

## MINERS VOTE FOR STRIKE



Turning a deaf ear to the phoney patriotic outcries of the profit swollen mine owners, four hundred thousand soft coal miners across the nation voted overwhelmingly in favor of a strike if the operators continue to stall union demands for decent wages and conditions. Here miners at the Pittsburgh Coal Company's Montour mine wait in line to cast their ballots in an election held under the Smith-Connally Act.

This vote greatly strengthened UMW President John L. Lewis' hand in the negotiations with the owners. This week he extended the old contracts for another month, while attempting to reach an agreement on the new contract.

## Crew Of Henry Bacon Thanked By Norwegian Crown Prince For Valor

The heroic crew of the Henry Bacon, many of whom sacrificed their lives that Norwegian women and children aboard the ship might live, were thanked this week by Crown Prince Olav, commander-in-chief of the Norwegian Forces. Last week the LOG carried eye-witness accounts of the action of the Bacon crew; how, after the ship was torpedoed, they gave their places in the lifeboats to the Norwegian repatriates. Nine SIU men and six officers lost their lives when the ship sank.

This week Admiral Land, Administrator of the War Shipping Administration, received the following letter from Prince Olav:

"I am in receipt of a communication from the Norwegian High Command in London commending highly the spirit, loyalty and ability of the officers and crew of the vessel HENRY BACON, of the United States commercial fleet.

"The communication reveals that with the last convoy to leave Murmansk were carried to safety around 500 Norwegian men, women and children, all evacuees from Western Finnmark (a Norway province). Most of the evacuees were taken on board American merchantmen.

"During a storm the HENRY BACON was separated from the

convoy and came into a life and death fight with the enemy. After having downed five enemy planes the vessel was sunk. The HENRY BACON carried 19 of the evacuees... all 19 were saved. The master and all officers but one were lost, together with others on the vessel.

"On receipt of this heroic tale I find it incumbent upon me to express to you, Sir, my appreciation and admiration of the outstanding discipline and self-sacrifice displayed by the officers and crew of the HENRY BACON, in pact with the finest tradition of American sailors."

## Slave Labor Bill Dead

WASHINGTON, April 4—The Senate, by a vote of 46-29, rejected today the compromise

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## SIU-SUP AGENTS' CONFERENCE PREPARES UNION FOR EXPANSION

### AN HONEST MAN

SIU membership meetings have been treated with a great variety of excuses from members who wanted to miss a meeting and yet have their shipping cards stamped. These excuses have run all the way from "My wife is having a baby tonight," to "I fell asleep in the public library and they locked up the building on me."

This week, however, a letter arrived from a brother out in the flood areas of the Mississippi, and the note was a model of honesty. He wrote:

"Dear Brothers: I wish to be excused from the meeting of April 11. My wife is not sick, as I am not married. Neither is my mother sick. Nor is the flood hurting me any. To tell the truth I'm broke and do not have enough money to pay my way to New York to attend the meeting. Fraternally yours, J.W."

One of the most important Agents' Conferences held in the entire history of the SIU, a conference out of which came many vital policy and organizational decisions, closed last week in Chicago after laying a course for the Union in the post war period. Attended by all the Agents from the Atlantic & Gulf District, the

Great Lakes District and the Pacific District, the Conference sat for five days, and is now submitting its actions and decisions to the membership for approval in all ports.

Out of the conference came a unity and spirit of cooperation between the various districts which holds promise of great gains for the union during the difficult days which lie ahead. Among the important decisions reached by the Conference was to establish equal shipping rights for all SIU-SUP members on all coasts; to reduce the transfer fees from district to district; to demand revision of the so-called "Seamen's Bill of Rights;" and to establish more efficient inter-district machinery to handle

strikes and lock-outs. Following are excerpts from the official minutes of the Conference:

### COAST GUARD VS. DEPT. OF COMMERCE

At the beginning of World War II, an Executive Order of the President placed the Bureau of Steamboat Inspection and Navigation under the jurisdiction of the U. S. Coast Guard, and the U. S. Coast Guard thereafter performed all the functions of said Bureau such as issuance of seamen's certificates, examinations for licensed officers, discipline of unlicensed and licensed seamen.

The Executive Order establishing this procedure was for the

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## SIU Men Beaten For Curfew Violation

Nazi prisoners of war, protected by the Geneva Convention, got better treatment at the hands of the United States Coast Guard in Cherbourg, France, than did four American SIU seamen arrested for a minor curfew violation recently. The four SIU men arrested by the Shore Patrol for exceeding the curfew by a half hour were thrown into the brig for five days, beaten when they asked to communicate with their skipper, deprived of beds, smokes and washing facilities.

In addition to the severe treatment, they were fined two for one, and had their papers lifted for 30 days.

Frank Brennan, Junior Engineer; Dick Ashead, Junior Engineer; Peter Calikis, Fireman-Watertender, and Blacky Crowell, Ordinary Seaman, were returning to the Madawaska Victory, Bull Line, on February 25, when they were picked up by the Shore Patrol at 8:30 P.M., one-half hour after the curfew. They were stone sober and in no way disorderly.

Taken to the brig, they asked to communicate with their skipper, Captain Brownley. Their answer was a beating at the hands of the SP with clubs.

"You guys get \$5 a day for running all over France sight-seeing," said one, S1/c Boyd, Navy, swinging his club.

During the five days they were in the brig, they were denied beds and had to sleep on a cold

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Peter Calikis, one of the four SIU seamen who were beaten and held five days by vicious Navy authorities in Cherbourg, tells his story to George Novick, Assistant Editor of the LOG, in the publication office in New York. Details of his experience are in the accompanying story.



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## A Disturbing Symptom

Elsewhere in this issue is a story of the brutal beating of 4 SIU men in Cherbourg by Navy Shore Patrol. The men were guilty of not getting back to their ship before the curfew. For this they were jailed, fined and viciously beaten. From all accounts this was done, not under the direction of some brass hat, but of non-commissioned members of the Shore Patrol.

All this indicates a resentment of merchant seamen on the part of drafted Navy men. Nor is this surprising when we consider the campaign of slander against the seamen that has been carried on in the press and on the radio. Inflated stories of high wages paid merchant seamen, of their cushoney jobs and their indifference to the war effort, are purposely contrived to drive a wedge between the armed forces and the merchant service. It is part of the employer inspired campaign to make the returning war veteran anti-labor, and a willing tool of the union busters and scab herders.

The time is not far distant when our armed forces will be returning home. Two courses of action are open to these men. Either they become integrated into the American trade union movement—or fed by these fascist lies they become the nucleus for an American Hitler.

These "Cherbourg Incidents" are not very important in themselves. They gain meaning only when they are considered in the light of the possible success of the smash-the-unions drive of the big business brasshats.

It is the duty of the trade unions to counter these anti-labor lies going the rounds. Either they counter them, or they too become a casualty of this war.

But more than that—it is the duty of every individual unionist to become a committee of one to do a little propaganda work himself, to protect himself, his union, and thereby his living standard.



## A Company Union Line

As all seamen know, there is a great backlog of unorganized men who must be brought into the union if the conditions won after so many years of struggle are to be safeguarded in the postwar era.

Nor is this a question of one industry alone. If a substantial section of American industry remains in a subnormal wage condition, it will be a scab nest threatening the existence of every other union in America. So it is that the activities of the unions in the Curran-Bridges-Browder lineup are of particular interest to everyone who believes that unions must remain strong and free.

The NMU in particular is conducting an unusually finky type of organizing drive. The NMU brand of unionism was revealed unashamedly last year in a leaflet issued during an NLRB Pacific Coast election. An election, incidentally, in which they took a beating from the SIU-SUP.

The leaflet, entitled "An Open Letter to the Standard Oil Company of California," was addressed principally to the executives of the Standard Oil and only incidentally to the men. It was the lowest sort of scab appeal and trade union baiting in the history of any allegedly bona fide union. It whined that the SIU believed in strikes, while the NMU believed in postwar cooperation of management and labor, and wanted to "eliminate any strife in the maritime industry."

"Boiled down," said the leaflet, "it means that support for the NMU means achieving these objectives by co-operative methods, using the American weapon of political action. Support for the SUP-SIU means support for strikes."

Support us, it says in effect, use your influence on the men to sign with us. We won't strike—ever.

No wonder they lost the election!

The militant days of the NMU have long since ended. Their appeals are no longer to the men, promising to work for them, to improve their conditions, to increase their earning power. Instead it is an appeal to the bosses, promising to be good boys, not to strike, to make no trouble for the operators.

When a so-called union relies on such tactics it becomes nothing more than a company union, muzzling its men and putting the finger on the militants in its own organization.

The NMU is continuing in its tradition of strike breaking, with which it started its career, and is begging the operators for handouts.

The SIU-SUP remains the only maritime union that continues to fight and organize for the seamen's welfare at the point of production. Remember, nobody ever gave the seamen anything, voluntarily.

## From The Assistant Sec'y-Treas.

By LOUIS GOFFIN

Since arriving back from the Chicago Conference, my time has been taken up almost exclusively with quite a number of beefs, which I have on hand from some of the outports. Slowly, but surely, these beefs are being settled, and while some are good, quite a number are bad, and hard to handle. I was forced to send a couple of beefs to Savannah and New Orleans, due to the fact that the Mississippi and South Atlantic Companies have their home offices in these ports, and all the sheets are there.

Some of these companies try the old run around game and I have to camp on their doorsteps in order to make sure that they do not use that old gag about being out of town or out to lunch. As soon as each beef is settled, I will notify the port involved, and put the amounts due in the *Seafarers Log*. I can assure the membership that I will do the best I can with any beefs sent in.

The Social Register and "Do Not Ship List," are going to be set up in files for each branch. As soon as they are set up, they will be sent out complete. Mimeographed forms will be sent to the Pacific and Lakes District as soon as possible.

Like everyone else, I have a lot to learn in the operation of a large organization, and by attending the Agents' Conferences, both here and in Chicago, I had the advantage of getting an education in how a union operates. Both of these meetings were very constructive, and for the best interests of the membership now and in the future. I had the pleasure of becoming acquainted with the officials of the West Coast and the Great Lakes, and found them to be men who understand the seamen's problems, and who are working everyday towards the betterment of these problems. With the cooperation of the officials of all the Coasts, and the backing of the membership, we are sure to go forward in the right direction.

## Keep A "Log" In Your Pocket





## Labor—Spotlight

The New York City Joint Board of the Textile Workers Union has come out vigorously against post-war military conscription. The union calls it a "severe threat to the free activity of labor, because it can be used to break strikes," and recalls it was so used in France, when low paid railroad workers were called back into the army for "refresher" courses.

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1400 steel workers stopped work at the American Chain and Cable Co., in Reading, Pa., this week because the firm's officials refused to bargain with them.

At the present, negotiations are handled by the New York office, with the usual stalling tactics. The United Steel Workers asked that local management be given the power to make decisions, and do something concrete about the falling off of their incomes.

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The National Association of Letter Carriers is calling upon organized labor to support their drive for a wage increase. They have not had a wage raise in 20 years. SIU is supporting them.

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After conducting 381 strike elections as provided for under the Smith-Connally Act (passed to prevent strikes—remember?), the NLRB reports that 71 per cent of the workers who voted wanted to strike.

The AFL took part in 381 polls, 263 in favor of a strike. The CIO voted 24 out of 27 elections. Independents voted yes 36 times out of 43 tries. However, only a very small percentage of the strike votes actually led to strikes. It seems that the men were only voting to maintain what to them is the backbone of any free union—the right to strike.

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Management is deliberately fomenting labor trouble, R. J. Thomas, President of the United Auto Workers told the Mead Senate Investigating Committee. "No management could have been naive enough to doubt that the wholesale discharge of union committeemen and workers in the manner chosen could have had any effect other than the promotion of industrial strife," said Thomas.

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President Milton Murray of the Newspaper Guild is in the midst of an interesting argument over the Harry Bridges case. Murray is agin Bridges. He thinks maybe he ought to be a little coy about getting into such a quarrel. He remembers that Gardner Jackson, a PM reporter, got into an "ideological discussion" with an NMU goon, and was "persuaded" by a pair of brass knuckles.

## Warn Seamen On Cherbourg Beating

SIU men should watch their step while in Cherbourg. This port is rapidly becoming infamous for the brutal action of the enlisted Navy and Coast Guard personnel against merchant seamen.

Several beatings of seamen have been reported. At least one man has been shot "trying to escape."

Official notice seems to have been taken by the operators. All men on shuttle runs to Cherbourg are refused shore leave. Seems that they are afraid that the men will try to settle the score with the SP's on their return trips.

A seaman who was in Cherbourg last November when the Army was in charge, says there was no trouble then. It evidently began when the Navy took over.

Watch your step, fellows, don't give these goons a chance.

## Slave Labor Bill Dead

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labor draft bill, in the face of President Roosevelt's fourth appeal for passage of such legislation.

Twenty one Democrats, twenty four Republicans and one Progressive voted against the bill which would have "frozen" workers to essential war jobs at critical labor supply points. The bill also established employment ceilings to prevent hoarding of workers, and provided for penalties on both workers and employers for violations of orders and regulations.

The bill was a result of a compromise worked out by a joint House-Senate conference, set up after the Senate had rejected an earlier, more severe House draft measure.

The Senate requested a new conference with the House, and it probably will be held some time after the informal Easter "recess" that the lawmakers have taken.

With the defeat of the original May-Bailey "national service" Bill and the present only slightly milder version, it is thought that the chances of passage of any job-freeze law in this session are very slim.

The opposition of almost all of organized labor against what they termed an unwarranted regimentation of American Labor, and the apparently imminent termination to the European war were the major factors in the defeat of the bill.

"Brother Joseph Curran," says Murray, "... several times has invited me into the alley to debate our political difference. (I have rejected the invitation for lack of a 40-60 chance.)"

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Progressive groups in Missouri are backing a 40 cent minimum wage law. Present minimums are as low as 12 cents an hour.

## SIU Men Beaten For Curfew Violation

### UNION SMASHER



Buck Taylor, swaggering, pretentious editor of a union hating sheet, lobbies for the fascist Christian American Association in the Texas legislature. The association, strongest in Texas where it is trying to force a ban on the closed shop, conducts a nation-wide drive to destroy unions through state legislation.

## Brass Hats Hope For Militaristic Post War America

The desire of the American military machine to perpetuate an all-out military bureaucracy, is one of the major forces behind the drive for peacetime conscription, Lt. Col. Roscoe S. Conkling asserted last week.

Col. Conkling, a member of the Presidential Appeal Board until January, 1945, charged in a pamphlet published by the Post War World Council that the Army, in order to insure its continuation in power, was demanding passage of peacetime conscription now in order to take advantage of the war fervor.

In making this essential point, Col. Conkling said:

"The greater the number of soldiers, the greater the number of officer personnel the higher soars the rank of the regular officer with its increased pay and importance. With the expansion of our army to 10,000,000, regular Captains and Lieutenants have been promoted to Brig.-Generals, Lieut.-Generals and Generals. Reduce that army to 1,000,000 or less and, with exceptions here and there, Generals again become Colonels and Majors. Their pay is decreased, their authority contracted, and their social positions receive a jolting setback."

He added that "No nation on earth can be or ever has been more completely militarized as will be the United States of America. The Kaiser or Hitler could not rival our militaristic mindedness if we adopt the proposed compulsory military training of our youth at the close of this war."

**Keep In Touch With Your Draft Board.**

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stone deck. They weren't permitted to wash or shave. Navy men in the brig could shower every night and were given beds.

The four seamen were marched to chow every day, with their arms folded, watched very carefully by a guard armed with a tommygun.

"At the same time," said Calikis, "Nazi prisoners were walking about casually, permitted to smoke and talk, about two hundred of them guarded by four or five men with rifles. We were more dangerous than enemy soldiers."

At the Coast Guard trial, the four men were found guilty of being AWOL for the five days they were in the brig, fined two for one, and had their papers lifted for thirty days.

However, before the men even went to trial, the Coast Guard notified the skipper to log the men.

The SIU took the case over as soon as the men returned and assigned Patrolmen Johnnie Johnson and Freddie Stewart to cover the case. Johnson and Stewart spoke with Captain Browley for forty-five minutes, pointing out the injustice of the decision and the tactics used by the Navy personnel.

"That's the kind of stuff we're fighting against," was the way Stewart put it.

The Skipper promised to lift the log, but changed his mind before the Commissioner, saying he was afraid of getting into trouble himself with the Coast Guard.

The Patrolmen pointed out the obvious injustices of the case: first they considered the period of detention, the severe treatment accorded the seamen as wholly unwarranted in consideration of the minor infraction involved; the fines levied were held en-

tirely excessive. The biggest beef was against the 30-day suspension period.

"Why a month's restriction?" asked the Patrolmen. "Not only are they taking the men's livelihood away from them, but the action is a positive hinderance to the war effort. At a time when there is a scarcity of seamen, and the newspapers and radio calling for experienced sea personnel, these qualified and experienced men are beached. From that viewpoint alone it doesn't make sense."

The SIU Patrolmen made it very clear in their conversations with Captain Browley that they didn't consider the incident the result of official Navy or Coast Guard policy, but the action of irresponsible individuals.

"It all goes back to the vicious, false propaganda, all too prevalent, that merchant seamen get a better deal as far as pay, food, shore leave are concerned than do servicemen. That kind of talk, wholly untrue, only causes dissatisfaction and disruption in our ranks. It is more prejudice than reason."

The beef has been turned over to the Special Service Department of the SIU, and Joe Volpian will fight the men's case to the bitter end.

## PERSONALS

### ALFRED M. ROBERTSON

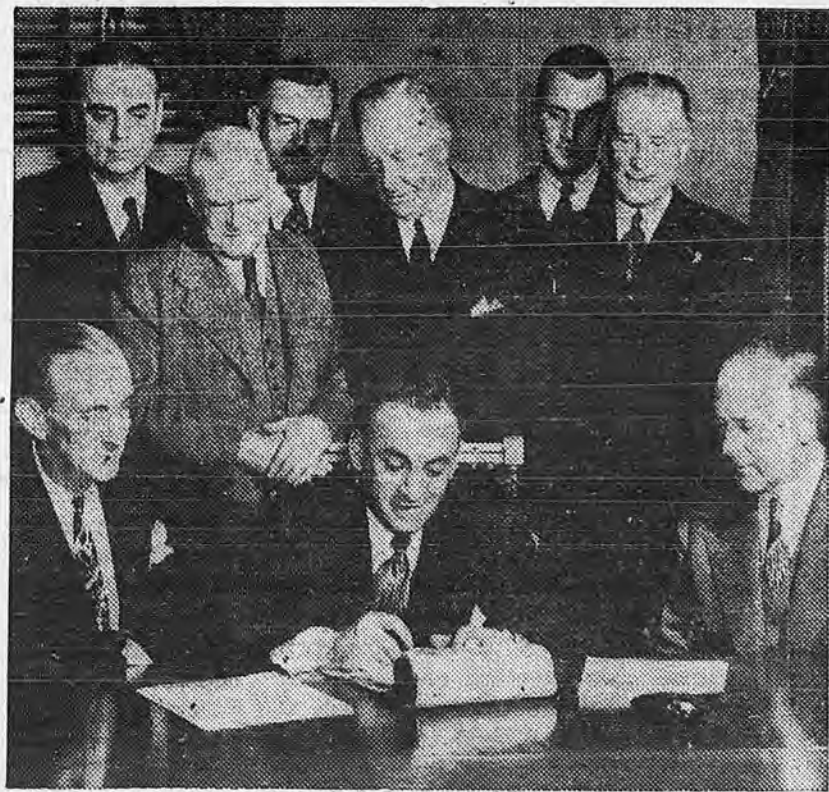
Call at the 4th floor baggage room of the New York headquarters for your folder, containing Coast Guard passes, and service ribbons.

~ ~ ~

### LOUIS SALVATORE

Your Union book, No. 7336, and notebook are being held for you at the 4th floor baggage room of the New York headquarters.

## HOTEL BILL OF HEALTH



With the signing of master policies, free insurance benefits became available to the nearly 25,000 members of the New York Hotel Trades Council (AFL). Life insurance, hospitalization, sickness and accident benefits, costing more than one million dollars a year, will be paid for by the employers. Above, President Jay Rubin of the Hotel Trades Council signs for the union while hotel owners and insurance representatives look on.



# Agents' Conference Prepares For Expansion

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duration, and a period of six months after the termination of the war, when it is to revert back to the Department of Commerce, which has always had jurisdiction of the Bureau of Steamboat Inspection and Navigation.

## BRASS HAT MANEUVER

At this time, there is a strong move, headed by Rear-Admiral Waesche and other high-ranking Coast Guard officials to ask Congress to enact legislation placing the Bureau of Steamboat Inspection & Navigation permanently under the jurisdiction of the U.S. Coast Guard.

As American merchant seamen, we are opposed to any such policy for the following reasons:

1. The administration of laws and rules governing the merchant marine has always been a civilian function under the Department of Commerce, which is perfectly in line with the fact that the American Merchant Marine has always been a civilian enterprise.

2. During the war, the Coast Guard has established "hearing units" or "courts" to try merchant seamen for infractions of discipline, and in these "courts" the seamen are tried by Coast Guard officials, mostly lawyers in uniform, who have no sea experience and do not know the practical end of the merchant marine. In short, a seaman is not given a chance of being tried by his equals, a right given a sea-

man in the United States Navy.

## THE IRON HAND

Oftentimes a seaman has been tried and sentenced to revocation and suspension of his license for the smallest infraction of discipline, and often without the presentation or hearing of factual evidence, and sometimes through the testimony of shipmates who often use the Coast Guard "hearing units" to settle personal grievances against a man by fabricating false stories.

Further we find that it has been the policy of various Coast Guard officers who board the ships to snoop around a ship and deliberately build a case, so they may handle it. We find them asking the seamen if the officers are "okay" and asking the officers if the seamen are "okay." In short trying to use one seaman against another, and thus instituting "Gestapo" tactics and methods foreign to American standards.

We find further that the Coast Guard has violated the Federal laws time and again, by putting seamen in "double jeopardy." For instance, a seaman might already have been punished according to the Federal Statutes, when he reaches a U. S. Port—but then he is again dragged before a Coast Guard "hearing unit" and sentenced further, which usually takes the form of suspending his seamen's papers, or taking them away entirely.

## Coast Guard Follows Nazi Method

This system, which we as seamen, know only has its equal in a "totalitarian" country, and is strictly un-American, is creating suspicion and disruption on board vessels, and develops stool-pigeons and snivelers among the weaker characters now going to sea in the American Merchant Marine.

3. We find further that the U. S. Coast Guard has established a so-called "screening period" for entrance in the merchant marine. This was established ostensibly for the purpose of eliminating any possible sabotage, but we find that this "directive" issued by the Commandant of the Coast Guard in 1944, is full of loopholes, and may well act as a discriminatory weapon against a man.

We further find that should a man be denied his seamen's papers by the Coast Guard he has thereafter no avenue of appeal. He is not told why he was denied his papers. In short, a strictly "Nazi-Fascist" Totalitarian set-up.

4. Should the U. S. Coast Guard retained this function after the war, we can see that no civilian will ever be allowed to get seamen's papers, as it will be only natural that they will favor a Coast Guard man against a civilian, and further if a seaman wants to go for his officers' papers, and sit for an examination he will probably have to sit before a Coast Guard "academy" man, who would have no sym-

pathies for a civilian, and would judge a man by Coast Guard standards, which is military in its conceptions and rules.

5. We realize the Coast Guard has its PROPER functions, such as Coast Patrol, Ice Patrol, Life-saving Service, Lighthouse Service, and we have no quarrel with that part of their service, and we say they are doing a first-class job in these functions. But we are definitely opposed to any extension of their jurisdiction to embrace the U. S. Bureau of Navigation, which is distinctly a civilian function under our form of Government, and should be so reverted back to the Department of Commerce after the War, where it belongs.

Not only do we face this drive of the U. S. Coast Guard higher-ups, to take over the functions of the Bureau of Navigation after the war, but right within the U. S. Maritime Commission a similar plan is taking shape, to take over the various functions of the Bureau of Navigation, such as the Steamboat Inspection and also certificating and licensing of merchant seamen. In short, snatch the jurisdiction from the Department of Commerce, and thus, two "government bureaus," fighting for control over something which doesn't belong to them, which is typical of any bureaucracy, who eliminate questions of practical administration, and even of principle in their greed to perpetuate their bureaus and themselves in office.

## Hot Air Artists Confuse Issues

Unfortunately, because of the war, and the unlimited amount of taxpayers' money appropriated to them during this war, these bureaus have been in an excellent position to build up a case for themselves, which consists of long-winded press releases, mysterious "statistics and figures" dug out of the air by studious economists or bureaucrats who head these bureaus, and are reluctant to surrender the power and prestige they have enjoyed during the war, and do not care which way they get it, or whether it will benefit the country or not.

The various functions of the War Shipping Administration, through the Maritime Commissions, and the decisions they have handed down relating to seamen, have made the seamen view them with suspicion and hostility. They have established training schools and centers, supposedly to train new seamen during the war, and

are now preparing to carry on their training program after the war, notwithstanding the fact that there will be a large overflow of seamen after this war is over.

They have fostered and established a "uniform" for merchant seamen (civilians) which is becoming so ridiculous in the eyes of the General Public and regular Armed Forces that the wearers of these nondescript Maritime Commission uniforms are "Jackasses of the Hooligan Navy."

## POST WAR THREAT

They have established shipping "pools" in every seaport in the United States, and in certain foreign ports under the auspices of the Recruitment & Manning Organization, a sub-division of the WSA, directly challenging and threatening the Union Hiring Halls of the Seamen's Unions, and obviously plan to keep these "pools" in existence after the war.

## Phoney "Labor Relations" Set-Up

They have established a "Labor Relations" set-up, attempting to horn in on the legitimate collective bargaining rights, and have established so-called "U. S. Maritime Service" ratings, along Navy lines, with handles such as "Commanders, Lieutenants, Bosn's Mates, Seamen 1st class, 2nd class," etc., with certain inducements offered to any "uniform and title" crazy characters who have drifted into the merchant marine, and thus trying to establish what is definitely a semi-military scheme, which can easily be used as a strike-breaking agency during a seamen's strike.

We can picture easily what will happen should the functions of the Bureau of Navigation be transferred into their hands. They will have the power to give and take seamen's papers; and obviously without their phoney training set-up, no man would ever be able to enter the merchant marine.

## PHONEY "EMERGENCIES"

We know the clause in the Merchant Marine Act of 1936, dealing with the Bureau of Navigation, which authorizes the head of that department to suspend all rules dealing with manning and certification in any "emergency," can be used as a strike-breaking weapon, and under the proposed "Maritime Service" set-up, they could also declare an emergency during a strike and force these so-called "Lieutenants" "bosn's mates," etc.—seamen 1st and 2nd class, firemen 1st and 2nd class,

to act as "finks," and could utilize the offices of the Shipping Commissioners as a hiring hall, according to Federal Statutes dealing with Shipping Commissioners under the Act of 1872.

This was tried by Admiral Land before, when in 1939 he issued an "order" to ship all seamen to the vessels operated by the Maritime Commission out of U. S. Shipping Commissioners Offices, and this became the practice on the Atlantic and Gulf Coasts on vessels operated by the Commission, but when Land attempted to enforce this rule in the port of Seattle, Washington, where the vessels COLDBROOK, COLLINGSWORTH arrived from the East Coast ports with NMU crews, they were stopped, and this ceased to be a practice. The Sailors' Union of the Pacific forced this issue, throwing a picketline around the vessels, taking the crews off, and tying up these ship until Land was forced to abolish his idea of using the U. S. Shipping Commissioner's offices as "fink halls." The SUP removed this threat by winning this beef, but we can readily see that the activities of this proposed set-up is just as undesirable to the seamen as is the set-up under the U. S. Coast Guard, and consequently we must fight just as hard to keep the jurisdiction of the Bureau of Navigation out of the hands of the Maritime Commission, as we do to keep it out of the hands of the U. S. Coast Guard.

## Let The Dept. Of Commerce Do It

The Department of Commerce is the proper Department to handle the jurisdiction of the Bureau of Navigation, and the U. S. Shipping Commissioners. It is strictly a civilian set-up, adminis-

tered by, for the most part, practical steamboat men, either ex-mates or skippers, or engineers. They understand the problems of the merchant seamen much bet-

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## Labor's 'Friends' Rally To Support of Bridges

SAN FRANCISCO, April 2—Harry Bridges' promise to industry not to strike, even after the end of the war, has won him support from the "very best people" in his fight against deportation.

The Harry Bridges Victory Committee has released, from time to time, the latest additions to those who have petitioned the government to halt deportation proceedings.

Of late, especially since Bridges' infamous pledge, there have been some strange additions to the usual list of Communist-fronters and the dogooders, who will sign anything.

The last release from the HBVC includes these well-known "friends of labor."

Judge Sylvain J. Lazarus of the Superior Court of California.

Stanford Clinton, prominent attorney representing business interests.

William J. Mulpeters, President of the Gray Line in San Francisco.

A. C. Jewell, Undersheriff of Los Angeles County.

The Women's Democratic Division of the 69th Assembly in Los Angeles.

Republican Leader Bartley C. Crum.

William M. Malone, chairman of the Democratic State Central Committee of California.

King County Democratic Club of Seattle.

Has anybody seen a "class struggle" lately?

## SIU Man Awarded The Purple Heart

Brother Frank J. Dirksmeyer, 28 Rogan Way, East Boston, was awarded the Purple Heart last week for wounds received in enemy action. He was on the MV Blenheim in Antwerp last month when a Nazi V-bomb came over and hit the dock alongside. The Chief Engineer was also wounded and received a Purple Heart.

Brother Dirksmeyer is now recuperating, and will ship out again after a short rest.

## Praises Door Man For Good Job Done

I would like to take time out to compliment the setup in New York regarding the doorman. Recently, on starting into the building I found I had forgotten my union book. The doorman would not let me in until after I had been properly identified. This is as it should be.

A union hall for union men. This is what we have. This way we can be damn sure that our hall is not raided or infiltrated by any South Street bums or Commies as well.

T. J. COMINSKI, G5619



# Agents' Conference TOGETHER — FOR VICTORY

(Continued from Page 4)

ter because their original calling was with the merchant service.

As seamen (civilians) we are better off under the jurisdiction of the Department of Commerce, and we hereby recommend that we go on record as follows:

1. To oppose any and all attempts of the Coast Guard to take over the functions of the Bureau of Navigation, permanently.

2. That we oppose any attempt of the Maritime Commission, or the War Shipping Administration to take over the functions of the Bureau of Navigation.

3. That we go on record strongly appealing to Secretary of Commerce Wallace to use his office to fight to regain the jurisdiction of the Bureau within the Department of Commerce where it rightly belongs, historically and practically.

4. That we go on record to acquaint the various Congressmen and Senators with our views on this subject, and

5. That if and when this subject comes before Congress, we solicit the support of the American Federation of Labor in this fight, and that we be represented when hearings are held."

## 2 Seamen's Bills Before House

Both bills have substantially the same provisions that we feel the Seafarers International Union should fight against, and we found plenty of "bugs" in both bills which should be eliminated, and no doubt there are plenty more changes in order to get a half-way decent Bill of Rights for Merchant Seamen.

Your Committee has outlined only the main flaws in both bills, because we feel that in order to be effective in the passage of a decent Bill of Rights to fully cover Merchant Seamen, these two bills should be properly analyzed by an attorney, in conjunction with a representative of the Union who knows seamen's problems and what they want in the bill.

### MAIN OBJECTIONS

1. Both Bills provide that the Administrator of the Maritime Commission—WSA, shall be "administrator" of the bills.

We are opposed to administration of this Act-to-be under the jurisdiction of the Chairman of the Maritime Commission, WSA, because the WSA is a large employer of seamen and if the Chairman of the Maritime Commission, WSA, is to be the administrator of this Bill, he is placed in a position of being able to put pressure upon the seamen in any way, shape, manner or form. We feel that the administrator of this Bill should be an independent-Government official, in no way connected with the employing agency. We suggest that the Department of Labor or Department of Commerce be designated as administrator of this Act.

### TOO MUCH POWER

2. The Administrator's powers, under these proposed bills, are too broad. He is empowered to lay down all rules and regulations, make findings and awards which he may decrease or in-

crease or discontinue, etc. A seaman has no appeal of his case, although the bills set up a Board of Appeals, appointed by the administrator. He can over-rule the Appeals' Board's decisions, and his decision is final.

3. We are opposed to the part of the bill where it includes Maritime Commission enrollees and other elements who have not actually sailed during the war. In our opinion, the only benefits or beneficiaries to come under this bill should be bonafide merchant seamen and offshore fishermen who have had the required war-time sea service outlined in the bills, and all others should be excluded from the benefits under the bill.

Seamen who are entitled to benefits under this act should be active seamen and offshore fishermen who can show at least 90 days actual sea service and to include any seamen and offshore fishermen regardless of the amount of service, who was injured because of war-time activities during the period of employment on a vessel or during repatriation or internment, with no strings attached to this, such as is now proposed under the Act. We are opposed to the authorization under the Bill that knocks out of benefits anybody that has misconducted himself through the contraction of a disease.

### KANGEROO COURTS

4. We are also opposed to the provisions in the bills to allow the Chairman to knock out of benefits any seamen or fishermen determined by evidence satisfactory to the Chairman, that a man is guilty of mutiny, treason, sabotage, or rendering assistance to an enemy of the United States or of its allies, by refusing him a certificate of War Service. This should be amended, not by the determination of the chairman, but should be determined by a Court of Law conviction.

## There Is Always Some Joker

Under provisions in the bills such as mentioned above, a seaman or fisherman, regardless of the amount of sea service and the man's war record, means nothing if at any time during the war the Coast Guard had revoked a man's seamen's papers, for any period

of time, he would be ineligible for the issuance of war service certificate, and would not be entitled to benefits under the bill.

5. That regardless of what Federal Agency gets jurisdiction of administering the Act, we believe that the U. S. Shipping



Commissioners, under the DEPARTMENT OF COMMERCE should issue certificates of War Service in all cases only to people with proper proof of their sea service.

6. There are provisions in both bills referring to United States Employment Service that could interfere with our Union Hiring Hall rights under the broad powers of the Administrator of the Act. That should be studied and eliminated.

### CONCLUSION

Therefore, your Committee, being practical seamen and not lawyers, recommends:

1. That President Harry Lundeberg be instructed to immediate-

ly engage the proper attorneys to analyze Bill HR 2346 and Bill HR 2180, and to set forth our objections to these bills, along with our recommendations to amend these bills, in order to get proper bill of rights to cover merchant seamen, and the copies of these recommendations be forwarded to every affiliated branch of the Seafarers International Union of North America, in the seaman and fishermen's field.

2. We also suggest that President Lundeberg appoint a Union Seamen's official who knows just what the seamen wants in a seamen's G.I. BILL OF RIGHTS to work on these two bills with the attorney.

## SIU-SUP Reciprocal Shipping

Your Committee recommends the adoption of the following policy:

(a) There shall be joint registration and equal shipping rights within the shipping regulations of the Port and district of registration for members of all SIU District Unions in all ports, with the exception of the Port of New York, where the established SUP Branch shall continue to register and ship all SUP members for the Port of New York.

(b) There shall be a complete exchange of "Social Registers" among the district unions."

(c) No member shall be removed from any ship after completion of a voyage, provided, he has met his Union obligations, cooperating with Union Officials, etc., regardless of the Port or District.

(d) When a man receives transportation, regardless of the ship, company or District, he must get off that ship, and cannot ship back on that ship until such time as he has cleared through the Union Hall in the particular port of paying off.

The Committee calls to your attention the fact that the SUP and (Continued on Page 6)

## JUNGLE SOUVENIR



Killing a 250 pound man-eating tiger was all in a day's work for Cpl. C. A. McCrary of the Combat Military Police. He ran into the animal while scouting for Japanese in the Myitkyima, Burma, section.

**Keep In Touch With Your Draft Board.**



# Agents' Conference Prepares For Expansion

(Continued from Page 5)

the SIU, Pacific District do not accept for Probationary membership anyone who has sailed on a trip card less than six months while the Atlantic and Gulf District will accept for Probationary membership those who have sailed on trip cards for thirty days and the Great Lakes District will accept for Probationary membership those who are sailing on vessels under their jurisdiction and

the Committee suggests that these factors be given consideration on shipping men.

The Committee also wishes to call to your attention the fact that the Great Lakes District issues to passenger vessel stewards crew temporary membership for the period that they are sailing. When they leave the jurisdiction of the Great Lakes District they are free to make application and be accepted for membership of other SIU District Unions.

## New Policy On Book Transfers

Your Committee recommends the adoption of the following policy:

(a) Any full book member in good standing of any District may transfer to any other District Union affiliated with the SIU, subject to the provisions and rules of the respective Districts. However, no member shall be forced to transfer from one District to another as long as he remains in good standing in his original District.

(b) A man applying for a transfer must be a full book member of his original District Union. This means that probationary members are not eligible to transfer.

(c) The applicant for transfer must have paid all current assessments and current month's dues to his original District. If the applicant has paid dues ahead to his original District, these dues are not credited to the District to which he has made application to transfer, and he must begin paying monthly dues from the date of his transfer into the new District.

(d) Upon being accepted for transfer, the applicant shall be

required to pay a \$1 transfer fee, the current hospital and burial assessments, and the current month's dues.

Your Committee further recommends that the following transfer procedure be adopted:

1. Upon being accepted to transfer, the transferee's membership book in the District from which he is transferred shall be picked up and immediately forwarded to the headquarters of the District into which he is transferred.

2. A membership book for the District into which the member is transferred shall then be issued, which shall have recorded in it the membership number of his original District, as well as the new number. The new number shall be entered into the original book.

3. The original book shall immediately be returned to the District Headquarters from which the member has transferred.

4. Upon adoption of this procedure, it shall be the policy that if any member is transferred contrary to this procedure, all monies collected from such members shall be remitted to his original district.

## Trip Card Rules & Regulations

Your Committee recommends the adoption of the following policy on Trip Cards:

1. A Trip Card man shall pay dues and assessments to the District that issued him this Trip Card. No Trip Card man shall be required to surrender his Trip Card for a Trip Card in another District until such times as he has been accepted for membership by an SIU District Union.

2. The District Union that has the man's duplicate Trip Card on file shall receive all Revenue due that respective Union.

3. Trip Card men, in good standing with their organization, desiring to become a member of another District Union, may do so provided that they are acceptable, and make application

to that particular District.

4. All non-members dispatched aboard vessels under contract to our organization for the first time, must be dispatched through the Union Hall, with a Trip Card from the organization that dispatched them.

5. Any crew member found aboard ships who does not have a Trip Card, who was shipped in outports, or who shipped after hours, shall be lined up by the Union official that contacts the ship.

6. When Trip Card men become members of another District other than the organization which originally issued same, the District joining such Trip Card men shall notify the respective headquarters of such transaction.

## A Look At The Other Unions

Realizing the possibility of a fight with the shipowners and the War Shipping Administration in the post-war era, we now stop and analyze what the seamen, affiliated with the Seafarers International Union of N. A. are faced with.

The industry will be flooded with an overflow of men. Thousands of men with WSA training; thousands of discharged Navy and Coast Guard men.

We cannot overlook the fact that when the war is over, and if a sudden slump in shipping

should occur, that the shipowners, backed by the WSA, will attempt to move in on the seamen's unions in order to cut wages and conditions, and most of all to break up our hiring halls. Today there are shipowners anticipating the post-war era in order to move in on our hiring halls.

### SOLIDARITY

Then, more than ever, is it of the most vital importance that the seamen of the SIU of N.A. STAND TOGETHER, and ACT TOGETHER as one body of men on all coasts and Great Lakes.

We know there are various other unions in the field with different policies and principles than ours; where will THEY stand if the seamen are locked out? Where will they be if the seamen of the SIU decided to strike for better conditions? Will they use that opportunity to move in our jurisdiction, and in conjunction with the shipowners, scab on us?

We can only guide our actions

on the record and the activities of these other unions in the past. The NMU (CIO) is our chief opponent in the maritime field; the past policy of this organization is far from being clean. It has scabbed on us before in some of our past fights for conditions. The policy of the NMU is dictated by political commissars affiliated with the Communist Party, and their policy is determined not for the benefit of the workers in any industry, but for the benefit of the Communist Party and whatever its policies may be from time to time. We frequently find the Communist Party-controlled unions on the side of the bosses, acting in a scab-herding capacity for the employer, and for the Communist politicians, whose interest is more and more becoming alike, and it is increasingly difficult to distinguish one from the other. They want control of the workers! They want them to be slaves economically and politically.

## We Must Know All Our Enemies

We must bear in mind that the policy of the Communist Party leeches is dependent on the International policy of the Communist Party. The American Communists take their orders directly from Moscow, and what benefits Russia, they will fight for. Should the Soviet Regime issue a "directive" to strike in the United States, the American Communist Party will do its dirty work without consulting the workers, and vice-versa, should there be a "directive" for no-strike, the Communist Party members will go to the extent of scabbing to stop a legitimate strike.

We can readily see that regardless of the consequences to the American seamen, the Communist-party-controlled CIO maritime unions might well aid and abet shipowners in any fight we may have with them. On the other hand, should it be to the interests of the Communist Party to strike, then they will pull through the NMU strike action anywhere which might well be a time when the seamen are not prepared to strike, or do not intend to strike, so we cannot minimize the fact that this so-called union, no doubt will scab on us.

### MARINE COOKS

Then we have the Marine Cooks & Stewards, also a CIO affiliate composed of the Stewards Department men on the Pacific Coast. They all take their policies from the NMU—strictly a commie-line organization. We can expect their officials to be on the side of the NMU-CIO in any fight.

### FIREMEN

The MFOWW (Marine Firemen, Oilers, Watertenders & Wipers Association) on the Pacific Coast, composed of black-gang men, is "Independent" of any national affiliation, and from 1934 on they fought and worked closely with the Sailors Union—and partici-

pated in all major struggles with the SUP, but during the last years they have split away from the SUP, and are now going for some of the Commie program coming from the NMU (CIO).

Several of their officials are strictly communist-party curbstone politicians. However, there is a strong bond between the men in the SUP and the MFOWW, cemented through years of struggles fought together. We can, we believe, definitely be sure of backing from the MFOWW membership in any just fight we might find ourselves engaged in.

These are factors which must definitely be taken into consideration in determining the policy in any major struggles in which our organizations might find themselves in.

## A Statement On Political Action

We have found through bitter experience that if we "mix" politics in our Union affairs, it will create dissension and disruption, creating factions, and thus weakening our Union.

We have had experience with attempts of the Communist Party through their stooges, trying to take over the seamen's movement, to further their political ideologies. We have found through our struggle against them, that this demagogic outfit, the Communist Party, is only an auxiliary of the bosses. Their policy, in the final analysis, only benefits the employers and their own phoney political ideologies, which are far from being American in concept or principle.

### SCABS

Through their stooges in their Unions they are constantly keeping them in a turmoil, diverting the energies of the membership to internal, instead of external fighting. We have found that these leeches do not mind advocating and supporting the policy

## CONTEST WINNER



Miss Florida for 1945 is delightful Jeni Freeland. She will represent her state at the annual beauty contest at Atlantic City. Agent D. L. Parker says they all grow this way down in Tampa. Tampa shipping is on the upgrade. There are some spots open for discriminating seamen. First come, first served, no reservations.

of scabbing on their fellow workers, if it suits their particular phoney political line.

Our organization is built for the purpose of bettering the wages, working conditions of the men who follow the sea, and to date we have kept our Union clean of demagogues and would-be emancipators of the workers, namely the Communist or any other political party which may have had ideas about running our Union to suit their political fancy.

### CRUMBS

We now, as delegates from all Seafarers International branches, east, west and Great Lakes, go on record to continue keeping these political crumbs out of our Unions, and to unmercifully clean them out if any attempts are made by them to infiltrate and disrupt our Unions, and we again go on record condemning the Communist Party and their fellow-travelers, as a tool of the employers, and detrimental to the American seamen and the workers as a whole.



## NEW ORLEANS

Shipping has picked up down this way and looks good for the coming week. We have several ships in transit and very little beefing aboard those scows, outside of trying to get enough milk for the crews.

I presume the RMO can stick out their chests again, as we were short of ABs and Firemen and had to call on them for replacements. We found we needed twelve men to fill jobs. After putting them through the third degree we found five that were on trip cards previously and one that was registered with us. What these guys try to pull would beat a royal flush. Anyway we gave them the air and re-ordered six more saltys and the vessels got under way in good shape (we hope) with a large percentage of book men.

The SS J. H. Meyers (Alcoa) was paid off here last Friday and what a pleasure it was to walk aboard and not find one beef and one clean job. The crews will always be remembered by the Old Man as good SIU members, and we hope on the return voyage will be the same.

We were informed at this writing that the Pan Orleans (Waterman) which is now in the repair yards in New Orleans, is going to be converted into a Banana Wagon and will be ready for her first trip about April 3rd. So it looks as if our Agent, Brother Michelet, now at Agents' Conference, will have a headache drawing up a Banana contract with the Waterman SS Co. on his return. It will also give Brother Michelet a chance to run in a few recipes, on How And What to Use the Banana For in his STRAIGHT FROM THE GALLEY column. Take notice, Brother J. P. Shuler, may be a tip from the wise.

One of our repatriated SIU members, Brother Ralph Piehet, drops in now and then and gives all the stories of his past experiences. He is now taking it easy, but says he is about ready to go back to sea. So best of luck, Brother Piehet, we are always glad to have all of the old timers back.

The SS Edmund Weed was paid last week with only a few minor beefs. All departments paid off clean. Mostly the crews are responsible for this, and are to be commended for the way they paid off, being sober and Union-thoughtful at that time. Had a few trip card men aboard. All have taken out Pro-books and all are happy. Most all signed off, and are now headed back to their port of signing on (Philly) to give our Bro. Agent Harry Collins another good chance to ship a good crew.

Have the SS Merriman and the SS LaChantier (Bull line) in port and with only a few beefs. These are concrete ships and most of the crew have made one or more trips, so we expect little trouble.

That is about all for this time, hoping next week will find our Agent, your correspondent, set for better news.

G. A. MASTERSON,  
Patrolman

**Keep In Touch With  
Your Draft Board.**

## WHAT'S DOING

## Around the Ports

## JACKSONVILLE

On my return to Jacksonville from the Agents' Conference I found that business had picked up a little. We shipped a full crew for the SS Alex G. Bell. This ship has undergone extensive repairs for the past three months. Monday the 26th we got word that the SS Dry Tortugas was in and would pay off that afternoon. We also got an order for four Oilers. Due to the fact that we had just crewed a ship I didn't have the men here.

I called Tampa, Savannah, and Charleston but there were no men in those ports so then I called Mobile. Charlie Kimball told me that he had plenty of men there and he could put them on the plane at 4 P.M. When he called the airlines office he was told that four seats were available but the men might get bumped in Atlanta unless they had a priority. Brother Kimball then called the RMO and solicited their aid in getting priorities but the RMO turned him down on the flimsy excuse that Mobile was in a different area from Jacksonville.

In the meantime the ship is delayed over twenty-four hours while we get men from Baltimore which is twice as far as Mobile from Jacksonville. The company will no doubt try to saddle the Union with the responsibility for that delay but I say the blame lies squarely on the inefficiency experts in the RMO. Rather than cut a small piece of red tape and get a ship out on time they leave the red tape and delay a ship a full day. That's one more way not to win the war faster. Shipping for the next few days looks slack.

ROBT. A. MATTHEWS,  
Agent

## SAVANNAH

It looks as though this port has finally got its name on the map again. We had four ships to pay off last week and all beefs were settled in favor of the crews.

Things are expected to be good down here for some time to come. I have shipped everything I could get my hand on. I had fine cooperation from the Delegates on the SS Dinian of the Eastern Line. This was a clean ship to board.

I hope that all other crews will in the future see that their ships are left clean for the next crew that goes aboard.

PAT RYAN, Agent Protem

When I came back from the conference in New York and Chicago I found things humming down here in Savannah. We had a half dozen ships here sailing or preparing to sail. Of course, I missed most of the fun since they paid off before I got here, but Pat Ryan handled that in splendid fashion.

There are no beefs pending, since he squared them away at

the time of the payoff.

The people who should know say that shipping is going to continue fast and hot down here for the next few months at least. Maybe for a longer period.

A couple of SUP ships are due here also, but the respective representatives of their crews are here to take care of them, although if they need help they know where to come for it.

Sixty-four men were shipped out of Savannah in the last two weeks and the shipping lists are practically empty. If things keep booming as we hope and expect, we may have to ask some of our larger branches to supply us with men. We've been running ourselves bowlegged rounding them up and we don't want to call on any outside agency to help us man SIU ships.

We're having a meeting tonight. Most of the boys who are on ships still in port have promised to attend. I hope we have room for them all.

ARTHUR THOMPSON, Agent

## NEW YORK

The waterfront Patrolmen in the port of New York caught a breathing spell here last week. We had only had 26 ships paying off and no major beefs on any of them.

It seems as if the SS Lou Gehrig is a jinx ship so far as the Deck officers are concerned. On her last trip in a number of them were pulled off by the Coast Guard. She is now in again with a number of Coast Guard charges to be preferred against the Master. Among them is one that concerns the unlicensed personnel. We had three members left on the other side due to the fact that the Master posted a notice cancelling shore leave 15 minutes after shore leave had stopped. The ship sailed the same day leaving the men there through no fault of their own.

The Albion Victory, Jose Marti, William Johnson, and the Madawaski Victor all of the Bull Line paid off this week, with no major beefs. The Irwin S. Cobb, Robin Lockesly and George Westinghouse of the Robin Line all had beefs settled aboard. The Calmar SS Company only had the Firmore, William Pepperell, R. H. Lee and the Henry Jocelyn. All beefs on these ships have been settled and overtime is collectable.

Calmar seems to see that it pays to cooperate with the Union in settling the beefs and is giving us a better break now.

We had the SS J. Willard, Goldsboro and the Schoharie of the South Atlantic SS Company. The beefs were settled aboard the ship except a few minor beefs in the Stewards department.

We had the SS Samuel Johnson of the Eastern SS Company in and she was the reverse of the Lou Gehrig. The Samuel Johnson had a very clean payoff.

We had a couple of men in

from the Great Lakes this week. Both of the men had old numbers on the Lakes, but for some reason, neither one of them seemed to realize that they are affiliated with the Atlantic and Gulf District.

One of them has a Great Lakes book that is paid up. He went down and applied for a trip card in the Atlantic and Gulf but was straightened out before he shipped out.

The other came in to pay up his Great Lakes, SIU book and he showed his NMU book. When questioned about this he stated that his Great Lakes book was his summertime book and that his NMU book was his wintertime book. He stated that he liked the SIU agreements better but that his wintertime friends shipped out of the NMU hall. When told that he couldn't hold a book in both organizations, he became indignant, informing the Patrolman that this was a democratic country and thought he should be entitled to as many books as he liked. The Patrolman's democracy was not as liberal as this guy's, so he took the Great Lakes book and told the man to use his NMU book in the future.

The man came back in a few minutes and wanted to get an SIU trip card, Atlantic and Gulf District. It took another hour to get him straightened out.

The final results being we sent him back to the NMU to ship out as he seemed to like a changeable policy.

J. P. SHULER, Patrolman

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Shipping's on the "Hot Chart" again here in New York and jobs are plentiful for those that want to ship out. On most occasions you can practically pick your job and destination. To the out-port members where shipping had slacked down, and to those where Local Boards are about to wolf you—why not head for New York and see the sights and tackle some of these jobs and relieve the high pressure?

We are rather scarce for all ratings, including the Steward Department, believe it or not.

The good ol' summertime is here, and the New York beauties are parading around with wolfish looks in their eyes. A sailor is a sailor, and contacts are plentiful.

The other day we had an AB come in for a job, a WSA man. We could have used him, but he explained to us that he couldn't get his release from the WSA unless he was one of the "first five" on the list. This was because he was on stand-by-pay.

After graduating from this "Mutton Head School" they are pooled in order to graduate and are placed that way on the list with stand-by-pay. All don't get stand-by-pay, but most of the men are there for a long time and do get disgusted waiting for jobs, especially if they have families to support. What I'm trying to point out is that when

these men do come around to us and do want to ship out, and there are a few occasions where we could use rated men, I find that the WSA will not release those for the simple reason that they are not on the "First Five" list.

If they do take the jobs, they lose their stand-by-pay. Quite a set-up I'd say. Looks like it's the old regimentation system; knock you in line and pound your head their way. What difference does it make if that man could have been used on a ship that was sailing within several hours or a day later. We could have used him.

Speaking of contracts, every bonafide SIU man that registers and ships out, has a contract with himself and the union he represents and the Company with which he sails. It's not a question of belonging to Savannah, Mobile, Boston or any branch elsewhere. The predominating issue is that you and you belong to the SIU of North America. It's one solid body and you're a part of all Branches of the SIU of NA in the United States.

Each and every member is a "potential organizer." It would be very comforting to our New York Organizer Lykke, if he could get more members to cooperate with him in getting at some of these unorganized tankers while you are in New York. Why not see him in the 2nd floor Organizer's office. Many men are desirous of sailing on tankers, quite a few of our members are sailing them now.

Speaking of a bigger and better SIU, how would it be if a lot of you members that have baggage in the Baggage Room over 6 months would take out same. The Baggage Room, I must say, is not a cold meat packing house, nor a vegetable storage. Please refrain from bringing such unnecessary produce, to the Baggage Room Clerk for checking. If you insist I'll say that he cannot be responsible for meats. As it is, I myself have difficulty in getting my regular ration of meats, and I may make personal use of same. Yum Yum.

The Baggage Room is well filled up, so boys don't bring your small packages in to be checked until some of the excess baggage had been taken out.

Thanks for your cooperation and don't forget, grab a hot ship and give that girl you're avoiding the slip, Mama needs the bacon.

W. PAUL GONSORCHIK  
New York Dispatcher

## PHILADELPHIA

Well here we go again, doing business at the same old place as usual. Just returned from a joint Agents Council in Chicago and I really believe that it was the most constructive conference that I have ever attended. With the reciprocal shipping rights, no pull offs after thirty days and many other benefits, I think it will tend to bring both Coasts together.

With the new setup on organizational activities, which will be placed in the hands of Brother Hall, I really believe we should go a long ways in organizing some of these unorganized com-

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# Around The Ports

(Continued from Page 7)

panies. Some of our members came into the hall and stated that their ships had been diverted to the Pacific Coast, so it looks like we will have more ships following the same route. So the A & G agents Conference to send A & G officials to the Pacific Coast was timely in itself.

We have quite a bunch of new officials who have taken office during the last election. They are aggressive and industrious, and with a little help from the rank and file, this union should go places during the coming year.

I see that the Secretary-Treasurer did not let any grass grow under his feet as it did not take him long to get the eight page Log rolling, so lets all get together and send in a little bit of news so we can keep these eight (8) pages filled.

Well, there is not much of interest in this city of brotherly love, but in closing we will say, shipping is pretty good, not many men on the beach, here is to a bigger and better union.

HARRY COLLINS, Agent

## CHARLESTON

Business has picked up with a full crew shipped to a Waterman Ship. Looks slow for the next week. Quite a few old-timers are here on the beach, they evidently can eat a lot more at home as they are putting on weight—wonder if it is the food or the beer?

JAMES L. TUCKER, Agent

## GALVESTON

Shipping and business was very brisk in this area during the past two weeks. Due to the fact that there was very few men on the beach here, I had to call New Orleans for men and we just about cleaned out that port. Had to give the RMO several orders for men but I am only calling them as a last resort.

The hall in Houston will be open for business Monday, April 2nd at 6605 Canal Street. The members will find that this hall, although smaller than the other place that we had, is a much cleaner and better located hall.

After April 10th the Galveston Hall will be located at 305 1/2 22nd Street. I have already purchased the furniture for the office and a goodly portion of furniture for the hall. The members coming into this port will, I am sure, be well pleased with the start as this new hall is much brighter and cleaner, also centrally located. I feel sure that our members will spend a lot of their time in the hall instead of USS clubs.

Just received word that another M-A-V-1 has arrived in

this area from the lakes. This vessel will be in drydock for several weeks before they take a crew.

According to reliable sources, this area is due to have a lot of shipping shortly. During the time that I was attending the Agents conference about 7 ships were paid off in this area running from rust buckets to T-2 tankers. Had a lot of ADMIRALS from the New Moscow coming in to the Hall looking for trip-cards for these T-2 jobs. We were able to crew these ships up without using them.

D. STONE, Agent

## NORFOLK

Shipping in this port has been very good the past two weeks, and the prospects for the coming week look even better. The hall is pretty well cleaned out, and if some of the men in the out ports will come to Norfolk they will hit good shipping. This will stop the flow of trip card men which is necessary when the port is short of book men.

It seems that some of our worries are over on the coastwise coal buckets. They are changing most of the tubs over to the sugar and ore runs, to Cuba and South America. So don't hesitate to take these ships. The ship itself may be an old scow but the runs are good.

All members please take notice that in the future, until we are able to get another hall, the regular meetings will be held at 312 E. Freemason Street, the

Carpenters' union hall. This hall has adequate sitting for all members and was rented for the small sum of \$7.50 a month. This will be a big help as our regular hall is much too small for our meetings.

We are still battling a hundred per cent score with the Coast Guard, and if the men will notify the hall for representation and not try to settle it themselves we will try to keep up the good work.

Ships that come into the army docks to pay off—if the men will come to the hall and bring their disputed overtime we will settle it at the CO office before the pay-off. We cannot get aboard these ships at the army docks.

RAY WHITE, Agent

## BALTIMORE

"Ships That Pass In The Night." Did you ever read that story? Well, I did, and from the looks of some of the rust buckets that come in here, they ought to be kept in the dark all the time. They sure as hell are an eyesore, but what makes matters worse is the way some of the crews leave their quarters and messrooms. You don't hurt the shipowner by leaving a dirty ship, you hurt the union men who take your place.

Most of the beefs in the Stewards Department come from inexperienced Stewards. This is about the most responsible job on any ship, and no man should take this job unless he knows

# SIU UNCLAIMED WAGES

SEAS SHIPPING CO., INC.  
General Agent, War  
Shipping Administration  
39 Cortlandt Street  
New York, N. Y.

## CLOVIS VICTORY—VOYAGE 1

|                   |       |
|-------------------|-------|
| Bert C. Pond      | 18.93 |
| Roy Kinkade       | 7.82  |
| Wayne Harman      | 7.82  |
| Kenneth Cooper    | 2.84  |
| Garfield Miller   | 2.84  |
| William Winkler   | 2.84  |
| George V. Stewart | 2.84  |
| Richard Stockard  | 9.95  |
| Louis Acosta      | 38.39 |

## ELDENA—VOYAGE 4

|                |      |
|----------------|------|
| C. P. Day      | 7.52 |
| J. McCallum    | 7.52 |
| G. J. Thompson | 7.52 |
| R. J. Storck   | 7.52 |
| F. Fromm       | 7.52 |

## EL SALVADOR VICTORY

### VOYAGE 1

|                   |      |
|-------------------|------|
| George L. Harpham | 4.04 |
|-------------------|------|

### FRANCIS L. LEE—VOYAGE 2

|                  |       |
|------------------|-------|
| William McDonald | 11.00 |
|------------------|-------|

### FRANCIS L. LEE—VOYAGE 3

|                  |       |
|------------------|-------|
| John M. Creagh   | 3.21  |
| Nile G. Dunbar   | 5.95  |
| Charles H. Jones | 2.04  |
| Frank Dunovich   | 23.26 |

### FRANCIS L. LEE

#### VOYAGE 4

|                   |          |
|-------------------|----------|
| Jose Saravia      | \$ 11.38 |
| Arthur K. Briscoe | 18-71    |

### FRANCIS L. LEE

#### VOYAGE 5

|                      |       |
|----------------------|-------|
| Sylvester Halligan   | 8.00  |
| Leslie R. Teague     | 5.69  |
| John Frankowski      | 5.69  |
| Robert Z. Little     | 3.56  |
| Robert M. Morley     | 8.00  |
| John W. Mertz        | 8.00  |
| Joseph M. Peturalski | 10.84 |
| James H. Rogers      | 8.00  |

how to cook and order stores. It is no damn fun to have ulcers of the stomach—too many seamen die from this complaint.

There are quite a number of men coming to the hall here who are only 3 and 4 years back in their dues. Most of them had good paying jobs ashore and expect to get reinstated for a few dollars. One question they always ask is why can't they take out a new book and forget about the old one. They get sore as hell when they find they can't do this.

The prize beef of the week was a guy who came to the hall and asked me to collect his pay and clothes as he was too tired to do so. In fact, he claimed he was a physical wreck and the ship was 12 miles from the hall. Well, I'll be darned if I didn't fall for his line and go get his gear. When I got back he was gassed up and in the Agent's chair. I'm glad we're never too old to learn.

Shipping has picked up in this port the past week and we have prospects of several new C-type ships due out soon. There are quite a number of men on the beach in this port, and a good many of the ships here are in transit from this port to New York.

P. Edwards should get in touch with Patrolman Starling in Baltimore. The boys and gals here are the same as when you left. We ain't got any new ones yet—you gotta wait until some of the others grow up.

WILLIAM McKAY, Agent

|                     |      |
|---------------------|------|
| Jesse M. Barrable   | 4.00 |
| Charles A. Raymond  | 8.00 |
| William A. Oswinkle | 8.00 |
| Richard D. Hessler  | 8.00 |
| Charles E. Glover   | 8.00 |
| Walter C. Thomas    | 8.00 |
| James F. Clark      | 8.00 |
| George S. Lucas     | 8.00 |
| Stanridge B. Selina | 8.00 |
| Jesse Kirby         | 8.00 |
| William McManus     | 8.00 |
| Henry M. Wilson     | 8.00 |
| Austin D. Sloan     | 8.00 |
| Albert C. Belt      | 5.00 |

### FRANCIS L. LEE

#### VOYAGE 6

|                      |      |
|----------------------|------|
| Homer R. Nelson      | 2.00 |
| James E. Warner      | 2.00 |
| Adolph Pizzo         | 2.00 |
| Andrew P. Upchurch   | 2.00 |
| Edward J. Jakubowski | 2.00 |

### FRANCIS MARION

#### VOYAGE 1

|               |        |
|---------------|--------|
| H. Davis      | 119.81 |
| F. M. Roberts | 14.17  |
| N. Borneau    | 1.48   |
| R. Green      | 376.63 |
| W. Den Dulk   | 10.26  |
| R. Hughes     | 2.34   |

### FRANCIS MARION

#### VOYAGE 2

|                     |       |
|---------------------|-------|
| Walter E. Girard    | 98.75 |
| Vincent B. Pocoraba | 46.41 |
| Harold Broker       | 5.59  |

### FRANCIS MARION

#### VOYAGE 3

|              |      |
|--------------|------|
| L. Pelleteer | 7.05 |
|--------------|------|

### FRANCIS MARION

#### VOYAGE 4

|                   |      |
|-------------------|------|
| R. Weis           | 4.98 |
| R. Beisuk         | 2.49 |
| E. Backen         | 2.84 |
| E. Branch         | 3.22 |
| Lawrence Bradshaw | 3.55 |

### FRANCIS MARION

#### VOYAGE 5

|             |        |
|-------------|--------|
| Walter Kamp | 114.47 |
|-------------|--------|

### FRANCIS MARION

#### VOYAGE 6

|                 |      |
|-----------------|------|
| Hugh MacArthur  | 1.49 |
| Marion Courtney | 1.49 |
| Arnold Hayman   | 1.49 |
| Ernesto Torres  | 1.49 |
| Gilbert Rios    | 1.49 |
| Aubrey Simpson  | 1.49 |
| Robert Bond     | 1.49 |
| Francis McGuire | 1.49 |
| William Smith   | 1.49 |
| George Marini   | 1.49 |
| Don Hilton      | 7.48 |

### FRANCIS MARION

#### VOYAGE 7

|      |       |
|------|-------|
| Root | 14.57 |
|------|-------|

### FRANCIS N. BLANCHET

#### VOYAGE 1

|                |       |
|----------------|-------|
| Thomas Aracena | 22.91 |
|----------------|-------|

### FRANCIS N. BLANCHET

#### VOYAGE 2

|                 |      |
|-----------------|------|
| Bjarne Johanson | 1.76 |
|-----------------|------|

### FRANCIS N. BLANCHET

#### VOYAGE 3

|                    |       |
|--------------------|-------|
| Lawrence Shipley   | 79.63 |
| Deanne D. Brummund | 43.09 |
| Kenneth W. Scott   | 7.24  |
| Jessie J. Lyons    | 28.99 |

### FRANCIS N. BLANCHET

#### VOYAGE 4

|                |       |
|----------------|-------|
| Fred R. Pohley | 25.52 |
|----------------|-------|

### GEORGE H. DERN

#### VOYAGE 1

|                    |       |
|--------------------|-------|
| Richard K. Akridge | 58.67 |
|--------------------|-------|

### GEORGE H. DERN

#### VOYAGE 2

|                |        |
|----------------|--------|
| Henry Kovalski | 165.07 |
|----------------|--------|

### GEORGE H. DERN

#### VOYAGE 4

|                   |      |
|-------------------|------|
| Stephan Gill      | 2.84 |
| Carroll P. Wilson | 4.27 |

### GEORGE H. DERN

#### VOYAGE 5

|                |       |
|----------------|-------|
| John H. Wymond | 25.07 |
|----------------|-------|

### GEORGE H. DERN

#### VOYAGE 6

|                      |       |
|----------------------|-------|
| Willis V. Whitehurst | 19.20 |
| Andrew L. Dickerson  | 2.13  |

### JOHN GRIER HIBBEN

#### VOYAGE 1

|                    |       |
|--------------------|-------|
| N. J. Smith        | 6.27  |
| Henry J. Fou       | 7.20  |
| Leopold Lang       | 24.87 |
| Ole Jensen         | 4.00  |
| Floyd Curtis       | 4.00  |
| Arthur W. Bolton   | 4.00  |
| Patrick W. O'Flynn | 4.00  |
| William E. Kennedy | 4.00  |
| Jose Silva         | 4.00  |
| Jesse L. Waters    | 4.00  |
| Cosmo J. Lecsese   | 4.00  |

## Money Due

### SS JOSEPH NICOLLET

All crew members who paid off in Charleston, March 26, 1945 can collect transportation at Waterman SS Co., 19 Rector St., N. Y. C.  
(Submitted by Charleston Branch).

### SS CAPE CORWIN

Steve Colecchi, 2 hrs; L. Marturano, 3 hrs; J. Weibley, 1 hr; J. Madsen, 6 hrs. Collect at Bull Line Office, New York.

### SS KEPPEL

Crew members who have not received their transportation money may collect same at Simpson Spence, Young, 10 Bridge Street, New York, N. Y.

### SS VONODDA VICTORY

Subsistence for meals for January

E. Podgurski, L. Eddinger, S. Milan, W. Parrish, A. Hoxie, E. Hofmann, W. Wagner, M. Stonewall, W. Tochinsky, J. Bochnowicz, N. Barksdale, 21 meals each. J. Jeffery, 18 meals; R. Fithen, 12 meals. Collect at Robin Line Office, New York City.

### SS WM. WILSON

Fulton, AB, 26 hrs; E. Rebas, 32 hrs; J. H. Swinford, 25 hrs. Collect at Eastern SS Company office, New York City.

### SS JOSIAH PARKER

Lodging money for the following men:  
V. Zane, P. Viera, L. Dougherty, 5 nights each. B. Notaibotolo, 6 hours overtime. Collect at Mississippi SS office in New York.

### AUGUSTUS R. KERN and

### ROBERT BALIZET

Pay vouchers are waiting for you for the work done by prisoners when they cleaned tanktops in Italy. The vouchers are in the SIU Baltimore hall.

**Keep In Touch With  
Your Draft Board.**



S.)