

# Make Trainees Union Men—Hawk

## CHISELING OPERATORS STRAND U.S. SEAMEN

By a BOSUN

Despite the cry of the RMO for experienced seamen in order to transport the war goods abroad, American shipowners are deliberately stranding rated men in the Caribbean and filling their places with natives who never went to sea before. I know this is true because I was one of those stranded and I saw how the whole rotten business works.

The shipowners do this, of course, because the natives are not union men and will not demand union wages and conditions. The effect of this move on the war effort means nothing to the shipowners—apparently.

My story begins on ..... 1943 when I signed on an Alcoa ship in New York City. My ship went to Trinidad and from there spent three months on a shuttle between .....

..... and ..... It was during this run that I saw with my own eyes two American (supposedly union) ships whose decks were fully crewed by natives who had been picked up along the waterfront and were being paid God-knows-what. These two ships, the S.S. (.....) and the S.S. (.....) were fully crewed by union men when they first came south, but during

their long run the original crew had been forced ashore one at a time on account of illness. Each time a replacement was needed, the shipowner would ignore the union men begging for jobs in Port of Spain, and hire natives away from shore jobs.

This practice has been going on for a long time and when I was in Port of Spain this summer I found over 100 American seamen who had been stranded there. These men had all gotten off their ships for hospital treatment at different times, but found that once they were ashore it was impossible for them to ship out again. And since the Army and Navy would not give them priority transportation back to the States, they were stranded in this port without any means of making a living. They were becoming regular beachcombers.

When ever an American ship would put in and call for replacements, these men would beg for the jobs, but no go. The unorganized natives got the jobs.

A couple of native replacements came aboard my ship and I found that they not only had never been to sea but they did not even have the seamen's certificates as required by law.

The American seamen that are thus stranded in Port of Spain are treated like a bunch of cattle by the shipowners' agents and by the American consular service. They are given no aid whatsoever and the general attitude seems to be that they shouldn't have gotten sick in the first place and been forced to pile off the ships.

It is hard to even describe the despondency of these men and the hovels they are forced to live in and the food they are forced to eat. If they could hear all the ballyho back here in the states about seamen being heroes and how grateful the nation was to them, it sure would give them a belly laugh—that is, if their stomachs hadn't shrunk too much to prevent it.

I should like to say in closing that Mr. Naggs, Alcoa Agent in Port of Spain is fully aware of this situation and as far as I could see, doing absolutely nothing about it. As for the American consul, he wouldn't even see us and listen to our problems. It is impossible, however, that he is ignorant of the treatment given the seamen in this port. At least these gentlemen sure gave me the brush off when I went to them for help in getting out of that hell hole.

The problem of making union men out of the RMO trainees is a serious one and has not been given sufficient attention by either SIU port officials or the rank and file old timers aboard ships, according to Brother John Hawk, Secretary-Treasurer of the District.

In presenting a resolution on the subject to headquarters meeting two weeks ago, Brother Hawk asked that greater educational efforts be directed toward the new men, and that no man be rejected for SIU membership unless his conduct labeled him anti-union. Even then, formal charges should be placed against the individual, Hawk said, and the charges should be aired before the membership and a formal vote taken on the case.

The majority of the green kids now flooding the industry will not automatically become union men by the mere fact of riding a union ship. These trainees now work under good conditions, and they do not fully understand just how these conditions were won. They did not walk the picket lines and eat out of the soup kitchens. They have yet to feel the lash of the profit-hungry shipowner, temporarily held in check by the war emergency. In short, these new men have no real understanding of the class struggle.

It is the responsibility of all union men to take time out to talk to these kids, to give them the facts of life. Make no mistake, if these trainees know the score, they'll be on the right side when the line up takes shape for the next struggle. But fail to educate them, and the union will soon face the shipowners rein-

forced by a back-log of potential finks—men who think that the way to get ahead is by playing lone wolf and sucking around the aft quarters of the brass hats and swivil chair artists.

The old timers must face these facts: (1) the majority of the trainees are in the industry to stay, and (2) their numbers are such that they are a force to be reckoned with. The degree of union consciousness developed in these men may well prove to be the decisive factor in the post war fight between the SIU and the shipowners.

In order to place a brake upon wholesale rejection of trainees, the SIU has passed the following resolution up and down the coast:

**All men after having made a trip on an Atlantic and Gulf District contracted vessel shall be joined into the union, unless a written recommendation signed by three full book members to reject the man from the union is submitted to a regular meeting and concurred in. In cases where no branch meeting is held, the Branch Agent shall spread the rejection recommendation in full in the Branch Agent's weekly report including the signers' names and book numbers of the recommendation in order**

(Continued on Page 4)



On completion of the 5,000th fur vest produced by the Los Angeles fur vest project for United Nations seamen, Capt. Walter Treadway of USS presents a scroll of honor to Man. J. Miller (center) of Local 87, International Fur & Leather Workers Union (CIO) and Man. Louis Pine (right) of the Los Angeles Joint Board, International Ladies Garment Workers Union (AFL).

## RMO Tightens Finky Grip On Seamen Deferment Set-Up

The RMO took another hitch in the rope around the neck of merchant seamen this week when it issued new Army deferment regulations which entirely eliminated the union's past participation in the Selective Service machinery. Whereas in the past the union dispatcher was charged with notifying the RMO when a man shipped out, the new method will by-pass the union entirely and all correspondence will be between the shipowner, the RMO and the draft boards.

Not that we particularly care whether the union is included in the RMO procedure or not, for the whole scheme stinks of totalitarian coercion and the less the SIU has to do with it the better we'll like it. We only report this development to bear out what we said when the RMO first moved to grab jurisdiction over the draft status of the sea-

men—that is, that the apparatus set up in this manner would gradually be transformed into a club with which to beat organized labor over the head. This last step is certainly a move in that direction.

The RMO now has complete and undisputed jurisdiction over the deferment or induction of seamen into the army. If this isn't a threat to union activity—then we never saw one. The SIU-SUP is not caught unaware by this development, we fought the RMO on this question from the first. We boycotted their entire card system for months, and it was only the servile surrender of the NMU, thus splitting the ranks of maritime labor, which forced our final acceptance of the plan. We said frankly at the time, and we repeat today, were we strong enough we would throw the whole finky RMO and its anti-labor schemes right out

the window. Unfortunately, with maritime labor split, we are not strong enough to do this—at least not in war time. Therefore we have no alternative but to go along for the time, and to advise every member to carefully observe all the RMO regulations so as not to get caught short. When the war ends and the shipowners really open up on the union, we'll need every man in his place on the picket lines. So don't get fouled up now and find yourself jerked out of the industry.

Here is an explanation of how the new RMO regulations operated.

Under the new method, a single form, WSA-61, consisting of a white original and a pink carbon copy, will replace the familiar green and buff cards known as forms WSA-47 and WSA-48. Use of the latter forms are to be discontinued as of mid-

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# SEAFARERS LOG

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## SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

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Affiliated with the American Federation of Labor

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BOSTON (10)	330 Atlantic Ave.	Liberty 4057
BALTIMORE (2)	14 North Gay St.	Calvert 4539
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# REPORT ON WASHINGTON

• BY MATTHEW DUSHANE •

### NATIONAL WAR LABOR BOARD

Attended a conference of the War Shipping Panel. The session commenced on Thursday, November 11th, and ended Saturday, November 13th.

On July 14th, 1943, the National War Labor Board established this panel in the maritime industry to expedite all maritime cases, and to also have persons who are familiar with the industry sit on the panel and make recommendations to the board on all voluntary agreements and disputed cases.

Since the establishment of this panel, several attempts have been made to set up a policy that is favorable to all concerned. Very little progress has been made due to the CIO's attempt to dominate the panel's policy.

In the board's order of July 14th it states, "The labor members of the panel shall be chosen from crafts and industrial groups whose membership may be involved in matters within jurisdiction of the panel. The labor member of the panel sitting in each case shall be a member chosen from the craft or industrial group involved in the case before the panel, or such labor member as he may designate."

The position of all the AFL maritime representatives on the panel is that on all AFL cases the union involved in the case shall have an AFL representative sit on the panel. The CIO has taken the position that both the AFL and CIO labor member shall sit in on all cases regardless of what organization is involved.

At the first meeting of the panel this same dispute occurred. In that meeting the chairman outlined the policy of how all cases were to be heard. The position of the chairman was similar to the position taken by the AFL representatives. To date all cases have been handled in the manner outlined under the board's order.

On Thursday the CIO again renewed their claim for joint representation on the panel. The whole day was wasted in arguing the point. Final outcome was that the panel voted on a resolution requesting the board for a clarification on the board's order. The AFL representatives voted against the resolution on the grounds that the board's order specifically states how the panel shall handle all cases.

If the NWLB rules that there shall be joint representation on all cases, this means that when any AFL maritime union negotiates an agreement with an employer, the CIO can vote not to recommend approval of the agreement, and is in a position to sabotage any agreement that is reached between the union and the employer. It gives them the voting power to interfere with the final outcome of our collective bargaining.

On Friday, a panel consisting of Edmund M. Morgan, Chairman and Public member, Chester W. Willett Industry Member, Yours truly Labor member, recommended that the board ap-

prove of the following voluntary agreements.

Ashley & Dustin SS Company and the SIU Great Lakes Dist. Cleveland & Buffalo SS Company and the SIU Great Lakes Dist. Wisconsin & Michigan SS Company and the SIU Great Lakes District.

These agreements covered the Stewards department. There were some wage increases based upon particular job-classifications, and differences of work involved, other than the regional board's ruling in the D & C Company and the SIU Great Lakes District.

The matter of the panel's recommendations on the 26 SS Companies and the SIU G. L. District has not been settled. Industry and public member are of the opinion that they cannot go along on any other proposition, than that rendered by the board to the Lake Carriers Association—Bonus payable at the termination of the season. My opinion on the matter is that the board should grant the same bonus privileges to the employers with whom the SIU had in their contracts before the board upset the established bonus provisions, namely bonus payable at the end of thirty days.

Other cases before the panel were several tow boat operators from the gulf coast and the Mississippi river, requesting wage schedule approval by the board. All of the wage requests were lower than those paid by companies than the SIU have under contract in the Gulf. Efforts should be made to organize all the tow boats in the gulf. If enough of these tow boat operators wage scale become approved in the Gulf, they automatically set mode for that kind of work, and no wage scale above the mode will then be approved by the board.

On Saturday the 13th, case of the MM&P-MEBA, for a uniform standard agreement came up. Chairman stated that this was only a preliminary discussion on

the matter. He also stated that Admiral Land has indicated that the WSA is in favor of a uniform agreement for the licensed personnel, and has notified all general agents of the WSA to meet with representatives of the MM&P-MEBA for the purpose of arriving at a uniform agreement.

The operators contended that they have requested Admiral Land to clarify letters that were sent to WSA general agents regarding this matter and that they were waiting for a reply. They also stated that they have not had the opportunity to negotiate with the unions, due to several conflicting letters from the WSA. The union took the position that the operators are stalling. Mr. Morgan chairman of the panel stated that in his opinion the operators have had ample time to sit down with the unions, and has designated the first Thursday in December for this case to be heard.

M. Weisberger, SUP Agt, New York—Re: Crew of S.S. Morrison R. Waite claim for transportation. This case was taken up with the WSA and they advised me that the master of the vessel had made a mistake in not signing on the crew with WSA instruction No. 64 being incorporated into the articles. My position was that the articles superseded any outside agreement of instructions to the contrary. At that time they advised me that they would send a letter to the New York agent of the WSA position on this matter.

Since that time two other west coast ships signed on articles in the Gulf and instruction No. 64 was also left out of the articles. The WSA has advised me that they are willing to pay the transportation as provided under instruction No. 64 on these two vessels, but are not willing to authorize payment on the M. R. Waite. I am of the opinion that the crew that signed on the Waite are entitled to transportation.

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## Plan For Natl. Service Act Is Hit By Labor, Farmers, Business

WASHINGTON, Nov. 13—Representative of agriculture and industrial management this week joined labor in condemning for the ash can all proposals for national service legislation, which would recruit workers for jobs and tie them to them for the duration of the war.

In a statement signed by the nine members of the national Management-Labor Policy Committee of the War Manpower Commission, a continuation of the voluntary method of recruiting workers was urged, and a positive program, with pledges to back it up, was offered.

Signing the statement were: For Labor: CIO Pres. Philip Murray, AFL Pres. William Green and Pres. H. W. Fraser of the Order of Railway Conductors of America.

For Industry: Pres. Frederick C. Crawford, Natl. Assn. of Manufacturers; Pres. Eric A. Johnston, U. S. Chamber of Commerce and R. Conrad Cooper, Asst. vice-president, Wheeling Steel Corp.

For Agriculture: Pres. James G. Patton, Natl. Farmers Union; Pres. Edward A. O'Neal, American Farm Bureau Federation, and Albert S. Goss, master of the Natl. Grange.

The committee report said that the members "believe that the people of this nation are unsurpassed in initiative, resourcefulness, and the will to do when their course is clear.

"They (the committee members) are opposed to National War Service Legislation in the unanimous belief that compulsion in any form, whether by law or by administrative order, does not go to the heart of the problem. They believe the need goes beyond that which can be secured by compulsion.

"They are convinced that:

"1. The American people will provide greater output under a voluntary system than under one of compulsion and regimentation.

"2. The present critical manpower situations are results of dislocations, mal-distribution of contracts, and ineffective manpower utilization rather than of inadequate over-all supply of labor.

"3. The solution depends upon leadership, coordinated and understood plans, and efficient administration, not upon broadened control and regulation.

"4. Fully effective mobilization and utilization of the national manpower will be achieved. When all agencies of government concerned with procurement, production and manpower are administered under a coordinated and well understood arrangement in which government defines the war needs, enunciated the fundamental policies or 'rules of the game,' confines itself to a minimum of control and administrative detail, and provides the maximum of real assistance to those who must do the work, namely the people of this nation in each community."

Our American corporation surpluses—reserves and undivided profits—now amount to over \$50 billion—inclusive of \$24 billion of government bonds most of which are tax-exempt.

**Keep In Touch With Your Draft Board**



## WHAT'S DOING

## Around the Ports

## NEW YORK

In covering various ships in the past weeks I have encountered a number of beefs concerning some RMO mate or skipper ordering garbage dumped in foreign ports or docks and then refusing to OK the overtime. In all agreements it is deck department work. But you see if any Stewards Department member refused to obey such an order, even though it is deck work, these men would be called before the Coast Guard when they arrived back in the first U. S. port and their papers would be at stake. The only solution to this is to stick the shipowner for overtime everytime it happens.

In this connection it is important that all men hold onto their overtime slips. A lot of good overtime is bureaucratically cut off by the home office, and unless the men have their slips it is difficult for the patrolmen to settle the beef. But if you keep accurate track and present the whole thing to the patrolmen it will be a different story.

For instance, this week I succeeded in collecting overtime for two brothers who were instructed in a port in North Africa to use an Army truck to secure supplies two miles away from the dock. We collected 5 hours overtime for them, even though the home office had at first disallowed it. All this because the Brothers involved kept accurate records, dates and places, and I had something concrete to go on.

Remember, your best guarantee of collecting is to hold your overtime slips for the shore patrolmen.

CLAUDE FISHER,  
N. Y. Stewards Patrolman

## SAVANNAH

Here's a new one for the book: Seems as if the NMU and the Maritime Commission has cooked up a new one. Seems that all the surplus ships being built on the Pacific Coast, that cannot be handled by West Coast operators, is being allotted to East Coast

operators with Seafarers' International Union agreements. About 85% of the ships being built in the South Atlantic district is being allotted to companies north of Hatteras and the South Atlantic Steamship Company has to go all the way out to the West Coast to take out ships. There seems to be something rotten in Denmark somewhere. When they are talking about saving money, it seems the sensible thing to do would be to allot ships to a company that is close to a yard where they are being built.

Whenever we have to call on our nearest union hall for men to fill out a crew, they always put up a big holler about not authorizing transportation, but it is all right for them to ship gandy dancers all over the country.

Just finished crewing up a new Liberty ship for the South Atlantic Steamship Company with a complete union crew.

CHARLES WAID, Agent

## RMO Tightens Finky Grip On Seamen Deferment Set-Up

(Continued from Page 1) night last Sunday. Moreover, the procedure has been so streamlined that its operation will now revolve chiefly around the RMO central office in Washington, on the one hand, and the shipowners. Included are ships of the Army Transport Service, which are sailed by civilian masters and crews. The new plan will give the Washington office the necessary information for filing with a local draft board a Form 42-A. This is the instrument for establishing a seaman's status in the Selective Service system. A form 42-A must be filed every six months.

Under the former system, now to be supplanted, various fixed responsibilities were divided, respectively, among operating companies, maritime unions, all individual seamen and the central, regional and port offices of RMO.

The new instruction covers all active merchant seamen employed on vessels under the American, Philippine, Honduran or Panamanian flag which are engaged in coastal, intercoastal or offshore shipping and owned by or under charter to the War Shipping Administration, or on a vessel of the Army Transport Service.

The form WSA-61, entitled "Record of Service in Merchant Marine," consists of three sections. The white original of the form and the pink carbon copy both contain Section A, identical on both, which the master of a vessel is required to fill out in duplicate for each seaman whose employment on the ship is commencing. At sailing time the master will give the white originals, covering his entire crew, to the last person to leave the ship, for mailing to the RMO central office. Section A will include the

following information: The seaman's name, number of certificate of identification or continuous discharge book, his rating, date when employment on the ship began, the port where he joined, local draft board number, order number, year of birth and, in addition, the names of the shipping company and ship and the master's signature.

Section B and C of the form are contained only on the pink copy and are to be kept in the ship's records until the seaman's employment on the ship is ended. This may be after the first voyage or one or more subsequent voyages. At that time the master will fill out on Section B the date when employment ended, the port of pay-off and the date when the seaman is required to ship again under the Selective Service provisions for shore leave between voyages. The master will then sign Section B and mail it to the RMO central office to be paired with the white copy. The process will be repeated when the seaman signs on his next ship. If the seaman were to sail continuously with the same ship, no repetition of the process would be necessary; the white copy mailed to Washington in the first instance would constitute the RMO central office record.

In the case of a seaman who fails to join his ship, the white copy of the form filled out for him is to be mailed along with the white copies for the other crew members. But the pink copy for this seaman is to be completed by the master writing in on Section B the words "Failed to join ship" and the date. This pink copy will then be mailed with the white copy.

Section C is a stub which the master will fill out and give to the seaman to keep. It contains

the seaman's name and the date when he must ship again and in addition an instruction stating in part as follows:

"This form is the basis of obtaining and maintaining your draft deferment. You should take up any draft board difficulties with your union hiring hall, with the personnel office of the steamship company, or with a port office of the Recruitment and Manning Organization. IMPORTANT: You are to reship by the 'Date to ship again.' This date was calculated by allowing two days ashore for every 7 on ship, with a minimum of 4 and a maximum of 30 days. If you are between the ages of 18 and 65, be sure to keep your draft board informed of your address or you may be declared delinquent and be classified 1-A."

On the reverse side of the pink copy are detailed instructions to masters of vessels covering various possible exceptions to the rules, as well as the basic routine. There is also instruction 4 which states:

"This document contains information affecting the national defense of the United States within the meaning of the Espionage Act, 50, U.S.C., 31 and 32, as amended. Its transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law."

Whenever a seaman wishes an extension of allowable shore leave on account of extenuating circumstances, the new regulations authorize the regional or port offices of RMO to grant any justifiable extension up to 30 days, the regional or port office will forward the information to the RMO central office with its recommendations. In neither instance will it be necessary under

## New Post Regulations For Merchant Seamen

Seafarers International Union  
Of North America  
2 Stone Street  
New York, New York

Gentlemen:

This will supplement our letter to you of December 31, 1942 (copy attached), with reference to mail service to and from members of the crews of American merchant vessels.

The following changes have become advisable in the mail procedure since its inception on January 1, 1943, and are now in effect:

(1) Included in this service will now be members of the crews of Allied merchant vessels over 200 gross tons, under War Shipping Administration control, as well as American members of the crews of Allied or Allied-controlled merchant vessels subject to such security regulation for the handling of mail as may be prescribed by the Allied control having jurisdiction over the vessel.

(2) Reports indicate that considerable quantities of mail for merchant crews are being returned to the United States from overseas ports, due to a lack of interest on the part of seamen and their failure to call for it. Masters have, therefore, been instructed that when arriving at ports outside of the United States, they or duly authorized detailed members of the crew, should call for mail at the U.S. Navy Fleet Post Office, or in the absence of a Fleet Post Office, at the office of the Naval Observer, Marine Post Office, Army Post Office, other U.S. postal activity, or American Consulate in the order named.

(3) Members of merchant crews of merchant ships calling at foreign ports are having considerable correspondence forwarded to them in care of American consulates, A.P.O.'s, shipping agents for the steamship line in a foreign port, etc. This is absolutely contrary to regulations and defeats security. Seamen are, therefore, cautioned to refrain from the practice of communicating this information to anyone in the United States. Letters thus addressed will be absolutely stopped by the censors in this country and not delivered.

(4) Seamen should advise their correspondents in this country, prior to their departure from a continental U. S. Port, to assure that mail addressed to them should be in accordance with the following form.

Mrs. T. Smith  
1022 Marble Street  
New York, New York

John T. Smith  
SS PRESIDENT JACKSON  
c/o Postmaster  
\*New York, New York

(Name of Steamship Line)

(4) Hereafter it will be permissible for seamen to place their return address on letters enclosed in envelopes (but not on the outside of envelopes). This is an important change and will enable seamen to communicate to their correspondents in this country the name of the vessel on which they are serving and instruct their relatives and friends as to how to address mail to them properly. As heretofore, seamen are cautioned not to include in their letters any other reference to names (other than as above) of either their own or other ships, movements, ports touched, or any similar information.

Please disseminate this information among the various members of your organization in order to familiarize them with the foregoing changes. It is suggested that bulletins be posted in your halls to acquaint the seamen to this effect.

Very truly yours,  
HUBERT WYCKOFF  
Director, Division of Maritime  
Labor Relations

\*Mail for crew complements on ships sailing from East Coast ports will be addressed c/o Postmaster, N. Y.; from Gulf Coast ports, c/o Postmaster, New Orleans, La.; from West Coast port, c/o Postmaster, San Francisco, Calif.

the new arrangement to refer the question to the local draft board or Selective Service headquarters with which the seaman will have been registered. The Selective Service board instead will communicate with the RMO whenever for any reason a seaman's status seems in question. Among circumstances recognized as extenuating are illness, effects of enemy action requiring rest or treatment, serious illness or

other hardship in the man's family and enrollment in courses for up-grading or officer candidate training in a school maintained or approved by the U. S. Maritime Service.

All maritime unions have been supplied with cancelled copies of Form 61 for their representatives so that all members may be properly informed of their rights and obligations.

# Union Welfare Demands Close Attention To RMO Graduates

(Continued from Page 1)  
that action may be taken at Branches where meetings are held.

In explaining this motion Hawk said, "There has been a regular flood of rejected trip cards coming into the headquarters during the past few months. In many cases ships with less than 6 full book members have rejected as many as 20 trip card men without explaining their actions and giving the men a hearing.

"While many men have been rejected merely because the book men were prejudiced against trainees or didn't like the way they parted their hair. If the present rate of rejections continues, hundreds of new men (potentially good union men, if the old timers would spend a few hours explaining the score to them) will be driven away from the SIU and into either the NMU or the fink ships. In either case, this organization is cutting off its nose to spite its face if it does not spend some effort and time in developing these new men.

"While it is the right of the membership to reject any one they see fit, still this process must be conducted in any organized manner and in a way that will mean justice for everyone. The minimum requirement must certainly be that the rejected men have complaints brought against them in writing and that these complaints be given a hearing before the membership.

"We don't want finks in our union, but green kids are not necessarily finks. Many of them will be the backbone of our organization in years to come. They should be given a chance to prove themselves before getting the bums rush."

## Personals

Brother Frank Donnally is laid up in Ellis Island Hospital in New York. He would like to receive a visit from any of his old shipmates. He is in Ward 25.

The following brothers have packages in the New York Agent's office:

- Christensen, R. Martin
- Corsa, James
- Dietrich, Edward
- Fowler, Harold
- Fitzgerald, Niel
- Hammargren, Vincent
- Hamsy, Clyde
- Hanke, Adam
- Kaney, William
- Kelley, Jesse
- Klauber, Perry
- Klieger, Harry
- Lukkarila, Edwin
- Miles, C. H.
- Olmstead, Frank
- Perkins, Walter
- Turner, J. D.
- Walker, Willie

## MONEY DUE

Crew which paid off S.S. Alcoa Voyager in Sept. 1943, has \$10 linen money coming. Collect 17 Battery Place, New York City.

## 163 NEW CARGO SHIPS DELIVERED

WASHINGTON — American merchant shipyards in October delivered 163 cargo vessels aggregating 1,675,311 deadweight tons, bringing the total 1943 deliveries to 1,524 ships, totaling 15,501,624 deadweight tons, the Maritime Commission announced.

October production surpassed that of September by three vessels, 22,540 deadweight tons of ships. During the month, yards delivered 98 Liberty Ships, eight C-type cargo vessels, 16 standard tankers, 19 emergency tankers (modified Liberty Ships), three T-1 or coastal tankers, two private coastal tankers, five seagoing tugs, one ore carrier, three concrete barges, and eight special types for military use.

Of the total deliveries, 76 ships were delivered by West Coast yards; East Coast yards turned out 51 vessels, 29 vessels were delivered by yards on the Gulf Coast, and seven ships were produced by Great Lakes builders.

October deliveries put the Commission within 3,388,376 deadweight tons of its announced goal of 18,890,000 deadweight tons of merchant ships for 1943.

## Show 25 Pct. Earn Less Than 50 Cents An Hour

WASHINGTON, Nov. 18 — More than a fourth of the employes involved in wage adjustment cases of the War Labor Board in September earned less than 50 cents an hour, states the WLB's seventh monthly report. Some 77 per cent averaged less than 80 cents an hour, while 4.3 per cent averaged less than 40 cents.

In a section on incentive plans, the Board said that action on such proposals "will be limited to a determination of whether or not the proposed plan is in conformance with the national stabilization program and would result in unauthorized wage rate decreases or increases."

Only plans submitted voluntarily by employers or plans agreed upon by employers and unions which have collective bargaining rights with the company concerned will be considered.

# Washington Report

(Continued from Page 2)

tion to the Pacific Coast as per the ships articles, regardless of whether the master made a mistake. This will require a lawyer to enter suit to collect. There may be a possibility to get the coast guard to compel the company to live up to the ship's articles and pay off.

J. K. Shaughnessey, SIU Agt. Fort Lauderdale — Seamen who are employed by General Agents of the WSA are entitled to the protection afforded to other workers under the National Labor Relations Act, and can call upon this agency for an election. Don't let any one in this agency give you the run around, have them give you a statement in writing if they refuse to grant any seamen an election.

Army, SIU Agt. N. O. — Re: Lesli Kohl, wiper on the S.S. John C. Spencer. Company claims that they paid him 100% bonus from July 8th 1943 to October 25th 1943. Recheck on this and advise whether company's statement is correct. Re: West Coast crews signing on ships and Instruction No. 64 being omitted from the articles. U. S. Shipping commissioners are not authorized to make any statement for the WSA. If shipping commissioner makes statements which are not in writing or these statements

cover some government agency wherein they have no jurisdiction, the crews are taking a chance of being the losers in any deal that they may agree to. Play safe, there is nothing like getting all terms of a contract in writing. If a party tries to repudiate a contract that has been put in writing, the courts are at our disposal. Otherwise we have nothing to fight with.

## NEW CARGO ROUTES

The failure of the U-boat campaign during recent weeks has brought about an improved shipping situation in the Atlantic, and consequently the War Shipping Administration will probably go ahead with plans to reshuffle a number of commercial cargo routes. These changes may come in the form of diversions, shifting some operations from the Pacific to the Atlantic and Gulf ports, as well as others from New York to Southern ports, it was reported.

Reports from the Pacific Coast indicate that it is the WSA's intention to divert to the East Coast this month all commercial cargo services which have been performed between Pacific Coast ports of the United States and India. A similar diversion is being considered with respect to Australia and New Zealand.

ATLANTIC AND GULF SHIPPING FOR				
WEEK OF NOVEMBER 1st TO 6th				
	DECK	ENGINE	STEWARD	TOTAL
SHIPPED	355	160	274	789
REGISTERED	261	211	217	689



## A Pie Card Unburdens Himself To Pal "Joe"

Philadelphia, Pa.  
November 9, 1943

Dear Joe:

There was a ship in Philadelphia not long ago and for 5 days no one, not even the delegate, called the hall. It seems a little unreasonable but believe me Joe, it's the truth, so help me. This would never have happened had B. been on that ship.

Well, its a damn shame that he and a good number of men like him have been lost due to enemy action.

Another thing that isn't quite up to hoi! these days Joe, is the men beefing about changing quarters, etc., after signing ships articles and then when they arrive in a loading port start their beefing. In the not too far away days to remember, all these conditions were remedied in the port where one joined the ship before they signed the ships articles.

Another thing strikes me as rather queer Joe, and it is this; when a trip card man was sent aboard a ship in the good old days he was schooled in the art of unionism and what was to be expected of him. But nowadays, in some cases, you are asked by the trip carder if he joins the union what will he get out of it. You would think that after a trip this question is slightly out of order, you would think that the man already knows what he would get out of the union, especially if some union brother was to take time out to explain our strikes for conditions and etc.

I tell you Joe, things are different nowadays. Instead of the trip carders fighting to join the

union, in some cases the union official almost has to fight them to join.

Some of these trip carders are under the impression that they can get off the ship they are on and not join the union in the port that they pay off in, but go to the port that they shipped out of and join there. Of course, this is all wrong, but unless one of the crew members explains this to these boys they are liable to think that they owe a debt of gratitude to the agent that shipped them out, therefore that is where they want to take their Book out.

Things like this can be easily remedied if the boys would have a little get-together before the ship's arrival in a final pay off port, and explain these things to the prospective new members. I don't know if it wouldn't be a good idea if each agent that ships a trip card man gives him, along with his trip card, an application for membership blank, and instruct him to fill it out a day or two before the ship arrives back in the states and have a committee of 5 book members sign it for him and also instruct him to take out his book and pay all his obligations to the union in the port where he pays off.

The more I think of the idea the better I like it. What do you think, Joe?

Well, Joe, I guess that I have bent your Moose ears long enough, but before I close, I must say that things are about the same here in the City of Brotherly Love, so until I see you I remain as ever, your Pal,

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