

**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, NOVEMBER 24, 1944

No. 38

Organizing Makes Good Progress

By A. M.

We wonder how many brothers realize how tremendously important is the work of organizing those companies that the SIU has singled out to try to line up for contracts.

Our union has gone a long way toward realizing its goal since Steely White came up to New York as an organizer. Brother White has tackled the problem with enthusiasm and he's doing a bang up job. We were looking over the records recently and we can assure the membership that some real progress has been made toward lining up these badly needed contracts for the postwar period.

More than enthusiasm and hard work on the part of the organizers is needed, however, if this vital work is to be carried forward to a successful conclusion—there must be enthusiasm on the part of the membership as well!

If some of the newer brothers will take the trouble to examine the heads of some of the old-timers they will invariably find evidence of old wounds. These old-timers got that way because they marched on picket lines in the lean and hungry days and frequently had clubs and stones bounced off their heads by the finks and the shipowners' stooges. They got that way because they believed whole-heartedly in unionism and because they were willing to make real sacrifices for the recognition of union principles.

(Continued on Page 4)

New York Voting Hits All Time Record Pace

On Monday, November 20th the New York Branch broke 1,000! More than 1,000 members had cast their ballot in the port in the first 20 days of voting. This establishes an all time record for the port, and indicates a keen interest in the affairs of the union by the rank and file.

For many new to the industry this is their first taste of union democracy. They are seeing how the rank and file controls the policies and the selection of officials in a democratic union. This experience will serve to educate them for future struggles in the union movement; struggles not only against the shipowners but against any group or clique which might attempt to seize control of the labor movement for its own ends.

The ballot box is your guarantee of union democracy . . . use it!

Patrolman Finds John La Farge Perfect Ship

We hit the perfect ship this week; the SS John La Farge of the American Range Line. This ship was away for over four months and we expect to run into a pile of beefs. We contacted the three delegates and asked them for their beefs, but there were none. Not even in the

(Continued on Page 2)

HOUSE GETS WAR SERVICE ACT FOR AMERICAN SEAMEN

SIU-SUP Sweeps Pacific Coast Standard Oil

SAN FRANCISCO—Standard Oil seamen delivered their votes to the Sailors Union of the Pacific and Seafarers' Pacific District Engine and Stewards Department by such majorities that almost from the start of the count there was no question as to what Unions they wanted to represent them.

Under auspices of the NLRB 20th Region the count started early Monday morning, two weeks ago, and within a short time the result was almost clinched—as the chant of the counters came—SUP—SUP—SUP—and later in the Engine Division, SIU—SIU—SIU!

Every once in a while a lone CIO-NMU vote, or a company union vote would show up to enliven the situation, but the final result showed the Sailors Union-Seafarers combined vote was 83% of the totals cast to 17% for the CIO-National Maritime Union which received the worst drubbing at the hands of West Coast seamen in their short history on this Coast.

The result of this vote is all the more interesting and conclusive

(Continued on Page 2)

WASHINGTON, D. C.—War Shipping Administration recommendations for a "GI Bill of Rights for Merchant Seamen" were incorporated in a bill introduced in the House last week by Representative J. Hardin Peterson (Dem., Fla.), a member of the Merchant Marine Committee. It was referred to the Merchant Marine Committee as H.R. 5477.

550,000 seamen and a similar number of dependents of seamen will be affected by the bill's provisions, which include hospitalization and medical care, education, employment, readjustment, allowances, provision for dependents of deceased seamen, disability payments and burial honors.

WAR SERVICE ONLY

At the same time WSA outlined the program to the House committee, it was pointed out that eligibility for the measure's benefits would be only upon the basis of the task merchant seamen have performed in the war and in terms of the inadequacy of their existing rights and those of their dependents to meet the misfortunes of war.

Titled "Merchant Seamen's War Service Act," the Peterson bill would make eligible for benefits both licensed and unlicensed men who has served after September 30, 1941 and prior to six months after the termination of present

hostilities. It would also extend benefits to an enrollee in the U. S. Maritime Service on active duty, or during any period as an enrollee or student in any school or institution, including basic training schools and academies of the United States Merchant Marine Cadet Corps and any State maritime academy, under the jurisdiction or supervision of the administrator of the War Shipping Administration.

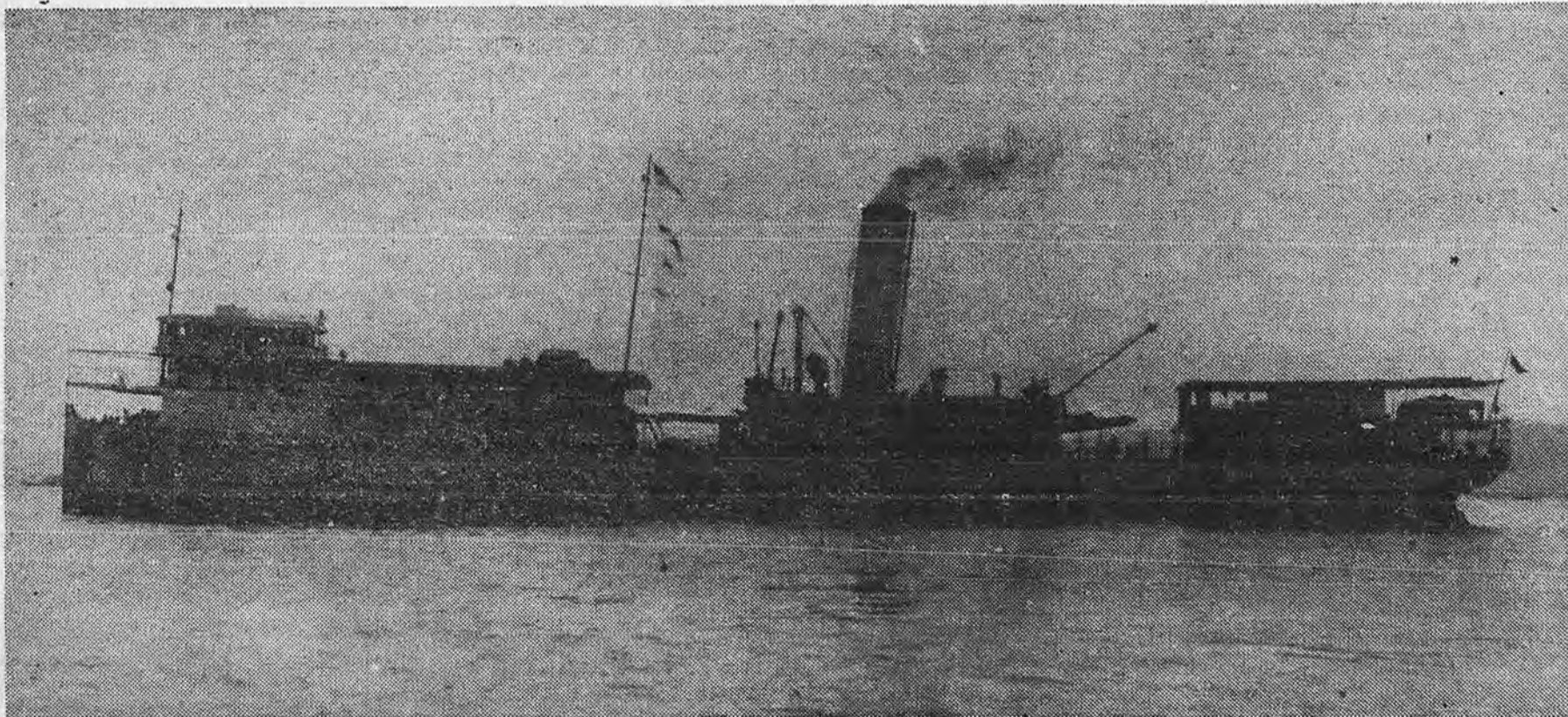
HOSPITALIZATION PROVIDED

Hospitalization and medical treatment are covered in Title II of the measure, which provides for the medical care of seamen and their dependents at public health service hospitals. WSA had pointed out that the Public Health Service had its origin in 1793 in an Act of Congress to provide for the care of merchant seamen. Since then others than merchant seamen have been granted access to marine hospitals until only 35 per cent of the present patients of the Public Health Service are merchant seamen. Dependents of merchant seamen are not now entitled to access to marine hospitals, nor are the present marine hospitals equipped to furnish institutional or domiciliary care.

Title III proposed amendments to the vocational rehabilitation act extending the rights of restitution of jobs vacated by men to join the merchant marine. Provision is made for job counselling, retraining, rehabilitation and placement (including Civil Service preference) of merchant seamen who desire shore employment, together with contact facilities throughout the country for the information and guidance of men so interested.

The remaining titles of the bill provide for educational programs for seamen, disability payments, readjustment allowances, including loans for the purchase or construction of homes, farms and business property, and provision for deceased seamen.

Hearings on the Peterson measure will probably be held early in December. The SIU-SUP will appear before the Committee at that time and offer certain amendments to the bill.



Here is the latest picture of the floating residential and recreation club KLANG, operated by the USS in the South Pacific. The KLANG is 281 feet long with a beam of 36 feet and a speed of 14 knots. She is equipped with games, feeding and sleeping facilities, and a medical dispensary. She steams among the island ports in the entire Pacific war area, giving merchant seamen much needed recreation and relaxation.

SEAFARERS LOG

Published by the
**SEAFARERS' INTERNATIONAL UNION
 OF NORTH AMERICA**
 Atlantic and Gulf District
 Affiliated with the American Federation of Labor.

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



NEWS HOT OUT OF THE GALLEY

By "FRENCHY" MICHELET

We had dinner a few nights ago at the India House with Paul Hall. In the two hours after dinner period, while each of us was waiting for the other guy to pick up the check, we got to discussing food generally. Being a N.O. boy ourselves, we hinted darkly that anybody who pours milk and sprinkles sugar over rice doesn't have all his marbles. Brother Hall, who can see some good in anything edible, pointed out the virtues of northern cooking. We then reminded the big cracker boy that he can drum up quite an appetite for southern cooking himself. Once, when we were Chief Steward on the old Dynastic, and after we had fed him, Jimmy Hanners and "Cotton" Haymond, southern grits all the way across the North Atlantic and almost back again, and had finally run out, we were rudely awakened one morning by all three of them pounding on our door and yelling, "What's the matter with you, you hungry belly-robbor—no grits!"

Just thinking about red beans cooked in some good tasty style make us hungry. We don't mean red beans cooked the way half the ship cooks prepare them—simply boiled in salted water with bacon rind. We mean red beans what am red beans! Here's a tasty way to prepare them:

Soak the beans overnight and pour the water off in the morning. Boil them for two hours in well-salted water along with several quartered onions and a cracked ham bone. When they have cooked for two hours, add two No. 2½ cans of tomatoes. Fry several large onions a golden brown in a half cupful of olive oil. Sprinkle liberally with chili powder. Now turn all into the beans and cook for an hour and a half. Just before they are done add two tablespoonsful of vinegar. Cook enough for two servings—the crew will really go for them and they will taste even better at the second serving.

We had a bird in our office recently who wanted us to explain to him just what benefits a guy who went to sea only for the duration could expect under the GI Bill of Rights. We told him that the SIU is a union of bona fide seamen and that we don't much care what happens to people who don't intend to go to sea for a living. However, the question got us to thinking about people who do go to sea for a living and of what a swell time they have of it. When a fellow gets to the stage

where he bleeds a mixture of blood, salt water and beer every time he cuts his finger, he's a guy who's having a swell time going through life just seeing what lies over the next horizon.

People who slave away at shoreside jobs never know the thrill of creeping into a far harbor where the white walls of some strange Moorish city lie gleaming in the torrid sun.

A fellow doesn't have to be a profound philosopher to realize that life is a pretty deceptive business. All of us go through life all hopped with hope. We had a swell time yesterday and we're going to have a swell time tomorrow—it's just today that we're getting those tough breaks!

A seaman has more fun chasing for the rainbow of happiness than any other guy on earth. What better way is there to dream than just sitting on your fanny in some Spanish park and watching those dark-eyed darlings in the black mantillas go gliding by!

Last week we discussed ways for utilizing chuck cuts in stews and pot roast. We continue today. A delicious goulash can be taken from the chuck. Cut the meat into small squares and plenty of onions into pieces. Season well with salt and pepper and a liberal sprinkling of paprika. Brown the meat and onions in butter. Put a layer of meat into the pot, a sprinkling of onions over the meat, another of meat, and so on until all is used up. Add enough cold water to cover the top layer and bring to a boil. Allow two cupsfull of tomatoes for each quart of the meat mixture. When the mixture has come to a boil (not before) pour the tomatoes over the meat. Allow to simmer gently for two hours, then put some peeled raw potatoes into the pot, pushing the meat gently aside to make room. The contents must not be stirred more than absolutely necessary. When the potatoes are done, serve with buttered noodles.

Here is an unusual and delicious dish: Cut up some chuck into squares and several large onions into pieces. Season well with salt, pepper and a liberal sprinkling of dry mustard. Brown well in bacon drippings. Wash two No. 10 cans of sauer kraut in a colender. Combine the kraut, meat mixture, some capers and queen olives in a baking pan and pour several cups of rich stock over the mixture and bake until the meat is tender.

the BUSINESS END by PAUL HALL

One thing that all members should remember in order to have a good trip, as well as a clean pay-off, is that there must be absolute cooperation on board all vessels between the Departments. From the experiences of this port, it is noticed that when there is trouble between the various departments on board a ship, then everything is usually haywire with all sorts of disputes to be settled. When the various departments are unwilling to go down the line for each other it makes for very bad conditions and must be stopped. To realize to the fullest extent the benefits of being a member of this organization, it is imperative that you cooperate with your shipmates as well as with union officials.

You can do this by calling in the three departmental representatives on any dispute that may arise during the course of the voyage. At the pay-off time, assist the Ship's Delegates in lining up all affairs and disputes so as to have them available for the Patrolmen when they board ship. Assist the boarding Patrolmen in every manner possible and by doing so, it will mean better conditions for you and more dollars in your pocket.

During the past week this port paid off 32 ships and signed on 28 ships. With the exception of one vessel, all these jobs paid off clean with no beefs pending and the membership's affairs were handled in a satisfactory manner. During this same week, the Branch also shipped 837 members to regular jobs. This is only an average week for this Port and, as can be seen by the figures, this Port is usually very busy.

No doubt, many members have been on board ships where there are Skippers, Mates and Engineers who continually threaten the crew with the Army and the Coast Guard. When this happens, don't take it too seriously because when a man does this he is usually of a very low calibre. Remember too, that these same men are also liable to charges by the Coast Guard. It is up to any crew when they are intimidated or abused on board ship, to cooperate with their union officials in the port of arrival in seeing that characters of this type are put where they properly belong—ON THE SPOT!!

Remember too, when at sea with men of this type—keep your nose clean in every respect—do your work and don't, under any condition, take time off unless given permission by the head of your department.

A Good Union Man
VOTES

SIU-SUP Sweeps Pacific Coast Standard Oil

(Continued from Page 1)

because the SUP-SIU had to face FOUR places on the ballot—and win 51% of the votes of all FOUR!

This will be the first time any Union has won in such a case by such a clear majority over all places on the ballot that no run-off is necessary in the Deck or Engine Department, and only a run-off with the Company Union in the Stewards, although the Seafarers received almost a 51% even there, getting 49 votes to the Company Union's 43.

There were 10 challenged ballots in the Deck Department, 12 in the Engine and 4 in the Stewards, and as we claim the majority of these challenges as our men, the determination of these challenges is expected to swell the majority received to even greater proportions.

The team of organizers who worked so patiently and conscientiously to bring about this victory were congratulated by Harry Lundberg, secretary of the Sailors Union and President of the Seafarers International. Notwithstanding the numerous delays and seemingly endless battles with the forces arrayed against us, the Richmond team, the boys in the southern ports—at Portland, Honolulu and Seattle—in fact the many loyal Union men who stayed on their ships to clinch the vote—all contributed their local share to the final result.

This election involved fifteen tankers, and around 500 seamen.

Patrolman Finds John La Farge Perfect Ship

(Continued from Page 1)

Steward's Department. All the overtime had been turned in and OK'd by the department heads.

However, we still thought some of it might be knocked down by the company. But no, it was all paid. There were no beefs against the Steward and believe it or not, everyone on the ship said he was one swell guy and a good feeder to boot. He is making another trip so don't be afraid of this ship.

I found the whole ship painted from stem to stern, inside and out, and it looks like an easy job for the next crew. The officers all liked the crew and, more important, the crew liked the officers. Just one big happy family—and no fooling.

A vote of thanks is due to the three delegates, George Held for the Engine; R. S. Young for the Deck; and M. O. Boone for the Stewards department. Also the entire crew recommended that a few good words be said for the Steward, Amos A. Baum.

If you're looking for a good ship, grab yourself a job on the La Farge.

ARTHUR THOMPSON

MONEY DUE

SS JOSE MARTIE
 Crew has 8 hours overtime coming. Collect New York office of Bull Line.

SS LILLINGTON
 Entire Stewards Department has overtime for Election Day while in port. J. L. O'Connor and Trueblood have 65 hours each of dumping garbage. Collect at office of South Atlantic SS Co.

PUERTO RICO

We're having quite a few ships calling at San Juan and island ports. Some of these ships have skippers that are real characters. They think up all kinds of petty deals to antagonize their crew and then call the Coast Guard.

Had the Knute Nelson of the Seas Shipping Company in this port sometime ago. The character who called himself the skipper by the name of Christoffersen, was nothing but a gas-hound who stayed drunk while the ship was in this port. By the crew's report he stayed drunk at sea as well. For three days I tried to reason with this man to obtain stores for the ship. He could hardly raise his head off the pillow. The ship had no vegetables, no juices, and no fresh fruits of any kind. The chief cook and myself made up a store list of things that were needed. I obtained almost everything that was needed through the Bull Line Office who were the agents for the ship here. This ship had been in the Mediterranean, also in South America for a 4½ months' trip. They had to buy Argentine beef while the ship was in South America. I was informed by the WSA here that all ships making the Mediterranean or European runs are stored for 180 days. This ship certainly was not stored for that period of time. The skipper had five men up on charges of sabotage before the Coast Guard. The cases were dismissed.

The main trouble concerning the food situation was the Steward who did not know his business. He is a gas-hound and a WSA stiff. I tried to jock this Steward up but he was beyond reasoning. For five days he stayed in this condition. He told me he was a WSA stiff and he has made two trips on SIU ships and as far as he was concerned he would go back again to the WSA.

Had another Liberty ship in with another grub-beef. The skipper ordered the Steward to feed accordingly to his taste. The Steward refused to comply with his order. The skipper then called the Coast Guard in.

While waiting for the Coast Guard to arrive, this character blew off that he was a real master when he was sailing in the South Pacific. The Army backed him up by threatening to put the Deck and Engine Department Delegates on the rock pile. I really gave this skipper the score. A man from the Coast Guard came down aboard the ship and heard the beef. Politely he told him that was strictly a union beef between him and me and he left the ship. I informed the skipper the Army did not run the ships in the island of Puerto Rico. He swore he would never come back to Puerto Rico again. Some of these skippers think they can do as they please in San Juan and the island ports, and attempt to assume the air of dictators.

I have very little trouble with Waterman, Bull, McCormick, Smith & Johnson, American Hawaiian, Mississippi outfits. Alcoa and the Calmar Line give me the most trouble. The majority of the skippers I have come in contact with on these ships are real chisellers and try to give you the old run around. This type of skipper I would like to teach the score, if possible, the hard way. In time they will learn the score.

Had the Cape Falcon of the Waterman Line in. She has one of the finest crews I have seen in sometime, mostly old timers. The Cornelia of the Bull Line was

WHAT'S DOING

Around the Ports

here. The Bos'n and the Deck Delegate are old timers and they really know their business. Had no beefs at all on this trip with the skippers.

I would like to see more old timers shipping in some of the Bull Line ships as the conditions aboard some of these ships are not so good. If a good union crew ships in them for one or two trips they can bring the quarter and conditions of these ships up to par.

DANIEL BUTTS, Agent

SAVANNAH

Shipping around this port lately has been real good. Have averaged at least one new ship out every week for the last couple of months, with a few West Coast ships in on the side. Have been shipping out the men as fast as they come in here to register. Shipped out everything I could get my hands on around here and also anyone I could get out of Charleston and Jacksonville. Had three new ones out here this last week, one here and two in Brunswick, and had to call on Charleston to get men to fill out some of these crews.

From the looks of things it might be quiet around here for the next couple of weeks as all I have in sight right now will be a couple of new ones scheduled for around the first of December.

CHARLES WAID, Agent

TAMPA

The port of Tampa for a long time has been without a regular schedule of ships, we could only expect a stray now and then. The business men and the city Fathers have come to the conclusion that for a better city in this Post War era that they must do something about the shipping, so they have called in several EXPERTS on port facilities to recommend changes that may be made in order that this port will be one of the best in the Gulf.

Quite a few of the boys are now coming home to spend Thanksgiving, also to get out of the cold weather up North. For some unknown reasons the poor working class of people voted against the closed shop here so I suppose that we will have all kinds of trouble with the employers in the future. This will create a lot of dissension here in time to come. It seems that the majority wants to work for any thing that the boss may pay them.

Things in this port are at a standstill but we are looking for them to pick up in the near future.

I suppose that you good members have read in the funnies about Li'l Abner. On the 11th of each November they have what they call Sadie Hawkins day. Out come a gal by the name of Alene Chapman, barefooted as a yard dog from the Everglades and proceeded to catch her man. This is the story: I was down in the office when one of our brothers by the name of Luthur Wread turned the corner of Morgan and Platt St., on one foot and right behind him was this gal coming in on a wing and prayer, gaining

every step. Brother Wread was calling on one and all for help, but just as he made the door his gal made a long reach and got her man. Next we had to hunt up "Marrying Sam" and after going all over Dog Patch we finally found the Horsethief in the big city of Dade City, where he pronounced them man and wife. We wish for them the best that life affords.

Voting here has started off at a slow speed, although we don't hope to vote very many as most of the boys will vote at the place of pay off.

D. L. PARKER, Agent

BALTIMORE

Shipping has been exceptionally good this week and all beefs except for one hour (which has been submitted to New York for determination) has been settled. This hour involves a penalty hour for dinner for a deck engineer while winches were working cargo during the noon hour and in my opinion is a very important issue. The company is under the impression that all a man on the winches has to do is oil the winches every hour or so. I have sailed in the black gang for over twenty-five years, and have oiled many winches in that time and never have I been able to have over twenty minutes to myself on the best running winches. We will be faced with the inevitable break downs, changing gears, tightening up loose glands and running parts, fixing broken vales and hand levers, and many other minor repair items too numerous to mention. This is what the company claims is oiling the winches. On second thought, some other issues were also submitted regarding standing seawatches when ship was in port.

Well, the politicians have finally ceased their mud-slinging and are now busy congratulating each other. The result of the elections means only one thing to the public in general, and that is that the same bureaucrats keep their unproductive jobs, and the opposition is still promising their party workers that they shall be given these jobs in some future date. Such was the basis of the whole campaign. Needless to say they shall all continue with a vengeance to fight against any gains Labor will try to make for itself. But this time they have Communists openly helping them. To such degradation does a politician go to get votes.

Brother John Mc Lemoire drop-

ped into the hall this week and reported on his progress in his capacity of tanker organizer. It is very encouraging to know that some of our brothers will sacrifice their own welfare in order to make our union grow, and is reminiscent of the days when all our members were serving the union in that capacity. This handfull of old-timers must be pretty proud of their achievements in being instrumental in creating one of the greatest organizations the seamen ever had, and justly so. They can recall how all the other so-called unions were doing every thing in their power to forestall our growth, even to the extent of scabbing on us, and using goon squads whenever they got one of our members alone. And brother McLemore was one of these pioneers of our union.

JOSEPH FLANAGAN, Agent

NEW YORK

There'll be pie in the sky when you die. If you hear this refrain on the street corner around the water front it will be coming from a very well known character, Red (keep 'em sailing) Mohun. This character came into this port as mate on the Juliet Low, an SIU ship belonging to the South Atlantic Steamship Co. Mohun. As most of your old-timers know, Mohun has always had the desire to become champion fink herder of the maritime industry, and he realized his ambition a few years ago when he became organizer for the NMU.

But fink herding has a lot of competition in that organization, so Mohun gracefully retired from the field before he was out-done by some of the smarter boys in the NMU.

He shipped mate on an SIU ship and to his surprise learned that the merchant marine was going to hell. Why, the guys on this ship actually wanted coffee time, and the Deck Department even wanted overtime for docking and undocking, and they asked for \$.90 an hour. Some of the Steward Department went so far as to ask for overtime for feeding the Chief Mate breakfast after 8:30 a.m.

It was simply ridiculous. What is becoming of this SIU anyway? Something had to be done. So "good deed Mohun" commenced to right an evil. He contacted some of the crew who were old SIU men, but alas they were hopeless. They had gone too far to reform, but maybe he could save a few trip card and new

members before they were completely contaminated by this SIU bolshevism. He must teach them the principles of the NMU where the shipowner and union officials work hand and glove, as is so often pointed out by word and cartoons in the Pilot.

The cooperation of 1936 and 1937 is forgotten, or is there anyone left in the NMU now that went to sea in 1936 and 1937 except the "piecards?"

But to poor "straighten it out" Mohun's chagrin, these new men had been led astray. And to make it worse, the company would not support his mission to convert the seamen to his idea of "work and pray and receive your pay judgment day."

Upon arrival of this vessel in port, the union hall was informed that Mohun was aboard and practicing his usual tactics. We informed the company that the crew did not want to sail with Mohun, and as the ship needed fumagating Mohun had better get off before they got rough on rats."

The result is Mohun is now a fugitive from the exterminator and an outcast from all SIU ships. Thus the mournful tune he now sings on street corners.

The "piecards" in this port have proven that, with the support of the membership, beefs can be settled on the point of production. True SIU style.

Shipping has picked up here last week, and it looks as if it will continue so for a while. Any of the boys down the line who are interested in getting out soon can drop up this way.

The boys in this port are showing an interest in their representation next year. The balloting has reached a thousand.

Our main interest now is to see the war end, then we can put out an extra line or two on some of the ships where the Captains think that they are little "Hitlers." We can thus end Facism here and aboard.

J. P. SHULER, Patrolman

Honor Roll

A. Mallberg	\$20.00
J. W. Collman	17.00
SS Scripps	15.25
SS Biddle	12.00
H. W. Thompson	11.00
H. Haughton	11.00
J. McKay	11.00
SS Joseph McKenna	10.00
J. Symons	10.00
C. Dreyer	9.00
G. J. Hahn	9.00
SS J. S. Casement	7.25
SS Shicksheney	6.50
Kajis	6.00
Rayes	5.00
H. Krevitz	5.00
Jones 3rd Mate	
SS Henderson	5.00
L. U. Ferguson	4.00
Levesque	4.00
Newall Routh	3.00
J. W. James	2.00
Thomas Lamerets	2.00
Bill Fredericks	2.00
D. E. Jones	2.00
SS Colabee	2.00
SS L. B. Evans	2.00
E. W. Manz	2.00
SS Arizpa	2.00
T. Bowens	1.00
A. Anderson	1.00
M. Brickhouse	1.00
A. E. Gibson	1.00
Frank Strazalka	1.00

\$110.50

BUYING POWER OF ONE HOUR'S WORK - STRAIGHT TIME
(AVERAGE ALL NON FARM WORKERS)



One hour's work at straight time pay averaged 65c for non-farm workers in 1940. Despite propaganda, that same hour's work in 1944 will buy only 60c worth of goods at 1940 prices, the AFL points out in this graph.

Keep In Touch With Your Draft Board

SIU Financial Shape Excellent

The firm of Spahr, Lacher & Spahr, certified public accountants, issued this week its quarterly financial audit of the Atlantic & Gulf District funds. The statement reveals a remarkable growth for the district over the past year, and a painstaking accounting of all funds by the office of the Secretary-Treasurer.

Mr. C. A. Spahr prefaced his report with a special letter of congratulations to the union on its growth and financial stability. His letter read:

"Before submitting the Quarterly Financial Statement, may we take this opportunity to offer our heartiest congratulations upon the acquisition of your modern new building in New York, and upon the promise of future expansion and increased service to your members which this move implies.

"We wish you every success."... audit the accounts of the Union for the past three years. In that space of time, we have seen the size and financial stability of your organization increase manifold. This has been a source of personal satisfaction to us, for we count ourselves as active participants in your struggles for an ever bigger and better union.

"Our firm is indeed proud to count as a client such a growing and progressive organization as the Atlantic and Gulf District of the Seafarers' International Union of North America.

We wish you every success."

New U-Boat Assault Seen As Possibility

Although there was a lull in U-boat activity in September and the Allies' shipping losses last month were "almost as low" as those in May, the best month of the war in that respect, President Roosevelt and Prime Minister Churchill jointly warned last week that the Germans might renew their offensive this winter with "new types of U-boats."

The monthly Anglo-American statement on submarine and anti-submarine operations, issued by the Office of War Information under the authority of the President and the Prime Minister, reported that the rate of U-boat destruction, in proportion to shipping losses, remained satisfactory. It focused attention, however, on what U-boat experts constantly emphasized: that submarine warfare is a never-ceasing battle of science and that, when one side gains an advantage, the other side immediately gets to work on new devices or methods to counter it.

STATEMENT OF FUNDS — As at September 30, 1944

	Cash Balance Per Books As At Sept. 30, 1944	Defense Bonds Purchased			Total Bonds At Cost	Total Available Funds As At Sept. 30, 1944
		In Year 1942	In Year 1943	In Year 1944		
Gen. Fund—Headquarters	\$ 79,057.63	\$ 5,160.00	\$15,000.00	\$50,320.00	\$ 70,480.00	\$149,537.63
General Fund—Branches	2,639.43					2,639.43
Strike and Org. Fund	94,324.02	10,000.00	15,000.00		25,000.00	119,324.02
Annual Strike Asst. Fund	100,439.00					100,439.00
Building Assessment Fund	38,950.00					38,950.00
Hospital Fund	11,169.60	10,000.00	20,320.00	22,200.00	52,520.00	63,689.60
Total Available Funds						
As At Sept. 30, 1944	\$326,579.68	\$25,160.00	\$50,320.00	\$72,520.00	\$148,000.00	\$474,579.68

CANADIAN SIU LAUNCHES NEW ORGANIZING DRIVE



The British Columbia Seamen's Union, Vancouver section of the SIU, is in the process of expansion and is taking to many of our Canadian brothers the benefits of our brand of unionism. As part of its new organizing drive, the BCSU has launched a lively new paper, the masthead of which appears on the left.

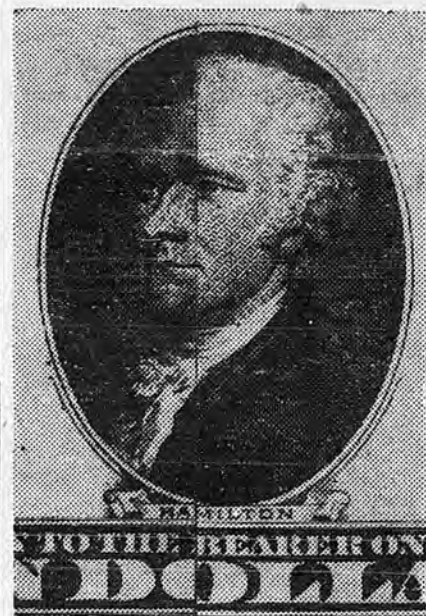
For years the Vancouver ship-owners have constituted a stronghold of reaction, keeping unions off their ships and the pay of their seamen down to European standards. The impotent and discredited IBU and the Stalinist dominant CSU have played footy with the shipowners and failed to offer the men militant unionism capable of raising their standard of living to that of the American seamen. Now, with the BCSU on the job, we can expect some results.

The SIU has always understood that as long as Canadian seamen worked under substandard conditions, American conditions were in jeopardy. The SIU has constantly demanded decent minimums, not only for our Canadian brothers, but for all seamen of all countries throughout the world.

The BCSU now has a membership of 2,000—and it is growing every day. We congratulate them on their new paper, and upon the leadership they are giving the Vancouver men. We pledge them full support from their fraternal brothers in the United States.

done, Padway said, the cases will be fought all the way to the Supreme Court of the United States, if necessary to outlaw the amendments.

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



WASHINGTON, D. C.—Joseph A. Padway, AFL general counsel, hailed the election victory over the proposed State constitutional amendment to ban the union shop in California as a triumph for the American Federation of Labor and the state federation which conducted a vigorous campaign to defeat the proposal.

Late returns showed that a similar amendment had been carried by a narrow margin in Florida and also in Arkansas.

Padway declared that if the authorities in these states attempt to enforce the newly adopted ban on union shop agreements, the American Federation of Labor will move swiftly to challenge the constitutionality of the amendments.

In an opinion rendered to the AFL Executive Council, Padway declared such amendments clearly unconstitutional in that they abrogate the freedom of contract guaranteed by the federal constitution.

In order to test the validity of the amendments adopted by Florida and Arkansas, an attempt must be made by state officials to enforce the ban. If that is

Counterfeit money gives itself away if you examine it closely, the U. S. Secret Service says, and gives this illustration. The left half of Hamilton's head on the \$10 bill above is from "queer" money; the right hand half from a genuine bill.

(Federated Picture by special permission of the Secretary of the Treasury; further reproduction in whole or in part is strictly prohibited.)

Organizing Makes Good Progress

(Continued from Page 1)

From the faith and militancy of these pioneers has sprung a union movement unparalleled in the industry; a union that is solely concerned with the welfare of the seafaring man.

We believe that the membership, to a man, is proud to be SIU men. We believe that they realize that they are part of the cleanest and healthiest labor movement in the maritime industry. But we believe, too, that some of us are inclined to let the other guy carry the load.

Your union needs you, brother. It needs you to go aboard unorganized ships and spread the good word. It needs you to help create new jobs for those lean and hungry days ahead. It needs you to take jobs that perhaps don't exactly appeal to you at times when you may not be just ready to ship. It needs you to make some small part of the sacrifices that those far-seeing brothers who formed this organization were ever ready to make back in the days when the conditions we now enjoy were but hazy dreams!

Personals

CREW OF SS WALTER L. FLEMING: Any crew members familiar with the circumstances leading to the death of brother Edward Young, please get in touch with attorney Richard M. Cantor in New York City.

A. WISNEWSKI, No. 32014
JOSEPH COOMBS, No. 193
Paid dues in New York to Claude Fisher, Patrolman on Oct. 11, 1944. Please bring receipt in for adjustment.

JOSEPH COOMBS,
Book No. G 193:
Your building assessment was stamped paid in your book, but the money was not collected. Please stop in New York to have it corrected.

A. WISNEWSKI, Book No. 32108
Please bring your receipts into headquarters for corrections.

CREW OF ANACAPA:
Contact Mr. Sol Berenholtz in Baltimore regarding salvage case against the Balls Bluff.

ROMAN GONZALES,
MANFRED KEILITS:
Get in touch with attorney Richard M. Cantor, 51 Chambers Street, New York City.

—Shipyard Worker

SHIPYARD SHENANIGANS

