



SEAFARERS LOG

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



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No. 37

NMU OFFENSIVE AGAINST CLOSED SHOP BLOWS UP

Anti-Labor Agenda Inspired Freeze 'em, Lift Their Papers, By NMU—Buried By The SIU Draft 'em - Cries Curran & Co.

Here is the original union busting agenda as drawn up by the RMO and later dropped like a hot potato when the opposition of the SIU was made plain. (See story in right hand column). The agenda is in bold face type, the SIU position as inserted in the record in Washington by brother Hawk, is in light face type.

General Proposals:

1. Freer exchange of manpower information and manpower itself should prevail between the unions, companies, and the RMO.

1. We want to say categorically that the Atlantic & Gulf District of the Seafarers has no surplus of personnel. On the contrary, we have been forced to draw heavily on manpower supplied by the RMO. An examination of the RMO records will substantiate this contention. What is more pertinent to this discussion is to discover who is responsible for this manpower shortage, and what steps should be taken to correct it.

The RMO itself is responsible for the shortage of seamen. This shortage is directly due to the bureaucratic bottleneck created by the RMO, a bottleneck which has retarded the flow of shoreside workers onto the ships. Prior to September 21, 1942, when the unions had the right to recruit workers directly into the maritime industry, our Union was able to man the ships without recourse to any other agency. After that date, when the RMO placed barriers in the way of our direct recruitment efforts, we experienced increasing difficulties in obtaining new personnel to fill the jobs in the expanding industry. The RMO forced all shoreside workers to pass through the funnel of its program, a program which set up elaborate training requirements and thus reduced the number of men per month available to the ships; a program with such high physical entrance requirements that thousands of men not up to Army, Navy or RMO standards, but fit for sea duty, were prevented from going to sea. This RMO policy is directly responsible for the present shortage of manpower.

The solution of this problem is not to jockey existing personnel from one union to another, or from the unions into the government pools and back again, but rather is in smashing the RMO red tape which prevents shoreside workers from easily entering the industry. We, propose, specifically, that the unions regain the right to recruit directly to their contracted ships. This would, in our opinion, be the greatest single step forward in the solution of personnel shortage.

2. War Manpower Commission should continue manpower controls over the Merchant Marine until the expiration of the emergency.

2. At present the War Manpower Commission controls are not a factor in the manning of our contracted ships. However, we would be opposed to the imposition of any new WMC controls upon the seamen until the maritime unions have an opportunity to study any such new controls, and present their position. Further, we would like clarification of the word "Emergency" as used in paragraph 2. We have always assumed that WMC controls would be relaxed at the end of the war. Is not the end of the war also the end of the "Emergency?" This point is not clear. We would, in general, be opposed to wartime labor controls being extended into peace time, irrespective of whether or not some Washington bureaucrat might try to make us believe that peace was still a period of "Emergency."

3. Selective Service controls should be tightened.

3. On this point we should like clarification. How is Selective Service to "tighten" control over seamen? Already seamen are more rigidly controlled than any other civilian workers. What more controls are envisioned? If it is proposed that their shore liberty be further restricted, we would oppose that. And

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An industry-wide conference of shipowners, labor leaders and government bureaucrats sat solemnly in the Department of Commerce building in Washington last Friday and listened to denunciations of the American seamen for demanding their union rights at sea and ashore. They heard a hysterical plea to Selective Service, the War Manpower Commission and the Coast Guard to lift the old timers' papers and draft the new comers if they: 1. happened to overstay by a day the pityfully short time ashore now allowed them under RMO regulations; 2. ever took a job ashore for a few days; 3. refused to sail unorganized ships (under finky conditions and wages, of course).

More SIU Ships Honored For Role In Normandy

Eleven SIU-SUP ships received accolades this week from the government for the heroic role played in establishing the beachhead in the Normandy invasion. These ships were manned by volunteer SIU-SUP crews which maneuvered the ships into place off shore and sunk them to form a harbor breakwater.

The SUP ship James W. Marshall received special mention in news releases issued this week by the War Shipping Administration. The Marshall had been hit repeatedly off the Salerno beachhead, her hull was pock-marked by enemy fire and parts of her had been gutted by raging flames. She carried the odor of a death ship when the volunteer crew boarded her and took the ship to England in the early spring. There she was prepared for her final task that was to open up the beaches in Europe.

Another hero was the SIU ship Matt W. Ransom. This ship had survived two explosions and after being abandoned was boarded by volunteer SIU crew and brought into England. There she was prepared for her role at Normandy.

The complete list of SIU-SUP ships used in the Normandy breakwater follows: Matt W. Ransom, Benjamin Contee, West Nilus, Baialoide, James W. Marshall, Illinoian, Kentuckian, Alcoa Leader, Kofresi, Pennsylvania and the Robin Gray.

And who was it that was slandering the seamen and demanding fascist-like repressions? The shipowners? The bureaucrats? Not at all. It was "labor leaders" — Curran-Meyers-McKenzie and Company!

THE BLOODY SHIRT

Waving the bloody shirt of patriotism, these NMU carpenters of the Trojan Horse in the camp of labor pressed upon the conference a program, which if it had been adopted, would have smashed the union hiring hall, the closed shop contracts, and would have placed the seamen at the mercy of the labor hating shipowners. Had Curran & Company been able to put it over, there would soon have been the biggest flourishing of crimps that the coasts have seen since 1922.

That the NMU was unable to push through its program of repression against the seamen was no reflection upon their ability to conduct backdoor maneuvers with sympathetic shipowners and bureaucrats, rather was it due to the opposition of legitimate maritime unions and the Washington red tape and confusion which makes it difficult to get anything lined up—even an anti-labor directive.

The first the SIU knew that the NMU was planning a new maneuver against the seamen, was the receipt on Nov. 3 of a notice from Admiral Land that an "industry-wide conference" would be held on November 10. Included in the letter from Land was the agenda (printed on page one of this issue of the LOG). This was a straight union busting

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This is the front of the new SIU building at 51 Beaver Street in New York. A six story limestone building, occupied entirely (except for the bar on the ground floor) by the union, this is the most modern set-up for a maritime labor union on any coast. Reading from the ground floor up: second floor windows open on the dispatching hall and the Dispatchers office; third floor windows open on the meeting hall; fourth floor windows open on the Steward's Hall and the Steward's Dispatcher's office; fifth floor windows open on the New York Agent's office and the Patrolmen's lounge; sixth floor windows open on the bookkeeping offices of the District headquarters.

A Good Union Man
VOTES

SEAFARERS LOG

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MONEY DUE

SS MARY M. DODGE

Foster Thorpe, Oiler, 6 hrs;
 William Gossett, Oiler, 4 hrs;
 Charles Suttles, Oiler, 4 hrs;
 Comiels Couse, FWT, 55 hrs; G.
 Doring, FWT, 4 hrs; Edward
 O'Malley, FWT, 4 hrs; Nick
 Matko, Wiper, \$30.00; G. Bach-
 elor, Wiper, \$30.00; C. Suttles,
 Oiler, \$30.00; F. Thorpe, Oiler,
 \$36.00; W. Gossett, FWT, \$36.00;
 C. Couse, FWT, \$36.00; E. O'Mally,
 FWT, \$36.00. Collect at South At-
 lantic SS Co.

SS OREMAR

M. Craz, \$6.47; P. Senby, \$1.34;
 F. O'Day, \$8.06; Wm. Wild, \$8.06;
 C. Casel, \$4.70; L. McQuade,
 \$5.37; E. McLean, \$8.73; R.
 Thomas, \$11.75; C. S. Eastman,
 \$8.06; M. Filosa, \$18.13; C. South-
 wick, \$30.89; Dibonis, \$8.73; O. C.
 Hill, \$2.69; L. Barrow, \$6.77; W.
 Reed, \$2.69; E. Segal, \$2.73. Col-
 lect at Calmar SS Co.

J.P. Shuler Says...

When you are dispatched to a ship, you receive from the union dispatcher a printed card. On the back of this card is space for the department head to indicate whether he rejected or accepts you... and his reason therefore.

Now these cards aren't for decoration. They are being used to protect the membership from capricious acts by some brass-decorated bucko who might not like the way you part your hair.

Therefore, make certain that when you get aboard a ship... the first thing you do is to have the department head sign your dispatching card. Otherwise you will have no proof that you came aboard, and you may not even collect a day's pay if the skipper sullenly claims you aren't on the payroll.

SS DEL AIRES

A. DeForest, Chief Cook; Robert Carlton, Night Cook and Baker; John More, 2nd Cook and Butcher; A. Kocaj, 2nd Cook; C. Miller, Galley Utility, 15 hours payable to each man. Collect at Mississippi Shipping Office.

SS ARTHUR PERRY

Edward W. Robellard, J. R. Briggs, Everett Allan, Jr., each have \$8.33 coming. Collect at Colmar SS Co. Office.

SS LIVINGSTON

H. Taylor has 26½ hours coming to him at the Bull Line Office.

SS BENJAMIN WILLIAMS

B. R. Andreassen, Bos., \$2.69; R. Nordberg, AB, \$2.69; J. Campbell, AB, \$4.70; Theo. Burbine, AB, \$39.90; D. R. Sartini, OS, \$26.86; J. J. Maher, OS, \$2.69; J. Johnson, OS, \$6.71; A. Rruska, DM, \$12.09; T. Kennalley, Steward, \$24.95; G. Bono, Ch. Cook, \$1.34; L. D. O'Rawe, N. Cook and Baker, \$6.04; H. Edwards, 2nd Cook, \$4.70; H. A. Broniegan, Utility, \$2.69; G. Cavioti, MM, \$10.74; A. Conray, Utility, \$3.36; W. H. Lewis, Utility, \$22.15.

Albert Couroy, Joseph Cavioti, Henry Bronagen each have \$137.20 coming.

G. Bono, \$26.60; W. Edwards, \$26.60; L. D. O'Rawe, \$26.60; W. H. Lewis, \$26.60. One week linen money for men who had been at work since 6/1 to 6/7.

SS ROBERT M. T. HUNTER

(Voyage No. 4). Rodney Kuschke, Messman; Emil Struempf, Messman; James R. Kornofsky, Wiper; Dewey Rhea, Chief Cook. Collect at Savannah Office of South Atlantic SS Co.

WILLIAM F. TIBBERT

You have 12 hours disputed overtime coming from the Waterman outfit. See Captain Perkins in the New York office.



Postwar Dreams

Staman

—Justice

USS Hollandia Club Soon To Be Opened

Extending its services to American merchant seamen supplying General MacArthur's campaign in the East Indies en route to the Philippines, United Seamen's Service, in cooperation with the War Shipping Administration, has begun construction of a residential club at Hollandia, on the north coast of Dutch New Guinea, it was announced last week.

The Hollandia club is the sixth land club to be established by USS and WSA in the Southwest Pacific, and the 123rd facility in the USS worldwide chain. The other USS-WSA clubs in the area are at Noumea, New Caledonia; Sydney and Brisbane, Australia; and Finchaven and Milne Bay, New Guinea, and there is also the "USS Klang," 1,450-ton floating recreation club.

To be known as the "USS Equator Club," the Hollandia unit is being built of ships' dunnage and lumber provided by the U. S. Army, and temporarily stocked with supplies transported from its neighbor USS clubs by the "Klang," the USS-WSA floating club.

Other supplies now being shipped to Hollandia from the United States, at the request of Richard H. Van Esselstyn, USS regional director in the Southwest Pacific, include beer, candy, tobacco, cigars, toilet articles, a juke box, radio and two electric refrigerators. The club is expected to open November 1st.

Personals

CREW OF SS PHINEAS BANNING: Any member knowing anything about the circumstances surrounding the death of Joseph B. Walton, or who knows about his condition prior to his death, or knows anything about what efforts were made to rescue him, please communicate with attorney Sol Berenholtz, Court Square, Building, Baltimore, Md.

NEWS HOT OUT OF THE GALLEY

By "FRENCHY" MICHELET

Food beefs are coming in in a steady stream. We are rapidly building up a good file of chiseling on the part of several port stewards, and will present them to the Food Control Division of the WSA at the next meeting of the board. Meanwhile, we are straightening out snarls in the steward department of some ship or other almost daily. Our activities this week covered a broad field—from persuading the port steward of the Calmar Line to properly store the "Philip Thomas" to helping the Chief Steward of the Talisman lay out the work for his department.

Remember, if a Chief Steward feels that he doesn't have everything he needs for a voyage, why just get to a phone and call "Frenchy" Michelet and we'll hustle down to the scow and take an inventory. We know exactly what you need for any length voyage and if you don't have it aboard we'll guarantee you will have before the vessel puts to sea!

We are pleased to report that we have a letter from Washington confirming the fact that all Moran deep-sea jobs with twelve men or more in the gun crew will now carry an additional man in the steward department at 90 dollars base pay.

We are thinking of fostering a be-kind-to-poor-dumb-Stewards week. The poor guys are working under terrific handicaps these days. We got another taste of the situation several months ago when we went aboard a scow as Chief Steward with every intention of taking her to sea. We were sitting at our desk growling over the requisition when in comes a guy all dressed up in a monkey suit and gold-braided to the elbows. He tel. us that he's the night cook and baker. Against our better judgment we bounced him down to the galley to make a batch of biscuits.

About a half hour later we are

strolling past the galley and there's the guy floured to the ears with a cook book broke out in front of him and reading away like murder. We take one look at him, another at No. 3 shelter deck where Uncle Sam is planning on bunking 550 soliders, then we break all records for packing our other shirt and hitting the dock!

No profession on earth is more fascinating than that of going to sea for a living! After a few months on the beach we are dreaming of far places again. A few nights ago we dated a little bird-brain jitterbug who evidently never sleeps. After bellying up to half the bars in Brooklyn and listening to a blow-by-blow account of what he said and she said and they said ad infinitum, we got to thinking of all the time a guy wastes in local clip joints with dopey domestic dames when he could be in Singapore or Rio with the real McCoy. We got to dreaming of the Golden Key and Sloppy Joes; of "Singapore" Sue and "Shanghi" Sal; of the Dog and Duck and the Ship and Whale of "Dynamite" Nell and "Spanish" Marie—grand old establishments and ladies, ladies all!

This week we are going to discuss ways that a steward might best utilize the hundreds of pounds of chuck that he finds himself stuck with under the WSA directive regarding carcass beef.

The tastiest pot roasts are taken from the chuck. Have the deck engineer make you a rack to put into the pot. Any scrap metal will do for this purpose. Season the meat well and stuff it with plenty of mashed garlic, quartered onions and stuffed olives. Now flour the meat and brown it thoroughly in bacon drippings. Put the roast into a large pot on top of the rack and pour over it a mixture of 2 cans of tomatoes and

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NORFOLK

Having just finished reading a very interesting article in the LOG about an ex-pie card from the port of Norfolk getting homesick to come back down to the Smithfield State, please allow me to state that should any piccard who has served in this branch ever become real honest-to-goodness homesick, then he should see a psychiatrist at once, for his head needs examining and how.

To be sure, some piccards who have served the Seafarers Union in this port never had to hit the bricks at 5:00 or 5:30 A.M. in the morning and wade through sleet, rain, and coal dust flying in their eyes, but we who have done so know just what Hell can be. I know that the Secretary-Treasurer John Hawk can verify this statement, as on his visit here a few weeks past I had the pleasure of arousing him from the arms of Morpheus (sleep they call it now) and having him make the tugs with yours truly, and he did avidly state, "Holy Jesus, the Indians never lost nothing in oil, and they can have the towboats to carry what oil they have left as far as I am concerned." Enough about the tugboats, brothers.

Once again, the port of Norfolk is seething with action, as every Waterman wagon that hits here either comes in with a thousand beefs (mostly legitimate) or "Captain Bligh" skippers. For instance: The SS (name deleted) of the Waterman came in and away to pay off, and the Waterman representative (with only \$50.00 worth of authority to settle beefs) refused to discuss any payment of overtime whatsoever.

The skipper (Crackpot Bouett) had made prisoners paint out the messrooms, officers rooms, passageways, and even had the set prisoners working in the galley and engine room. The man from the Naval Intelligence was right there, and the skipper and Chief Engineer admitted that they had worked in the engine room and galley. I informed the said Lieutenant of the Naval Intelligence that the above came under "potential sabotage" as we were still

Out Of The Galley

(Continued from Page 2)

one of tomato paste and let it simmer, tightly covered for several hours.

Now add onions, peppers, carrots, turnips and parsley and cook until tender. By adding several dozen carrots you will not only materially improve the roast, but will have a delicious vegetable dish besides. The addition of several cups of rich beef stock for the last half hour of cooking will give you plenty of rich gravy. Remember, never use water in a pot roast or stew!

For a delicious stew, season the meat well with salt, pepper and a liberal springling of chili powder. Flour lightly and brown in bacon drippings. Braize off a few cloves of garlic and plenty of chopped onions in drippings. Now add a couple of cans of tomatoes and tomato paste and simmer for a half hour. Add the meat and simmer for several hours more. Lastly add plenty of diced vegetables and simmer 'til tender.

Next week we will continue our discussion for the best ways to utilize chuck cuts.

WHAT'S DOING

Around the Ports

in a state of war, and that these same prisoners had shot at and had probably killed many of the flower of American youth, and that they still despised all Americans and would, absolutely and positively, still do anything to hurt us and retard the war movement. The skipper and the Chief Engineer did not like that, and hemmed and hawed around, and the buckaroo skipper really got the jitters, for he began asking a million questions of everyone about anything. The representative from the Waterman outfit came right out in the excitement and said that the Waterman Line had been working prisoners in the engine room on all of their vessels. The U.S. Shipping Commissioner and the Naval Intelligence representative are witnesses to the above statement.

Brothers, something should be done about this, for to the writer, Waterman is having prisoners doing all of the sougeeing and painting in the engine department, stewards department and the deck department. REASONS: 1. To chisel overtime from the unlicensed personnel. 2. To endeavor to break up all overtime clauses in the agreement that the Seafarers have with them, for it states in the agreement that no outsider (mates, prisoners, stooges and etc.) will do any work that will tend to rob the unlicensed personnel of overtime. That is a crude way of putting it, but it means the same thing in other words. (Art. 2—Section 31—Waterman and Art. 1—Sec. 1.)

The tug Kaleen of the Southern Transportation came in with quite a few beefs such as having steam pipes running right next to a guy's bunk, and one or two were burned by same. The company agreed to lag same. There had been some chiseling that the company tried on the gang in deck and engine departments, but we caught it, and the company once again paid same. I think that by the time this tug hits here once or twice more that we will really have her straightened out, not only in collecting dues, assessments and etc., but seeing that the men on her get a fair deal all around. The Bermuda of the same company hits here and she's 100 per cent SIU and some of the members who have recently joined the union have stated that they wished that they had hit Norfolk a long time ago,

Passport Deadline Is Extended Indefinitely

The State Department has officially announced through the WSA that the November 15th deadline for seamen's passport has been extended indefinitely. So many thousands of seamen had failed to receive their passport that the enforcement of the deadline would have tied up many ships. As things now stand, all you have to have in order to sign on is a receipt showing that you have applied for the passport.

and joined the Seafarers, for in the Seafarers they always get a break and also justice. Thanks for the compliments brothers, and keep up the good work.

Quite a few members in the Marine Hospital here, and we are making it as often as we can, but at the present time being kept so busy on tugs, ships in transit, with their many many beefs, and fighting some of these chiseling company stooges, it is hard to do so. But we manage somehow to see that the brothers are looked after.

There isn't much more to say, only that best wishes to all brothers on the beach, on ships and those overseas.

CARL M. ROGERS, Agent

NEW YORK

This port's affairs are as usual, in first-class shape and everything in New York is well in the groove. Shipping and business is still very good and we have shipped close to 2,000 men over the past two weeks. In addition, there are a hell of a lot more jobs to be filled. If shipping happens to be slow at this time in any of the outports, and some of you fellows would like to ship out at once, then grab yourself a hand full of train and come on up this way, as we can strictly use all hands.

As predicted when balloting started, the port of New York is rolling up what will be an all-time record for voting. In the first ten days of balloting in this branch, approximately 200 more votes were cast than were cast during the entire election last year in this branch. No doubt but what this figure will triple before the election is over. This is what you call "membership interest." The fellows are paying more attention to the election of their officials this year than ever before. This is as it should be, and it further guarantees a real rank and file organization!

To all of you fellows in the various ports who may have lost your papers to the Coast Guard and are having a tough time making "coffee and," and to all of you fellows who are compelled to stay ashore for a period of time due to doctor's orders—the branch of New York has a setup now which should prove beneficial regarding making a living while on the beach. Thanks to the efforts of J. P. Shuler and Doler Stone, two of the local patrolmen, we have managed to obtain work for any of our men who are forced, for one reason or another, to stay ashore. They will work in standby gangs, and be paid at the regular union scale of wages and overtime.

The Patrolmen here are continuing giving the membership first-class representation by settling the largest percentage of all their disputes from trips at the pay-off.

We would like to take this opportunity to instruct all members paying off in this port not to pay off any ship until the Patrolmen give you the OK. We have enough experienced Patrolmen here to properly cover any num-

ber of ships that may pay off—whether it is two or twenty-two! And these men are prepared to handle any dispute that may arise, even if it requires a week to pay one ship off! This makes it much better on the men for no seaman likes to make a trip and then come in and find out at the pay-off that he has been given a good rooking on his money earned. This can be prevented by full cooperation between union officials and all crews.

THE COMMIES ARE AT IT AGAIN UP HERE!! Their latest attempt in selling the membership out to the shipowners smells so bad, that even the Coast Guard could not go for it. These bums, in their effort to get a better strangle hold on the industry, are going so far as to beg the Coast Guard to revoke any seamen's papers who stays on the beach longer than is provided for in the NMU shipping rules.

If this move was to come from rank and file, bona fide seamen, even then it would be hard to take, but coming from a bunch of characters such as, Curran, Stack, Myers, and McKenzie, it smells even worse, because these guys are not going to sea under any conditions at any time.

You can take all of these fellows' sea time in this war and count the months on one or two fingers. Not only did they not sail the ships when the going was tough, but now to top it off, they are doing everything in their power to sell down the line the men who did sail the ships.

When the history of the maritime industry for this war is written in the future, then there is no question but what these men's names will always be remembered as the phoniest of any so-called union men in any industry at any time! In their effort to push the party line and secure permanent "pie" for themselves, these men are willing to sell down the river all conditions that seamen have fought and died for.

The membership of the NMU is not taking these things lying down and this can be testified to by the steady trend of their members applying in this port for Seafarers membership.

As soon as the wartime restrictions on seamen are lifted, so they will not be constantly shoved around at such a rapid rate that they cannot band together as rank and file, then the days of these Commie stooges will definitely come to an end. Because the rank and file membership in the NMU, if given a half of an opportunity, will not tolerate such things!!!

The beefs handled in this port over the past week, and the money due from each, will be found under the "Money Due List" in this copy of the LOG.

PAUL HALL, Agent

FORE 'N AFT

By BUNKER

Some lads who are now going to sea are as hot after overtime as a Matthews County hound dog after a rabbit. They must lay awake at night thinking up new ways to make it. Prize overtime beef was the one submitted recently by a cook who wanted four hours overtime every day for keeping a pot of coffee warm on the galley stove.

In case you might have forgotten, overtime provisions were written into the agreements to prevent over-work and insure the eight-hour day . . . not as a way of making extra money.

In honor of the overtime brigade we offer this verse, with apologies to the sea poet Mosefield.

I must go down to the sea again
To some far distant clime,
Where I can sit 'neath an awning
And get paid for overtime.

I long again for the care-free life
When I can lay in my sack,
And figure out how to get overtime
On my pay-off when I get back.

I'm not at sea to chip and steer
I want no quarterdeck under my feet,
All I want is a watch below
To work on my overtime sheet.

A lot of screwy yarns come out of life at sea these days, but one of the best is about the young Liberty ship gunnery officer who took his duties too seriously. He made up a list of battle stations and when he posted them on the bulletin board the old man blew his top. The lieutenant had assigned himself to the bridge—to the old man he gave the noble duty of rolling bandages in the hospital aft.

One of the first labor strikes in American history was a sailor's strike in 1803 in which seamen shipping out of the port of New York refused to sail the ships in an attempt to get their wages raised from \$10 to \$14 a month. There was no union then, but their obstinacy in refusing to ship did some good, for wages were raised and a few years later seamen were making as much as \$17 a month—good pay for those days.

Another sailor's strike occurred in Boston in 1837 to advance wages to \$16 a month. This strike failed, however, because plenty of shellbacks were furnished by the crimps and otherwise signed on the outward bounders for ten and twelve dollars a month.

CURRAN'S OFFENSIVE BLOWS UP

The Union Busting Agenda

(Continued from Page 1)

in passing, we should like to point out that under present controls, seamen receive a maximum of 30 days ashore, whereas shoreside workers receive more than twice that amount of liberty from their jobs.

4. Unions and operators should announce now that post-war employment seniority rights will be based on wartime service.

4. The question of seniority rights in maritime is strictly a question of internal union policy. Any dictation on this question by either the shipowners or the government would violate our present closed shop contract and our Union hiring hall. Both our contract and hiring hall have been guaranteed to us by the government under the Statement of Principle and the Statement of Policy. We rest upon the validity of those two statements. We have a rotary hiring system which guarantees democratic job opportunity to all our members, and we intend to retain that system.

5. Trip cards should be supplied if desired by a new man without charge for one voyage and dues not required in advance.

5. We reject this paragraph in principle. Again we refer to the Statement of Policy and Statement of Principle which guarantees us our closed shop for the duration of the war. This means that we retain job control of our contracted ships, and it is our right to establish the conditions under which new men may sail our ships. We can assure you that the SIU is extremely lenient on money required of trip card men, but we do not intend to submit our policy to review by any outside organization.

6. Officials with power to act should be so distributed that beefs will be settled immediately upon termination of the voyage.

6. With this paragraph we are in hearty accord. We should like to point out that the union maintains officials "with power to act" in all the major ports. This cannot be said of the operators. It would greatly expedite the payoffs of vessels if the operators had such officials available in all the ports.

7. A "G.I. Bill of Rights" should be enacted for merchant seamen sailing the ships during wartime. (Reference: Letter from Admiral Land to Congressman Bland, August 23, 1944).

7. We are for a "GI Bill of Rights" in principle. However, there are certain objections we have to some of the provisions contained in Admiral Land's letter. These objections have been made clear to Admiral Land in a letter from our International President, Harry Lundberg. Since this body has, however, no authority to enact such a bill, we urge the body to use its influence in obtaining a hearing before the next session of Congress on this matter. At that time we shall appear before the appropriate Congressional committees with our proposals for the extension and amplification of Admiral Land's letter to Congressman Bland on this subject.

8. Discussion should be held on—

a. continuous service with annual wage.

This point should be clarified. We would approve the increasing of the seamen's wages, but would oppose any plan which might weaken the union's control of the jobs and its other collective bargaining rights.

b. continuous articles on tankers operating in short trade routes.

We are opposed to continuous articles on any ship at any time, because we are opposed to forced labor.

Special Christmas Proposals:

1. There should be extensive publicity and special messages to seamen to persuade them to stay at sea over the holidays.

2. Operators and unions should extend office hours and have facilities available until the ships are ready to sail, particularly during the holiday period.

3. Temporary use of skilled man in necessary jobs other than in deep sea shipping should be obtained for one trip during the holidays.

We have no opposition to sections 1 and 2. We should like clarification of section 3.

4. New articles should be opened at time of sign-off if ship is to proceed to loading berth within 3 days to encourage men to stay with the ship.

As to section 4, we feel that the procedure here outlined would not keep the men aboard ship, at the end of the voyage, but would have the opposite effect, forcing them to sign off and get off the vessel at once. Here are the reasons. After a man is on a deep sea voyage, there are usually a number of problems at home which require his attention. These problems may take him only a few days, but if he is immediately faced with a new set of foreign articles at the time of unloading, he will not have time to see his family and determine what time ashore is needed to arrange his personal affairs. Not knowing these facts, he will tend to play safe and not take a chance on new articles at once, but would sign off and later take a new ship.

On the other hand, if allowed to stay on the ship without new articles until immediately prior to its next deep sea trip, he will often be able to arrange his shore duties without getting off the ship, and thus eliminate the necessity of a replacement. We are of the opinion that the most economical use of manpower will result if deep sea articles are signed 3 days before the sailing of a ship for a foreign port.

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agenda and so the SIU swung in to action.

RANK & FILE ACTION

The SIU position (printed along with the agenda on page 1) was fully discussed by the rank and file in the New York membership meeting of November 6, and the meeting voted unanimously to have brother John Hawk go to Washington and fight for the retention of their rights as union men.

When the conference convened Friday morning it was obvious that the Stalinists considered this maneuver to be of major importance for they had mobilized all their supporters, not only those in the NMU, but those in other unions and in the various government bureaus. Present and speaking for their union busting program were NMU President Joe Curran, Vice Presidents Meyers, and McKenzie, New York Agent Joe Stack, National Dispatcher Walter Avellar, and Pan American Director Christensen. Going down the line on the NMU program of repression was Walter Harris, New York Agent of the MFOW. Giving them more cautious support was Antonsen, Baltimore Agent of the Marine Cooks & Stewards.

FELLOW TRAVELERS

Nor was the NMU without allies among the government bureaucrats attending the conference. Present was fellow traveler Craig Vincent, New York RMO head, and several others of his stripe.

The WSA-RMO was represented by Admiral Land, Captain Macauley, H. Chase Stone and a sprinkling of stooges and yes-men. General Hershey was present for Selective Service; Paul McNutt appeared for the War Manpower Commission; Mr. Taylor and Mr. Kiggins spoke for the shipowners, and the corners of the room was filled in by captains and admirals from the Coast Guard and the Navy.

BACK WATERING

When the meeting opened it became clear that the original agenda as mailed to the SIU had been ditched. It had apparently become too hot and the RMO officials responsible for the meeting didn't want to run into a head-on collision with the legitimate labor unions. So instead, the meeting was given the line that "this is merely a discussion meeting, a conference through which we hope to be able to agree on plans for meeting the serious shortage of seamen during the Christmas period, and immediately thereafter."

"Don't take certain parts of the agenda too seriously," said Captain Macauley, then launching into vague generalities about the "crisis in manpower."

The fact that their original agenda had been ditched didn't discourage the NMU, and as soon as the WSA-RMO bureaucrats had beat their gum about shortage of seamen, Curran and Meyers took over the meeting to press their demands.

A FAST INFIELD

First Curran would make a suggestion on how to freeze the men to their ships, and then the discussion would bog down in a lot of government red tape and

denials of jurisdiction, etc. Along would come Vincent to "clarify" the issue and get the NMU line back on the track. More confusion from the bureaucrats and Meyers would take a pitch, aided by Stack and Harris. It is impossible to report all the torturous arguments and slanders against the seamen which were used by these labor fakers, but here is the essence of their proposals.

1. Demand for a government pool of all seamen. This pool would dispatch men to all ships, organized and unorganized. (This would mean the breaking wide open of the union hiring hall and the closed shop. It would mean the end of organized labor on the waterfront.)

2. Selective Service should draft all seamen who overstay their shore liberty.

3. The War Manpower Commission should refuse to let any seamen get a shore job at any time. (In other words, freeze them to the ships.)

4. The Coast Guard should lift the men's papers for any infraction of the NMU sponsored restrictions.

"It's time for the RMO to centralize hiring so as to force all seamen to live up to the rules," shouted NMU Agent Joe Stack.

"The War Manpower Commission should refuse certificates of availability to seamen for shore-side work so as to keep the men on the ships," said NMU Vice President Meyers.

"The RMO should have access to all seamen so as to prevent them from avoiding the rules," said "No Coffee Time" Curran. "The Coast Guard could threaten to lift their papers if they don't stay on the ship."

THE DICTATOR

And then plaintively Curran whined, "Our members complain about belonging to a dictator organization. We must have Uncle Sam step in and enforce the rules."

Walter Harris, New York Agent of the MFOW, went down the line with Curran and Company by saying, "I think that if the Coast Guard threatened to lift their papers, these men would stay on the ships."

Miserable words out of the mouths of men supposed to lead labor. Craven and criminal betrayal of the cause of labor to meet the ends of a finky political line. No shipowner, no admiral, no bureaucrat at this conference was able to match the outpouring of anti-labor cries which issued from Curran and Company. No one was as blunt in demanding chains for the seamen as the leaders of the NMU and the New York Agent of the MFOW.

But despite the NMU's careful preparation for the conference, despite its allies in the government and the MFOW, its demands that the seamen be chained were ignored and the conference degenerated into a bull session.

The SIU can take major credit for scuttling the NMU's anti-labor proposals. Brother John Hawk inserted into the record the entire SIU position for all to see. Furthermore, he pointed out to the conference that if the shipowners wanted the men to stay on the ships longer, they'd best

accomplish this by paying them living wages . . . not by threatening them with everything from the Army to lifting their papers.

"Last year the Maritime War Emergency Board, the chairman of which is also the Deputy Administrator of the War Shipping Administration (Captain Edward Macauley), cut the bonus," said Hawk. "We warned at the time this might drive many old timers ashore where they could make a decent living. But our warning was unheeded. And now the WSA comes along and complains about the shortage of seamen. And on top of this we don't know if even now the Maritime War Emergency Board may not be considering further cuts in the bonus."

PORK CHOPS

At this point Stack lipped in with the remark that the NMU wasn't "interested in the bonus," but rather in base pay. This amounted to an attempt on Stack's part to score a parliamentary point at the expense of the seamen. For the bonus is part of their take home wage, and they are vitally concerned about it. The NMU would kick it overboard in return for government favors on shipping rules. Nor is the NMU even fighting for an increase in base pay. The SIU has eleven cases before the WLB demanding 26% increase in base pay. The NMU has no cases before the board—it is too busy with its political maneuvers to fight for pork chops.

Once the government bureaucrats and the shipowners were aware that the NMU was not free to sell the seamen into slavery, that a large section of organized maritime labor would fight for its rights, it did a juggling act with the hot issues and finally let them slip out of sight entirely.

General Hershey of Selective Service announced bluntly that he would not amend his regulations just in order to enforce the shipping rules demanded by the NMU. Paul McNutt, Chairman of the War Manpower Commission, reiterated time and again that his agency was a "voluntary, cooperative one" and had no authority to penalize the seamen for failing to live up to NMU sponsored rules.

FACE SAVING

The only thing approaching concrete action was the decision of the conference to refer to the "proper WSA officials" the NMU face-saving proposal that all seamen receive standby pay between trips. The SIU informed the conference that any change in wages was a question of collective bargaining and as such should be handled between the unions and the shipowners.

But even though the conference turned into a bull session without direction or program, much can be learned from it. It proves again that the NMU leadership acts as shipowner agents on the waterfront. They fought for proposals that would have smashed the unions, that would have left the seamen defenseless at the very moment the shipowners are preparing for a post war anti-labor offensive.

If that isn't acting as an agent of the shipowner . . . then what is?