

**SECURITY
IN
UNITY**

SEAFARERS LOG

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

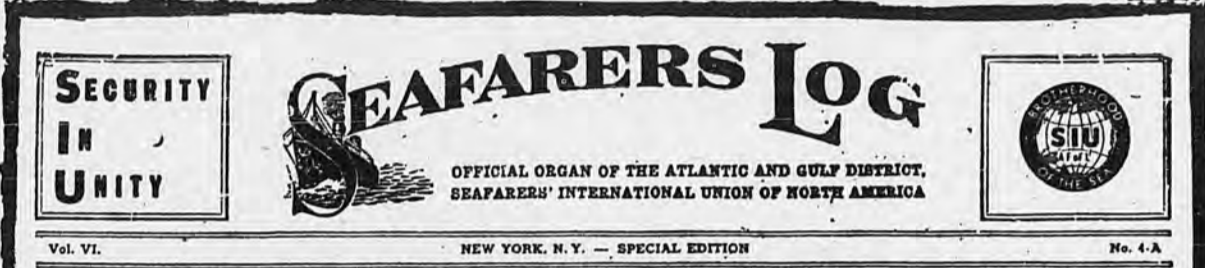


Vol. VI.

NEW YORK, N. Y., FRIDAY, DECEMBER 29, 1944

No. 43

'44 Headline Review



HOUSE GETS WAR SERVICE ACT FOR AMERICAN SEAMEN
SIU-SUP Sweeps Pacific Coast Standard Oil

NMU Begg War Labor Board For Seafarers' Conditions

Lundeberg Denounces Red Tape

Four SIU Ships Used In Normandy Breakwater

N.Y. Branch Warns On "Shifting Ship" Coast Guard Beefs

Six Ships Are Named For Our Dead
Six members of the SIU lost their lives to enemy action during the war.

ITF Talks Pave Way For World Unity

SIU Crew Rescues 35 In Arabian Sea
Ship's Delegates Receive Aid From New Leaflet

Dushane Exposes Port Hazards To Seamen In Bonus Beef Letter

AFL Conclave Asks End Of Little Steel Formula; Endorses SIU Resolutions

AFL Executive Council Supports SIU On Bonus

30,000 Cigarettes Sent SIU Members In Prison Camps

New SIU Office Opened In Houston

Great Lakes Asks Strike

Crew Battles Storm While Ship Lists At 53 Degrees

Six Ships Are Named For Our Dead

SIU Settles \$11,200 In Week's Beefs

Coast Guard Hearing Unit Whitewashes Guilty Skipper In Baltimore

Organizing Makes Good Progress

Mate Does Crew's Work, Pays For The Privilege

CANADIAN SIU LAUNCHES NEW ORGANIZING DRIVE

Officers Of Union A Team To Make For Membership

New SIU Hall Opened In N.Y.

Union Shop Ban Defeated In Calif; AFL Challenges Laws In Fla. And Arkansas

Another Skipper Lauds SIU Crew's Conduct Under Invasion Fire

Organizing Makes Good Progress

Crew Of Lyman Hall Finds Union Geared For Results

Membership Hails New Hall As Most Modern

NMU OFFENSIVE AGAINST CLOSED SHOP BLOWS UP

Two New Publications By Educational Dept.



Anti-Labor Agenda Inspired By NMU - Buried By The SIU

Freeze 'em, Lift Their Papers, Draft 'em - Cries Curran & Co.

SIU Supports Postal Workers

SIU SHIP Should Be A Clean Ship

An Educational Dept.

Crew Of SS James W Denver Spend 34 Days In Open Boat

HONOR TO S.I.P. HERO

NMU Fakers Exposed As Operators' Agents In Marine Industry

SIU Financial Shape Excellent

SIU Proposals On Electricians' Wages OK'ed

"MAD DOG" NEILSEN IS TAMED

War Labor Board's Shipping Panel Approves Demands For Pay Rates And Conditions

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
NEW YORK (4)	51 Beaver St.	HAnover 2-2784
BOSTON (10)	330 Atlantic Ave.	Liberty 4057
BALTIMORE (2)	14 North Gay St.	Calvert 4539
PHILADELPHIA	6 North 6th St.	Lombard 7651
NORFOLK	25 Commercial Pl.	Norfolk 4-1083
NEW ORLEANS (16)	339 Chartres St.	Canal 3336
CHARLESTON (9)	68 Society St.	Charleston 3-2930
SAVANNAH	220 East Bay St.	Savannah 3-1728
TAMPA	423 East Platt St.	Tampa MM-1323
JACKSONVILLE	920 Main St.	Jacksonville 5-1231
MOBILE	7 St. Michael St.	Dial 2-1392
SAN JUAN, P.R.	45 Ponce de Leon	San Juan 1885
PUERTO RICO	219 20th St.	Galveston 2-8043
GALVESTON		

PUBLICATION OFFICE:

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



1945 - YEAR OF DECISION

This coming year will be one of decision. Decision not only for the Allied armies, but equally so for the Allied trade unions. In Britain and the United States, as well as in the other countries of the "United Nations," the unions have been shackled to the war machine. Under governmental pressure they have been forced to surrender many of their rights and economic gains. But not so the employers.

Far from surrendering economic gains, far from calling an armistice on their class warfare against the workers, the employers have used the war crisis to fatten their pockets and attack the trade unions. They have shown that while they desire the defeat of Hitler, they desire no less the smashing of their own trade unions—and they do not subordinate the struggle against one to the struggle against the other.

Thus it is that a decision in the war against Hitler will also force a decision in the war against the trade unions. For the workers will strike back in self defense once the foreign war is ended, and they will attempt to force a halt to the employer offensive against their organizations and their living standard.

In the forefront of this struggle will be the merchant seamen. In no other industry have the workers been so regimented as in the maritime industry. In no other industry have the workers performed so heroically and sacrificed so much in the name of war as have the seamen. In few industries have the employers made such enormous profits as have the shipowners.

Having braved the tin fish in all the waters of this war-torn world, having watched their shipmates suffer and die, the merchant seamen are in no mood to accept a kicking around in the post war era by the profit swollen shipowners.

Led by the Seafarers International Union, the seamen



the BUSINESS END by PAUL HALL

In line with the educational program, the following are a few suggestions which, if followed, should make for a better trip!

Read the Seafarers contract so that you know what you are and are not required to do. In the event of a beef with your department head over the contract, remember that all beefs are finally settled ashore before the union's officers and the company. The important thing to remember regarding overtime claims, is to have the necessary details, the date of the work performed and have the department head initial the overtime sheets verifying the fact that the work was performed.

Remember that good seamanship is essential to good unionism and any man should be able to do anything expected of a man sailing in his rating. You can learn your job by watching the old timers on the ship, as well as by listening to them and taking what advice they may offer.

Be a good union man! This means more than just being a hell raiser—it means living up to your contract and cooperating with your shipmates on any dispute which involves the welfare of any individual of the crew or the crew as a whole. Consult your department delegate on any problem that may arise. Remember that at no time have sailors' problems been settled by individuals, but by groups and crews who go down the line with one another towards gaining anything that they may be after.

When your vessel gets back to the States, a Patrolman will board her for the purpose of settling your disputes. Work with him and assist him in lining up the crew's beefs as clearly as possible. The degree of cooperation that any crew gives the union patrolman directly affects the size of each man's pay-off. It is not only the question of collecting the dollars owed you, it is also the question of maintaining the union's rights and conditions that we have fought so hard for.

The Seafarers' contracts are the best in the entire maritime industry, and it is up to all of us, officials and members alike, to keep these conditions.

What Is a SCAB?

"After the God had finished the rattlesnake, the toad, the vampire, He had some awful substance left with which he made a scab. A scab is a two-legged animal with a corkscrew soul—a water-logged brain, a combination backbone made of jelly and glue."—Jack London.

Secretary-Treasurer's Report

By JOHN HAWK

I reported last week that I sent a letter to Admiral Land, a copy of same was printed in the last issue of the *Seafarers Log*. To date I have not received a reply from Admiral Land nor have I received the transcript of the hearing on our cases before the War Shipping Panel of the War Labor Board. We have 14 days to send in a supplement brief on our cases after receipt of the transcript so there is still a little time to receive an answer from Land before the deadline date for our brief. It is important to receive an answer from Admiral Land for the following reasons:

If Admiral Land agrees with the Union's position the working conditions provided for in each contract will not be jeopardized for the war's duration.

If Land disagrees with the Union's position the conditions provided for in each contract will

definitely be in jeopardy and the signed agreement (Statement of Policy) with the Government will be nullified and this Union will be released from its no strike pledge.

This Union has and is anxious in this time of war to live up to its agreement, particularly the "no strike pledge" with the Government, providing the other party to the agreement, The War Shipping Administration Admiral Emory S. Land signatory for the U. S. Government lives up to its part of the agreement which guarantees status quo of our working conditions in all our agreements for the duration of the war.

However, if Admiral Land intends to abrogate the "Statement of Policy" by allowing WSA General Agents to attempt to reduce the "working conditions" provided for in our contracts via the War Labor Board route, then this Union must take the necessary steps to protect these working conditions that we obtained prior to the war and not via the War Labor Board or any other board.

will demand a living wage and decent treatment after the war is ended. Led by the SIU, the seamen will build one union for all coasts—a union of unparalleled strength and militancy—a union dedicated to maintaining on SIU contracted ships the best conditions in the world.

It won't be easy. The shipowners are well-heeled with their wartime profits, the stakes are large. But they will be confronted by unbroken ranks of men tested in past struggles and steeled by the hardships they have suffered in this war.

1945 will be a year of decision on the waterfront—a decision which will mean the resurgence of militant trade unionism.

—Justice

WHAT'S DOING

Around the Ports

GALVESTON

On December 16, 1944 the SS Harold D. Whitehead, a new Liberty ship was put in commission at the Houston Shipbuilding Yards in honor of one of our brothers that was lost through enemy action during this war on the SS Sam Houston. Brother Whitehead was a Fireman on the Sam Houston and the entire watch was lost when the ship was torpedoed. This ship signed on Dec. 22 at Galveston with a swell bunch of men to carry his name back to the high seas. The ship is operated by the Alcoa Co.

The SS William K. Kamaka will be delivered here on Jan. 10 to the South Atlantic SS Co. Kamaka was lost on the SS James Smith through enemy action.

RAY SWEENEY, Agent

NEW YORK

The end of the year finds the shortage of men drastic in the port of New York. The dispatchers are going full speed ahead and working overtime in an effort to get all the hot ships manned in time to avoid any delay in shipping, but it is a hard job. There is a steady line from the WSA to the hall. In all departments 1128 men were shipped last week. Quite a number of

men that were celebrating Xmas are dropping in for a ship now so it looks as if next week will be dropping back to normal.

Thirty-one ships paid off in this port last week. The climax came when we had 13 ships paying off Saturday afternoon. Everything was covered and all paid off clear.

We have had a deluge of skippers coming in that have earned their rights to wear the Iron Cross. The SS Gibbs of the Calmar Steamship Company, skippered by Capt. Nybarg, came in with Coast Guard Charges preferred against 16 men. If such skippers had their say, half the bonifide seamen would be on the beach with their papers lifted and nobody to sail the ships.

Capt. Schaeffer of the T. E. Gregory, American Range Line, has, according to his statement, been endowed with the power to put men in the army or prison or what not. He had threatened and abused the crew to the extent that they were afraid to speak above a whisper. But when confronted by union officials in a position that he couldn't hide behind his rating, he showed the same yellow streak that all of the master race does in the end.

Such men as these are a detriment to the maritime industry and give a black eye to the com-

panies for which they sail. We have also been having some smooth pay offs, among them were ships operated by most all companies with which we have agreements.

The SS Stockton paid off without a beef, showing that even a Calmar ship can make a long voyage without a beef if the heads of the departments and the skipper will cooperate with the crew and the crew will line up to the agreements.

Waterman is crewing a 4-C type this week. This is the first of this type that the SIU has manned. She is a troop carrier, accommodating over 2500 troops. The manning scale has been agreed upon in the Deck Dep't and Engine room and it looks like a nice set-up for the SIU. Frenchy Michelet and Claude Fisher are handling the negotiations for the compliment of the Steward Department and it is a foregone conclusion that the SIU will wind up with a better scale than the NMU is using on the same type vessel.

Among the old timers drifting in are Joe Buckley, Lindsey William, Johnnie Johnson and Joe Wread. They are showing results of their holidays and are now ready to ship out again.

For a Merry New Year.

J. P. SHULER, Patrolman

You Gotta Be Dead To Collect Port Attack Bonus

One of the big points usually made by shoreside labor baiters is the fact that merchant seamen receive a bonus every time their vessel is attacked in port by enemy forces. Ah—if it were only true. There was a time when seamen were compensated for the risk of their lives entailed in delivering war goods to the front, but recently there have been a series of chiseling decisions out of Washington which make it almost impossible to collect a port attack bonus—unless you're shot up so badly that you'll never live to present your claim.

Take the case of the crew of the SS Felix Grundy. The ship was in St. Maxine this fall discharging cargo when Nazi planes attacked the port. During the battle between the planes and the ground force defenders, sharpnel sprayed over the Grundy and four soldiers were wounded.

Now that sounds like an airtight case for an attack bonus, doesn't it? But that's counting without the torturous logic of the Washington bureaucrats. Here is a letter, in part, written to Baltimore Agent Joe Flanagan by Maritime War Emergency Board secretary Erich Nielsen:

"From the facts which have been presented to us, it does not appear that the SS Felix Grundy was substantially damaged as a result of enemy attack or that a person aboard the vessel was seriously injured as a result of enemy attack or that the vessel was otherwise subjected to extreme and immediate danger of destruction as a result of enemy attack or other war hazard, within the meaning of Paragraph B, Article V, of Decision 2B, as amended; consequently, no vessel attack bonus is payable to the crew members of this vessel as a result of any enemy attack occurring on August 20, 1944 while the vessel was at St. Maxine, France."

The only justice for an individual like this Nielson would be to get him on a nice slow Liberty and send him into combat areas. Let the sharpnel whistle around his ears and he'd sing a different tune. But subject only to the danger of a week spring on a swivel chair, Mr. Nielsen can afford to be cavalier with the rights of the seamen.

NMU Tanker Drive Costs

By STEELY WHITE

Having been soundly defeated in their much-heralded organizational drives on the Great Lakes and on the West Coast during the past season, the NMU Commissars are smarting under the impact. The pain is greater when they review the costs of their disastrous campaigns which netted an absolute zero. Their aims to siphon the funds of the Lakes and West Coast seamen into the "centralized" treasury of the NMU in New York has been defeated.

These funds would allow them to add to the army of up-town Communist parasites now feeding from the "centralized" payroll and also to subsidize a multitude of Staninist launched projects having nothing to do with the maritime industry or to the welfare of the NMU membership.

The actual cost of these so-called organizational drives to shackle the Lakes and West Coast seamen to the Stalinist financial milking machine in New York will never be known to the NMU membership—those robots who pay the bills from hard-earned money on the point of production.

For, and let this sink in, there has been no certification of accounts at the point of centralization of funds, in New York, by the membership, since lo—these many years.

Yet, the membership is required to check the books in all out-ports to see that the funds are honestly handled and reach the "centralized" pot at the end of the Stalinist rainbow where, like the rainbow it vanishes. And woe to the trade unionist or rank and filer in the ranks or on the ships who would question the procedure or demand membership audits at this point of centralization like is done in the out-ports. He would be "persona non grata" and is soon kicked out of the "union" or is expelled. Silence prevails on the financial front.

Having poured unlimited funds down the rate hole of adventurist schemes to defraud the Lakes and West Coast seamen, meeting defeat at every turn, the Commissars have not given up hope of creating an economic anchor to their growing white elephants. They fear the post war period and the day when their lucrative income from the newcomers poured into the NMU through the WSA will be no more, and, as constituted today, the NMU will be unable to stand on its own feet.

So—they are driving to organize the rivers. No less "commissar lights" than Howard McKenzie and "dog-face" Ralph Rogers have been assigned to bring the

(Continued on Page 4)

Money Due

SS FERDINAND WESTDAHL
Peter Grotting 7½ hrs; Nicodemus Ruczynski, 5½ hrs; Charles Chapman, 22 hrs; Manuel Sanchez, 5½ hrs; Frank Zaleski, 9½ hrs; John Waldvogel, 13½ hrs; Everett Lindsey, 4 hrs; Michael Shostek, 9½ hrs. Collect at office of American President Lines.

SS EDWARD G. JANEWAY
Walter Austin, 9 hrs; Howard S. Roberts, 9 hrs; Owen S. Rogers, 9 hrs. Collect at Smith & Johnson SS Company office.

SS ROBERT TOOMBS
Volage ending August 22, 1944. Broken watch beef.
Eldie McNab, \$61.86; M. Chojnewski, \$43.37; Clifton Maivers, \$54.75; Burnet Gellman, \$28.44; Hardy Rush, \$34.13; S. Antoinette, \$51.19. Collect at South Atlantic SS Company office.

SS ROBERT TOOMS
H. Taxi, \$1.80; Charles Reyes, \$14.85; Irwin Sabrini, \$18.00; Frank Veruda, \$4.50. Collect at South Atlantic SS Co. office

SS COLABEE
Paul Elsbury, FWT, \$5.69; A. Romerinez, Oiler, \$2.84; P. J. Romanowski, Oiler, \$5.69; Raymond Burton, FWT, \$6.40; Paul Aselin, Jr., FWT, \$3.55; Geo. L. Pede, FWT, \$5.69; Joseph Sillak, FWT, \$7.13; Angelo Barone, FWT, \$6.40; Francisco Casariné, G. Util, \$22.75. Collect at office of American Hawaiian Line.

SS JOSIAH B. GRINNELL
G. R. Elderkin, Cook, 80 hrs; Norville Naes, Utility, 221 hrs; LeRoy Prewitte, Utility, 64 hrs. Collect at Bull Line Office in New York.

SS JOHNSON
Domingo Aguila, 108 hrs; Joshua R. Wilrey, 70½ hrs; Julian Vista, 70½ hrs; G. L. Gilmore, 55 hrs; Richard Wieland, 19 hrs. Collect at Bull Line Office.

SS PERRY
R. B. Felch, 14 hrs; E. V. Clayton, 8 hrs; G. Nordberg, 5 hrs; W. Peterson, 6 hrs; H. Taylor, 1 hr. Collect at Calmar SS Co. office.

SS WILLIAM JOHNSON
Ray Clark, 3 hrs; C. Chesta, 2 hrs; R. Parshall, 1 hr; R. Daly, 1 hr; T. Keenan, 2 hrs; A. Hillary, 1 hr. Collect at Bull Line office.

SS PIE
E. Anderson, \$1.00; S. Dall, 3 hrs. at \$1.65. Collect at Bull Line office.

SS HASSLER
Papison, 2 hrs; Touchston, 2 hrs; Jones, 1 hr. Collect at Bull Line offices

SS DEL RIO
F. Neeves, Ch. Cook, \$11.50; E. J. Pitney, 2nd Cook, \$11.50; D. Noren, Ni. Cook and Baker, \$20.74; J. B. Gay, Mess, \$26.82; J. Tirado, Mess, \$26.82. Collect at Mississippi SS Company office.

SS THOMAS LYONS
Two messmen with disputes can collect same at Smith & Johnson SS Company office.

SS FREDERICK DAW
J. M. Dougherty, 90 hrs; J. Guresky, 97 hrs. overtime, 1 day's wages, \$45.00 extra meals; G. Turchin, 13 hrs. overtime, \$45.00 extra meals; Floyd Keith, 10 hrs. overtime, \$8.63 extra meals; Roberts Layko, 21 hrs. overtime, \$8.63 extra meals; H. Wike, 12 hrs. overtime; W. Brush, 17 hrs. Collect at Calmar SS Company office.

A Letter From The President

THE WHITE HOUSE

Washington December 16, 1944

The men of our merchant-marine form the essential link between the home front and the millions of men in the armed forces overseas. These men although relatively few in number—around 180,000—have performed an heroic task in delivering the goods. I am informed that since their first casualties three months before Pearl Harbor more than 5,800 have died, are missing or have become prisoners of war, while carrying out their assigned duties.

Most of our merchant seamen will be on the job during the Christmas season. For many it will be the second, third or fourth Christmas away from home on their wartime job.

At the Christmas season particularly these men may feel that they are forgotten men of the war. They are not. They deserve and receive from all of us our thanks for the job they have done.

Very sincerely yours,
FRANKLIN D. ROOSEVELT

HUGE TASK CONFRONTS U.S. MERCHANT MARINE

WASHINGTON — Repatriation of troops, movement of supplies and equipment, and rehabilitation work will keep the U. S. Merchant Marine busy for at least six months, perhaps for as long as three years, after the end of hostilities with Japan, the OWI reports in an account of the merchant service.

When active hostilities cease, the merchant marine will have the task of moving back to this country some 6,000,000 or more American troops and of supplying those that remain overseas. To date, American ships have carried across more than 4,500,000 of the 6,000,000 American personnel overseas, as contrasted to 987,736 soldiers transported to France by U.S. ships in last war.

Merchant ships will also have the job of transporting relief and reconstruction supplies to occupied and devastated areas. With more relief programs in some conquered territories scheduled to begin soon, and shipping to the Pacific constantly increasing, added strain will be placed on the merchant marine even before the end of 1944, WSA said.

At present, sea transport for the war against Japan is "unfinished business with number one priority," according to WSA, and may require three times the shipping involved in the European war. As the war veers to the Pacific, greater sea distances will step up the number of ships required. It is nearly 7,000 miles from the Golden Gate to the Philippine Island and 800 more to the coast of China, for example, in contrast to approximately 3,000 miles from the United States east coast to France.

The Merchant Marine has carried abroad more than 75 percent of American airpower, artillery, ammunition, petroleum products, food supplies and troops, despite extreme perils of surface, submarine and aerial warfare. Up to early 1944, personnel losses were higher proportionately than those of the armed forces. On September 15, 1944, WSA listed 5,802 Merchant Marine casualties, including 722 dead, 4,521 missing and 560 prisons of war.

Seaman Charter Heads Agenda Of ILO Meeting Next Month

Montreal, Dec. 15 — Proposals of the international maritime trade unions for an international charter governing working conditions in the world's merchant marine, (Reported in the Log Dec. 1), will be the chief topic of discussion at the meeting of the Joint Maritime Commission of the International Labor Organization opening in London January 8.

The Commission is composed of nine representatives of seamen's organizations, including 2 SIU delegates, nine representatives of shipowners' organizations, and two members of the Governing Body of the International Labor Office, one representing the employers and the other the workers' group. The chairman of the Commission is Carter Goodrich of New York, United States Labor Commissioner and chairman of the Governing Body.

The seamen's proposals were worked out at a recent joint conference of representatives of the International Transport Workers' Federation and the International Mercantile Marine Officer's Association. It is expected, according to ILO officials, that the seamen will urge the Commission to request the Governing Body to convene a special maritime session of the International Labor Conference to consider the adoption of international conventions or treaties giving effect to their proposals. The Governing Body will meet January 25.

The seamen propose a minimum wage for all seamen based on rates of £8 a month for an able seaman, £22 10s. for a third mate or fourth engineer and £16 for an assistant radio officer.

Among their other demands are standardized international practices governing overtime pay, war risk bonuses and other additions to basic pay; continuous employment, with national manning pools and pool pay for men awaiting assignment to ships; standard hours of work with leave ashore in compensation for working a seven-day week when at

sea; minimum manning scales; annual leave of at least 12 working days with pay and subsistence allowance; improvements in accommodation and amenities aboard ship; adequate safety measures; improved catering and medical care; comprehensive social insurance; full recognition of trade unions; and modernization of the legal status and rights and obligations of seamen.

Tanker Drive

(Continued from Page 3)

light of Union Square to the benighted denizens of the river barges. Along with the economic milking machine will go an "NMU Leadership School" to teach the river boatmen the glory of Stalin.

The rivermen, however, have had the benefit of past NMU-Commie Party deprudatrons to guide them. They remember the C.P.-NMU operations at the Jeffersonville Boat Yard on the Mississippi near Memphis.

The boat building yards are outside the NMU's jurisdiction even under the loose framework of the NMU "constitution." Never-the-less they moved in and collected dues, etc., for two years from these 17,000, workers until forced to turn this plant over to its proper CIO affiliate the Shipyard Workers.

Did they return the funds collected to this local of the UMSWA? Will a hog leave slop? You can bet your life they forgot all about it. These funds were spent to feed the Commie parasites.

So—such are all these "organizational" objectives.



By "FRENCHY" MICHELET

Agent Paul Hall has had our office moved to the Welfare Department on the fifth floor. He has instructed us to devote all of our time to working in collaboration with all steward department men toward a solution of the many problems confronting the union at this time.

There has always been a pressing need for a setup of this kind in the SIU—we just haven't done anything about it until now. Any improvement in food or the working conditions for food handlers aboard our ships is immediately reflected as better conditions for the membership as a whole.

We are devoting much of our time to the Food Control Division of the WSA. The officials of this union realize that these people are here to stay for quite a while, so we have adopted a realistic attitude toward them and we are attempting to get as many conditions from them as possible.

We don't propose to lose sight of the fact that these people have millions of dollars to juggle around and that they are consequently in a position to do an enormous amount of research work in the food field. There's no valid reason why we shouldn't cash in on their efforts. Of course, we realize that we must keep an eye cocked on them to see that

they don't angle us into the position of endorsing any of their finky schools and thereby assist them to gain any more control over the personnel of the merchant marine.

We are now working in an advisory capacity with the WSA on their cook book and on plans for the better packaging of food and the storage of ice boxes and store rooms. We have a whole slew of things that we want done to improve feeding and working conditions aboard SIU ships. We won't bore you with a detailed account of them all. Suffice it to say that for every single condition that this organization succeeds in getting from these people, by so much has the SIU pioneered for better conditions for the industry as a whole.

Waterman is scheduled to receive the SIU's first C-4 on Dec. 23rd. This vessel is now being fitted out in the Sun Shipyard. Saturday we rounded up a delegation of steward department men consisting of Claude Fisher, Fred Hart, Freddie Stewart and ourself and we drove down to Chester to look the scow over.

These ships will carry 2300 troops, 180 officers, a gun crew of 65 and a merchant crew of nearly 90 men. She has three galleys—one for troops, one for officers and one for the merchant and gun crews. The ship is better fitted out than any of the hodgepodge jobs that have been turned over to us up until now. We have no quarrel with the crews' bunking accommodations or the messroom or galley gear. However, it appears to us that they planned the whole ship, then they suddenly realized that they had forgotten to include a crew galley, so they just crowded it in as best they could.

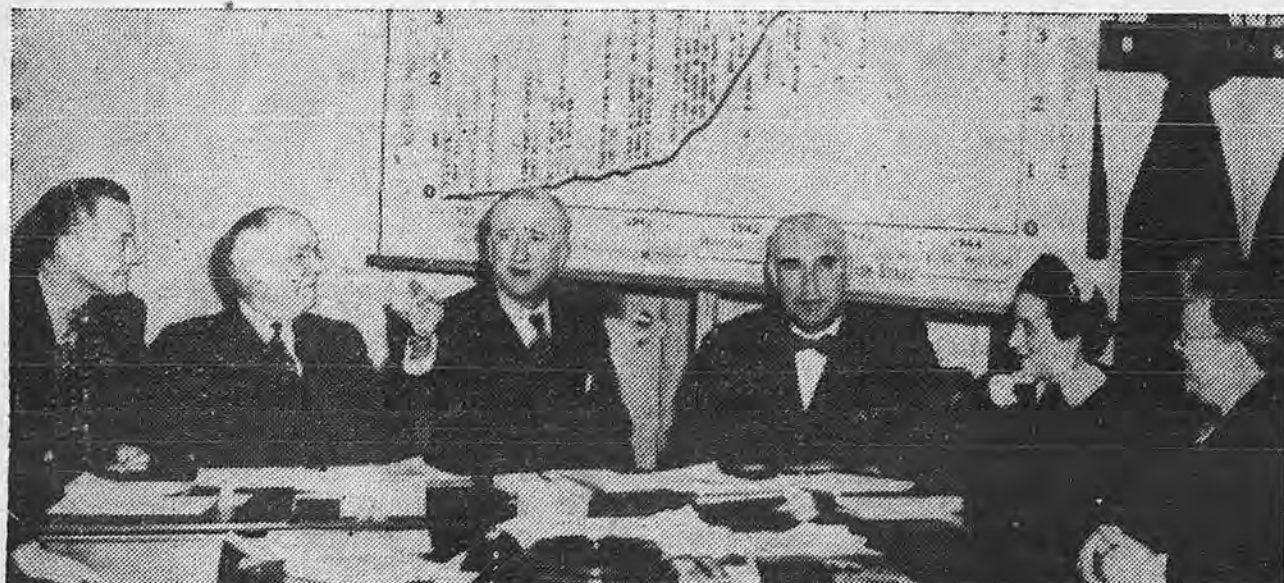
The other two galleys are large, roomy affairs—the merchant galley, of course, has everything crowded together in a very cramped manner with two small doors, one opening into either passageway. There's no steam tables in the messrooms, so you can readily see what a madhouse this galley will be at mealtime when messmen are knocking each other over trying to get individual orders for augmented crews. We plan to see the powers-that-be about some very essential changes before we sit down with Waterman to work out manning and working rules.

It's very important that these defects be remedied in this or at least in subsequent vessels, because the shipowners will probably operate these ships on passenger runs and, while the other two galleys will be torn all to hell, the merchant setup will remain substantially the same.

Honor Roll

SS Robin Adair	\$26.55
R. A. Dupois	20.00
C. Swanbrick	20.00
SS R. Féchner	17.00
J. Webster	15.00
SS T. Lyons	13.05
SS Cape Falcon	12.00
J. Van Dyke	11.00
SS Del Rio	11.00
F. Manis	11.00
SS Del Sud	6.50
SS Stephen Gasnell	5.17
F. J. Rosin	5.00
M. Ramin	5.00
C. E. Miles	5.00
N. B. Darby	5.00
C. R. Johnson	5.00
G. L. Ellington	5.00
L. De Vegter	4.00
J. M. Paterson	3.00
W. Olsen	2.00
F. Musial	2.00
J. Kaplan	2.00
A. Page	2.00
D. Guerrero	2.00
E. M. White	2.00
W. Ferguson	2.00
C. C. Licenila	2.00
E. Knickerbocker	2.00
E. P. O'Brien	2.00
V. Rodriguez	2.00
D. Krickovich	2.00
H. S. Harrison	2.00
M. Stephen	1.00
Paul Summerson	1.00

Work Or Fight Parley



The newly created advisory committee of the Office of War Mobilization and Reconversion is shown at its first meeting in the White House discussing the work-or-fight edict for men between the ages of 26 and 37. (Left to right) President Eric A. Johnston, U. S. Chamber of Commerce; AFL President William Green; OWMR Director James F. Byrnes; Committee Chairman O. Max Gardner; Regional Director Anna M. Rosenberg, War Manpower Commission; and WLB Chairman William H. Davis.