

**SECURITY
IN
UNITY**

SEAFARERS LOG

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



Vol. VI.

NEW YORK, N. Y., FRIDAY, DECEMBER 22, 1944

No. 42

W L B Hears S I U Case For Wage Boost; Operators Attempt Sabotage

BCSU Signs Contract With Union SS Co.

VANCOUVER—The British Columbia Seamen's Union, Pacific District SIU after a two year struggle against the Union Steamship Company, signed an agreement with this company on December 9th, 1944.

The Union Company is a subsidiary of the Canadian Pacific Railway, which is the largest monopoly in Canada, and has many ships under its own flag.

This meant that the BCSU was bucking the largest and scabbiest outfit in the country in trying to organize Union Steamships. Now that this has been accomplished, the CPR ships are next.

Shipowners Try To Open Working Rules

The "Statement of Policy" whereby the SIU was guaranteed of its working conditions for the duration of the war, was attacked this week by a shipowner attorney when those carriers contracted to the union attempted to open to negotiation the working rules in the contracts.

The Statement had been signed by both the WSA and the union at the beginning of the war, and the guarantees of security given the union constituted the basis for the no strike pledge given by the SIU. Now, however, the operators are attempting to force an opening of the contract's working rules in opposition to the

union, and to the war time pledge.

This maneuver occurred last week during the War Shipping Panel's hearing of the dispute between the SIU and the shipowners on the new wage scales demanded by the union. A. V. Cherbonnier, attorney for the operators, demanded that the Panel open to negotiation the working rules.

Brother John Hawk immediately objected, pointing out to the Panel that these could only be opened by mutual consent, and the union was certainly not consenting to this attack upon our security.

LAND CONSULTED

Panel Chairman W. Ellison Chalmers then revealed that he had written to WSA Administrator Admiral Land, asking his opinion as to whether the operators could open the working rules over the objections of the union. Land's reply was read into the record, and it was immediately interpreted by the union to mean that the contracts could not be opened, and by the shipowners to mean that they could be opened.

Upon the correct decision of this vital point rests the question of peaceful maritime labor relations. The SIU is frank to say that it will not sit with folded hands while the shipowners chisel away conditions guaranteed us for the duration of the war.

Because of the seriousness of this question, Brother Hawk has written to Admiral Land asking him to clarify his previous letter, and to inform us in unambiguous language whether or not the Statement of Policy signed in good faith by the union, is still operative and binding upon the shipowners.

Following is the full text of the letter sent to Admiral Land by Brother Hawk:

UNION'S LETTER

December 18, 1944

Admiral Emory S. Land,
Administrator,
War Shipping Administration
Commerce Building,
Washington, D. C.

(Continued on Page 4)

Maritime Panel Defers Action Pending Briefs

The SIU argued its demands for substantial wage increases this week before the War Shipping Panel of the WLB. Panel Chairman W. Ellison Chalmers, industry member W. A. Kiggins and union representative Matthew Dushane, in Washington, D. C., heard the union's briefs on the disputed issues now hanging fire with 11 steamship operators.

The panel made no immediate decision on the issues, but adjourned to give both the union and the operators time to submit further briefs in support of their positions.

One of the disputes on procedure which arose at the hearing was whether or not the working rules now contained in the contracts could be opened without mutual consent of both the operators and the union. Upon the correct determination of this issue rests the ability of the union to protect its rights under war conditions, and the very existence of the no strike pledge itself. (read the complete score of this dispute in column 3).

HAWK'S REPORT

Reporting to the membership at last Monday night's meeting, Brother John Hawk said:

"Brothers Volpian, Engine Department, Shuler, Stewards Department and myself, Deck Department, attended a hearing called by the War Shipping Panel of the War Labor Board on our cases that are now pending before them. I also had Attorney, Carol C. Johnson present at the hearing to protect the Union from any legal technicality which the attorney for the companies might try to inject to hurt our case.

"In order to represent the companies involved, Lieutenant Colonel A. V. Cherbonnier resigned from the Army. His first move at the hearing was to try and have the ten cases consolidated into one case. The Union representatives defeated this move. The Panel voted two to one in our favor with industry dissenting.

WORKING RULES

"The issues involved as certified to the Board by Dr. John R. Steelman, Director of the United States Conciliation Service, were "Working Conditions and Wages." The Union took the next step to eliminate "Working Conditions" from the issues to be taken up. Our position was that we only opened the agreements to discuss increases in wages, overtime, subsistence rates, travel money for meals and the elimin-



ation of inequalities and inequities of wages in the industry. We pointed to the preamble of our contracts and the Statement of Policy which froze the working conditions. The attorney for the companies objected and insisted that "working conditions" remain before the Panel as a matter of dispute. Chairman Chalmers informed us that he had sent a letter to Admiral Land, Administrator of the War Shipping Administration, asking his interpretation as to whether pursuant to the Statement of Policy the "Working Conditions in the Contracts" were open for dispute. Land sent a letter back to Chalmers upon which several interpretations could be placed.

"The Chairman of the War Shipping Panel stated that he was going to refer this matter to the National War Labor Board for their decision. Each case was then taken up and the Union submitted a separate brief to cover each case. We were then advised by the Panel that the Union and the companies could send in supplement briefs if they wished, not later than 14 days after their receipt of the transcript of the hearing.

"This we intend to do."

While the SIU demands upon each company are different, since the contracts themselves vary from operator to operator, nevertheless the following general demands were presented:

(Continued on Page 4)

Public Library Establishes Branch In New York Hall

The SIU library was opened in New York last week, and met with instant approval by the membership. Bookshelves built in the baggage room on the fourth floor were filled by courtesy of the New York Public Library. Over 300 volumes are available for the members to take out and read in the lounge on the floor below. All subjects are covered in the library, mysteries, romances, adventure, biography, economics and the trade union movement. Beside that, over 30 technical volumes have been purchased outright by the New York branch. These books cover all three departments, and



will teach you how to do everything from tie a square-knot to navigate a Liberty to Murmansk.

The New York Library is anxious to supply the books that seamen want. We therefore urge our members to visit the Library, read the books, and make any suggestions they may have on future purchases of books.

Shown in the picture above are three SIU brothers, all victims of enemy torpedoing, selecting volumes with which to spend a few quiet hours in the lounge. Left to right are brothers Alfred Stewart, Chief Steward; Joe (Bauxite Red) Welsh, Bosun; and Marcelino Santiago, Ordinary Seaman.

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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 424 5th Street, N. W., Washington, D. C.

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GALVESTON	219 20th St.	Galveston 2-8043

PUBLICATION OFFICE:

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



Little Steel Dodge

Every device known to man has been used to sidetrack labor's case against the Little Steel formula.

The War Labor Board has had the issue before it for a year now. It has looked over it, under it, around it—and has done everything else about it except look it squarely in the face and render a decision.

The Board's final decision has been not to render a decision, but simply to report to the President on the matter without recommendation. But even this long-awaited report is still being awaited at this writing.

But this is an issue that cannot be disposed of by burying one's head in the sand. It is based on the obvious and well-recognized fact that living costs have risen far and away above the 15% increase on which the Little Steel formula was originally based.

So long as wage rates remain frozen far below the level of living costs, this issue will not down. Delays and evasions kid no one, except perhaps the delayers and evaders.

The issue grows in importance with every additional day that justice is denied to America's war workers.

—Union News

Seamen's Christmas Parties

In appreciation of the service the men of the merchant marine render in keeping the sea lanes open, the American Theatre Wing Club for Merchant Seamen is again sponsoring a series of Pre-Christmas Convoy Parties, at which gifts and prizes will be presented to the merchant seamen.

The club, which opened in January, 1943, provides food, entertainment and information

daily to an average of 1,800 seamen. As in the past, however, contributions of candies, food products, toilet preparations, books, cigarettes, games and other articles are necessary in order to fill a waterproof miniature seabag which is given to each man at the Christmas parties. Deliveries may be made now to the Merchant Seamen's Club, P. S. Clapp, Jr., chairman of the host committee, 109 West Forty-third street.

"But David Had Only One Goliath"



—Justice

THE CASE OF THE INNOCENT COOK

The cook on the SS Del Sud was considered a good feeder on previous trips—but his chow on the last one, OH, BROTHER!

The trip was half over when the crew began to notice a strange new flavor in the grocer-

ies. The cook was outraged when it was suggested that his hand was slipping a bit. But when the crew sent a delegation to inspect the galley and see if he

was using sparrow food for a condiment—he blew his top.

But despite all the gum beating things went from bad to worse with the food assuming a more and more gamey flavor. Finally the cook himself had to admit that something was wrong—though he was damned if he knew what it was. He swore that he was using the same recipes he had used for years.

Finally one of the crew noticed a bit of seepage from the overhead and went topside to see what was on deck. There was the usual deck load of lumber. It had been taken aboard the trip before and had been carried back and forth between the U. S. and Europe while some bird brain in Washington was trying to decide where it should be unloaded.

The lumber was creosoted and the rains had washed much of the chemical down into the galley and onto the food. All of the Del Sud stores were promptly thrown overboard as fish food.

The cook has now regained his former place in the hearts of the crew. But let a man ask for "bread pudding with creosote sauce," and some one is due for a dumping.



ies. The cook was outraged when it was suggested that his hand was slipping a bit. But when the crew sent a delegation to inspect the galley and see if he

Lament Of A N. Y. Pie-Card

We had two ships to sign on in Hoboken. The first one went smoothly but we ran into trouble trying to find the other one in drydock.

When we asked the man at the gate where she was laying he said, "To your right." There were two docks to the right and only one ship without a name board. So we naturally thought that was our ship.

It was a sloppy day but we had to climb over pipes, lines and gear such as every drydock has. We finally got aboard only to discover that she was an NMU ship. We went ashore again and asked one of the yard workers where our ship was and he said it was just coming into the next dock. We had to wait a full hour in a drizzle before the ship was secured and a gangway made fast. We finally climbed aboard—to discover that this was another NMU ship!

We were pretty sore by this time, and wet as hell. So we went to the yard office and asked for our ship again. The guy in the office said it was just coming into number two dock. We said, "Nuts (or something like that), we were just at that dock and that ain't the ship." This guy then made a mistake and put one ship in a different dock, number three to be exact.

So again we climbed over mountains of gear and finally got aboard. The ship was deserted except for a shore gang who were cleaning up. However, the skipper was aboard. We contacted him and he said that the ship was just paid off and was not signing on for another week. Probably some one in the company office made a mistake.

So back we came to the union hall—chewing our brief case all the way.

ARTHUR THOMPSON

the BUSINESS END by PAUL HALL

The Special Services Department, which was recently created in New York has been very busy. The problems handled by this Department are varied. The one that seems to come up most frequently is the one regarding what a man is entitled to when he is paid off in a foreign port. Due to the frequency of this question, it is well that we discuss and clarify it.

When a man is removed from his vessel in a foreign country due to injury or illness, he should be paid off the ship's articles in full as of that date. If for any reason the Captain does not pay the man the amount due, then the money should be left by the Captain with the American Consul in whatever port the vessel is in. It is much better that the man collect this money directly from the Consul rather than wait for collection in the United States. If this is not done, the Consul sends this money to the State Department in Washington.

To collect this money on arrival in the States, the man involved must write the State Department and also clear with the shipping commissioner in whatever port he arrives. This procedure takes quite a while and can be avoided by the man collecting the money due him in the foreign port at the time of leaving the vessel.

A man who is paid off in a foreign port is entitled to maintenance and cure as well as wages until such time as he is fit for duty or until the completion of the vessel's voyage; whichever may come first.

A man who has been injured or ill through no fault of his own is entitled to repatriation bonus back to America. On arrival in the States, the wages due for the period of time since leaving the vessel is part of the claim that the man has against the company.

In the event a man is taken off a vessel in a foreign port for venereal disease or misconduct, he, too, is entitled to money earned as of the date of pay-off. He is not, however, entitled to repatriation bonus or to any claim whatsoever. To collect the money due as worked for, he should collect from the American Council in the same manner as the injured or ill cases.

Quite often these problems are confusing to the man involved. For that reason it is best that, regardless of the port of arrival, our members contact their nearest union hall immediately so as to guarantee the full protection of their rights and privileges.

A Good Union Man
VOTES

WHAT'S DOING

Around the Ports

NEW YORK

Shipping is still booming in this port with more jobs than even the WSA can fill, but they are at last giving a point. They are issuing seamen's papers to men in some instances of emergency on recommendation of the union. 1017 men in all departments were shipped last week. A number of these were trip card men. So, if any one down the coast wants to pick his ship, just drop in to the New York hall with his seabag packed.

The patrolmen here paid off 37 ships and signed on 39 the past week. That is covering a lot of waterfront as they were scattered from Newburg, N. Y., to Communipaw, N. J., and the way the car is being utilized here is proving it's worth in getting everything covered, including last minute payoffs.

The policy of settling all beefs aboard has convinced the ship owners that they must put some one aboard to settle the beefs before the crew will payoff. It is making it easier for the local union officers, as they can hit the front the next day without yesterday's beefs to worry about.

We note that on a number of occasions lately that NMU men are being repatriated on SIU ships and in most cases state their surprise at the different conditions between the SIU and NMU ships. They generally show their preference by applying for membership in the SIU.

The food beefs are increasing as the membership learns that they can be remedied here.

Frenchy Michelet has knocked hell out of the old buck-passing, from the company to the WSA in that way the crews are getting better food and conditions aboard. The companies will have to look farther for some method of chiseling on the seamen.

The holiday spirit is here and it is realized that most of the boys want to celebrate. So, we must extend our thanks to the boys who are willing to sacrifice some of their shore time to balloting committee, extra help, etc., so that we can maintain the union democracy for which we struggled so long.

There are some of the old timers showing their faces around now, having spent most of the year at sea. Among them are George Nutting, Joe Harris and Joe Kenny. We are glad to see all of the old faces and new, for despite the claim of the WSA that the submarine menace is over, we have lost quite a number of members at sea since last Christmas.

This port is now showing promises of a white Christmas and the waterfront patrolmen are breaking out their red flannels.

Wishing you a Merry Christmas and a Happy New Year.

J. P. SHULER,
Patrolman

This item comes from a member of the balloting committee. It seems that some of our young members had been under the impression that they weren't elig-

ible to vote in our union elections because they were under twenty-one. Forget it boys, this is a union election and not a federal one, and all obligated full book members are eligible to vote regardless of how old they are. So come up and vote and forget the age question.

One guy that we don't envy is our beef handler on all food questions. This guy has got himself headaches. These beefs come fast and furious from almost every ship that pays off here in New York, and between checking grub, demanding good food, and handling various other Stewards beefs, this guy is going around in circles. As a matter of fact, he has one hell of a time keeping up with himself.

Since this port has inaugurated the system of settling all beefs at pay off time, we have been very successful in settling almost every beef right aboard ship.

We maintain that the seamen earn their money on the ship, and not in a company office, and therefore all money earned should be paid at the regular pay off time. This system has resulted in proper company representatives being placed aboard ships with authority to settle all beefs, and paying the legitimate ones at the pay off table. All hands agree that this system has worked to a perfection, and as long as the crew members stick we can't lose.

We still get overtime beefs, especially in the Calmar Line, that are hard to settle because so many overtime sheets are written poorly. When writing out your overtime, don't forget to itemize everything done; hour turned to; hour knocked off; whether at sea or in port; rating; and especially the kind of work performed. The latter is very important as many overtime sheets do not describe the work actually performed.

So fellows, if you want your dough, get it down right and if it's legitimate we will collect it for you.

LOUIS GOFFIN,
N. Y. Patrolman

GALVESTON

The SS George Pomutz of the Mississippi Shipping Company, paid off in Houston on Friday, and I ran into one of the old time ship owners favorite stooges. While the ship was in Rio and Santos one of the AB's by the name of Nicholas Devonis spent all his time ashore as all the sailors used to do and when the ship left port and headed back to the States the Skipper called him up to his room to have him sign the log book for the time that he had been off while in these ports. Instead of signing the log as he was called up to do, he started making agreements with the Captain.

The result was in him signing a statement that he would work the time back that he had taken off while he was off duty and would ask for no overtime for doing this work.

The Captain, a long time in the Mississippi Company knew that

he was allowing the agreement to be violated and told this bird so. But after he stated to the Captain that he was on probation with the Coast Guard and that he would most likely lose his papers if he was before the CG again, the Captain agreed to let him work the time back.

I met with the representative of the Company and he willingly agreed to pay overtime for the time that he worked while getting his log worked off. This overtime was made out to Devonis but he was in too big a hurry to wait and collect it and now this money will lay in the Company office and will do no one any good.

It seems a shame that such men are allowed to go on union ships when there are lots of good men willing to sail and would at least try to hold up some of the things that men had their skulls cracked getting.

Well this brings to a close from the wide open spaces. Wishing all members and their families a Merry Xmas and A Happy New Year.

RAY W. SWEENEY, Agent

Honor Roll

SS Alewander Dallas	\$28.00
N. Brown	25.00
F. Smith	24.00
SS Henry Jocelyn	22.00
SS Jean Rabaut	21.00
S. N. Michand	19.00
F. E. Greene	17.00
C. Bogel	16.00
J. A. Osborne	15.00
SS Joliet Low	14.00
K. Wood	13.00
William Haymes	13.00
H. Mohler	12.00
G. Halt	11.00
Phineas Banning (Engine Dept.)	11.00
J. Wigal	11.00
SS H. Bacon	10.25
Robert Amsteetz	10.00
SS Thomas Scott	10.00
D. A. Millike	10.00
C. Rayfuse	10.00
F. W. Henderson	5.00
C. B. Bane	5.00
R. Banes	5.00
J. Mattas	4.00
Robin Tuckford	4.00
T. M. Driscoll	4.00
SS R. Rush	4.00
A. McDonald	3.00
E. Chamberlain	3.00
W. Lewis	3.00
James A. Miller	3.00
John Connors	3.00
W. H. Murdock	2.00
W. J. Brady	2.00
P. Rassmussen	2.00
V. Rodriguez	2.00
SS H. Chatlier	2.00
Alcoa Master	2.00
John Olsen	2.00
Robert D. Quick	2.00
Richard Stanton	2.00
Colabee	1.00
L. Swan	1.00
R. Cooper	1.00
F. Trask	1.00
John Tilley	1.00
J. L. Brown	1.00

Keep In Touch With Your Draft Board

MONEY DUE

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

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

SS ROBERT TOOMBS
Five men have vouchers in company office. Collect at South Atlantic SS Company office.

SS KING WOOSLEY
Bernard Baa, Troop Cook, \$154.00. Collect at Bull SS Company office.

SS BUREAUGUARD
Bos'n Hansen, 1 1/2 hrs. at \$1.10 per hour; Danies, 1 1/2 hrs. at \$1.10 per hour, 5 1/2 hrs. at \$0.90 per hr; Lawson, 1 1/2 hrs. at \$1.10 per hr., 5 1/2 hrs. at 90c per hr; Horton, 1 1/2 hrs. at \$1.10 per hr; Donahue, 1 1/2 hrs. at \$1.10 per hr; F. Moran, 5 1/2 hrs. at 90c per hr. Collect at Waterman SS Company office.

SS JULIET DOWE
J. Orpilla, Sh. Cook, 8 hrs; Wash Utility 3 hrs. overtime, 1 day's pay as 2nd Cook; J. Guntenaar, Utility, 32 1/2 hrs; Garbage dumping in port overside by Steward Dept. This beef is out. Collect at South Atlantic SS Company office.

SS COLABEE
Stewards Dept: J. Mantalvo, Chief Cook and J. Mendez, Messman, 75 hrs. each; H. Stall, Second Sook and V. O. Bonet, Mess-

man, 50 hrs. each; F. Casaine, Galley Utility, 50 hrs; F. Casaine, 32 hrs. for lighting fires each morning. Collect at company office.

SS ARTHUR L. PERRY
L. O'Connor, 15 hrs; Wm. Pieters, 2 hrs; T. W. Boyd, 15 hrs; C. McCloskey, 11 1/2 hrs; T. J. Jaskowiak, 7 hrs; Wm. Hurley, 18 hrs. This is in addition to Sunday's overtime. Collect at Calmar SS Company office.

SS FREDERICK DAW
Eisenhardt, 4 hrs; Piekutowski, 15 hrs; Searkowski, 21 hrs; Od-ray, 8 1/2 hrs; Sadocha, 19 hrs; Mayernik, 31 hrs; Freeman, 24 hrs; Conrad, 55 hrs; Pawloczky, 12 hrs; Pentalow, 12 hrs. Collect at Calmar SS Company office.

SS BURLESON
Chas. N. Woodbury, 189 hrs; K. E. Wass, 189 hrs; S. J. Johnson, 189 hrs; W. Nickel, Sr., 189 hrs; C. A. Hitchcock, 191 hrs. Collect at American Range-Liberty Lines office.

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

SS KING S. WOOSLEY
Frank Hills, \$55.29; Jimmie Jordan, \$55.29. Collect at Bull SS Company office.

BED TIME STORY



a Redfeld

"... and so all the unions were gobbled up and everyone lived happily ever after."

WORKING RULES ATTACKED

(Continued from Page 1)

Dear Admiral Land:

On December 2, 1944, W. Ellison Chalmers, Chairman of the War Shipping Panel of the National War Labor Board wrote you in reference to the above named cases. In his letter he asked whether the Union could propose changes in wage scales in its existing collective bargaining agreements with each of the said companies and whether the companies could propose changes in working rules other than wages.

Your reply of December 11, 1944, stated that both could be PROPOSED either by mutual consent of the General Agent (the company) and the Union or under the several contracts if "at the time and in accordance with the procedural requirements of the agreement with respect to its amendment."

Any amendments arrived at, you state, must be subject to your approval.

Various interpretations have been put on your letter of December 11, 1944.

OUR GOOD FAITH

We signed the STATEMENT OF POLICY with you in good faith and have abided by it to the letter and it clearly states that "it is agreed that the existing collective bargaining agreements including the wage scales therein contained be frozen for the duration of the war." The words "including the wage scales therein contained" were stricken out by mutual consent on May 8, 1942 by telegram from your office.

It is to be expressly noted that the STATEMENT OF POLICY contains the words "existing collective bargaining agreements." These words were put in after there had been a discussion on proposals submitted by the War Shipping Administration to modify our agreements with the several Companies so that there be but one uniform contract for all companies. The Union membership rejected this because of different conditions connected with the different companies and because the seamen were working satisfactorily under the several agreements as they were then and would not accept any change in the working conditions.

So long as these working conditions were frozen the seamen were willing to agree not to exercise their right to strike. This they were willing to do for patriotic reasons. They were willing to sacrifice their right to try for better conditions rather than use this means of economic pressure.

OUR RECORD

This Union has scrupulously adhered to this STATEMENT OF POLICY and has not made any demands for change in working conditions. Such supplemental contracts as were made with the companies were made to cover conditions not touched upon in the frozen agreements, but to cover conditions in new fields or spheres that had come to the fore since the signing of the several agreements.

Now the companies are trying to change the working conditions in the frozen contracts and their proposals are to REDUCE these conditions. This is in direct vio-

lation of the STATEMENT OF POLICY, it was done because the Union had opened up the contracts as to wages WHICH WAS DONE IN CONFORMITY WITH THE TERMS OF THE STATEMENT OF POLICY and in accordance with the provisions set forth in the individual contracts.

The companies at the hearing pressed the point that even if your letter did not abrogate the STATEMENT OF POLICY that it did state that the companies could propose changes if the procedural requirements of the agreements with respect to amendments was followed.

MUST WE STRIKE?

These companies are all your agents and have only your ships except in one case where one company has a few ships of its own. You signed the STATEMENT OF POLICY stating that the existing collective bargaining agreements would not be opened up as to working conditions and your agents are bound by this STATEMENT OF POLICY and it is our contention that neither you nor your agents can open up the individual collective bargaining agreements in regard to working conditions other than wages without violation of the STATEMENT OF POLICY for which the promise of the seamen was given that they would curtail the exercise of their right to strike. This Union of seamen is patriotic and the seamen do not want to strike under war conditions but the Unions knows that the seamen will not tolerate advantage being taken of their patriotism. This matter is so vital that the Union will be forced to bring the situation to the attention of the President of the United States. The responsibility rests squarely on you. If you sanction the opening up of working conditions herein this Union can not guarantee that it will be able to restrain independent job actions by the seamen which will inevitably result. These seamen, members of this Union, were assured when they were requested by this Union to enter into the STATEMENT OF POLICY that **NOTHING WOULD BE TAKEN FROM THEM** for the duration of the war in regard to their working conditions as set forth in their individual collective bargaining agreements.

PREVIOUS CHANGES

Although your letter refers to 300 changes in the collective bargaining agreements there have, in fact, been no changes made in the frozen collective bargaining agreements covering the matters set forth therein. Any changes have been of matters not covered by the collective bargaining agreements that have arisen in new spheres such as reconversion of ships creating new problems. A few, but not many, changes of this nature have been made by the parties herein involved. Some pertain to unlicensed junior engineers, and to stewards and to maintenance men in the engine department but only for conditions in new spheres not existing before the war.

A comparable situation existed when the Sailors' Union of the Pacific, a section of the Seafarers' International Union, which had

likewise signed the identical STATEMENT OF POLICY, opened their agreements in conformity there with only as to wages and overtime rates and not as to working conditions. These agreements were with thirty-three General Agents of the Pacific Coast. The result there was that the General Agents did not attempt to open the agreements as to changes in the working conditions by way of counter proposals though they did oppose some of the Union's proposed increases. The War Shipping Panel of the National War Labor Board has heard this matter and its decision thereon is now pending.

The ten cases named above were recently heard by the War Shipping Panel of the National War Labor Board and we were therefore the first time apprised of the correspondence between yourself and the Chairman of the Panel and not until after the hearing were we given copies thereof.

ACTION PLEASE

In view of the gravity of the situation and the destructive effect that an adverse holding might have we trust that you will favor us with an immediate reply, stating that the STATEMENT OF POLICY precludes the General Agents from opening up the frozen collective bargaining agreements; except the General Agents may make PROPOSALS if made in accordance with the procedural requirements of the several agreements with respect to its amendment. **BUT THAT NOTHING WILL BE TAKEN FROM THE SEAMEN** without their assent **FOR THE DURATION OF THE WAR CONCERNING THEIR WORKING CONDITIONS** and that the existing collective bargaining agreements are frozen insofar as working conditions other than wages are concerned by the STATEMENT OF POLICY which is binding on the General Agents.

Very truly yours,

Seafarers' International
Union
Of North America
Atlantic & Gulf District
JOHN HAWK,
Secretary-Treasurer

WLB Hears Our Wage Demands

(Continued from Page 1)

1. "Emergency wartime wage increases" and overtime increases should be incorporated as a base wage and base overtime.
2. Regular standby rate of pay \$1.10 per hour, the overtime rate, \$1.65 per hour.
3. Meal allowance of \$1.00 per meal. Lodging of \$2.50 per night. Meal money when traveling \$1.50 per meal.
4. A penalty rate of \$10 per month when Bauxite or Copra is carried.
5. An overall wage increase of 26% to offset the increased cost of living.
6. Increase of 10 cents per hour for all overtime and other compensatory rates.



By "FRENCHY" MICHELET

Last week we reported in these columns that we were trying to induce the Food Control Division of the WSA to store vessels under their control with prepared cake, doughnut, muffin and icing mixtures. We reported that we had enlisted the aid of the various manufacturers marketing these preparations to help us prepare statistics proving that these mixtures actually cost but little more than the ingredients in unfabricated form. Today we are pleased to announce that we have just received confirmation of the fact that the WSA will soon issue a directive ordering these mixtures put aboard all vessels under their control.

Once again the SIU has pioneered on the vital issue of winning conditions for its membership, and for that matter, for all seafaring men. Our organization has again shown that by throwing its weight around in an aggressive and militant fashion it can get things done!

These mixtures make very tasty cakes and doughnuts by the simple addition of water and baking or frying. Any brother who has had to eat the unholy concoctions that are frequently whipped up by some of these fink pool wonders will appreciate what these mixtures will mean to his digestion as well as to his palate.

For those old-time cooks who like to roll their own, there will still be ample unfabricated flour aboard to permit them to whip up something special for the boys whenever the spirit moves them. However, we have been going to sea for over twenty years and we can honestly say that we haven't run into many ship cooks during that time who can consistently turn out as tasty a variety of foods as these mixtures make.

The SIU is now getting plenty of cooperation from the WSA on the vital issue of improving food aboard our ships. We have a number of irons in the fire with these birds and we expect to soon be able to report to the membership that we have succeeded in getting this bureau to go to bat for us on them all.

We want plenty of frozen vegetables of the Birdseye type put aboard our ships so that we can have salads and fresh vegetables for the entire voyage rather than the present three-week supply. We want tasty canned potatoes put aboard as emergency stores rather than the present woody-tasting dehydrated junk. Yes, and we want more steak meat! If the WSA can't scare up enough prime beef to modify their directive prohibiting a choice of cuts, then we want some of the available tougher cuts tenderized. Captain Ross, one of the WSA

big shots and the man who was instrumental in getting our cake mixture proposal approved by the Board, has promised us that he will work with us toward some solution of this problem. Incidentally, this man is the first guy we've met in WSA setup who seems to know what it's all about. He talks our language and when we pose a question or present a problem he discusses it in down-to-earth fashion rather than smothering us with a lot of hazy statistics.

"If we cannot see our way clear to modify our Carcass Beef Directive and give you boys more loin and tenderloin cuts, Mr. Michelet," he told us Wednesday, "I promise you that I will try to have the top of the round and the eye of the chuck fabricated separately. Then, by furnishing each vessel with a cubing machine, your cooks will be able to tenderize these cuts and consequently have a great deal more steak for fry purposes."

This is what he means in lay terms:

Many ship cooks don't know enough about meat to remove the eye of the chuck and the top of the round and properly utilize this meat. So, rather than lose these tasty cuts in stews and stewed steak form, he will try to have the packing houses separate this meat and pack it in plainly labeled boxes. Then, by furnishing each vessel with an eight dollar cubing or tenderizing machine, you have doubled your steak meat. By slicing this meat thinly, running it through the cuber (a mechanical version of pounding hell out of it with a cleaver or masher) seasoning it, flouring it lightly and chicken-frying it, a cook has whipped up a tasty supper and he has solved one of the big problems confronting all cooks and stewards today.

Personals

LUIS MARRERO VOZGUEZ:
Please get in touch with your sister at once. It is important. She is living at 507 East 111th Street, Apartment No. 9, New York City.

STANLEY N. McCOY, JR.
Your wife and baby are in need of your aid. Get in touch with them at 867 North Shore Road, Revere, Mass.

GRADY FAIRCLOTH:
Your probationary union book has been found. Pick it up at Headquarters office in New York.

CURTIS VICKERS:
Stop into the Agent's office in New York and make out the overtime record from the SS Burleson, American Liberty Line.