

SIU Ship Down With 10 Men Lost

SLAVE LABOR BILL FOUGHT

President Roosevelt last week sent a long message to Congress in which, among other proposals, he called for the most sweeping coercive measures on the home front ever proposed by any Chief Executive in the country's history. He demanded:

1—Enactment of a so-called "national service" act under which workers would be drafted for the private profit of employers.

2—Passage by Congress now, without waiting for the soldiers to come home, of compulsory military service for America's young men in peace-time.

3—A draft of nurses, despite an appalling shortage of such help in every hospital of the nation. This demand spotlighted the fact that the Army and other agencies have failed signally to set up any adequate training program for nurses, though they must have known there would be a tremendous need for them.

4—A "work or fight" law for "4-F's" so as to drive them helter-skelter into war factories.

Solons Not Stampeded

The lawmakers took no immediate action to push through an over-all labor draft as sought by "F.D." By an overwhelming majority, Congress had previously opposed such "forced labor" legislation, and there was little indication that it had changed its mind.

In fact, Senator Warren R. Austin (Rep., Vt.), one of the main sponsors of universal conscription during the last session, conceded that chances of adoption of such a law are slim. He said he had not "sensed any change" in opposition to the proposal by either the Senate Military Affairs Committee or the Senate itself.

However, several bills to crack down on "4-F's" were introduced. Chief among these was one by Congressman Andrew J. May, standpat Kentucky Democrat, and chairman of the House Military Affairs Committee.

Militarizes Workers

May's bill went far beyond "4-F's" alone. It extended the "work or fight" club to all men from 18 to 45 now on the home front. Enforcement would be in the hands of draft boards. Workers who resist board orders would be consigned to army "labor battalions."

Labor chiefs said the measure would militarize virtually the entire home front, with the army displacing the War Manpower

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"He's the Guy I Voted for"?



—The Call

Ten crew members, seven of them members of the SIU, lost their lives last month when the SS Francis Asbury went down in the English Channel. The Asbury was en-routed from Dover to Antwerp through the normally safe Channel when she became the latest victim of the Nazi undearsea war.

Gas Rations For Seamen On Furlough

The Office of Price Administration this week finally got around to amending their regulations prohibiting rations of gasoline for merchant seamen ashore. After January 12 all seamen with five weeks or more sea time will be eligible for furlough gasoline rations.

In announcing this, the OPA said, "these men are subject to the same nervous strain as men of the armed forces and are equally entitled to furlough rations when they are off duty."

Under the new rules the seamen will receive three gallons of gasoline for each five week days of service at sea, with a maximum of thirty gallons. All applications for "furlough rations" must be made to the local ration boards within 30 days of signing off.

The ship was in convoy and experiencing clear weather and a moderate sea when the attacker struck. There was an underwater explosion directly beneath the engine. The explosion broke the back of the ship and she began to settle immediately.

As water reached the boilers they exploded, filling the engine room and the entire midship with live steam. Most of the casualties were among the black gang on watch.

Within a few minutes the ship had settled with two feet of water above the boat deck, and the skipper gave orders to abandon ship. Several of the rafts and life boats had been smashed by the explosion, and many of the crew had to jump overboard with their life belts.

Life boat No. 1 picked up many survivors from the water, as did a British trawler which had been trailing the convoy for just such an emergency.

Most of the survivors were picked up the night of the explosion, a few of them were rescued the following morning. All were taken to Ternuezen, Holland, and later repatriated back to the United States in an Army transport.

Besides those brothers killed, the following were injured, Bernard W. Brooks, AB, Robert Huffman, AB; Richard May, FOW; and Alexander J. Williams, Messman.

Those brothers who lost their lives, and now join our honored dead, are listed in the box on page two.

Danger Lurks In War Souvenirs

(EXCERPTS, PROCEEDINGS MERCHANT MARINE COUNCIL)

One of the many unpleasant habits of our enemies in this—and, for that matter, the previous—war is that of leaving behind them various "booby-traps" when forced to abandon territory. These are charges of explosives attached to some object likely to be moved by personnel of the advancing forces, in such manner as to be detonated by movement or investigation. All military personnel are carefully warned against boobytraps and cautioned that desirable-looking battle souvenirs form one of the most fruitful baits for such infernal machines.

Personnel of the merchant marine do not receive such warnings because they will normally not approach a battlefield or beach-head until expert specialists have cleared it of land-mines, bobby traps, and similar dangers that have been intentionally strewn in the vicinity by the enemy. But the debris of battle contains many hazardous objects apart

from those deliberately created and the amphibious type of warfare makes battlefields out of beaches upon which merchant seamen frequently land. Thoughtlessness, or ignorance of the danger, prompts such seamen to garner as souvenirs, shells or fuses which still contain their explosive charges and which subsequently cause death or injury to the possessor. The Coast Guard's casualty records indicate the frequency of such occurrences, of which a few examples are cited.

On Tinian a party of seamen on shore leave from a United States merchant vessel strolled about in search of items of interest and one man found an unexploded mortar shell. He called to his companions to inspect his find. A passing marine warned him not to handle the shell. At just that moment it exploded, killing the finder, seriously injuring one companion and setting fire to the clothes of the marine.

Near Bizerte a seaman from a

tanker found the nose of a German 20 mm. shell and brought it back to his ship. He apparently was endeavoring to disarm the fuse with his knife when it detonated, blowing off part of his right hand and inflicting severe chest wounds. An identical casualty was incurred by a messman on a ship lying in Cherbourg who also indulged in amateur tinkering with a similar nose fuse.

An oiler on another ship at Cherbourg found a whole German shell, brought it on board ship and started to dress it down on the emery wheel. The immediate result was the loss of most of the fingers of his right hand. In still another case the casualty was not even traceable to enemy material. A fireman on a ship in the South Pacific tried to cut open a 20 mm. shell, from the ship's own ammunition, with a hacksaw. He lost his right thumb and forefinger and received serious chest wounds in the inevitable

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WILLIAM ANDERSON	Messman
RUPERT R. CHURCH	Chief Cook
RAYMOND J. CLEARY	FOW
MORTIMER H. HARRISON	Steward
WILLIAM A. MALLARD	Night Cook
HENRY J. PICKELL	Wiper
ARCHIE O. TOMLINSON	Oiler

WHAT'S DOING

Around the Ports

NEW ORLEANS

Things have been humming here for the past week and we really had a dilly on the Anna Capa. The Master thought he was a "little Hitler" and acted accordingly. He would not OK any overtime and said that the men were getting enough pay as it is. But the Company, after talking to the Agent and Patrolman Clarke, decided that the men were entitled to the time, so nearly all of the stuff was paid here. We had to send the rest to New York where Bro. Hall has a fine committee to handle this so it will be paid.

Shipping in this port has been good for quite a few weeks with the hall shipping everything that looks like a seaman.

Now that Byrnes has closed down all the race tracks a lot of men are showing up to ship, for the bang tails are no longer supplying the pork chops.

The RMO here still tries to cram some of their free loaders down our throats but haven't gotten away with it so far.

L. J. (BALDY) BOLLINGER,
Agent

NEW YORK

This port is having a number of ships coming in this week with long trips behind them. The SS Lou Gehrig of the Eastern Steamship Company has an eleven month trip behind her and has had two Patrolmen busy since she docked. The Eastern Steamship Company has been trying to pay her off with wages and bonus and settle the overtime later. But past experience has taught the men that go to sea on the Eastern Steamship Company ships the only dough that is sure is the money in the hand.

We have four or five Moran Tugs in. The Tybee paid off from a seven month trip without a beef. The Bodie Island brought in a clean ship and a clean pay-off. But the Hillsborough Inlet came in with a prize mix-up. Out nine months and none of the crew can remember seeing the Chief Engineer sober. The Captain is ignorant of unionism and when overtime was submitted to him it was not disputed, it was torn up.

Two patrolmen, the ship's delegates, purser and port purser have been straightening it out over the weekend. The crew on this tug, with the exception of the Captain and Chief, are to be commended for their cooperation in straightening this scow out.

Shipping dropped to normal last week with shipping in all Departments and Saturday night the board was cleared for the first time since the 15th of December.

Ships were paid off and most of them with long trips—so shipping is expected to boom again.

A committed was elected at the last meeting to count the ballots for the candidates for union officials for 1945 and the resolutions regarding purchasing of

halls and amending the constitution.

This year shows a record ballot for the Atlantic and Gulf District of the SIU.

There are a number of old-timers showing up now and they make the meetings lively with "Good and Welfare" discussion.

The winter has arrived in New York and the patrolmen are grumbling with their rheumatism after wading around into the slush until midnight on some of these late pay-offs.

Bull Line, which has been one of our worst offenders about late pay-offs, has agreed to pay off everything in the forenoon. That is a great help. Here's hoping that we can get the rest of the companies to pay everything off before 5 p.m.

J. P. SHULER, Patrolman

Well, it happened again. We've been unfortunate in the last few weeks in the phoney Skippers and Mates that we had to come in contact with. Not so long ago we had the bearded wonder, then along came the guy who tried to tell us how to conduct our union business, and now on board the good ship SS Nicolas Biddle of the Robin Line, where in the past we have had no trouble, we met the two star performers. These two phonies who call themselves the Skipper and Chief Mate, proceeded to tell us that the union agreements meant nothing to them, and that they did not believe in paying off overtime. Also, as far as they are concerned, all overtime would go to the NLRB for official approval before any of it would be paid to the crew.

We informed these two jerks that the NLRB had nothing to do with any overtime, and that it was a matter strictly between the union and the company. They then told us that they wouldn't sign any overtime sheets for any one except themselves, and it was at this time that they were informed by the company official that all the overtime would be OK'd by him and that the Skipper would pay whether he liked it or not. They didn't like it but they paid.

Now the morale is this, these would-be petty dictators are finding out, like the big dictators, that to fight people who are united and determined in their stand is tough. They can not be licked.

Notice For Great Lakes Seamen

When you come down to the coast to ship deep sea be sure to contact the union hall in what ever port you hit. When shipping deep sea ship only through your union hall, just as you do on the Lakes.

While you are a member of a different district, the Atlantic & Gulf District is ready to give you full choice of jobs and all the protection of the deep sea contracts.

The crew on this vessel was well united and stood by its guns. Such a crew can not be licked, and you can bet that they weren't. With the co-operation of the company, we will rid ourselves of such vermin as Capt. Cormick and make the life at sea more pleasant and desirable.

LOUIS GOFFIN, Patrolman

GALVESTON

Shipping and business fair and shipping will continue to be good for the coming month with four Liberty ships to be delivered by Feb. 9, 1945. Had two SUP ships pay off here last week and on the SS B. F. Shaw we ran into one of the "Capt. Bligh" type of Captains. And to make matters worse, he was an English Master and had the idea that when a man met him he was supposed to do everything he asked of the man. Well, Master Pierson was sadly disappointed. The men preformed the duties that were required of them and then they went to their quarters and one man was logged because he had to put on his shoes and was not on deck when "Capt. Bligh" Pierson arrived on the scene.

In fact he had several men logged which was settled to the satisfaction of those concerned and this really burned the Old Man up because their papers were not suspended by the Coast Guard. I think in the future Capt. Pierson will realize that the men that are going to sea today are to be treated more like men and not as a bunch of slaves.

RAY W. SWEENEY, Agent

Slave Labor

(Continued from Page 1)

opening of hearings on the bill Wednesday, called for its quick enactment, but proposed "civil penalties"—fines and jail terms—instead of consignment to "labor battalions" for "defiant" workers. Either method, labor spokesmen Commission in control of civilian workers.

Undersecretary of War Robert P. Patterson, testifying at the said, would "amount to totalitarianism, pure and simple."

Anti-Union Twist

May also gave the measure an anti-union twist by championing an amendment that would exempt drafted workers from the need of joining the union in the plant to which they are assigned, even though such union may have a "closed shop" contract. This was probably a scheme to knife unions.

Also, Congressman William M. Colmer, Mississippi Democrat, introduced a bill to smash strikes by forcing workers involved in walkouts into the armed services—even though employers may have instigated the stoppages. Other similar measures poured into the congressional hopper day by day.

Thus, "F.D.", by his demands has opened a veritable "Pandora's box" of "union-busting" legislation.



By "FRENCHY" MICHELET

Only a spotless reputation like that enjoyed by that excellent cook Frenchy Michelet, could survive the kicking around it gets from the shoemaker "Hungry" Shuler. Shuler got up in the meeting the other night and suggested that the editor of the Seafarers Log should replace the fork and spoon that heads this column with a can opener and corkscrew as more in keeping with our culinary practices. These feeble witticisms are motivated by pure envy, of course. For the benefit of any member who may not be aware of the true facts, we will cite a case to show what a liberal steward "Frenchy" is and what a hungry belly-robbler Shuler is. Several years ago Paul Hall and Jimmy Hanners made a 7-month trip with Shuler. When they got back to the States they were mere bags of skin and bones. They then shipped on a real feeding scow with the liberal brother Michelet as steward and they've been trotting around here fat and sassy ever since!

We are by nature the most charitable minded of men. We could find much to say in extenuation for any poor misguided soul who knocked over a bank, poisoned his mother-in-law, or was guilty of any other minor infraction of the country's laws, but we are in favor of dealing unmercifully with any fiend who cooks soupy rice.

Dry, tasty rice with a rich brown gravy and a well-seasoned meat is as much as life has to offer by way of the creature comforts, but the rice must be properly cooked. Boiling hell out of it, then washing all taste out of it and steaming it in a collender is hardly the way to arrive at a tasty rice. Nor is the soupy mess, that all too frequently comes out of the galley, a dish calculated to stimulate the appetite either. Here is a foolproof way to cook tasty rice that is so simple that even Shuler could learn to do it.

Wash the rice in four waters by rubbing it with the fingers until the starch is gone. Put it into your heaviest pot at a ratio of one cup of rice to two of cold water. Season it well with salt. Now cover and bring to a boil. The moment it boils cut the heat down to the lowest possible flame and let bubble 'til the water is gone. Push the pot to the side of the range, open the cover a little and let it steam dry. Never stir rice while it's cooking.

The Navy has reduced the gun crews on a number of SIU ships. The operators are reducing the steward department proportionately. We have sent letters to all agents explaining the union's at-

titude on this problem. All interested brothers may see this letter by consulting the agent in their respective ports.

The prepared mixes that we have been agitating for for so long are now going aboard SIU ships. The membership can now look forward to an immediate improvement in the baking. This is but one of a number of improvements that we want for SIU ships. We are working with the port stewards and the purchasing agents of the various operators and with Mr. William McCarthy, port steward for the WSA, toward this end. A material improvement in the beef situation is the next point on our agenda.

We went aboard the Freulinghausen recently to check the coffee that the crew claimed was rancid. We drew a cup to test it and promptly found the cause—the urn was dirty. Brothers, this union is strong enough to force any operator to clean house, but let us first be sure that our own is in order.

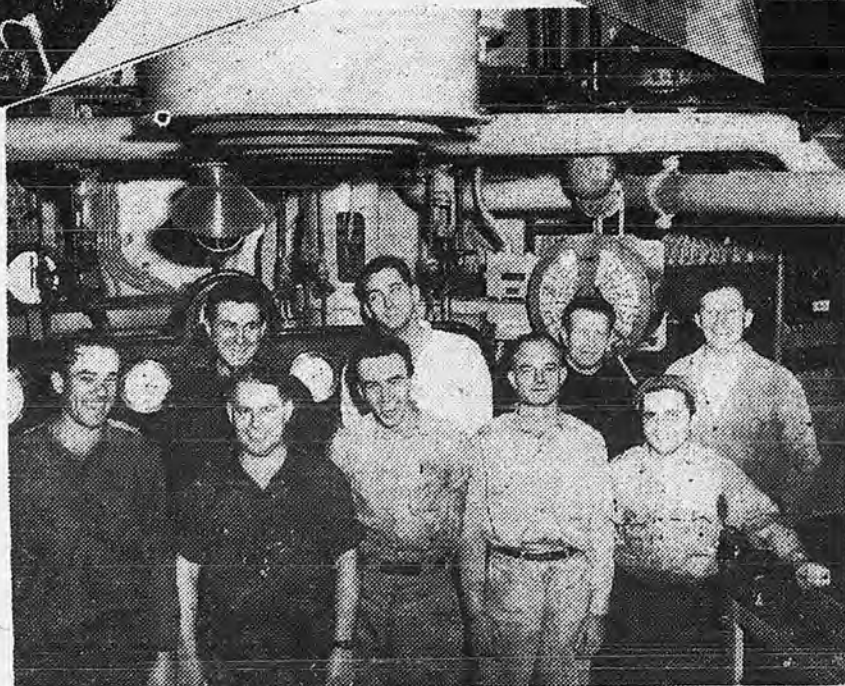
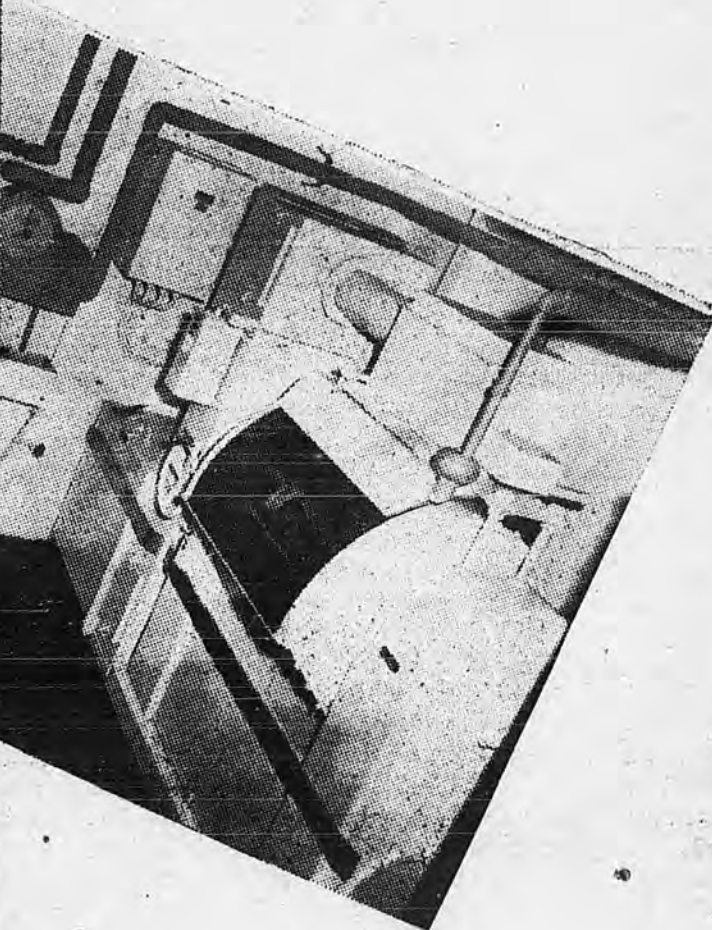
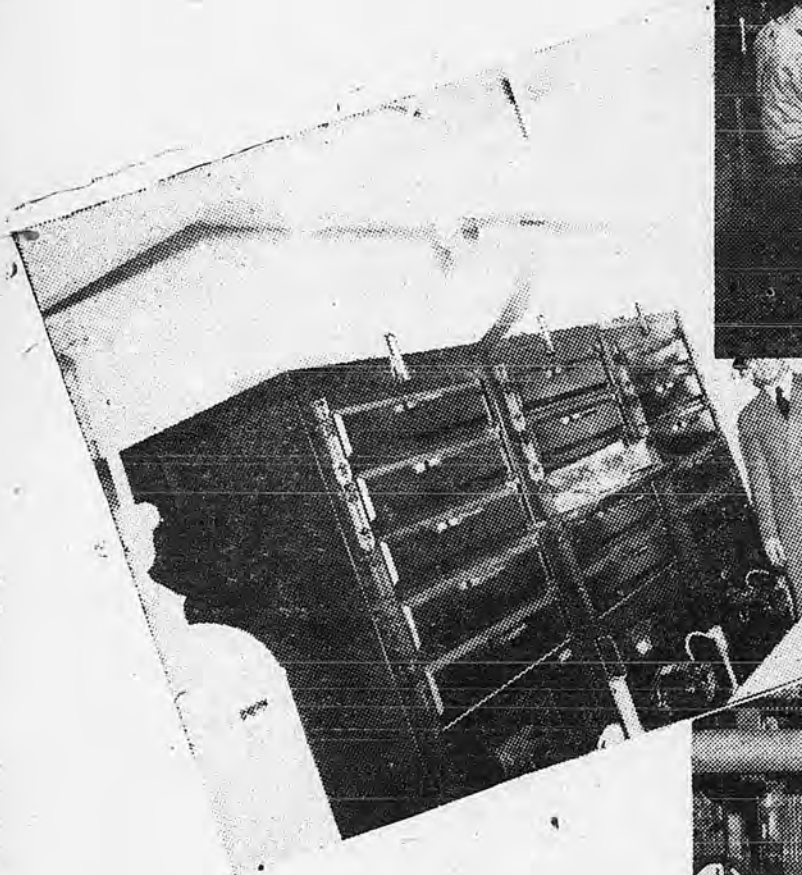
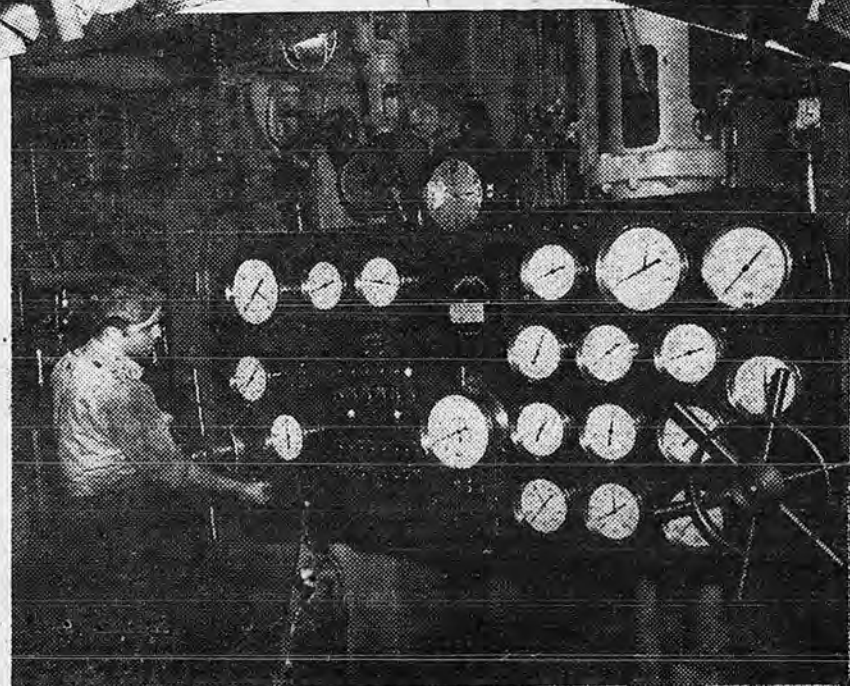
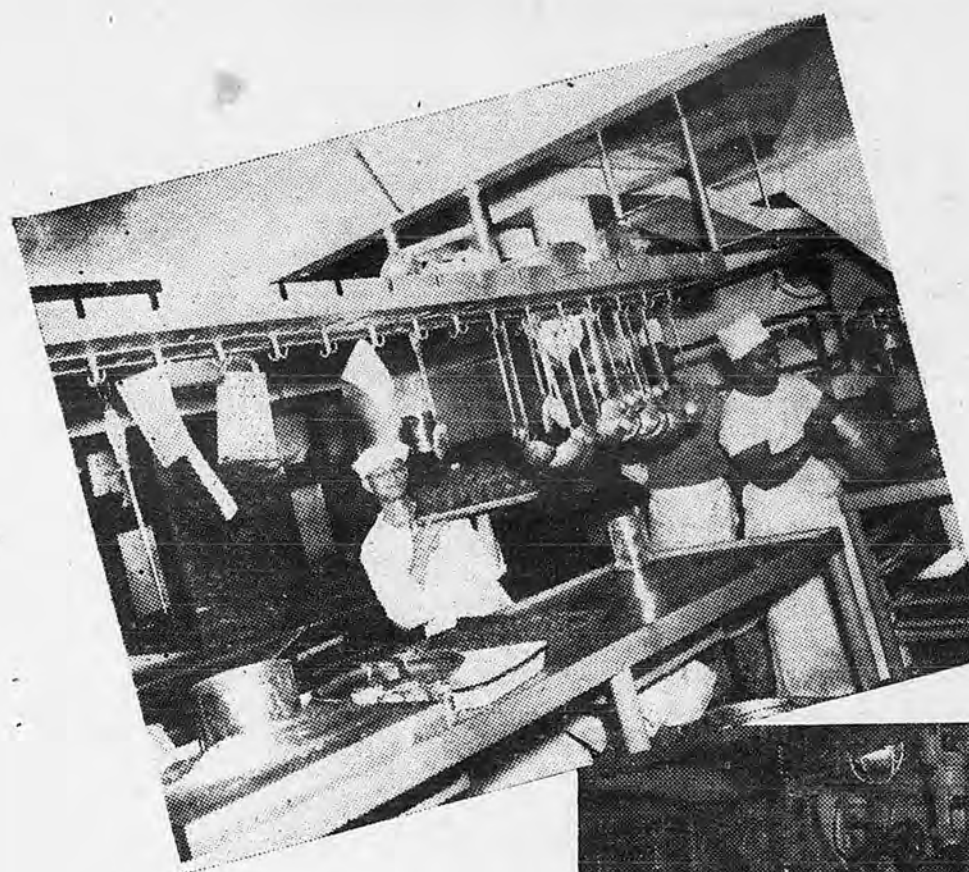
More and more we've found ourself dreaming of far places. Buck Newman, the Philadelphia agent pro tem, was in to see us Friday. We got to reminiscing about old times and all the fun we had last summer when we made a trip together through the Islands. We reminded Buck of the night that we dropped in for a drink in a Dominican Republic gin mill and found him there with a couple of shapely numbers. One of the dames knocked over a glass of beer and it ran all over our clothes. Then everybody made a game of pouring beer all over our trousers. We were all having a swell time 'til Buck found out that we were wearing his pants!

A fellow's a sucker to bat out his brains at a shoreside job when adventure is waiting starry-eyed in every port outside. We once cooked for three wonderful weeks in a Brazilian cat house in Pernambuco. (Until the consul caught up with us.)

What a time we had! We had shackled up on the Rue de Bon Jesus and were regaling the girls with American dishes when word got around the waterfront that Frenchy was cooking in "441". The boys set up a big "kitty" that was always fat with milries. Every now and then some real live brother would replenish the larder with a ham or so. We didn't make much dough but we had a better time than any shoreside big shot who did!

Keep In Touch With
Your Draft Board

WE CREW UP A NEW C-4



Here are candid shots of the SS Marine Dragon, new Waterman C-4 which pulled into New York two weeks ago and is now fully SIU-crewed and ready for her maiden voyage. All the boys have high praise for the quarters and equipment aboard her: *Upper left* is the crew's galley which features an electric range and steam tables for all vegetables. *Upper right* the boys are taking coffee time in the air conditioned messroom. *Center* is the control panel in the engine room with forward throttle on the left and astern throttle on the right. *Lower left* are the 15

ovens in the bake shop. These ovens can handle 75 pullman loaves at a time. That is Brother Michelet standing next to the ovens. (His head is not ordinarily that shape — it's just that the center picture cut it off a bit). *Lower right* is probably the most modern mixer in any galley afloat. She'll handle a 200 pound mix. Plenty of pies should come out of that baby. *Lower center* is part of the black gang, obviously pleased to be on the most modern ship in the SIU fleet.