

**SECURITY  
IN  
UNITY**

# SEAFARERS LOG

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



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No. 36

## Casting The First Ballot



Brother Lonnie Grantham is about to step into the voting booth in New York to cast ballot No. 1 in the 1945 elections. Grantham just signed off the SS Felix Grundy as Deck Engineer, having made a run to Italy and the south of France. "It is the duty of every union man," said brother Grantham, "to cast his ballot the minute he hits the beach. That's the way to keep the SIU a rank and file organization."

## Four SIU Ships Used In Normandy Breakwater

Four SIU ships, along with other freighters and concrete cargo carriers, made up the fleet of thirty-two American merchant ships that were sacrificed on the Normandy beach to form safe harbors for the invasion troops. The SIU ships which were sunk to form a break-water were the Artemus Ward, Benjamin Contee, James W. Marshall and Matt W. Ransom.

Some 200,000 gross tons of old and new ships were purposely sunk in the operation. The American ships accompanied by approximately 60 United Nations merchant ships were sunk to create artificial breakwaters used in the construction of two new ports on the French coast through which poured two and a half million Allied soldiers and their supplies.

Manned by more than 1,000 American merchant seamen and officers, the vessels of the doomed fleet were selected months ahead of time and were loaded with tons of sand and concrete. Wired with small explosive charges to blow out their bottoms at the ap-

pointed time and place, the ships settled to their main decks in about 30 or 40 feet of water. Their anti-aircraft guns, shifted to the highest part of the superstructure, were operated by United States Navy gun crews against the enemy even after the ships had been sunk. Many of the deck houses above water served as barracks in the early days of the invasion.

The Maritime Commission's one-time laid-up fleet of vessels proved valuable in contributing several ships. Before ending their careers on the Normandy sands such World War I tonnage as the West Grama, the West Cheswald, the West Honaker, the West Nohno and the Wilscox had come

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## SIU Crew Rescues 35 In Arabian Sea

### Ship's Delegates Receive Aid From New Leaflet

A good and efficient ship depends in many ways upon the ship's delegate riding her. His job is to see that the crew develops into sound union men who are conscious of both their privileges and responsibilities. No union can function 100% without a corps of intelligent and militant delegates riding the ships, and aiding the rank and file members in shaping up their beefs.

To aid ship's delegates in the performance of their functions, the union has published an educational four-page leaflet which will be distributed to all ships from now on. The text of this latest addition to SIU educational literature follows:

As a ship's delegate you are the unofficial union representative on your ship, and in this capacity it is your opportunity to do an important job for the Seafarers International Union.

The success of any union depends upon the extent to which its members realize the significance of labor organization and the degree in which they carry out union aims and policies.

In a maritime union, where the membership is always scattered, it

is especially necessary to have a co-ordinated, well-informed organization. A ship's delegate is one means of attaining this co-ordination.

As a delegate you represent the members of your department in beefs with department heads; help iron out misunderstandings about working rules; make sure that working conditions and living facilities are according to the contract; keep a record of overtime, and act as mediator among crew members in questions of working routine.

However, this doesn't mean that you are expected to settle all beefs with department heads. Keep a record of beefs you can't agree on to give to a patrolman at the pay-off.

Very likely you have been going to sea longer than some other men in your department and you can help them to learn their jobs and credit themselves as good union workmen.

You may find it necessary to reprimand a department member who refuses to do his job, thereby working a hardship on his

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Thirty-five seamen owe their lives to the crew of the SS Benjamin Bourn which rescued them from open life boats two weeks ago after their ship had been torpedoed in the Arabian Sea.

The SS John Barry was torpedoed by a submerged sub and immediately started going down by the bow. The Captain ordered the general alarm sounded. Two life boats had been blown away by the explosion of the torpedo and another boat capsized during launching after the order to abandon ship had been given.

While the survivors from their drifting lifeboats and rafts watched, a second torpedo broke the John Barry in two and it sank. A radio had been taken aboard a lifeboat and an SOS brought the Benjamin Bourn and its SIU crew to the scene by dawn the next day and 35 men were rescued. Other survivors were picked up by a Dutch tanker. Two of the ship's crew were lost, and two were injured.

The WSA also announced the loss of the SS Edward H. Crockett last week. The Crockett was in a convoy returning from Murmansk, Russia. The ship was hit by a torpedo, breaking the propeller shaft and disabling the power plant, leaving the ship in total darkness. The crew, and gun crew escaped and was picked up by the escort vessels.

## Here Are The Early Birds



The moment the election polls were opened the brothers swarmed up from the dispatching floor to cast their ballots. These men were among the first in line. (right to left) John Manfredi, Oiler; Frank Marinelli, Chief Cook; S. R. Durrett, Chief Cook; J. T. Rentz, Fireman; William Holloway, Oiler; Karl Tozzi, Chief Steward; Charles Fischer, Fireman; Gordon Chambers, Deck Engineer, Harold Butts, AB; James Byrne, Steward; (in the rear) William Reifdorf, Oiler; Victor Menor, AB; and Robert Weidel, AB.



# SEAFARERS LOG

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## SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Atlantic and Gulf District

Affiliated with the American Federation of Labor

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## Editors Mail

Editor, Seafarers Log  
Dear Brother:

It has been a long time since I have had nothing better to do than to read the "Pile-It," and after this I think I'll swear off, and when I have time to waste I'll go back to the Wall Street Journal, at least I know what side of the fence that sheet is on.

There was one thing that got me in the Sept. 8th issue, however, and that was a letter that must of been written by a 13th Street screwball, or maybe by some poor slave with a bad case of Tankeritis. One thing is certain, it was not written by a seaman in his right mind. This poor victim of something or other, signed himself as George Guilmet, AB, on the SS Scofield.

In this piece of trash that he wrote, he claimed among other things, that the SIU discriminated against Colored Seamen. To any one that knows anything about the Seafarer's, this is an out and out lie. Another lie is that we are using this as our best selling point in order to get new members, but then everybody knows that the "Pile-It" is full of lies anyway, and that is to be expected. But to keep the record straight, and to try and put Comrade Guilmet back in his right senses, I would like to point out that we have as many Negroes in our organization as the NMU, and that most of them are old-timers and could of swung over to that outfit if they wanted to, but they haven't. Do you know why, Comrade? I think that you do, but there are some that read your letter that don't. So I'll explain why for them. The Negro seamen want what we all want, an organization that will represent and fight for us, not one that is exploiting them for political reasons as the NMU is doing.

Let's look a little farther into this farce, and this is the part that takes the cake and proves that he is either on the payroll of the NMU as a stooge or is really suffering from something that affected his head—if he has such a thing. Like "No-Coffee-Time," the rest of the NMU fakirs and the shipowners, he is praising to high heaven the no strike pledge. He is also shouting and dancing with joy over the NMU's policy of begging for shipowner-government cooperation. Let's have a look at what the seamen are getting out of all these pledges, promises and wind that these people are throwing around.

A short while back the NMU called for an election on the Keystone Tankers. The fakirs thought that after five years of listening to their wind the men were sure to vote for the NMU. But they were fooled, as they lost out. The Keystone men were too smart to vote that way. However, the company was very anxious to sign the NMU's contract, which they did. That was the sailors' first taste of shipowner cooperation. Then they got their first

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*A Good Union Man*  
**VOTES**



—Justice

## NEWS HOT OUT OF THE GALLEY

By "FRENCHY" MICHELET

Last week we reported to the membership that we had been appointed Food Representative of the SIU to work with the Food Control Division of the WSA. We pointed out that the SIU is in a position to exert pressure on the WSA to better food conditions on vessels under the board's control, because these birds are now seeking the good will of the unions in order to strengthen their position in the post-war period. We urged the membership to phone or write us when their ships were stored with poor food, bad linen or inferior merchandise in the slop chest. We promised to get the WSA to cooperate when we were given legitimate beefs, because, as we pointed out before, there's nothing on earth more cooperative than a bureaucrat that's trying to keep himself in office.

We are rapidly developing a file of good beefs. Early Tuesday morning, we got a call from the SS Francis Smith; about a half dozen cases of eggs that weren't exactly kosher. We hustled down to the scow for a look see. Brother Charlie Starling, Chief Steward, and former New York Steward's Patrolman, showed us the eggs. We candled a few with a search light and promptly condemned the lot. We called up our contact man in the WSA and he broke all records in ordering them heaved into the drink.

So, brother, if you have any trouble with poor food, bad slop chest, or inadequate equipment, give us a ring or write us a detailed letter. We expect to attend a lot of food control meetings in the near future and we need concrete cases to back up our claims of abuses.

This program is designed to aid Stewards and Cooks as well as the rest of the crew. We want to eliminate the practice of ships putting to sea with food of poor quality or an inadequate supply. There has been too many cases of vessels lying in the harbor for weeks waiting for convoy and

then proceeding to sea with badly depleted stores, and, as a consequence, the Steward has found himself in hot water, the crew was made to suffer—all because some chiseling Port Steward couldn't see his way clear to furnish the vessel the necessary supplementary stores. If a Chief Steward feels that a vessel is improperly stored for the voyage, why just call us and we will hustle down and take an inventory. We know what the minimum requirements are and if a vessel isn't properly stored, we'll guarantee that she will be before proceeding to sea.

Chief Stewards are working under terrific handicaps these days. Their Cooks frequently turn out to be shoemakers from the fink pools and now, to add to their heartaches, along comes the WSA with a directive saying that they can no longer have a choice of beef cuts. For instance, if he gets 1500 pounds of beef, he finds himself with a hundred pounds of loin and 100 pounds of ribs—the rest is hinds, chuck, ground meat, liver, kidney, etc. The poor dope has to toss a coin to decide if he will have steak twice or roast beef twice or just steak the whole lot. He won't have near enough to run steak even once a week for the voyage in any event, so he knows he is in for a lot of beefs from the crew. We propose to publish suggestions to Stewards, making the best of a bad beef situation. Because of space limitations, we must confine ourselves to ground meat today.

If you have two months' stores, you probably have about 350 pounds of ground meat in your

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## Floating Club For Seamen Backing Up Gen. MacArthur

Backing up merchant seamen who are delivering the supplies for General MacArthur's invasion of the Philippines, the "USS Klang," 1,450-ton floating club for merchant seamen operated by United Seamen's Service with an American Merchant crew, is steaming from a base off a

"volcanic island" to an undisclosed destination "farther north," according to word from the Southwest Pacific received this week by Douglas P. Falconer, executive director of the Service.

"The expected has happened," Mr. Falconer said. "Since this former British coastal steamer became a USS seamen's club, she has been binging a bit of home to American seamen among jungle and island ports. Now she is performing a still more important

task—backing up the seamen participating in the Philippines invasion—the big job planned for her from the very first.

"The first floating residential and recreational club for merchant seamen in history, the 'USS Klang's' facilities are not limited to motion pictures, games, a beer bar and canteen, reading and writing rooms and a 'hobby shop.' She is also equipped with a medical dispensary and staff for the treatment of injured and ailing seamen, and has beds for 116 men. A prominent feature of the dispensary is an emergency medical field set donated by the Reno, Nevada, division of the Medical and Surgical Relief Committee of America."

Mr. Falconer also announced that USS overseas personnel have established emergency facilities in the port of Le Havre, France, and that WSA is assisting USS in the acquisition of a large building there which shortly will become a full-fledged merchant seamen's club.

Le Havre is the third major French port to be assigned USS personnel at the request of the military authorities through the WSA, since USS-WSA clubs already are in operation at Cherbourg and Marseille, he said. The men staffing them received special training at the nine USS-WSA clubs in the United Kingdom and the clubs at Naples and Leghorn, Italy, he added. The Le Havre unit will be the 124th facility in the USS world-wide chain.

## J.P. Shuler Says...

New members carry probationary books for one year! We get a lot of beefs on the information window in New York from brothers who think that their books are probationary for only six months. This is not the case. For one year you new members have a voice in the meetings but no vote. However, all the economic benefits of the SIU aboard the ships are yours on equal footing with the old-timers.

And another point, while I'm beating my gums; if you take a standby job be certain to get a pay voucher before leaving the ship. This pay voucher should state the hours you worked and the amount of money coming, and should be signed by the department head. Some companies don't pay off without such a voucher. Don't work for the shipowner for nothing, get a pay voucher.



## WHAT'S DOING

## Around the Ports

## BALTIMORE

Shipping has slowed up considerably in the past week, and indications point to it being even some what slower for the coming week. All routine and overtime issues were adjusted to satisfaction of crews involved, however, we were obliged to submit a couple of disputes to New York for final decision. This due to companies taking a negative stand on questions involved.

The Waterman ship, Pheneous Banning, paid off here this week. One of our brothers, Joseph Walton, was lost overboard and the crew made a splendid gesture when they collected \$340.00 to be sent to his widow. I would like to take this opportunity to inform these brothers that his wife and daughter are deeply grateful, and assure the brothers that their thoughtfulness has given Mrs. Walton and daughter some consolation in their grief. This is certainly an outstanding example of the high character of men our union is comprised of, and indication of the true spirit of unionism which exists among them. Keep it this way brothers, and we shall go a long way together.

These brothers have also requested me to inform the membership in general that the Captain O. C. Jones is an anti-union character, and makes it his business to complain to the Army or Coast Guard every petty incident which occurs aboard the ship.

Last week we made the announcement of having the first Victory ship delivered to the Bull Line from this port. In outlining our expected improvements in comparison with the Liberty, we made reservations, and justly so as this shall indicate. We shipped an entire crew to this vessel and when they were assigned to their quarters found two members of crew were without same. Brother Hawk being down here at the time proceeded to take steps to remedy the situation. Captain O'Sullivan, chairman of crew's quarters committee phoned us and we are to meet him this Friday to arrange for some permanent allocation of quarters for the entire unlicensed crew of this type of vessel. Be assured we shall make the best arrangement possible for the crew's convenience.

In regards to the junior engineers of these ships, they are certified to carry three. The Bull Line notified us they were going to put licensed men aboard in that capacity. I have been checking up on this and from all information I have gathered this is definitely not the official requirement. However, I have contacted brother Mogan and if company puts other than licensed junior engineers aboard, I am sure he will insist they come from our hall. I am of the opinion that this is another attempt of the WSA-RMO to use some of their favorites as junior engineers.

Some time ago they started putting these pets aboard our ships in that capacity. They tried to give us the malarkey that the union had agreed to this procedure. The only qualifications required for these punks to sail as

junior was that they have a certificate of graduation from any school indicating they studied technological matters, or a stationary engineers license. Both of these requirements were simple matters to obtain; the first by spending three to six weeks in some night school, the later by going to any local city hall, usually with a letter from some local politician and two or three dollars for the fee. And presto you were an engineer with any grade specified in the letter. Yes, brothers, this was the basis which some of the kids were given the authority to order you around the engine room. Most of them had never seen a pump in their lives before, and any wiper would have had more value on a ship than they were worth. Their average was not over twenty. Needless to state, we put a stop to that procedure pronto.

JOSEPH FLANAGAN,  
Agent

## NEW YORK

Business and shipping here went back to normal this week after the big boom of last week. Although shipping is below what it was, it still is good enough here in New York so that a guy can get out any time he wants, without any trouble. We are still shipping a large number of trip-card men here to fill out all the jobs, so we would like to see some of the guys from the out-ports up this way in the event they cannot ship from the ports they are in now.

"Frenchy" Michelet, the Seafarers Representative to the Food Administrator of the WSA is still going to town up here in having the chow kicked into line on some of these rustbuckets. It's getting so bad that he has been declared the Public Enemy No. 1 of every port steward in New York. SO, if any of you fellows hear, in the near future, that he has been tarred and feathered and ridden out of town on a rail, you will know that the port stewards for the various operators here are responsible.

All one of them has to do to pitch a fit is to see Michelet tearing down the dock in his usual speed of high gear with his hair (????) aflutter. In spite of the heat he has created here with his actions in kicking the shipowners in line on the food beef, Michelet has really done a jam up job with the food situation and deserves a vote of thanks from the membership.

The Patrolmen in this port have been doing a very good job recently in settling all disputes on board ships before the actual pay-offs. We are following a system here now which we can certainly recommend to all other Branches. To avoid any trouble on board vessels, the Patrolmen here try to settle all beefs before pay-off. If these beefs cannot be settled then, they are to be carried and settled no later than the following day. This has proven highly beneficial to the membership here and no doubt but it is a good thing to put into practice everywhere.

One of our picards here, Ar-

thur Thompson, is still talking about that beef he ran into the other day wherein one of our members had been shipped as an Oiler to a Liberty ship and went on board the vessel and the First Assistant told him that he didn't need an Oiler. This, in spite of the fact that the company had ordered one. This member then proceeded back to the hall and told the Dispatcher what had happened. The Dispatcher then contacted the company and they still insisted that they did need an Oiler. So back on his bicycle our lad went and went back down on board the same scow and the same First Engineer told him all over again that he still didn't need an Oiler. As mad as a wet cat, he then charged back up to the hall and came to the 5th floor and insisted on a Patrolman going down and "educating" this Engineer and finding out what the hell the trouble was.

"Tommy" proceeded to get his bag and then the two of them tore off together and hit the dock where the ship was supposed to be—and lo and behold they find out that the guy had gone on board the wrong ship, and instead of going to the ship he was assigned to, he had gone aboard an NMU ship instead. "Tommy" is still tush-tushing about the whole damn thing, and his ears are still red.

We are all set up here to commence balloting on the election of new officials for the coming year and we have about the nicest set of polling booths that you can possibly imagine. The voting will be conducted during the week in this branch on the third floor, (the recreation deck). On Monday nights, during the meeting, it will be shifted to the second floor so as not to interfere with our regular meeting. New York expects to turn out lots of ballots this year and there is no question but that we will run up the highest record of any port for any election at all. Due to the fact that the average trip this year is much shorter than a year ago, quite a few more members will be able to vote than did in the last annual election. For that reason, the Seafarers should easily triple the total number of votes cast in our last election.

The organizing drive up this way is gathering more momentum and a further step has been taken to increase the power of this drive. The organizers are being moved from the fifth floor to the Dispatcher's deck on the second floor. They shall be on the opposite end of the building from the Dispatchers' office, with pretty much the same office set-up. This was done so as to allow the organizers to get and maintain a steady contact with the membership at all times. In this manner, they shall be more likely to get replacements for the unorganized ships as are needed. The Seafarers organizing program shall be extended in the very near future to other ports and when this is done, the results will be noticeable immediately.

The New York Branch's Welfare Department is still going to town up here and is, for the most part, managing to clear all of our

WLB Faces New Crisis;  
Stalls On Wage Freeze

WASHINGTON (LPA) — Organized labor's battle to knock out the "Little Steel" wage-freezing formula has taken a surprising new turn, which may lead to a serious split in the National War Labor Board. What brought matters to a crisis was a decision by the WLB to go ahead on

## Bulletin!

WASHINGTON, Nov. 1—George Meany and Matthew Woll, AFL representatives on the War Labor Board, withdrew temporarily from the Board today in protest over the failure to lift the "Little Steel Formula." The AFL representatives announced that they would not sit on any cases until the Board reached a definite decision on whether or not the Formula should be breached. The seats vacated by the AFL men were occupied by representatives of the CIO.

ride along for the present. The individual cases were brought largely by CIO unions.

On the issue of the formula itself public members of the board came in with a bulky 100 page "tentative" report, which gave both sides of the argument for revision of the formula, so as to enable President Roosevelt, when the report ultimately reached him, to make a decision for or against a change.

That report was only "partial-

members of Coast Guard cases. I would like to take this opportunity, however, to warn all of our members who have been in several beefs with the Coast Guard officials that the man who is a two or three time loser with the C.G. will have a tough time in clearing himself of any charges he may run into. To all of you guys who have been in previous trouble—keep your nose clean. When you go into port, don't take time off unless it is okayed by the head of your department. Don't do anything that some Mate or Engineer can use against you to prefer charges as You, and You alone will be the loser.

PAUL HALL, Agent

ly" complete and the public members asked for time to polish it up. This further delay makes it certain that the report will not reach the White House in time for any action before election day. Labor members minced no words in assailing these stalling tactics.

In lieu of final action now on the question of the formula, the public members proposed that the board go ahead with consideration of the individual wage cases which involve many other issues in addition to that of breaking the formula.

After a good deal of hot debate and one tie vote on procedure, the board voted to go ahead this week with consideration of the separate wage cases. AFL members bitterly dissented, and announced they would not sit in on these hearings.

Secretary-Treasurer George Meany of the AFL declared the Federation's unalterable stand is that the overall question of a change in the wage regulations should be decided first, before any disposition is made of single cases that involve piercing of the "Little Steel" wage ceiling.

Meany later declared that Chairman William H. Davis' response to the position taken by the AFL was to invite the Federation representatives to "withdraw" from the board. Davis denied he made such suggestion, but Meany insisted the WLB chairman did.

In any event, Meany declared the AFL would not consider withdrawing from the WLB now, but there were indications that if the whole wage fight is not soon settled satisfactorily, the AFL members may pull out.

Highlighting the demands still before the WLB are several issues in the case of the United Steelworkers of America-CIO, including establishment of a fund for steelworkers in the armed forces, the guaranteed annual wage, geographical differentials, and maintenance of membership provisions.

## Guards Of Union Democracy



At the stroke of 10 last Wednesday morning a balloting committee was elected off the N. Y. Dispatcher's deck, and was charged with seeing that the voting was conducted efficiently and honestly. Here is the first day's committee, all set to work. (left to right) Eugene Dysart, Oiler; John Gomes, Messman; W. E. Parrott, Deck Engineer; James Truesdale, Bosun; and Alexander Kerr, AB.



# Two New Publications By Educational Dept.

## FORE 'N AFT

By BUNKER

An important job is being done by the New York Special Services Department in visiting SIU men who are patients at Ellis Island, the Staten Island Marine Hospital, and rest centers in the New York area.

It's not an easy job. It's hard to see old shipmates—men who perhaps don't remember you because of mental shock suffered in torpedoings, or discouraged men who have given up all hope of getting well.

Part of the visitor's job is to distribute the weekly allowance provided for in the SIU constitution to all members in good standing who are hospitalized. The two dollars a week given each union brother pays for cigarettes and other conveniences not furnished by the hospitals. As much as \$250.00 has been dispensed in a single week, says Joe Volpian, current hospital visitor. Every week it runs over \$100.00.

The union visitor also lends a cheerful word of encouragement and brings news of ships and shipmates to the convalescent or bed-ridden seamen who have been a long time away from salt water.

Fortunately, the majority of the men are hospitalized only temporarily and will soon be back to sea, but many of them are without family or friends and the visitor's weekly round is eagerly awaited, as much for news and conversation as for the money.

Among SIU men in hospitals and rest centers are some who have been torpedoed several times. A few are psychopathic cases suffering from "torpedo shock."

One man is a veteran of five sinkings. Another "four-star" veteran tried several times to return to sea until he was finally ordered back to the rest center for the duration.

In one case patrolman Fred Hart was the means of returning a mental patient to sanity and usefulness. Every week for many months he talked to the "hopeless" case, inducing the man to cooperate with doctors and nurses. A complete recovery resulted.

Other functions of the hospital visitor include the handling of beefs of men removed directly from an incoming ship to the hospital before the pay-off, and of injured men repatriated from abroad. In these cases the men get their money without the usual months of red tape and delay.

The hospital visitor's work has been heavily increased of late by the War Shipping medical program, which has filled the hospitals with cases of all kinds. Worse still, the men are often sent there without any word as to what will become of them.

## Editor's Mail MONEY DUE

(Continued from Page 2)

taste of NMU democracy. The agreement was signed and the AB's wages were cut from \$116 a month to \$107.50, a loss of \$8.50 a month, for which they will now have the pleasure of paying Curran & Co. \$2.50 a month. That is "democracy in action" NMU style, and Comrade we want no part of it. And neither do the majority of the unorganized seamen.

For the information of Guilmet and other company-NMU stooges, we are using no line to get men to join the SIU, and neither are we spending thousands of seamen's dollars on propaganda. We will let you of the NMU do that for us. The sooner the men get wise to your lies, and sick of your shipowner cooperation, the sooner they will wake up and come over to the SIU. So we are content to let you and your misfit outfit hang yourselves and the shipowners with you.

Today you are both having a holiday and giving the seamen a screwing, but our day is not far off, and we'll not forget. I don't think the Keystone men will either.

R. F. KENNEDY

**SS PHENEUS BANNING**  
Claude Gauthereaux, Deck Engineer, 18 hours overtime. Collect Waterman Office.

**SS WM. S. RAWLES**  
Robert Riley, \$225.00; Nelson Lang, \$171.90; James Allen, \$592.08; L. Dixon, \$504.58; E. Holland, \$157.05; James Spencer, \$157.05; and R. Savior, \$78.75. These amounts subject to tax deductions. Collect Bull Line office, New York.

**UNCLAIMED WAGES AT SMITH & JOHNSON SS CO.**  
Walter Siekmann, Oiler; William Curry, AB; E. Hanover, AB; Rudolph J. Lacko, Mess; George J. McIntosh, Bos'n; Wilbur L. Brooks, AB; Robert S. Cunningham, Deck Maint.; I. Iverson, AB; Alphonse Bailey, F-W-T; Richard Kaluza, 2nd Cook; Charles Raulsome, AB; and James Carr, AB.

**SS EDWARD SCRIPPS**  
J. C. Dunnett, 31 hrs. @ 90c; H. W. Patrick, 29 hrs. @ 90c; A. Arnold, 40 hrs. @ 90c; F. Patta, 6 hrs. @ 90c.  
Collect at Alcoa SS Company, 17 Battery Place, New York.

**SS DYNASTIC**  
A. Walters, 16½ hours. Collect at Waterman SS Company office.

An SIU SHIP Should Be A Clean Ship

For Your COMFORT For Your HEALTH

MESSROOMS: Tables by scrubbing

To Trip Card Men SIU

... the operator's whether this work is being

... of your own self-respect keep your fo'castle clean. Mop it out at least once a week. Don't hang wet towels inside. Keep spaces under bunks swept and mopped.

ALLEYWAYS: Throw papers and trash in cans. Sweep alleyways daily — wash and mop up once or twice a week.

A CLEAN SHIP IS A GOOD SHIP

Seafarers International Union

In an effort to arouse interest in shipboard cleanliness and sanitation, a union fo'castle card is now being distributed and will be posted on all SIU ships.

Bringing out the fact that an SIU ship should be clean and well-kept, this latest educational publication emphasizes the duties of ordinary wipers, and other crew members in cleaning messrooms, fo'castles, toilets and showers.

Commenting on the need for educational work in this line, John Hawk, SIU Secretary-Treasurer declared, "Every good union man wants a clean ship with clean quarters. We remember the old days before union effort won better conditions, when we had to clean quarters on our own time. Let's make sure that the men who are paid for sanitary work on the company's time do their jobs."

Also recently released and now being distributed with all trip cards is a leaflet entitled, "To Trip Card Men." Designed to inform trip carders of their obligations in sailing an SIU ship, this leaflet points out to new men the superiority of SIU contracts and the need for supporting these conditions by joining the union at the pay-off.

In line with the SIU policy of keeping all cards on the table, this folder tells the trip-carders where they stand before they sail. They thereby know the facts and understand the conditions under which the trip card is issued.

Quoting the leaflet: "The trip card is your authorization to sail on an SIU ship, and to enjoy the benefits of SIU contracts, the best in the maritime industry."

It points out to the newcomer that a "good union man knows his rights and knows his duties. He does his job to the best of his ability and expects his shipmates to do the same."

To men who might think that joining the union is expensive or unnecessary it says: "The dues and assessments you pay sustain the benefits of SIU contracts; the best wages and working conditions in the maritime industry, independent, membership-controlled hiring halls, and other exclusive union services."

The flag reproduced on the cover of this folder is "Blue Peter," traditional mast-head signal used just before sailing, to notify all persons that the ship is outward bound.

## SIU Ships Sunk At Normandy

(Continued from Page 1) out of idleness and had made many war voyages carrying supplies to Murmansk, the Red Sea, and the Southwest Pacific.

Four Panamanian flagships now under United States control were among those sunk. One of them was the Audacious which was the ex-Italian liner Belvedere seized by the United States in June, 1941.

Keep In Touch With Your Draft Board

## Aid From New Leaflet

### Out Of The Galley

(Continued from Page 2)

fabricated beef. This meat contains a great deal of fat so you won't need fat or oil in cooking, no matter how you prepare it. So, the first step is to regrind it—the packing houses evidently cut it up with a knife and fork, and if you try to use it without regrinding it, it will be a rubbery, chewy mass. When regrinding the meat, add a dozen large onions, several cloves of garlic, a bunch of parsley, a few chives, some lean pork, and veal trimmings and season well with salt and pepper. Grind it all up together and you have the ideal ingredients for delicious hamburger, meat loaves, chillies, meat sauces, etc.

In making hamburgers, mash flat and cook thoroughly, pouring accumulated fat over some well-cooked onions that are simmering on the back of the range. By stuffing the meat with stuffed olives, dill pickles, hard boiled eggs and a little dry mustard and cooking in a slow oven you will have a delicious French meat loaf.

**SS COLIN BRYAN**  
Thomas Jarboe, M.M., 15 hrs. Collect at Company office.

**SS KING S. WOOSLEY**  
Adjustment of wages payable to the following men: Melvin Johnson, Chief Cook, \$154.80; Stanley Hall, 2nd Cook, \$49.26. Collect at Bull Line Office.

(Continued from Page 1) mates. If you have to do this, the union will back you up, for it does not approve of irresponsibility.

Keep a complete record of all overtime. Make sure that the department head acknowledges all overtime claims before the end of the trip . . . also that the purser keeps a copy.

If the company furnishes no overtime sheets, obtain a supply from the union hall before you sail. Have your men fill out these sheets in full. Do not accept overtime reports that are illegible or incomplete.

When your ship signs on, the patrolman on hand should give you a package containing SIU educational literature and copies of the LOG. Do not distribute this material until you are at sea, for then it will do the most good.

You will find it very helpful to familiarize yourself with the contract under which you are sailing.

In all cases encourage cooperation with the ship's officers. In many cases they are also SIU members who went through a tough grind to win their stripes.

Finally, remember that a clean ship signifies a good crew.

A Good Union Man VOTES