been in their employ. This clarifies the fact that these executives expected us to sign a company agreement.

But this is not unusual, every company would like an agreement guaranteeing the supply of men and at the same time making the exploitation of these men who sell their labor to them, easier.

The company knew from the beginning that they were up against the most militant outfit on the waterfront, still they attempted every stall to test our strength in the hope that we would sell out because they know that they could obtain a company agreement from the leadership of the Inlandboatmen's Union. (Look at the IBU's only agreement, signed by Digger Smith, and the Corporation of North Vancouver, which in the words of the ferryboatmen themselves is a company agreement.)

However, no other Union was able to enter this fight because the SIU has the great majority of the men on these ships.

Now that the agreement is signed the battle is far from won, those who sail these ships who have been discouraged from the long wait should again take notice, learn the agreement, and fight the employer on the ships as well as ashore.

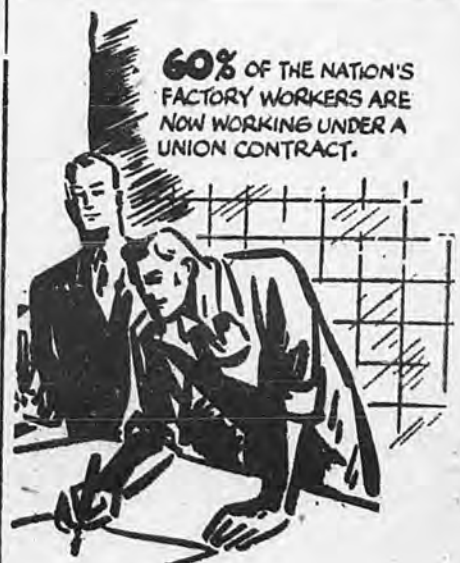
The closed shop is now enforced on all Union Steamships. There should be no fear of unjust firing. The right to fight for better conditions "on the job" has been won.

Committee Head



Here is the new head of the Dies Committee which has been made a standing committee of the House. This is Representative Edward J. Hart, a Hague machine man from New Jersey.

With the balance of power in the committee held by reactionary poll-taxer John E. Rankin from Mississippi, and with machine politician Hart as chairman, labor can well expect a new series of slanders and smears from this set-up.



Money Due

SS GRACE ABBOT

All beefs settled in Steward and Engine Depts.

For subsistence, Sept. 20, the following:

James Payane, AB; Donald Crowell, AB; James Gordon, AB; Francis, Petzil, FOW; Aigly Wright, FOW; Jose Prats, Cook; George Wolf, L. Bartlett, E. Fogel, J. Escabar.

2 days subsistence, Jan. 12-13 for the following:

Argyle J. Wright, FOW; Frank Petzil, FOW; Dick Gilbertson, FOW.

Overtime beef settled for Wright, FOW. 4 hours for standing extra watch in Scotland.

All monies collectable at Calmar SS Company Office.

SS CAMPFIRE

Extra Meal Money: John Gibbons, R. Osorio, M. Lora, E. Cheney.

Collect at Waterman SS Company Office.

SS FITZHUGH LEE

T. Packer, G. Faircloth, C. Stein, H. Nichols, L. Litzinger, L. King W. Roma, Smith.

Collect at Smith & Johnson SS Company Office.

SS WM. PEPPERELL

Edward D. Troxel 57½ hrs, L. Healy 12½ hrs, 8 to 12 watch has 2½ hours due. Deck Dept. has two weeks linen due.

Collect at Calmar Line Office.

SS LOUIS KOSSUTH

Bloem 150 hrs; H. White 359 hrs; C. Jones 109 hrs; Council 100 hrs; I. Williams 50 hrs; Jenkins 117 hrs; Parrish 117 hrs.

Collect at Bull Line Office.

SS NOAH BROWN

Bos'n, 4½ hrs; Chips, 6½ hrs; Tremblay, 20½ hrs; Eblazer, 12½ hrs; Lee, 12½ hrs; White 5½ hrs; Walsh, 4½ hrs; Bairt, 4½ hrs; McKaron, 5½ hrs; Jensen, 4½ hrs; Deflo, 4½ hrs. Collect at Robin Line office.

SS SAMUEL JOHNSON

All crew members who paid off in Savannah and did not receive their transportation money can collect it. Checks are being mailed to your home address. If you don't receive them in a reasonable number of days, write to the office of the Eastern Steamship Company.

SS MEYER LISSINER

Entire crew has \$7.20 coming for Election Day and \$4 for boat transportation. Beef on the evaporators and taking salinity tests on water will be taken to a committee in New Orleans. Also, Howard Crane has \$6.30 coming for carpenter work, and F. A. Maxwell has \$7.20 coming for painting fans.

ATLANTIC AND GULF SHIPPING FOR NOV. 27 TO JAN. 15, 1945

	Deck	Engine	Steward	Total
SHIPPED	3177	2702	2489	8368
REGISTERED	2475	2107	1886	6468

May Bill Is Hit As 'Military Dictatorship'

WASHINGTON, D. C. — The American Federation of Labor blasted compulsory labor legislation at a public hearing before the House Military Affairs Committee as indications multiplied that such legislation is doomed to defeat.

Lewis G. Hines, AFL legislative representative, delivered a two-fisted attack on the pending May Bill at the hearing. He charged:

1—That claims of manpower shortages have been greatly exaggerated.

2—That the May Bill is not a 4-F draft measure, nor a work-or-fight bill, but provides for limited compulsory service for all men from 18 to 45.

3—That sub-standard wages in critical war plants are the chief cause of manpower difficulties.

4—That the War and Navy Departments are backing the legislation in order to place the entire nation under military control.

5—That passage of the bill would "demoralize" war production instead of helping it.

Meanwhile, Senator James Mead, Chairman of the Senate War Investigating Committee, announced his opposition to the forced labor bill.

The Senator declared his committee would institute immediate hearings to investigate the high-pressure talk about manpower shortages. High officials of the War Manpower Commission, the War Production Board and the War Department will be called.

In a recent report, the Mead Committee accused the War Department of wasting manpower by permitting production of huge surpluses of certain types of war equipment when the workers in those industries could have been diverted to plants manufacturing critical material.

Hines also charged wastage and hoarding of manpower in war industries. He also flatly declared that out of fourteen war industries where production lags have set in, this condition is due to manpower deficiencies in only one. That is the foundry industry, where wages are too low to attract workers, he said. The reason for lagging production in the other industries, he said, are changes in design, suddenly stepped-up schedules and lack of facilities.

The War and Navy Departments and the Selective Service System are not competent to do the job of rounding up manpower, Hines stated. He insisted that the responsibility should be left to labor and industry on a voluntary basis.

"To those who would use forced labor to avoid correcting the causes of manpower shortage, we say: 'This is the way to delay the war effort, not to speed it,'" declared Hines.

PERSONALS

The following men left gear on Mississippi Line ships, and it has now been returned to the union baggage room in New York: Val Lopez or Bill Foley, Sam Cirilo, Teems, James Daris, William Foley, Robert Cunningham, Vincent Walrath and C. Carter.

Here Is the Business

JAN. 22—The House Military Affairs Committee wrote an anti-closed shop amendment into the manpower legislation today and passed the measure on to the House for action in the next week.

The Amendment, which was approved in Committee by a vote of 14 to 10, stipulated that no man taking an industrial job at the request or direction of his draft board shall be required to join a union as a condition of employment.

If this bill is passed it could mean that the SIU would be required to let finks and scabs ride our ships without payment of dues or joining the union.

But then, seamen always know how to take care of finks—in one way or another.

FDR Hears Demands For Freeze End

WASHINGTON, D. C. — An AFL committee, headed by President William Green, conferred at length with President Roosevelt at the White House on key labor problems affecting the war effort and the post-war future.

The principal topic of discussion was the AFL demand for scrapping of the Little Steel wage formula. The last AFL convention directed Mr. Green to convey its position on this issue to the President. He took with him on the visit to the White House Secretary-Treasurer George Meany and Vice President Harry C. Bates.

The labor delegation told the President that the wage freeze is beginning to hamper war production and complicate manpower shortages in low-wage industries.

They also warned that failure to adjust wages now in realistic relationship to higher living costs would dry up purchasing power in the post-war period and retard recovery.

Another powerful plea presented to the President was for the lifting of minimum wage levels, particularly among white collar workers and Government employees who have been afflicted by static incomes during a period of inflationary price rises.

It was reported that the President made it clear that he has come to no decision as yet with respect to the Little Steel formula as he is awaiting a report on this subject from the National War Labor Board. This report, when submitted, will first be referred to Stabilization Director Vinson for an opinion as to whether adjustment of wage rates would force further price increases. The White House position has been that wage increases cannot be permitted when they result in higher prices.

Souvenir Creates Beaver St. Riot

A couple of weeks ago a union brother walked into the office of the New York Agent and presented him with a 20 mm. German shell. He suggested that the union might want to put it in some sort of a war display. The Agent accepted the souvenir with thanks and put the shell on top of the office safe. Shortly after that Al Kerr, assistant New York dispatcher, walked in and spotted the shell. "Say, is that thing loaded?" he asked.

"Gee, I dunno," the Agent replied. "A guy just left it here and didn't say whether or not it was live."

Kerr then recalled that the Mayor had announced that anyone having a war souvenir should call the police and have it emptied of explosives. So, Al called the First Precinct and asked that they tell the patrolman on the beat to stop in the union and pick up the shell.

Then things began to happen. You would have thought that a battery of 88's were in the hall.

First the cop on the beat walks in and looks sternly at the shell (measuring about 5 inches in length). While he was asking a hundred and one questions about how the shell arrived, in comes a brace of breathless plain clothes detectives. They started asking all over again the questions that the harness bull had asked.

Just then a siren could be heard screaming down Beaver Street. It came to a rasping halt in front of the hall. It was the Bomb Squad of 6 men in a red wagon. The appearance of the Bomb Squad immediately began to attract spectators from the entire financial district, and before another five minutes had passed Beaver Street was so jammed that no traffic could pass through.

By now Police Headquarters had received word of the traffic jam, and down the street roared



two police cars loaded with traffic cops who's job it was to rope off the street and prevent the curious from getting trampled under the mob's feet.

In the union hall, in the meantime, the Bomb Squad was laying out its equipment. It had a bucket of oil, a bucket of sand, and a bucket of water and a big steel "blast proof" box filled with cotton. But no one knew how to handle this particular shell. The shell was German and all the police brains seemed to have the jitters.

Put it in oil? In water? Sand?

Fire it in the steel box? A dozen experts filled the room with gumbeating but none of them seemed to have the answer.

Finally one of the plain clothes dicks merely reached across the table, picked up the shell, dropped it in his pocket and walked out of the hall. The Bomb Squad look at each other rather sheepishly, and then filed slowly back to their red truck.

One union brother who followed the flatfoot says that he walked to the North River and dropped the shell into the water. Simple as that.

WSA Rider

(Continued from Page 1)

portation, subsistence and wages, (or cash equivalent thereof as provided in Paragraph E) from the final port of discharge in the continental United States to his port of shipment, providing the final port of discharge is located in an area (as defined in Paragraph D) other than the area wherein is located his port of shipment.

If it is contemplated that the vessel will, and the vessel does, within 10 days after completion of discharge at the final port of discharge, directly proceed to a port in the area wherein is located a crew member's port of shipment, such crew member will not receive transportation under this rider if employment on the vessel is offered for the trip to such area.

If the master requests any crew member to continue with the vessel from the final port of discharge to a loading port in the continental United States for the next outward voyage, located in the same or an adjoining area, no such crew member shall be entitled to transportation, subsistence and wages to his port of shipment unless he shall continue with the vessel to such loading port and until the vessel has ar-

rived at such port.

Notwithstanding anything herein provided, no crew member who is engaged at, and assigned to the vessel from, a port other than his port of shipment, shall be entitled to transportation under this rider if he returns on the vessel to a final port of discharge located in the same area as the port where he was so engaged and assigned.

B.—If the vessel opens new articles during the period of engagement, or changes the form of articles or contract of engagement, or proceeds from the port of final discharge to a loading port as set forth in paragraph A, the master shall prepare a record which shall be preserved on board the vessel, showing the name of the crew members continuing with the vessel, with the date and port of shipment of each. Benefits under this rider shall be granted with reference to original date of employment and original port of shipment of each crew member, provided employment on the vessel is continuous. The master, if requested, shall furnish, to any crew member continuing with the vessel, a statement showing the original date and port of shipment of such crew member.

If a crew member receives, during the course of his employment on the vessel, transportation or cash equivalent, and he

continues with the vessel on another voyage, his subsequent right to again receive transportation under this rider shall be determined from the date when, and with reference to the port where, he joins the vessel for the succeeding voyage after receiving such transportation.

C.—As used in this rider, the term "port of shipment" means the port at which the individual crew member joins the vessel.

As used in this rider, and in the voyage description in the articles, if any, the term "final port of discharge in the United States" shall mean the port in the continental United States at which the vessel completes the mission for which the voyage commenced, or, if the vessel is carrying cargo or ballast, the port where all remaining cargo or ballast is discharged.

A trans-Pacific voyage, for purposes of this rider, includes a voyage from the United States to any port or place in the Pacific Ocean during which voyage the vessel crosses a line commencing at the north pole, thence running south along 175° west longitude to 10° north latitude, thence running east to 120° west longitude, thence south along 120° west longitude to the south pole.

A trans-Atlantic voyage, for purposes of this rider, includes a voyage from the United States

(Continued on Page 8)

NEW ORLEANS

Things are still good in this port with plenty of shipping in all Departments.

Had a Waterman ship here this week with the Captain giving orders that any overtime that he disputed was not to be sent to the Company office. Claims that



he has the right to strike out what he thinks isn't overtime. He has now changed his mind.

One of our old members, Royal Domio, G-123 passed away in the Hospital here after about three and one-half years illness.

The ex-shipyard workers are still coming around to ship out, now that Uncle is tightening up on the draft.

L. J. (BALDY) BOLLINGER
Agent

OLDEN BANKS IS DEAD

The SIU lost a pioneer official and uncompromising fighter for the rights of the seamen when Brother Olden Banks died this week in Mobile. Banks died at 4 o'clock in the afternoon of January 19. He was 49 years old at the time of his death, and had spent his entire adult life in a struggle for conditions aboard ship.

Brother Banks was born Jan. 1, 1896 in Honduras, and was taken as a child to Grand Cayman Island. He loved the sea from childhood and became a sailor as soon as he was old enough to handle lines.

From the first Banks was a leader of seamen, for he was proud and fearless and refused to bend his knee to any shipowner or fink. He never ran away from a fight, and faced the issues squarely and honestly.

One of the toughest organizing jobs in the south was given to Banks by Scotty Ross back in 1934. One of the big Waterman ships was in Pensacola, and the company was refusing to recognize the union or allow delegates to be elected aboard the ship. Many union men had been beaten and the crew intimidated. Banks went aboard the ship as organizer, and shortly after that, the entire crew followed him down the gangway and tied up the ship. The company was forced to recognize the union because of Bank's courage and militancy.

Banks then went to the old ISU hall in Mobile, taking the job of Janitor. No post was too small for him, as long as he was serv-

WHAT'S DOING

Around the Ports

GALVESTON

Business and shipping slow for the past two weeks but with four new libertys for the SIU and one for the SUP and a Waterman ship that has been in for repairs, shipping will be on the boom again for a spell.

The SS William F. Kamaka of the South Atlantic took a full crew here Jan. 17, 1945 and it was a real pleasure to see how the members took this ship. She was crewed with a 100% SIU and all good union members. The W. F. Kamaka was named after one of our deceased brothers who lost his life from an enemy torpedo while serving aboard the SS John Smith. The ship was lost on March 9, 1943. Brother Kamaka was an AB aboard the John Smith and we hope that the ship that carries his name will be as good a ship as Brother Kamaka was a seaman and union man.

RAY W. SWEENEY, Agent

BOSTON

All hands are still busy catching up on our back work. At this writing there is twelve inches of snow to plow through and it's

still falling. Brother Jim Sweeney bought himself a pair of snow-shoes in order to get him from his home to the train. Having been a ski-trooper in World War I, he can navigate fairly well on snow-shoes or skis.

Just got several letters from Brother John Stockman and Brother John Beresford. Both these Brothers are in France with the U. S. Army and from the tone of their letters wish that they were back on the high seas. They are anxious to know how things are going with the SIU and request that we keep up conditions as they will continue going to sea if and when they get back.

Some of our crews are kept on board for as long as 70 and 80 days while in Scotland, without shore-leave while the officers on the same ship can get ashore as often as they please. There is something wrong here and it should be remedied. I wonder if Bro. Dushane got his Christmas Bonus? If not, he sure deserves one. Nothing more to report, so will close with all good wishes.

JOHN MOGAN, Agent

NEW YORK

Shipping has been steady the past week in the port of New York with 816 shipped in all departments.

We are looking forward to a boom this week as ships have been paying off regularly the past week and a number of them are coming off dry dock and crewing up. 39 ships paid off in this port the past week (most of them long trips) with only 35 signing on. Also had more men shipped than registered and quite a number of them were permit men. Although shipping has slowed down some, this is a gentle hint that you don't have to stay on the beach long in New York.

Among the outstanding pay-offs here were the SS LOU GEHRIG, of the Eastern SS Company. The unlicensed personnel had overtime submitted for standing gang watch and firemen working cargo, etc., on a date that the ship was at sea, according to the log. But the crew told a straight story and all of their dates checked. When questioned, some of the Deck Officers admitted making false entries in the log.

The Moran Tug, M. V. Sankety Head came in with the Purser and Captain drawing straws to see who was first in command. But the Chief Engineer wasn't worried; he knew that he was the Great White Father. They were all surprised to find that the Moran Towing Company and the Seafarers International Union had the last say. The crew of the Sankety Head took great pleasure in the amazement of the Master when he learned that he would have to sign his name to pay vouchers covering approximately 2,000 disputed hours overtime be-

fore the crew would sign-off articles.

Among the other ships paying off in this port were the SS McDonough, SS Baldwin, SS Lovette, SS Alvey, SS Hay, SS Sarazen and others, with all beefs settled aboard.

The SS Hoban paid off here Monday with the whole crew, including the Master, with paid up SIU books. Needless to say, she was a clean pay-off.

Yours for more SIU members in the forecastles and on the throttles.

J. P. SHULER, Patrolman

PHILADELPHIA

Paid off SS Charles Hull. Quite a bit of overtime disputed, but was settled aboard ship. They had one of these Buckeroo Mates on this ship and had every man in deck department logged, except one man.

We had most of the logs lifted. The logs amounted to close to one thousand dollars.

All hands joined the Union except two men, the Boatswain and one fireman.

Paid off the SS Webb Miller. No beefs about overtime, but quite a bit of beefing about the Army fining the ship's unlicensed personnel, and not fining the ship's officers, when they were caught in the same restricted area. The chief engineer and the captain gave us statements to that affect. We are taking it up with the Army Intelligence in the Port of Philadelphia. One of the AB's was fined and the chief

steward was fined one hundred and fifty dollars.

Our opinion is that they are using a Kangaroo Court on the merchant seamen over there, and discrimination against the merchant seamen. For the Port of Philadelphia, we will do all we can to stop this discrimination.

BUCK NEWMAN, Agent,
E. S. HIGDON, Patrolman

SAVANNAH

Shipping around the port of Savannah was good up until this last week but I don't have anything in sight for this port for the next couple of weeks. Had plenty of jobs around the holidays and couldn't get anyone to take them but managed to get them crewed up right after the New Year. Every one wanted to be home for the holidays.

Had the Tulsa in Christmas week for a pay-off and general overhauling. Settled everything to the satisfaction of the crew and am now getting her fixed up for another trip. Got the Goldsboro out of dry-dock around New Year and finally got her crewed up to sail last week.

Had the Samuel Johnson of Eastern in this week and straightened out all disputed overtime to the satisfaction of the crew before the pay-off. Finally got the transportation question settled after the pay-off and any member of the crew who didn't get his transportation at that time, a check will be mailed to your home address or it can be collected by getting in touch with the Eastern Steamship Company.

Shipping looks slow for this port for the next couple of weeks unless something comes in unexpected and have quite a few men registered here at the present time.

CHARLES WAID, Agent



OLDEN BANKS

ing the seamen. When the ISU folded, Banks was one of the old timers who rallied around the infant SIU and established it on a firm foundation.

Since then, Banks' became one of the best Business Agents in the union and contributed greatly to building the SIU into its present stature.

Banks was one pie-card who never lost touch with the rank and file. He made conscious effort to understand their problems—and to further this understanding he shipped out for a long trip in the winter of 1944. He knew that the war had altered conditions on the ships, and he wanted to know first hand what the men were up against. His ship paid off in Frisco and Banks returned to New Orleans in time for the last Agents' Conference.

The seamen have lost a sincere and militant champion in the death of Brother Olden Banks. We mourn his passing, and honor his memory.



Jeeves, don't drive down Beaver Street. The SIU opened a hall there and it makes Madam ill when she sees it.

Labor Baiter In Action



Texas Grown Fascist Leads Drive Against Trade Unions In U.S.

Christian American bugle boy Vance Muse will swear by the Holy Bible and the W. Lee O'Daniel News that he's "a friend of labor." An angelic light plays over his big beefy face as he proclaims before God Almighty and the ghost of Thomas Jefferson that he believes in "the right of workers to organize, strike, and bargain collectively."

His "love for the working men" is the reason that his outfit is sponsoring measures in 19 state legislatures, now in session, to outlaw the union shop and virtually to outlaw the labor movement. Eleven states—Texas, Arkansas, Florida, Alabama, Mississippi, Colorado, Kansas, South Dakota, Minnesota, Idaho and Wisconsin have already passed legislation "regulating" labor as a result of blitzkrieg propaganda campaigns staged by the Christian Americans and their jumping jacks in public office.

"We just want to protect the

working man in his God-given right of earning his living by the sweat of his brow without paying tribute to the labor racketeers," Muse said in his office in Texas.

"We can protect the working man by putting the right to work amendment, just incorporated into the Arkansas and Florida constitutions, in the federal constitution," he continued. "We are asking the legislatures of the different states to petition Congress to submit this amendment for ratification. Submission is mandatory if the legislatures of 32 states ask for it."

New Transportation Rider Is Issued By War Shipping

(Continued from Page 6)

to Iceland, and to points in Greenland north of 65° north latitude, but excludes a voyage to Bermuda or the Azores.

D.—For the purpose of this rider, the continental United States shall be divided into four areas, the Pacific coast area, the Atlantic coast area north of Hatteras, the Atlantic coast area south of Hatteras, and the Gulf coast area.

E.—The agreed case equivalent to be granted hereunder in lieu of transportation, subsistence and wages between the Atlantic coast areas north or south of Hatteras, and the Pacific coast shall be \$125, and between the Gulf coast and Pacific coast \$92.50.

The agreed cash equivalent between any two areas not specifically referred to in the preceding sentence shall be the actual first class rail transportation fare including lower berth (less tax) from the final port of discharge (or loading port for the next out-

ward voyage, as the case may be) to the port of shipment, without allowance for wages or subsistence.

F.—In the event a crew member elects to receive transportation, rather than the agreed cash equivalent, he shall be provided with a Government travel order entitling him to transportation and berth to the port of shipment and shall be granted subsistence payments during transportation in the amount stated for subsistence while traveling under any applicable collective bargaining agreement or other labor agreement. If no collective bargaining agreement or other labor agreement containing such provision applies, cash allowance for subsistence shall be \$3.50 per day for licensed personnel, including radio operators, and pursers, and \$3.00 per day for unlicensed personnel. The number of days for which wages and subsistence during transportation shall be granted, shall be computed on the basis of the number of days

Seamen Face Decisive Year

By PAUL HALL, New York Agent

Our 1945 general Elections are over. A Tally Committee was elected at the largest meeting ever held in the New York Hall, and the results will soon be forthcoming.

Our New Year begins with the installation of our newly elected officials for 1945. To the men who are elected, their job for the coming year is not going to be an easy one and will require all their efforts to keep us on the right course. Let us take a brief glance into the future and see what we may expect in the way of obstacles.

1. An offensive by the shipowners, aided by the WSA and other Government Agencies, which will be designed to "soften us up" for drastic post-war cuts in wages and conditions. As a start towards this line, there will be further attempts to cut our war risk and bonus area pay. The Coast Guard will use the whip even harder and the WSA's "physical examinations" will be used on a larger measure than ever before in an effort to beach our militant old timers out of the industry.

2. The NMU, with its Political Action Committee, the CIO, and other Communist cohorts, will use their fullest resources in a series of so-called "Organizational Drives" on the Great Lakes, the Gulf, and the East and West Coast. This drive will be aimed, not at organizing the so-called "unorganized," but rather at siezing control of the maritime industry. In the event of a failure on their part to do so, they will then create disruption and chaos throughout the industry. The Commies' rule or ruin policy will be the order of the day for these enemies of labor.

3. There will, in all probability, be a sharp decline in American shipping in comparison with what it is now—with hundreds of liberty ships being

sold to France, Russia, Norway, etc. The results will be a loss of operating tonnage and jobs for American seamen.

These negative factors may turn into a serious situation for organized, bonafide seamen. We must, therefore, be on guard and work against such things and such probabilities.

Now, let us look at the opposite side and see what we have on the ball for the coming year and what our enemies may expect from us.

1. Today our union halls will hardly hold the membership of our organization during their meetings. Our membership is at its highest point since this union's inception and our membership admission has been controlled to such an extent that under the existing circumstances, we do not have a surplus of men.

2. Our ranks have been augmented by new, young, fresh and vigorous members; many of whom are already taking an active part in leadership. Through the encouragement and aid of our oldtimers, these young men have become a vital part of our Organization.

3. Our financial condition is excellent. Negotiations are now under way to purchase halls in practically all ports, and all of our various special funds are untouched. We are one of the most financially sound organizations in the maritime field.

4. The educational level, morale and union consciousness of our membership is of the highest. No "isms," factions or cliques exist within our organization. Internal unity and cooperation is the order of the day. The Seafarers membership has discovered that to be successful in our battles for conditions, we must cooperate with one another. Solidarity on the waterfront is not an abstraction—it results in real gains for seamen.

5. We have made definite progress in organizing non-union

tankers and other unorganized ships. Our fishermen's organizations extend from the Rio Grande to the St. Lawrence, as well as on the Pacific Coast. And they have the same reputation and background of fighting unionism that the seamen have.

In the Great Lakes area we were not only successful this past season in staving off the attacks of the Commies and of the labor haters, but also were able to make progress ourselves.

On the West Coast we have succeeded in organizing the toughest tanker companies in the entire world and succeeded in signing them to contracts which are without a parallel for conditions.

We have no reason to be afraid of the future. We started building our union with shoestrings, but now we have strong hawsers. We hit the bricks for wages, conditions, bonuses and for union recognition and have fought a successful fight. We engaged in these fights against tremendous odds, but because we went out punching with both hands and kept on punching, we were successful in our demands.

Today, with our Strike and Organizational Funds are in healthy condition, we are prepared to fight a real fight. However—though we are soundly based financially, that is not our greatest advantage in preparing for the struggle ahead. Our greatest weapon is the fighting membership which we have within our organization.

With these thoughts in mind it is well that we prepare ourselves for the hard road ahead of us. In the near future we must take on the natural enemies of seamen—the shipowners, the government bureaus and the Commies, in order to show the way to real conditions. We shall emerge, not only as the greatest and strongest union of them all, but the ONLY ONE as well.

normally required for rail travel between the final port of discharge and the port of shipment.

The War Shipping Administration (including the Recruitment and Manning Organization) and the Agents and operators of the vessel shall not be responsible for making reservations of space or arranging other details of transportation furnished under the provisions of this rider.

The form of voyage description set forth in the body of the shipping articles (where articles are used) shall be that prescribed by the Coast Guard as set forth in the Federal Register for March 31, 1942, page 2477 (7 F. R. 2477). Articles containing the above rider must not be limited to less than 12 months for the voyage's duration. All articles shall read "back to a final port of discharge in the United States," and shall not specify return to any particular coast or area in the United States.

Expenses incurred by the owner of a time chartered vessel by virtue of the attachment of the foregoing rider to articles or other contracts of employment

shall, if the vessel is operated under WARSHIPTIME or WARSHIPOILTIME, be reimbursed as provided in General Order 8 (Revised), Supplement 10 (Revised), (Section 302.95), and as further provided in the letter addendum giving effect to the redetermined rates specified in that Supplement. If the vessel is operated under WARSHIPTIME (Rev.) or WARSHIPOILTIME (Rev.), reimbursement will be made in accordance with Clause 7B of the charter.

In order that benefits will be made uniformly available under the provisions of this revision of Regulation No. 64, Agents, General Agents and owners are authorized to pay transportation in accordance with this Regulation to the crews of all vessels which sign off subsequent to the date of issuance hereof. If any seaman signs off a vessel which has attached to its articles the rider contained in Operations Regulation No. 64 dated July 1, 1943, and under such rider is entitled to transportation to which he would not be entitled under the terms of the rider contained in

this revision, the provisions of the original Regulation and the rider therein, shall apply.

This Regulation and the rider contained herein provide for transportation only in the case of a crew member who joins a vessel in the continental United States and returns on the same vessel on completion of a voyage which entitles him to transportation. No crew member who is separated from his vessel abroad for any reason, or who signs on a vessel abroad for return to this country, is entitled to transportation by virtue of the rider.

No agreement will be approved, or reimbursement granted for payments incurred by reason of entering into an agreement, which accords transportation, subsistence or wages in any similar circumstances or in any larger amounts than are provided for in the above rider, unless such agreement is first approved by the War Shipping Administration.

(Sgd.) G. H. HELMBOLD
Assistant Deputy Administrator
for Ship Operations