

## Alien Seamen Free From Passport Rules

Alien seamen who are members of the SIU and have received clearance from their country's consul to sail American ships will not be effected by the November 15th dead line requirement for U.S. seamen's passports. This was definitely established this week in conversations between the SIU and the Recruitment and Manning Organization of the WSA.

After November 15 American citizens must carry the special seamen's State Department passport in order to sail to foreign ports. But this rule in no way effects alien SIU Brothers who will continue to sail upon the papers they now carry. Such a ruling was given the union by Irving Witkowski, Chief of the License Section of the RMO in New York.

Several American skippers don't seem to know the score and are attempting to jerk aliens around. Brother Peter Checklen was dispatched out of the hall recently to the Alcoa Voyager, and the Captain refused to sign him on, using the excuse that Checklen did not have either the new passport or the receipt of application. The union straightened the skipper out in a hurry.

Here is the procedure that has been in effect, and will continue after November; the skipper makes up a list of all aliens who are sent to him by the union, and submits that list to the Immigration Service for clearance. If the Immigration Service has any question about an SIU man, the union helps get him in the clear. If no objections are raised by the Immigration Service, the skipper has no right to refuse the man merely because of his national status.

Any questions or beefs on these points should be immediately referred to the branch agent. The union stands ready to back up all members in their rights, irrespective of race, creed or citizenship.

### IF YOU GO TO A HOSPITAL — TELL YOUR UNION

It is not always easy for a hospital delegate to know just which brothers are in the hospitals, and in which ward they are located. If you want to be sure of a weekly visit from the hospital delegate, send the union a postcard telling us just where you are.

# Annual Nominations Now Under Way For 1945 Term Of Office

## Oct. 15th Deadline For Filing

### Allotment Can Be Made Out In Foreign Ports

If you get on the high seas and suddenly remember that you failed to make out an allotment before leaving an American port, don't worry too much about it because it is now possible to rearrange your paychecks in foreign ports.

In any port in which there is an American consul you can make out an allotment request and have it honored by the home office of the shipowner. Merely go to the consul and tell him the problem, and he'll give you a hand in arranging it so your wife, or mother, or Aunt Hattie will be taken care of OK while you're gone.

### AFL Set To Beat Bad Laws

WASHINGTON, D. C. — The AFL called upon its affiliates throughout the country to back labor's drive against attempts in three States—California, Florida and Arkansas — to abolish the union shop.

The federation pledged itself to carry on an intensive educational campaign until election day to win the referendum votes pending in these states on proposals to ban the union shop by constitutional amendment or by legislation.

In a circular letter to affiliated unions, AFL President Green pointed out that this is not a sectional battle but will affect the basic interests of organized labor throughout the land.

He therefore appealed for contributions from individual unions to a special fund being raised by the American Federation of Labor with which to finance its campaign. Such contributions should be sent to AFL Secretary-Treasurer George Meany at the Federation's headquarters in Washington.

Mr. Green said in his letter: "This appeal is being made because the fight in California, Florida, and Arkansas against the enactment of anti-labor and un-American legislation must be regarded as a menace to the economic and industrial welfare of all the members of the American Federation of Labor located in every state throughout the nation.

Now is the time for all good men to come to the aid of their union. The union has the right to expect that the most capable and experienced members will run for office and supply the leadership needed in the coming post war period. There are some stiff battles ahead with the shipowners, and the complete solidarity of the men led by fighting officers will be needed to maintain and improve our conditions. Give this serious thought, brothers. If you think you are qualified for the post of Agent or patrolman, throw in for it and give the membership an opportunity to pick the best man available.

Any member who can qualify can nominate himself for office by submitting, in writing to the

Secretary-Treasurer, proof of his qualifications. Such notifications must be in the office of the Secretary-Treasurer not later than October 15th.

Here are the qualifications for office as laid down in the union constitution:

"(a) That he is a citizen of the United States of America.

"(b) That he be a full member of the Seafarers' International Union of North America—Atlantic and Gulf District in continuous good standing for a period of two (2) years immediately prior to the date of nomination.

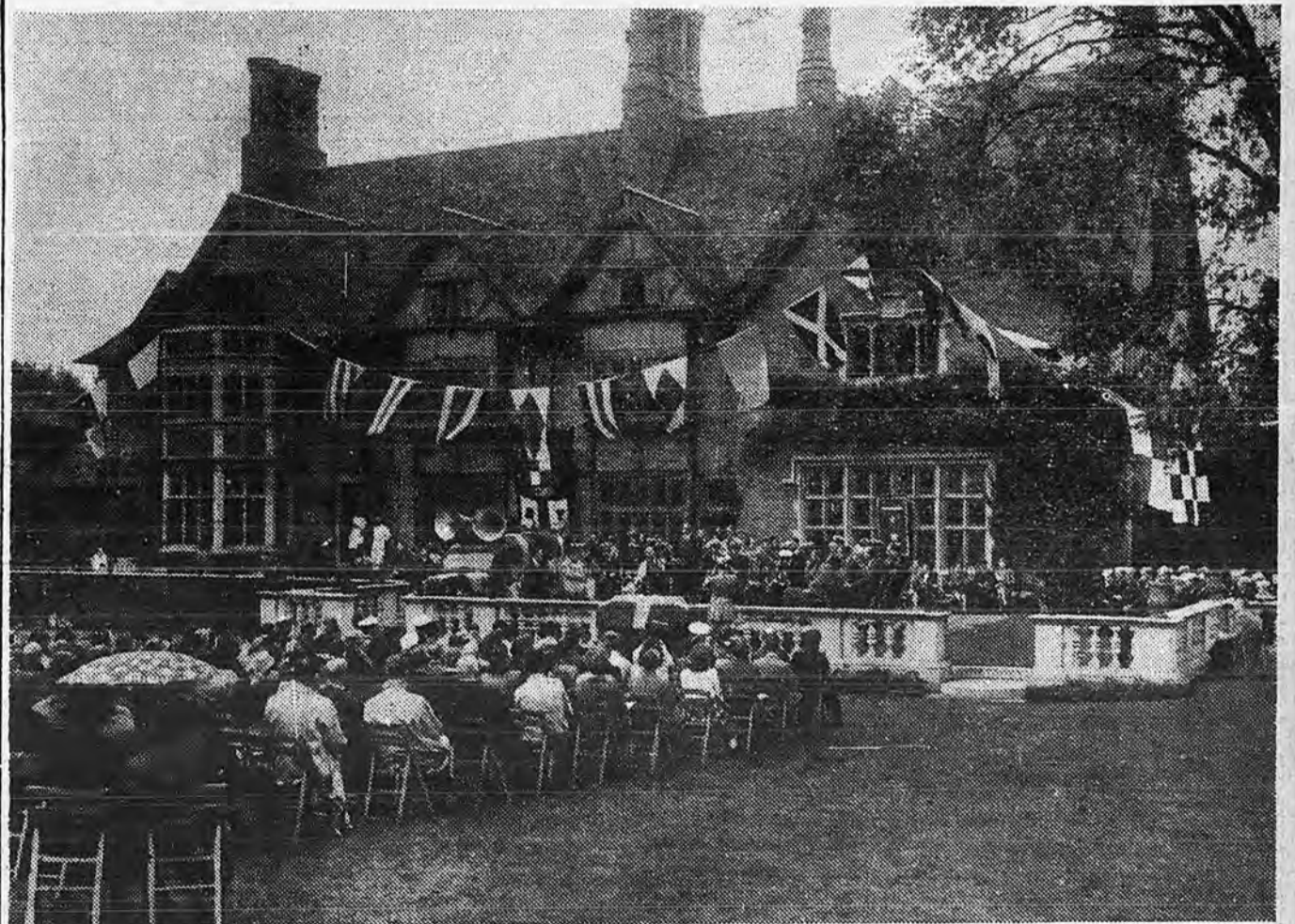
"(c) Any candidate for Agent or joint patrolman must have three years of sea service in any

one of three departments. Any candidate for departmental patrolman must have three years sea service in their respective departments. Sea service as specified in this article shall mean on merchant vessels.

"(d) He has not misconducted himself previously while employed as an officer of the Union.

"(e) That he be an active and full book member and show four months discharges for the current year prior to date of nomination, this provision shall not apply to officials and other office holders working for the Union during current year."

## Another Seamen's Rest Home



The Christian R. Holmes estate at Sands Point, "The Chimneys," one of Long Island's showplaces, was dedicated as a rest center for American merchant seamen to be operated jointly by United Seamen's Service and the War Shipping Administration. The event also marked the second anniversary of the USS-WSA Medical Division, which now operates seven rest centers in the United States.

With H. Chase Stone, WSA assistant deputy administrator, as master of ceremonies, the program opened with the singing of the national anthem by Mrs. W. Winston Warner and the presentation of the key to the estate by Jay Holmes, President of the Holmes Foundation, to Dr. Daniel Blain, USS-WSA medical director. Dr. Blain turned the key over to Chief Steward Edgar R. Lewis, representing the American Merchant Marine.

The Sands Point rest center will accommodate fifty merchant seamen, survivors of enemy action or sufferers from convoy fatigue as the result of long and hazardous voyages. The other six centers are located on the estates of Mrs. Kermit Roosevelt, Oyster Bay, Long Island; Mrs. C. Suydam Cutting, Gladstone, N. J.; the late Darius Ogden Mills, Millbrae, Calif., and the late Mary Virginia McCormick, Pacific Palisades, Calif.; and at Bay Ridge, Md., and Camp Kittiwake, Pass Christian, Miss.

# SEAFARERS LOG

Published by the

**SEAFARERS' INTERNATIONAL UNION  
OF NORTH AMERICA**  
Atlantic and Gulf District

Affiliated with the American Federation of Labor.

**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.

## Directory of Branches

BRANCH	ADDRESS	PHONE
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### PUBLICATION OFFICE:

51 BEAVER STREET  
New York, (4) N. Y. HAnover 2-2784

## Report From The Secretary-Treasurer

.. by ..  
**JOHN HAWK**

Last Thursday the union negotiating committee met with the ship-operators' committee to discuss the union's proposals for a wage increase and the other proposals. Brother Alphonse Michelet and Claude Fisher represented the stewards department, brother Paul Hall and Joe Volpian, the engine department and James Sheehan and myself, the deck department.

Your representatives made it clear that although in the final analysis the total wage asked for each rating would be the same to all companies, we were submitting separate proposals to each company because the differences in the scale of wages paid to certain ratings in some agreements. Therefore in order to eliminate these inequalities we demanded that we negotiate with each operator separately. The ship operators' committee consented to this and stated that they were authorized to negotiate for each operator individually.

I arranged to have Commissioner Liller from the Department of Labor there in order to save time in getting our disputes to the War Labor Board. We made it clear to Mr. Liller that regardless of what position the company took on the proposals submitted to the first company that we took up, we would take each set of proposals separately and in making his report and recommendations to the Secretary of Labor we demanded that each case that was disputed would have to be submitted to the War Labor Board as a separate case.

We then took up the proposals separately for each company. The ship operators' committee agreed to only one proposal in each case. That proposal was, "The Emergency Wartime Increase" shall be incorporated into the permanent basic wage rate. Every other proposal submitted to each and every operator was disputed, therefore they will have to be referred to the War Labor Board for final settlement. After the union got through with their proposals, the company committee submitted their counter proposals which was in reality a whole new agreement and which at a glance was even finkier than the NMU's present agreement. They even asked for wage reductions for numerous ratings and that the overtime rate of 90c per hour that they have been paying since 1941 be reduced to 85c per hour.

Naturally the union's committee objected to their counter proposals regarding wage, overtime, etc. Your committee also refused to discuss their proposed changes in the working rules on the basis that pursuant to the "Statement of Policy" signed with the War

(Continued on Page 3)

# Crew Battles Storm While Ship Lists At 53 Degrees

By Roman Gonzales

I remember hearing some "Old Salt" telling of a ship that "turned turtle" and how the crew, such as were able to, lived for days on the bottom of the ship. Sounds funny. I mean the ship turning over. Well, what I am leading up to is this—We, the crew of the SS Robin Sherwood almost had a similar experience last February. We were enroute home, in ballast, from the United Kingdom and while the weather was rather

## Capt. J. J. Delaney Dies In Jersey Marine Hospital

One of the most colorful leaders in the labor movement—President J. J. Delaney of the Masters, Mates and Pilots — has passed away. Following a prolonged illness, he died at the St. Francis Hospital in Jersey City, the town in which he was born almost 65 years ago.

Among offices he held in the union were those of president of Locals 1 and 3 in the New York harbor, vice president of the national organization and president since 1936.

Delaney not only led in battles to organize licensed men aboard ships, often against bitter opposition of the owners, but actively assisted the struggles of many other unions. He served, too, on the executive boards of the Hudson County Central Labor Council and the New Jersey State Federation of Labor.

He was a member of the Railway Labor Executives' Association and was active on association subcommittees formed to push rail labor laws, including liberalized retirement and unemployment insurance benefits. He played a prominent part, too, in movements of rail unions for higher wages.

heavy when we started, it was on Feb. 20 that the storm hit us and in the midst of it the ship failed to right herself from an unusual roll when the ballast shifted in the holds. She listed to 53 degrees. Well Sir, there was considerable shifting all around, men and equipment and everything that was loose or not permanently fastened to deck or hull, shifted, and fast.

### SHIFTED COAL

As soon as it was known what had happened those who were able to get busy. The crew, licensed and unlicensed and Uncle Sam's Navy crew, went below and started shoveling coal. We used shovels, tubs, buckets, barrels, everything that was available and for the next seven days and nights it was a case of shoveling. A few tons of coal to be carried into a coal bin is not a small job, but when it comes to moving a couple of thousand tons, well, it just ain't the kind of job a Navy man or a sailor would ask for. But we forgot all about being Navy or sailor, we shoveled for our lives.

The hell of it was that the storm hung on and when it looked as if we were really getting the ballast (coal) away from the side and somewhat evened up, along would come another blast of wind and bang, the job had to be done over. For seven days and nights we shoveled coal. We ate hard boiled eggs and such

canned goods as the cook was able to get hold of. There was no chance of using the galley, the stove was all abeam.

### SOME LIST

If you want an idea of what a 53 degree list is, suppose that house of yours suddenly decided to turn over on its side, but did not quite make it. It did however come within a few feet of it. You could find a whole lot more comfortable places than trying to work on the floor.

We finally succeeded in getting the ship from laying on its side, to a 37 degree angle and with that angle we finally made port on New Foundland.

Let me say this in closing, there ain't such a damn thing as animosity or ill-feeling between the Navy's gun crews and the sailors. What we did in the dark, ill-ventilated cock-eyed hold of the SS Robin Sherwood, we do all the time, that is, work together and look after each others interests.

### EIGHT LOST

The sudden shift of the SS Robin Sherwood cost eight lives and two were badly injured. The brothers who gave up their lives were Adolph Sepp, Oscar Kause, Clarence Adolph, Charles Bowling, Robert Ybeng Seng, George DeJusus, Enrique Ocededo and Sanford Williams.

The injured were Manfred Keilits, Chief Cook, and myself.

# UNION IS HAILED ON ANNIVERSARY

By Carl M. Rogers

Lest we forget. It will not be so long now until the Seafarers International Union of North America, an affiliate of the American Federation of Labor, will have reached its 6th birthday, so let us go back to 1938, the year that the SIU of NA started. "The merchant seamen on the east coast were in one hell of a fix, as far as unionism was concerned. What with the labor fakers, the Commies, the shipowners and their other stooges reaping a harvest at the expense of the seamen and bleeding them for everything they earned; what with the shipowners from office boy to brass hats, becoming millionaires overnight, but poor John Seaman was only getting enough to eat coffee and, and so now brothers, let us think back a little further.

### UNION FOUNDED

The merchant seamen, or should I say the majority of the real rank and file seamen became disgusted with the set-up on the east coast, and after plenty of discussion from coast to coast, the formation of the Seafarers International Union was started. On a shoe string we must admit, but you must learn to toddle around before you can walk, and so the SIU began to be a reality instead of just chatter. This union has become stronger day by day, month by month and year after

year. In other words: brothers, the SIU has developed from a small wee tot into a grown man, and in only six years, and it has proven itself, beyond a semblance of a doubt, one of the most militant and fightingest labor organizations in the universe. The contracts, wages, conditions and etc., on ships under contract to the SIU prove the above assertion, and the gains and successes it has obtained for the membership during those said 6 years of its existence has become known internationally from the rockbound coast of Maine to the Golden Gate in California; from the Great Lakes and Canada to British Columbia. To be more explicit; even in Europe and elsewhere the populace are becoming acquainted with the SIU through the medium of our members always stating and proving the SIU is the only union for the merchant seamen.

### PHONIES BOOTED

At the beginning of our existence many phoney gazunies, who were ably assisted by the shipowners and their cohorts in crime, yelled to the high heavens that the SIU was only a flash in the pan, and that inside of three months it would be washed up. Brothers—what a flash! And as far as the pan is concerned, allow us to inform the said phonies

that it has become a damned large pan. It has kept itself a clean pan, it has not consorted with the shipowners to sell the seamen out, and above all, if the phonies still desire to call the SIU a pan, or a flash in the pan, they can rest assured though the pan was small, it is now one of the largest and best pans in the seafaring industry.

The Seafarers was built thru struggles, strife and with many setbacks at its inception. But now down through these years we can look back and say: "It was well worth everything, for look what an organization we have for John Seaman."

### NOW ON TOP

We also can very avidly state that we are a body of men who have known hardships and will see that the SIU continues to stay right on top from now on. And incidentally, the writer knows and is sure that the complete membership will concur with him when he avers that in the Seafarers Union we have only room for two isms: Americanism and Unionism. Thanks to the Sailors Union of the Pacific, for their backing and co-operation.

The old-timers and also quite a few of the youngsters in the SIU may recall the speech of one of the youngest members made

(Continued on Page 4)

## WHAT'S DOING

## Around the Ports

## BALTIMORE

Shipping has been exceptionally good at this port this week and of course we have had our usual quota of beefs plus a hell of a lot of chaos in the course of paying off some of the ships.

It seems as if the South Atlantic SS Company has forgotten the lesson our Sec'y-Treasurer, John Hawk, taught them to the tune of \$7,000, as they are again up to their old practice of breaking sea watches at convoy ports. I have been obliged to submit identical beefs from two South Atlantic vessels to brother Hawk owing to the fact that company representatives paying off ships involving considerable overtime, and routine issues were settled satisfactorily for all concerned.

## PASSPORT SNAFU

We have been getting a lot of publicity in regards to the seamen obtaining their passports within six months after application for same, or not later than Nov. 15, 1944. It seems that the Department of State is consistent with all other government agencies and bureaus in regards to being tardy. As usual they are very prompt in submitting directives, and again as usual are directly responsible for said directives not being applicable.

There have been no fewer than a dozen cases brought to our attention wherein applications for passports had been filed over a year, and two specific cases for over two years and as yet some of them have not received their passports. A few of these brothers decided to pay a personal visit to Washington and were thus able to rouse the responsible parties out of their political lethargy long enough to procure their passports. This illustrates perfectly comrat Curran's vaunted action, and demonstrates how far the seamen would get if they were to put their economic fate into the politician's hands.

## WE LEAD FIELD

Negotiations are going on by the various so-called seamen's unions now. The major hue and cry is for adjustments in wages and overtime, and as was to be expected they are on the whole asking for what the SIU has already fought for and gotten for years. The SIU and SUP has consistently deemed this inadequate and have time and again been balked from getting our membership and all seamen far better wages than now prevail through the finky sell-out tactics of some of the so-called unions, particularly the NMU. Curran's commie navy certainly tried hard to keep the seamen's conditions down to the Russian level.

Conspicuous by their absence is the question of less hours for the seamen in these negotiations. All during this war the seamen have been regulated through almost every government agency and bureau, including sailing on government-owned ships. This normally would constitute being a government employee, or in any event a sub contracted employee and as such should by law be entitled to the benefits of the wage and hours laws, meaning

that the forty hour week should apply.

## A DOUBLE DEAL

We have seen the War Labor Board restrict our wages to the Little Steel Formula. We have seen the Maritime War Emergency Board limit us to a bare existence, while shore workers were getting far higher wages, and were only obliged to work 40 hours a week as compared to the seamen's 56 hours plus emergency time. Never have we seen any government agency or bureau make any attempt to rectify this unjust law insofar as the seamen are concerned. We have been feted and hailed as the actual saviours of our country in two wars at least, and many of us have participated in both of them. Yet when beneficial laws are passed the seamen are put into the discard. The seamen, through their unflinching courage have proven they are true and great Americans. The people of this country are proud of them and wholeheartedly agree that any beneficial laws passed by the law makers of this country should decidedly apply to the seamen, whom we all agree are a prime factor in the winning of this war. We cannot see the justice of a law that applies to only a part of the American people, and when such laws are made they are inconsistent with the democratic principles which this government was founded upon.

With all this above tirade there is only one way we shall be able to get shorter hours, and that is to fight in our own fashion for them. For if we wait for the politicians to give us a break we shall still be working 56 hours ten years from now. When the fight begins you can be sure the SIU & SUP will lead it, and if the NMU exists ten years from then, Curran will be begging the politicians to give them the same hours and wages as we have.

JOSEPH FLANAGAN,

Agent

## NEW YORK

The SS GEORGE WASHINGTON arrived here last week with a dispute which affects the welfare of all seamen. This ship is going on a laid-up basis and as a result the crew is being paid off. In our contract with Alcoa Steamship Company, on page 17, section 33, there is a clause that definitely states that in the event a vessel is being laid-up, then transportation and subsistence, first class, will be paid to all men back to the port of signing on. The port of signing on in this case was Savannah, Georgia. This ship's articles carried Riders 64 and 72. As we all know, under these two riders, unless the contract is to the contrary, transportation would not be paid on a vessel that makes the type trips which the WASHINGTON ordinarily does make and did make on her last voyage. The company assumed the position that the vessel would pay off under riders 64 and 72, which are contrary to our contract with Alcoa Steamship Company.

The union assumed the position, which was proven correct

in the final analysis, that no WSA directive could supercede our contract in any shape, form or manner. This vessel was supposed to pay off on a Saturday and instead, because of this delay, the crew held firm and the vessel didn't pay off until the following Tuesday when the transportation and subsistence was paid to the men rating the same.

It is good to mention in passing that the crew of this vessel was a first-class militant gang of union men and by taking the stand which they did, and through cooperation between the crew and the union officers, this beef was settled on board the ship as it should have been. If the crew had not held firm as it did, then there is no question but what this beef would have been kicked around many months waiting for a decision of some sort.

These men are to be congratulated for the action they displayed. There is no question but that by such union-like actions as this, we will maintain every condition which we have gained throughout the years.

This is one more case of where seamen have run into obstacles concerning the settlement of disputes which we, in normal times, never had any trouble with at all, but which, since the war, with the appearance of the various bureaus, have had to spend needless hours of tough work.

Here's for more crews like that of the SS GEORGE WASHINGTON.

Business and shipping picked up again this week in New York and from indications, it will remain so for a period of time. We have gathered our usual number of headaches and beefs from these pay-offs as well as having the usual amount of disputes sent in for final settlement here from some of the outports. Among the ships disputes handled in New York this week are the following vessels:

M.V. GAY HEAD, SS FELIX GRUNDY, SS MARIE MELONIE, SS PERRY, SS CAPE NOME, SS JOHN W. GATES, SS ANNA H. BRANCH, SS PETER ZENGER, SS ARTHUR DOBBS.

Approximately half of these ships paid off in ports other than New York with the disputes sent here for final settlement. For that reason, I advise all the men from these vessels to look under the Money Due List in this week's LOG for the details of the collection and the amounts due.

Our meetings in New York are becoming larger as each week goes by. Not only are the meetings becoming larger, but the membership is taking a more lively interest in the affairs and problems of the organization and its welfare then has been taken for a long, long time.

This is a very good sign.

The members' consensus of opinion is that the educational policy of the Seafarers which is now being set up in this port is a very good thing and should be carried through until such time as we have contacted every member in our organization with the educational information we have.

## John Hawk Reports

(Continued from Page 2)

Shipping Administration, our working rules were frozen for the duration of the war but not the wages, overtime, meal and lodging rates, etc.

The Food Control Division of the WSA held a meeting today with all the maritime unions for the purpose of eliminating several bugs in the operation of the Stewards Department aboard the ships. Present at the meeting for the Atlantic and Gulf District of the SIU was brother Hall, New York Agent, brother A. Michelet, Assistant New York Dispatcher and a Stewards Department man and myself. Representing the SUP and Jack Dwyer, Acting New York Agent of that union. Also present were representatives of the NMU, MCS and the MFOW & W. Following are the points that were discussed at the meeting:

1. **Training Program:** Under this point the Food Control stated that they intend to make the Cooks and Bakers upgrading program uniform in all ports, instead of having the present variations. This step was needed, in our opinion, in order to give all men attending these schools an equal opportunity to learn the trade. The unions praised the New York Cooks and Bakers upgrading program, but felt that the course for cooks and bakers should be extended to six weeks.

2. **Food Control and Accounting:** The WSA informed us that it was working on a uniform system of control and accounting for all ships and all lines. We felt that this was a step in the right direction, since under the present conditions there is a different system in each line regarding stewards making requisitions, etc., and a steward moving from one line to another has a hell of a job keeping everything straight.

However, we demanded to know what the WSA intended to do about standardization of the food on these ships. We pointed out that some lines fed better than others, and we didn't want the good lines pulled down to the level of the belly-robbers if standardization was imposed. The WSA assured us that it would attempt to get the bad lines up to the level of the good ones.

3. **Stowage:** The WSA informed us that it intends to publish a guide for the stowage of food, and thus attempt to eliminate food going bad because of improper stowage. We approved such a manual and thought it would be helpful to the stewards. We then raised the point that many ships are not provisioned for long trips, and the men often return with their rigs knocking. We asked that all ships be provisioned for a minimum of six months, regardless where they may be bound. Or, failing this, that stock piles of food be built up in all foreign ports so that the steward may take food aboard when he needed it. The WSA said that it already had stock piles in England and Mediterranean ports, and that it intended to extend these piles to all areas.

4. **Menu and Preparation:** The WSA revealed that it had in the past been attempting to standardize menus. The SIU and all unions immediately opposed such a move, for we felt that the steward should have control over the menus, and be able to build them around what ever foods he had available. We didn't want the seamen to find themselves faced with a maritime edition of "K" rations. The WSA assured us that standardized menus would not be compulsory but would only be printed as guides to aid all Stewards.

Quite a few of our members are coming in from rather long trips and are seeing our new Union Hall for the first time. It always comes as a pleasant surprise to these men who have seen the Seafarers grow from very small outfits in small dives for union halls, and advance themselves to the point which the Seafarers now have attained, one of the largest and most progressive trade labor unions in the entire labor field; an organization which has fine quarters in the key ports and which is striving for better halls and properties in all ports.

These are indeed tremendous advances over the past few years and all the old timers are convinced that there is no limit as far as the maritime industry is concerned to which the Seafarers can push themselves. The sky's the limit and all we must do to continue our progressiveness is to keep working and building in the same manner which we have in the past.

This branch has started action on a problem which has been very detrimental to our membership making ports in the various war areas. In those ports, especially in the England and Med-

iterranean Zones, they have hearing units where they try all merchant seamen who are charged with different offenses while in those ports.

It is a matter of record that in these cases the authorities are unduly severe with our membership and quite often they have suspended their papers for as high as six months for practically no reason at all. We are taking these issues up as they come into port and are now in the process of appealing six of them.

We have been promised cooperation from the authorities in this port for our effort as they feel that the hearing units in foreign ports are too tough.

It is the request of this port that any man who has had his papers suspended in a foreign port and who feels that the sentence was too rugged, to contact the officials in this branch with all the necessary details, data, etc.

We should, within the next few weeks be able to have these people in these war areas change the system which they use and not act as though they are trying to railroad the entire merchant marine out of activity.

PAUL HALL, Agent

# Labor Steps Up Attack On Wage Freeze

Spokesmen for organized labor fired some of their heaviest shells this week in an effort to knock over the tottering "Little Steel" formula. At hearings before the National War Labor Board, they attacked the formula as a betrayal by the administration of its pledges to labor and to men in the armed forces. Furthermore, if the wage freeze stands, they said, a serious post-war economic collapse is inevitable.

Secretary-Treasurer George Meany of the A. F. of L. led off the battle and more than a dozen other Federation leaders joined in the assault at the opening day's hearing on Tuesday. CIO spokesmen followed on subsequent days.

On behalf of A. F. of L., Meany served two demands on the board: (1) that the WLB request President Roosevelt to revise the formula so that workers' wages may be increased in line with the true rise in the cost of living; (2) that employers be permitted to grant such raises without going through the normal WLB "red tape."

Meany charged flatly that imposition of the "Little Steel" ceiling first by the board and later by an executive order of the President amounted to a violation of the agreement entered into between labor, industry and government after Pearl Harbor that all disputes would be decided "on their merits," not by an arbitrary yardstick.

"Furthermore, the present wage freeze policy constitutes a fraud on the nation's workers who are producing for victory and on the nation's soldiers and sailors who expect to return to standards of living at least as good as they left behind," Meany declared.

The long delay by the administration in heeding labor appeals for a righting of this grievous wrong "compounds the injustices that the nation's workers and fighters have suffered," he said.

Even more important, however, is the fact that "the present frozen wage structure constitutes a firm basis for a major depression immediately after the end of the war," Meany warned. Pay rates have been kept so low under the "freeze" that workers will not have the purchasing power needed to maintain production at a high level, unless substantial raises are granted now, he said.

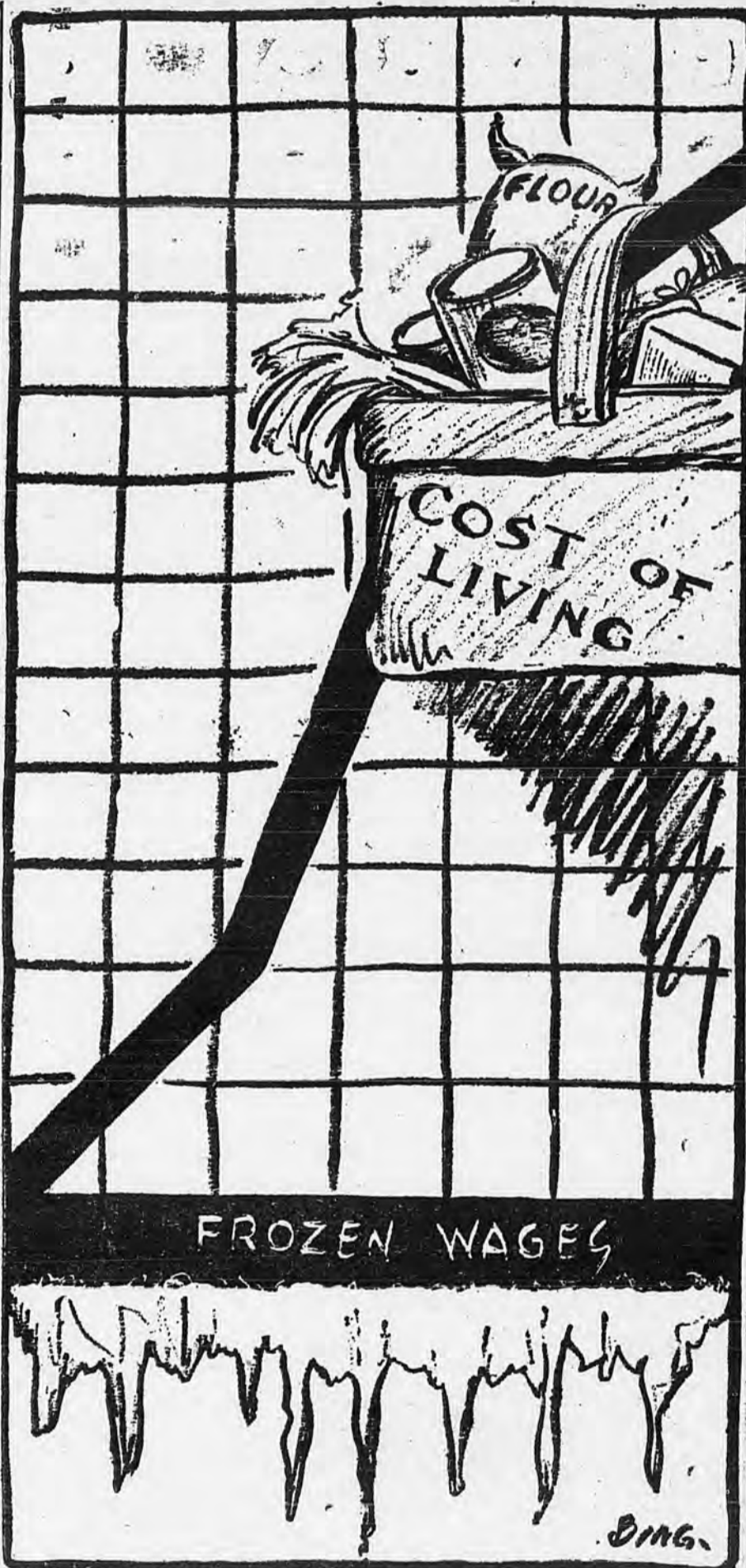
## Anniversary

(Continued from Page 2)

on the floor in New Orleans in 1940: "You old-timers started the SIU and put her on an even keel and now it is up to us younger members to see that under any and all circumstances, that the SIU is kept going."

You SIU brothers who were in the union since its inception know that the going was rough and tough, with all kinds of obstacles put in our way, and you also know that when this war is over that we must be strong, willing and able to stand up for our rights, and see that the SIU stays at the apex. We can do it, we must do it, and we will do it.

So, brothers with a happy birthday to the Seafarers International Union of North America, American Federation of Labor, and a well done to the membership of same, let the adage go on: The SIU is a union of seamen, by seamen, and for seamen.



## MONEY DUE

### SS ANNA H. BRANCH

J. Pettus, 13 hrs; W. Martin, 6 hrs; R. Habluetzel, 12 hrs; L. F. Ryniker, 11½ hrs; E. McMaster, 12 hrs; W. W. Ketchum, 14 hrs; A. O. Olsen, 12 hrs; F. W. Fulbright, 10 hrs; J. McCoy, 13½ hrs; O. B. Randels, 19 hrs; L. Brekke, 27 hrs; C. E. Jones, 7 hrs; George S. Jordan, 221 hrs; George Singleton, 51 hrs; Chas. M. Berner, 153 hrs; Joseph W. Perrin, 16 hrs; C. K. Wagner, 4 hrs.

### SS PETER ZENGER

Viscomie, Wiper, 52 hrs; A. Harju, 9 hrs; W. Stone, 7 hrs; G. Vine, 4 hrs; F. Ruiz, 6 hrs; P. Cruz Elias, 2 hrs; R. Garcia, 12 hrs; F. Mauser, 3½ hrs; H. Hill, 7 hrs; G. Trimble, 4 hrs.

### SS PERRY

L. S. Biming, Bos'n, 1 hr; F. B. Folsom, Dk. Maintenance, 3½ hrs; G. Magaites, AB, 1 hr; N. Juran, AB, 8 hrs; J. E. F. Bussian, Fire, 20 hrs; R. B. Jett, Jr., Wiper, 7 hrs; J. T. Rentz, Fire, 12 hrs; H. Rostad, Fire, 12 hrs; A. G. Burgos, Oiler, 3 hrs; R. R. Nauta, 35 hrs; J. C. Jansen, Steward, 14 hrs; E. W. Robbillard, Chief Cook, 13 hrs; G. R. Werst, Night Cook, 15 hrs; J. R. Briggs, 2nd Cook, 15 hrs; E. C. Korth, Utility, 16 hrs; E. Allen, Jr., Utility, 12 hrs; M. L. Keleman, Utility, 13 hrs; E. B. Nichols, Mess, 12 hrs; H. W. Berger, Mess, 14 hrs. Collect at Calmar Line Office.

## FORE 'N AFT

By BUNKER

Since the war started many SIU men have taken advantage of their sea experience and the demand for officers and sat for tickets. One of these men who has moved his gear from the fo'castle to the quarterdeck is Joe Scully of Arkansas.

Now a third mate, Scully was on an SIU ship that made the long trip to the Persian Gulf earlier in the war.

Having picked up some of the native lingo during a long stay in Iran, brother Scully and AB Barney Rogers of Erie, Pa., dressed up like Arabs, complete with beards, turbans, long skirts, and sandals and made a grand tour of Abadan, Basra and other points. They went through all the out-of-bounds bazaars and had a look-see at all the "taboo" joints, shooting some Arab lingo whenever the MPs hove in sight.

Louis Cherney, early SIU member who is now sailing as Chief Engineer, was in the other day to tour the new building and to marvel at the way the organization has grown since the early days when he took out book 227 down on the Gulf. Cherney came up the hard road by way of the sujee bucket, sledge hammer and oil can. In other words, he put in a few years as wiper, fireman, and oiler before he got his first gold stripe. There's nothing better for a chief, Cherney says, than a long spell as a rag mechanic.

By the way, how many of you fellows made that Persian Gulf run in '43? What's the record for laying off the Shat-el-Arab before getting a berth? One ship claims two months.

Here's a good opportunity for you black gang men. If you're ashore in New York and want to use your time to good advantage you should investigate the machine shop course offered by the New York Trade School at 312 E. 67th street.

Being a defense-training course, it is entirely free and the school will accept you for as long a time as you can spend ashore. Classes are held five nights a week, 6 to 10, so you can arrange for the nights that would suit you best.

Equipment at the school is better than you'll find in most machine shops and practical instructors teach you how to operate lathes, drill presses, milling machines, shapers, and etc.

If you want to stay at sea after the war this is a mighty good thing to know, for it will give you an edge over most unlicensed men and many officers.

Speaking of officers, you'll find some at sea these days who don't know a fid from a marlin spike, or a spanner from a chisel.

We heard about a second assistant who went on watch one night and decided to fill the settlers. The only trouble was he got confused by so many valves. He not only filled the settlers but pumped the oil right on overboard into the Atlantic.

When you tell anyone now-a-days that you're in the merchant marine they smile and say, "Well, you have it nice now, don't you—all the subs are cleaned out."

Tell them about the freighter that was torpedoed off the North Carolina coast just before the hurricane. She didn't go down, but two C.G. cutters that took her in tow foundered in the storm.

And the Navy has just announced the torpedoing by an unseen sub in the Caribbean of the tanker "Kitanning." Three tin fish hit her, but the sub didn't stick around to finish the job and a tug took her into the Canal Zone.

This column would like to print your contributions: interesting experiences, anecdotes, recollections of ships and ports. Send them to Fore 'n Aft, c/o Seafarers Log, 51 Beaver Street, New York City.

### SS ARTHUR DOBBS

L. Martindale, Cook; C. Coleman, Messman; J. Vandwyn, Messman. Collect at Calmar Line Office.

### SS JOHN W. GATES

John W. Kulas, 45 hrs; Jack Blaesdell, 66 hrs; Robert Gilbert, 71 hrs; Martin Kelley, 3 hrs; Lawrence Craig, 3 hrs. Collect at company office.

### SS MARIE MELONIE

Calmar SS Company Security Watches for Oilers, 62 hrs. \$52.90; L. Joiner, \$27.85, 4 hrs; S. Bazzarone, Oiler, \$27.85, 11 hrs; H. C. Price, Oiler, 1 hr; W. J. Lutter, Wiper, 23 hrs. Collect at Calmar Line Office.

### SS CAPE NOME

Paid off in Boston, Sept. 25, 1944 Rodriguez, Chief Cook, 28 hrs; B. Ambrose, 2nd Cook, 28 hrs; Allen Bell, Saloon Mess, 15 hrs; John Gentry, Saloon Utility, 15 hrs; Roscoe Williams, Crew Mess, 19 hrs; Leon Amaker, Utility Mess, 19 hrs.

### M. V. GAY HEAD

P. Larsen, \$18.56; G. Smith, \$17.77; Carlson, \$20.14. Collect at Moran Towing Co.

### SS FELIX GRUNDY

Paid off in Baltimore Frank Puthé, Steward, 188 hrs.

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