

**SECURITY  
IN  
UNITY**

# SEAFARERS LOG

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



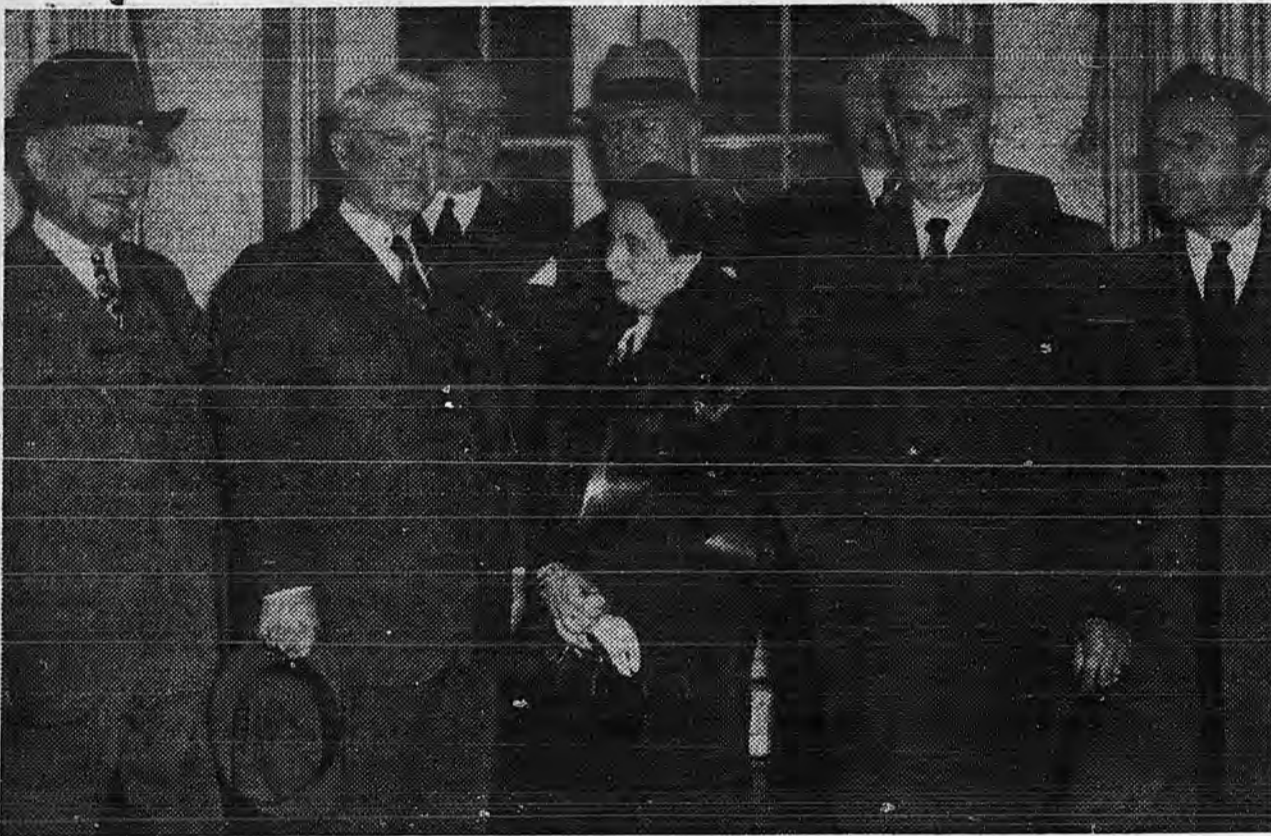
VOL. V

NEW YORK, N. Y., FRIDAY, NOVEMBER 5, 1943

No. 31

## Chisel Of Torpedo Victims OK By Nielsen

MEET WITH FDR ON WAGE CRISIS



The squeeze between the sky-rocketing cost of living and frozen wages has reduced much of labor's income to the point that it is difficult to purchase the necessities of life. The miners are on strike, the railroad workers are threatening strike, and millions of other organized workers are demanding that something be done to stop the employer-government offensive against their standard of living. Pictured here are AFL, CIO and railroad leaders arriving at the White House last week in the hopes of getting FDR to side with the workers. Front row (left to right): AFL President William Green, President A. F. Whitney of the Brotherhood of Railroad Trainmen, New York Regional Director of WMC Anna Rosenberg, CIO President Philip Murray and Secretary-Treasurer of the United Electrical Radio and Machine Workers, CIO, Julius Emspak. Back row (left to right): AFL Secretary-Treasurer George Meany, President Daniel Tobin of the International Brotherhood of Teamsters, AFL, and President R. J. Thomas of the United Auto Workers, CIO.

## S.I.U. LICKS SHIPOWNERS' MOVE TO SHORT CIRCUIT UNION'S SHIPPING HALLS

The latest maneuver of certain RMO port representatives in their constant war on organized labor and grab for further jurisdiction, is a move to prevent shipowners from transporting union seamen from one port to another when a shortage in any given port holds up crewing of a vessel. In the past all companies under contract to the SIU had paid transportation for men when crews were not available in any given port. This

month, however, certain RMO bureaucrats decided that they would step in an eliminate this practice. Their plans were dumped, however, by prompt action of the SIU. We won the beef 100%.

Some of the shipowners, in collusion with the RMO, suddenly announced last week that they would not pay transportation for SIU men, because they would not be reimbursed by the government for this money. For several days last week a ship was hung up in Norfolk for lack of men, and full SIU replacements were waiting in our Baltimore hall to be transported to the ship. But thinking more of smashing the union than of getting the ship sailing with its cargo of war supplies, the shipown-

er played tough and refused transportation. It was at this spot that the RMO stepped in and offered to crew the ship with their school boys.

The union immediately took this beef to Washington and demanded that these chiseling RMO labor-baiters be set on their heels. This was done—as evidence the following telegram received from Deputy WSA Administrator Macauley:

John Hawk,  
Secretary-Treasurer,  
Seafarers International Union  
2 Stone Street, New York City

Reurtel Oct. 23. Marshall Dimock states no instructions given by RMO regarding reimbursement to operators for transporta-

tion of men. In providing men to prevent ship delays, RMO supplements unions and operators and will do nothing to interfere with provisions of contract or established practices. The division of operations states that specific authorization of such transportation is not required for reimbursement of any expenses so incurred by agents where it is provided either by collective bargaining agreement or was previously established as the customary practice and that they always have and will continue to advise agents accordingly in accordance with Statements of Policy signed in May, 1942.

EDWARD MACAULEY,  
WSA, Washington, D.C.

## FDR Again Seizes Mines

WASHINGTON, D. C.—President Roosevelt ordered Secretary of the Interior Ickes to seize possession of the nation's coal mines for the second time this year as threats of a country-wide strike by the United Mine Workers Union reached a climax.

The President called upon every miner "to return to work without a day's delay" while U. M. W. officials pondered what action they would take on a War Labor Board decision in the Illinois field which was unsatisfactory to the workers.

The President acted under the Connally-Smith War Labor Disputes Act which provides harsh penalties for workers who refuse to go to work on properties seized by the Government.

The American Federation of Labor members on the War Labor Board dissented from the majority decision in a sharply worded decision which charged that the ruling had been dictated by Economic Stabilization Director Vinson and War Mobilization Director Byrnes.

The Illinois case hinged on an agreement entered into between the mine operators and the union in that State. It was regarded as a test case since for the first time it included a provision with regard to portal-to-portal pay satisfactory to the union.

The WLB decision awarded an \$8.12½ daily wage for an eight and a half hour day but left the portal-to-portal pay issue still up in the air.

The opinion of the AFL members on the WLB said, in part:

"It is our considered judgment that the miners should receive \$8.50 a day for each straight time 8½-hour day worked. For the work week of 40 hours at straight time and 11 hours at time and a half, the total take-home should be \$56.50.

"This decision of the majority adds another to the list of decisions which have not been determined on the basis of merit, but rather by the attitude of the individuals and government agencies who dominate the actions of the public members of the Board."

Merchant seamen, hailed as heroes when they ship out but chiseled and exploited when torpedoed and forced to appeal to the shipowners for wages and subsistence pending final pay off time, will continue to be shoved around by profit-mad employers if Erich Nielsen has his way. Assuming the authority of the Maritime War Emergency Board, Nielsen this week rejected the latest of a series of SIU demands that wages and subsistence for torpedoed men be continued after repatriation and until the pay off.

Nielsen is nothing more than the office secretary of the MWEB, but he acts as if he alone determined the Board's anti-labor policies. He announced pre-emptorily on October 29, that "... we do not believe that any change ... is called for with regard to payment of repatriation benefits after arrival in the United States."

This Nielsen ukase was handed down when it had been called to his attention that an SIU crew had been torpedoed, repatriated back to New York, arriving here on Sept. 26, and to this day has not been paid off by the shipowner. For well over a month these men have been without wages or subsistence and have been forced to panhandle while the shipowner liesurely waits for "records to arrive."

Torpedoed seamen are denied wages rightfully due them, forced to beg, and Nielsen, with a cramped, bureaucratic mind ill-suited to his ego, does not believe "any change is called for!"

Nielsen's letter to the union reads, in part:

"We are advised that of the 23 men repatriated after the loss of this vessel, 9 have been paid repatriation wage and bonus in full. Of the remaining 14, payment of repatria-

(Continued on Page 4)

## Christmas Packages For SIU Prisoners Of War

SIU men in Axis prison camps are going to receive a Christmas package from their union next month. This was decided unanimously by the membership up and down the coast when it passed a resolution of good cheer and solidarity with the brothers now imprisoned.

Secretary-Treasurer Hawk is now making arrangements with the American Red Cross for the sending to each man an 11 pound package containing food, toilet articles and cigarettes. A full list of SIU prisoners of war will be published next week.



# SEAFARERS LOG

Published by the

## SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Atlantic and Gulf District

Affiliated with the American Federation of Labor

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**JOHN HAWK** - - - - - Secy-Treas.  
P. O. Box 25, Station P., New York City

**MATTHEW DUSHANE** - - - - - Washington Rep.  
424 5th Street, N. W., Washington, D. C.

### Directory of Branches

BRANCH	ADDRESS	PHONE
NEW YORK (4)	2 Stone St.	Bowling Green 9-3437
BOSTON (10)	330 Atlantic Ave.	Liberty 4057
BALTIMORE (2)	14 North Gay St.	Calvert 4539
PHILADELPHIA	6 North 6th St.	Lombard 7651
NORFOLK	25 Commercial Pl.	Norfolk 4-1083
NEW ORLEANS (16)	309 Chartres St.	Canal 3336
SAVANNAH	218 East Bay St.	Savannah 3-1728
TAMPA	423 East Platt St.	Tampa MM-1323
MOBILE	55 So. Conception St.	Dial 2-1392
PUERTO RICO	45 Ponce de Leon	Puerto de Tierra
GALVESTON	219 20th Street	Galveston 2-8043
FT. LAUDERDALE	2021 S. Federal Highway	Ft. Lauderdale 1601

PUBLICATION OFFICE:  
Room 213, 2 Stone Street  
New York City Bowling Green 9-8346



## Labor Crisis - Product Of Washington Double X

The worst labor crisis of the war is now at hand. Sensational headlines on the coal miners' and the railway workers' wage disputes make that evident. But these large groups of workers aren't the only ones affected. Unrest is prevalent among workers all down the line.

If the Government is disturbed about this situation, as it is and should be, it has only itself to blame. We don't like to refer to the Government as "it," but if we get more personal what we say is bound to be interpreted politically and what we have to say has no connection with politics whatever. It is just a question of dollars and cents and how far they can be stretched. It's no longer a question of bread and butter—it's just bread.

The newspaper headlines don't tell the real story and the newspaper editorials merely obscure the facts. We intend to relate the facts here—the events leading up to what may be a tragedy.

The story begins immediately after Pearl Harbor when organized labor gave the nation its no-strike pledge. The President called a national conference of public, labor and industry representatives to make that pledge official and to decide upon an agency which could settle any and all disputes peaceably without interrupting production.

### VOLUNTARY AT FIRST

As a result of this conference, the National War Labor Board was established. It was set up as a tri-partite body, with an equal number of public, labor and industry representatives. It was empowered by Executive Order to function as an independent agency of the Government. It was directed to judge each case on the merits and its decisions were to be final.

Labor voluntarily agreed to go along on this basis because it was democratic and because it promised a just determination of

any and all disputes that may arise. Labor unions agreed not to strike for any cause but to submit their disputes to the Board for decision.

A year passed — an eventful year during which the machinery of the Board was tested and found adequate. Then the impact of inflation, with sharp rises in the cost of living, began to oppress the workers. Demands for wage adjustments flooded the Board. The workers were not trying to profit from the war. They merely sought to restore a just relationship between wages and prices.

The Board, after considering the facts, established the "Little Steel" formula. It declared prices had increased 15 per cent between Jan. 1, 1941 and May, 1942. It agreed to increase wages to a similar extent. When strict application of this formula would not be sufficient to render justice, it provided several "outs" for further adjustments.

Labor did not relish this medicine, this new-fangled idea of Government regulation of wages, but it agreed to take it in order to help prevent inflation and to further the war effort.

### ERRORS OF COMPULSION

But the "Little Steel" formula did not stop inflation and in October, 1942 Congress passed the Economic Stabilization Act designed to stabilize wages and prices at the levels prevailing on Sept. 15, 1942. Former Supreme Court Justice Byrnes was named Economic Stabilization Director.

The new set-up was another bitter pill for labor to swallow because no provision was made

for adjusting wages to make up for increased living costs between May and September, 1942, and because labor had lost confidence in the desire or ability of OPA to hold prices down. But again labor went along.

Last Spring it became evident that the cost of living was running out of bounds. At the same time Byrnes stripped the WLB of power to make any wage adjustments beyond the strict limitations of the "Little Steel" formula. When labor protested it was promised that prices would be "rolled back." We are still waiting for that promise to be made good.

Finally, the coal miners' wage dispute began to assume critical proportions. Word was passed "confidentially" to AFL representatives on the WLB that sacrifices should be made in wage cases involving AFL workers—

like the airframe and packing power on the Board, it can no longer be said that the WLB judges each case on the merits. Such dictation is not consonant with democracy. It is in direct violation of the basic agreement under which the WLB was set up originally. Together with the Government's failure to "hold the line" on prices, it is responsible for the nation's present labor crisis.

And now the truth is that the WLB no longer operates as an independent agency. Several of its public members are directed how to decide cases by Byrnes and his successor Fred Vinson. Since they hold the balance of

power on the Board, it can no longer be said that the WLB judges each case on the merits.

Such dictation is not consonant with democracy. It is in direct violation of the basic agreement under which the WLB was set up originally. Together with the Government's failure to "hold the line" on prices, it is responsible for the nation's present labor crisis.

—Philip Pearl

# 1944 SAMPLE BALLOT

No. 0-8  
ANNUAL ELECTION BALLOT - 1943

Seafarers' International Union of North America  
ATLANTIC & GULF DISTRICT  
1943 ANNUAL ELECTION OF OFFICERS  
NOVEMBER - DECEMBER, 1943

INSTRUCTIONS TO VOTERS — In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for a greater number your vote for such office will be invalid.  
YOU MAY WRITE THE NAME OF ANY MEMBER WHOSE NAME DOES NOT APPEAR ON THE BALLOT IN THE BLANK LINE PROVIDED FOR THAT PURPOSE UNDER EACH OFFICE.  
Do not use a lead pencil in marking the ballot. Ballots marked with lead pencil will not be counted.  
MARK YOUR BALLOT WITH PEN AND INK OR INDELEBIL PENCIL.

<p><b>SECRETARY-TREASURER</b> Vote for One</p> <p><input type="checkbox"/> JOHN HAWK, No. 2212</p> <hr/> <p><b>BOSTON - AGENT</b> Vote for One</p> <p><input type="checkbox"/> JOHN MOGAN, No. 216</p> <hr/> <p><b>BOSTON - JOINT-PATROLMAN</b> Vote for One</p> <p><input type="checkbox"/> JOSEPH ED. LAPHAM, No. 247</p> <hr/> <p><b>NEW YORK - AGENT</b> Vote for One</p> <p><input type="checkbox"/> L. J. (BALDY) BOLLINGER, No. G-300</p> <p><input type="checkbox"/> PAUL HALL, No. G-190</p> <p><input type="checkbox"/> FRANK WILLIAMS, No. 6161</p> <hr/> <p><b>NEW YORK - ENGINE PATROLMAN</b> Vote for Two</p> <p><input type="checkbox"/> JOE VOLPIAN, No. G-56</p> <hr/> <p><b>NEW YORK - DECK-PATROLMAN</b> Vote for Two</p> <p><input type="checkbox"/> LOUIS GOFFIN, No. 4526</p> <p><input type="checkbox"/> JAMES F. SHEEHAN, No. G-306</p> <hr/> <p><b>NEW YORK - STEWARDS-PATROLMAN</b> Vote for Two</p> <p><input type="checkbox"/> MAURICE BURNSTINE, No. 22571</p> <p><input type="checkbox"/> JACK COOPER CASE, No. 1140</p> <p><input type="checkbox"/> CLAUDE FISHER, No. 562</p> <p><input type="checkbox"/> WILLIAM HAMILTON, No. 3400</p> <p><input type="checkbox"/> FRED HART, No. 488</p> <hr/> <p><b>PHILADELPHIA - AGENT</b> Vote for One</p> <p><input type="checkbox"/> HARRY J. COLLINS, No. 406</p> <hr/> <p><b>BALTIMORE - AGENT</b> Vote for One</p> <p><input type="checkbox"/> JOE FLANAGAN, No. 34</p> <p><input type="checkbox"/> JOHN KUPTA, No. 429</p> <p><input type="checkbox"/> C. M. (New Orleans) ROGERS, No. G-2</p>	<p><b>BALTIMORE - PATROLMAN-DISPATCHER</b> Vote for One</p> <p><input type="checkbox"/> MATHEW LITTLE, No. 2294</p> <hr/> <p><b>BALTIMORE - JOINT-PATROLMAN</b> Vote for Two</p> <p><input type="checkbox"/> MAX A. BECK, No. 937</p> <p><input type="checkbox"/> REKFOR D. DICKEY, No. 652</p> <p><input type="checkbox"/> JAMES T. MCCAULEY, No. 1</p> <hr/> <p><b>NORFOLK - AGENT</b> Vote for One</p> <p><input type="checkbox"/> CHARLES C. MARTIN, No. 1856</p> <p><input type="checkbox"/> MARTIN TRAINOR, No. 5000</p> <p><input type="checkbox"/> JAMES L. TUCKER, No. 2209</p> <hr/> <p><b>NORFOLK - JOINT-PATROLMAN</b> Vote for Two</p> <p><input type="checkbox"/> PAUL AMBROSE, No. 4713</p> <hr/> <p><b>SAVANNAH - AGENT</b> Vote for One</p> <p><input type="checkbox"/> CHARLES B. MARTIN, No. 2093</p> <p><input type="checkbox"/> JOHN P. RYAN, No. G-79</p> <p><input type="checkbox"/> JAMES F. SHARKEY, No. G-49</p> <p><input type="checkbox"/> CHARLES WAID, No. G-54</p> <p><input type="checkbox"/> THOMAS M. WILHELM, No. 7473</p> <hr/> <p><b>TAMPA - AGENT</b> Vote for One</p> <p><input type="checkbox"/> D. L. (JACK) PARKER, No. G-160</p> <p><input type="checkbox"/> STEELEY WHITE, No. G-56</p> <hr/> <p><b>MOBILE - AGENT</b> Vote for One</p> <p><input type="checkbox"/> OLDEN BANKS, No. G-1</p> <hr/> <p><b>MOBILE - JOINT-PATROLMAN</b> Vote for Two</p> <hr/> <p><b>NEW ORLEANS - AGENT</b> Vote for One</p> <p><input type="checkbox"/> C. J. (BUCK) STEPHENS, No. G-76</p>	<p><b>NEW ORLEANS - JOINT-PATROLMAN</b> Vote for Two</p> <p><input type="checkbox"/> JAMES DEVITO, No. G-185</p> <p><input type="checkbox"/> TEDD R. TERRINGTON, No. G-68</p> <hr/> <p><b>GALVESTON - AGENT</b> Vote for One</p> <p><input type="checkbox"/> RAY W. SWEENEY, No. G-20</p> <p><input type="checkbox"/> EDWARD R. WALLACE, No. G-237</p> <hr/> <p><b>SAN JUAN, PUERTO RICO - AGENT</b> Vote for One</p> <p><input type="checkbox"/> DANIEL BUTTS, No. 190</p>
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### RESOLUTION BALLOT

#### FOREWORD

THE FOLLOWING RESOLUTION IS HEREBY SUBMITTED, THRU A MAJORITY VOTE OF THE BRANCHES, TO THE MEMBERSHIP. IN ACCORDANCE WITH THE WORDING OF THE RESOLUTION, IT IS NECESSARY FOR THE MEMBERSHIP TO VOTE ON THE RESOLUTION THRU THE MEDIUM OF A REFERENDUM VOTE.

#### RESOLUTION

WHEREAS: It has been the policy of the Agents Conference in the past to bring back to the membership certain recommendations, and

WHEREAS: These recommendations have proven to be beneficial to the majority of the membership concerned, and

WHEREAS: At this time bearing in mind that certain recommendations are in order for additional shipping rules, and

WHEREAS: We, the agents assembled here in conference go on record to add to the shipping rules for war-time conditions, therefore be it

RESOLVED: That each respective port be empowered to set a time limit on to when a man shall report aboard a ship when he has been dispatched, and be it further

RESOLVED: That when the time limit is set in the various ports, and a man who was dispatched to a ship and who fails to show up within that set time, that another man be dispatched to the ship in his place, and be it further

RESOLVED: That if a man is drunk or otherwise refuses to sail the ship, that he be automatically fined the sum of twenty-five dollars (\$25.00). This to be noted in the remark column in his membership book by the agent in the port where this has occurred, and be it finally

RESOLVED: That this be adopted as a war-time measure with the recommendation that it go on the referendum ballot at the next general election.

ARE YOU IN FAVOR OF ADOPTING THE ABOVE RESOLUTION

YES

NO

156 WILGIAN PRESS - Union Made Paper.

### ATLANTIC AND GULF SHIPPING FOR WEEK OF OCTOBER 18th TO 22nd

	DECK	ENGINE	STEWARD	TOTAL
SHIPPED	352	149	260	761
REGISTERED	230	198	210	638



# Proposed S.I.U. Constitutional Amendments

Here are the proposed Constitutional changes just as they will appear on the ballot which will be handed to you when voting for 1944 officials. All of these changes were discussed and recommended by the Atlantic & Gulf District Agents' Conference held in New York, May 28, 1943.

After voting for officials, mark your Constitutional ballot with an (X) in either of the boxes at the bottom of the page. Make certain to mark all ballot with either pen and ink or indelible pencil. Ballots marked otherwise will be void.

**Page 9—Article 3. Section 4 shall be amended to read as follows:**

Members more than Three (3) months in arrears in dues, assessments or unpaid fines, other than during the period of strikes or lockouts shall forfeit all claims to benefits and all other rights and privileges in the Union. He shall not stand suspended until six (6) months in arrears in dues, assessments or unpaid fines.

This section shall not excuse any members for being behind in dues or assessments while employed.

**Page 11—Article 7. Section 1 shall be amended to read as follows:**

Members more than one (1) year in arrears may be reinstated through the concurrence of the membership at a regular business meeting upon payment of all dues, fines, and assessments for the past twelve (12) months, from the date of such re-instatement. Members so re-instated shall be regarded as probationary members.

**Page 13—Article 11. Section 1 shall be amended to read as follows:**

The officials at Headquarters shall consist of one (1) Secretary-Treasurer and one (1) Assistant Secretary-Treasurer who shall be stationed at District Headquarters at New York, N. Y.

**Page 16—Article 13. Section 2-B to be amended to read as follows:**

That he be a full member of the Seafarers' International Union of North America—Atlantic and Gulf District for 2 years and in continuous good standing for a period of one (1) year immediately prior to the date of nomination.

There shall be added to Article 13 a new section known as section 2-E which shall read as follows:

That he be an active and full book member and show four months discharges for the current year prior to date of nomination, this provision shall not apply to officials and other office holders working for the Union during current year.

**Page 17—Article 13. Section 3-D shall be amended to read as follows:**

Be perforated at the upper edge and the perforated stubs numbered consecutively beginning with No. 1. The Secretary-Treasurer shall cause to be printed and shall forward to each Branch a sufficient number of Ballots and numbered slotted envelopes for the purpose of containing ballots cast daily. A record shall be kept of the number of the first and last ballot so forwarded. None but official ballots shall be used in any General Election.

**Page 19 Article 13. Section 5 shall be amended to read as follows:**

Members shall be entitled to vote upon presenting their membership certificates showing that they are in good standing, and have not previously voted at the same election. Members shall mark their ballot with pen and ink, or indelible pencil and shall signify their choice of candidates by marking a cross (X) in voting square opposite names or by writing in the blank line the name of their choice if such name be not printed upon the ballot. Lead pencils shall not be used in marking ballots. When a member has marked his ballot, he shall deliver it folded to the judge, who after ascertaining that the member is entitled to vote, shall tear off the numbered stub and deposit the ballot. The committee shall then stamp the members' certificate of membership in the proper column for the year and month of election, such stamp shall bear the word "voted" the initials of the voting place and the date of the voting. If the member is not entitled to vote, the judge shall

void his ballot, the tellers shall count the ballots as they are deposited and the clerks shall keep record of the count.

**Page 19—Article 13. Section 6 shall be amended to read as follows:**

Balloting shall continue until every qualified voter present has had an opportunity to vote. The judge shall then count the numbered stubs to verify the count of the clerks and shall enclose them in a sealed envelope in the Ballot Box. The USED ballots shall then be placed in an envelope provided for the purpose and a slip of paper, also specifically provided, shall be signed by each member of the committee on election and pasted on the back of the envelope. The sealed envelope shall then be placed in the ballot box; The ballot box shall then be locked and sealed, and the key thereof shall be sealed up in an envelope, also specifically provided for that purpose on the back of which each member of the committee on election shall again sign his name. The envelope so signed and sealed shall be given in charge of the Secretary-Treasurer or Agent or some other member designated by the meeting; He shall then announce to the meeting and the Secretary-Treasurer, or Agent shall record in the minutes (a) The number of ballots last distributed (b) The number of ballots cancelled or destroyed and (c) The number of ballots deposited. No candidate for office shall be a member of the Committee on Election.

**Page 20—Article 13. Section 7 shall be amended to read as follows:**

In the regular meeting held in Branches during the second meeting in January, the Committee on Election shall open the Ballot Box, count the number of ballots therein contained and count the number of votes for each candidate. The result shall be noted in the Minutes. The committee shall then forward to Headquarters all used ballots (i.e., All ballots taken from the Ballot Box, including blank and disqualified ballots), together with a copy of the tally sheets, under sealed cover, marked "Ballots For Officers." In case no regular meeting is held during such week, the Agent, in the presence of the Committee on Election, or, in their absence, before five other full members, shall open the Ballot Box and count the ballots therein contained (but shall not count and tally the votes) and forward same to Headquarters in the manner hereinbefore prescribed.

**Page 22—Article 13. Section 11 shall have a new Section added to read as follows:**

The total ballots cast at any Branch or any one day shall be voided upon proof of any irregularity.

### ASSISTANT SECRETARY-TREASURER

**Page 26—Article 15. Section 4 shall be amended to read as follows:**

The Assistant Secretary-Treasurer shall carry on his activities and duties under the direction of the Secretary-Treasurer. His duties shall be to represent the Secretary-Treasurer, to aid and assist the Agents in the settlement of disputes, to conduct negotiations and in the absence of the Secretary-Treasurer to directly co-ordinate all organizational work in the absence of the Secretary-Treasurer due to illness or other cause, the Assistant Secretary-Treasurer shall assume the duties of Secretary-Treasurer until his return to active duty.

### EMERGENCY COMMITTEE

**Page 31—Article 18. Section 3 shall be amended to read as follows:**

In case a difficulty of an urgent nature arises which requires to be acted upon immediately or before a meeting can be held, the Agent and the officials in the port involved and such members as may be available, shall constitute an emergency committee, this committee shall have power to take such actions as may be necessary, but such actions may be reviewed or changed by a majority vote of the membership at the regular branch meeting.

The members of the Emergency Committee must have the same qualifications as provided for the regularly elected officers. Provided, whenever a quorum cannot be obtained for a regular meeting at Headquarters. The Emergency Committee shall have power to act upon such routine business as may be transacted in such meetings. The proceedings of such Emergency Committee shall be made part of the minutes of the next regular meeting.

Further provided, whenever there is an urgent necessity for action by the Union, the Agent shall give notice of such necessity at least forty-eight

hours before the regular meeting, in order that a supreme quorum may be obtained. If supreme quorum is unobtainable at such meeting, then such officers and such members of the union as are available, may sit as an Executive Board, to deal solely with questions for which the committee was organized. The rules of the supreme quorum shall apply to such committee, and it shall exercise all powers granted to a supreme quorum. The proceedings of the committee, including the fact that the effort to obtain supreme quorum had failed, and any other records of the committee transactions, shall be made part of the minutes of the next regular meeting.

There shall be added to Article 18 a new section to be known as:

### NEGOTIATING COMMITTEE

**Page 32—Article 18. Section 4 shall read as follows:**

The members elected to any Negotiating Committee shall have the same qualifications as the duly elected officials.

**Page 32—Article 18. Section 4-A shall read as follows:**

The Negotiating Committee shall consist of the Secretary-Treasurer and/or the Assistant Secretary-Treasurer and/or any Agent that the Secretary-Treasurer may require to assist him and three (3) members. The three (3) members shall be elected at the Port wherein negotiations are to be conducted and if possible shall be one member from each department.

**Page 34—Article 19. Section 5 shall be amended to read as follows:**

Whenever a member is found guilty and sentenced the action is final upon ratification through the next regular business meetings.

**Page 37—Article 21. Section 4 shall be amended to read as follows:**

The original, duplicate and triplicate of each receipt shall bear the name of the Union. The official title of the Officer by whom they are used and shall specify the form of income received for. Receipts for initiation fee, dues and assessments shall bear thereon their respective face values and such face values must in no case be erased or altered, the original receipt for initiation fee, properly filled out shall constitute the certificate of probationary membership.

**Page 43—Article 24. Section 8-B shall be amended to read as follows:**

If a full member in good standing is buried by relatives without such relatives duly notifying the Union of such member's death before interment, no benefit shall be paid by the Union. The funeral benefit in any case shall not be more than or exceed One hundred Dollars (\$100.00).

**Page 44—Article 25. Section 1 shall be amended to read as follows:**

Full members who enter a Hospital in good standing, shall be entitled to Hospital supplies or the equivalent thereof in cash not to exceed two dollars per week (\$2.00) for a period of no more than fifty-two (52) consecutive weeks, provided (1) he is a patient in a United States Marine Hospital or (2) while a patient in any other institution for the cure of the sick except when confined for mental alienation, provided such institutions are located at headquarters, or in any branch of the Union, or in the immediate vicinity thereof.

**Page 44—Article 25. Section 1-B shall have a new Section added to read as follows:**

Probationary members who enter Hospitals in good standing shall be entitled to Hospital supplies or the equivalent thereof in cash not to exceed two (2) dollars per week. However, he shall not receive in benefits (1) more monies than he has paid into the Union, provided he is a patient in a United States Marine Hospital or (2) while a patient in any other institution for the cure of the sick except when confined for mental alienation; and provided such institutions are located at headquarters, in any Branch of the Union or in the immediate vicinity thereof.

**Page 47—Article 27. Section 1 shall be amended to read as follows:**

Regular weekly meetings shall be held in each Branch at 7 o'clock each Monday evening except whenever Monday happens to fall on a holiday, the meeting shall be held at the same hour of the next day. All Branch Agents shall keep their respective Branches open on every regular meeting night from 7 o'clock p.m. to 7:30 o'clock p.m. for the purpose of obtaining a quorum.

ARE YOU IN FAVOR OF ADOPTING THE ABOVE PRINTED AMENDMENTS TO THE CONSTITUTION, WHICH WERE DRAWN UP AND RECOMMENDED BY THE RECENT ATLANTIC AND GULF DISTRICT AGENTS CONFERENCE.

YES

NO

Voting Period on These Amendments Shall Be the Same As Provided for the Election of Officers for 1944



# Around The Ports CHISEL OF TORPEDO VICTIMS IS UPHELD

## BALTIMORE

Our curiosity was aroused recently by an item in the RMO monthly report showing that 265 men were dispatched to vessels in the Port of Norfolk. Checking this report further we found 5 chief stewards and a large number of unrated men—messmen, wipers, O.S.—were included in the item. At the same time and for the same period as the report our shipping list listed 200 men of all ratings plus men not registered. During that period, when we got orders from the companies to send men to Norfolk the orders were always for A.B.'s, Oilers, Water-tenders, and Cooks but with the other ratings always omitted. Further check showed that the RMO at Norfolk relayed their order for the majority of those assignments to the RMO in New York while the RMO and the companies were fully aware that the men could be obtained from either Baltimore or Philadelphia at considerable less cost. It is evident that the companies and the RMO are conniving with each other to avoid getting replacements from the Union and do so only when they are stuck for rated men.

Recently we received an order from our Norfolk hall for almost two entire crews and began to watch out for complications. We were right in expecting complications because about an hour after receiving the order from Norfolk the local Calmar agent phoned in the same order but without calling for the messmen, O.S. and wipers. To make quite sure, we checked with Norfolk and upon being told the original order was OK we advised Norfolk not to accept any men from the RMO for the two ships as we were willing and able to supply both crews as originally ordered. The Calmar line refused to change its order when contacted and a deadlock developed. However, the issue was relayed to Secretary-Treasurer John Hawk and he quickly convinced the company that the union was right.

However, the other company, Mississippi, was still to be delt with. The Norfolk Agent of this company would not OK transportation. Meanwhile the RMO was dispatching men to our Norfolk hall for assignment to this Mississippi ship, and our Norfolk hall was promptly sending them back to the RMO.

However, Brother John Hawk was finally successful in obtaining transportation but the issue is not entirely settled. Further action is pending on this matter as some companies are trying to avoid the responsibility of paying transportation for men to outports and as we said before they are working in conjunction with the WSA on this issue so that the RMO can get rid of its White Elephant of too many men. Aside from the union's agreements with the companies there are other major reasons why the companies should live up to their obligations and get their men from the union. Experienced and efficient crews are invaluable for the normal operation of the vessel and especially in time of danger or attack. Experience, in-

dependence, and self discipline keeps the morale of union men high and this is a prime factor in saving ships and keeping loss of life down to a minimum. Our men appreciate and accept the responsibility of being a vital and indispensable part of our war machine. They have been trusted with getting the troops and the implements of war over to the combat areas. They are doing that job and doing it well and they are determined to carry out their mission despite the opposition of shipowners and bureaucrats. As a question of efficiency and cost we have only to consider the saving in transportation expenses when the companies secure replacements from the nearest union hall instead of the unnecessary long distance transportation that has been the practice lately. Our men buy war bonds and help all they can when they are ashore; afloat or ashore they are doing their best and better than their best and it is the union's business to see that no one hinders them.

JOSEPH FLANAGAN, Agent

## SAVANNAH

Talking about dictators in Europe, we have had quite a bit of experience in the last few weeks with dictators in Washington, in regards to writing addendums to our contract with the South Atlantic Steamship Line.

Due to the fact that this company was allotted a Diesel-electric ship, this required a change in the classification in the manning of these vessels, whereby our contract with this company would take care of this matter and also make provisions for a night cook and baker on ships that they are operating that have a manning scale of over 64.

After negotiating with the company for about two weeks, we finally agreed to certain addendums and wage scale. Before the ink got dry on this addendum, the WSA threw it out of the window on account of the wages being too high. We went back to the company to renegotiate addendums and evidently the WSA had told the company they could not go above wages that were established in the industry, although there were no wages established for oilers on Diesel jobs. They insisted that they were going to pay wages that were established on reciprocating engines and turbine jobs. The company called up several shipping companies that now operate Diesel-electric ships and these companies all maintained that the oiler must take care of the donkey boiler without the payment of overtime or increase in wages. We maintain that the oiler on Diesel jobs have additional duties and that he should receive ten dollars extra pay per month for this work. To consummate this addendum the company finally agreed to give this oiler ten dollars extra with the understanding that we take it up with the powers in Washington and if necessary take it to the Labor Board.

Also the question of electricians is involved, in as much as the WSA refuses the company the power to negotiate a wage

(Continued from Page 1)

tion wage was tendered but such tender was refused by the men. Due to the fact that these repatriates were repatriated in 8 different groups, the computation of repatriation bonus has necessarily been a highly complicated matter requiring checking with operators of the various repatriation vessels. We understand that this check is being completed as rapidly as possible in order that repatriation bonus may be paid shortly. We are further advised that settlement in full is not contingent on the return of the Master, but will be made as aforesaid as quickly as the payroll can be made up. While we regret that delays of this character are sometimes necessary due to the complicated nature of making up the payroll, we do not believe that any change in the present Decision is called for with regard to payment of repatriation benefits after arrival in the United States. This seems to be particularly true in this case where tender was made of the repatriation wage notwithstanding the delay in payment of repatriation bonus."

Let's break down some of Mr. Nielsen's Washington language and see just what he is saying. To begin with, he admits that 14 men arriving in this port over a month ago, have not yet been paid off. Part of his excuse is that the bookkeeping involved is "highly complicated." His second excuse is that "payment of repatriation wage was tendered but such tender was refused by the men."

In regard to the second part of

the Nielsen alibi, yes the men were offered their repatriation wage, but the bonus offer was only up until the time they left the torpedoed ship and not up until the crew arrived in the first U.S. port, which they are entitled to receive. This is a matter of several hundred dollars, which perhaps is a drop in a bucket to Nielsen or any MWEB member, however, to seamen it is a lot of blood-money.

But regardless of how much money is involved, the seamen feel that they should at least be paid in full before being asked to ship out and subject themselves to another torpedoing.

Nielsen apparently believes that once the men demand the full observance of their rights, they are entitled to no more consideration.

As for the delays due to "highly complicated" bookkeeping, it is outrageous to expect torpedoed men to be the victim of shipowner inefficiency. We don't care how long it takes the shipowners (working on a cost plus basis) to get their records in order, but we demand that the torpedoed men not be forced to beg on the street during this process.

This treatment of the torpedoed men is not a question of bureaucratic bungling, rather it is a conscious union-busting policy. For proof of this, contrast how non-union and union men are treated by the War Shipping Administration. The RMO has a fink hiring hall which has been set up in competition with the union halls. In an effort to keep the seamen away from the unions, the RMO pays a standby wage to all those who will enter

their pool and boycott the union halls. The standby scale is as follows:

OS, Messmen and Wipers	\$ 6.00 per day
Bosun,	
AB, FOW	6.50 per day
Stewards,	
Electrician	8.00 per day
Mates and Engineers	9.00 per day
Skipper and Chief	
Engineer	10.00 per day

The RMO is spending thousands upon thousands of dollars in order to draw the seamen away from the unions. Most of those who register in the pool are the green trainees fresh out of the schools. These men, who have never gone to sea, get \$6 per day standby while experienced seamen who have been torpedoed in delivering supplies to the war front, are denied wages and subsistence even to the date of the pay off.

The WSA-RMO criteria for maintaining men on the beach seems to be whether or not he is a union man. If he is a union man—regardless of his contribution to the war effort—to hell with him!

It is this attitude on the part of the government agencies which the stream-lined do-gooders at the United Seamen's Service have refused to believe existed. When the SIU confronted the USS in New Orleans recently with the fact that torpedoed men were getting kicked around by the WSA, there was general disbelief. Well, here are the facts right on the barrel head. And no amount of charity is going to satisfy these men who have risked their very lives, only to be treated as a bunch of stumble bums.

## Editors Mail

Somewhere in England  
October 7, 1943  
S.S. (.....)  
American-Hawaiian S.S. Co.

Editor:

This entire Black Gang goes on record to place the following resolution before the membership to be concurred on.

Be it resolved that the Union make up individual pledge cards to be signed by members and permit men. These cards to be put out by Patrolmen and

scale above \$187.50 for chief electricians and \$137.50 for second electricians. The WSA in dictating to the companies are violating the Statements of Principles and Policies given to them by this organization. This should be brought to their attention immediately, whereby this unfair practice ceases and gives the unions and operators an opportunity to negotiate addendums to their contracts, because there is no steamship company who will pay more than they actually have to and they don't have to be guided by the WSA.

Prospects for the next week or so for shipping look good.

CHARLES WAID, Agent

Agents. The purpose of these cards is to obtain the Veterans' Status for Merchant Seamen. These cards to be mailed to the President of the U.S.A.

Below is a sample of the card in mention:

Date .....

**Franklin D. Roosevelt**  
**The President of the U.S.**

I being a bonafide seaman and a member of the SIU serving our Country, the U.S.A., sailing merchant ships to all war zones. Kindly ask you to aid us in obtaining recognition for all U.S. Merchant Seamen with a status as "VETERANS OF WAR."

Name .....

Rating .....

Also this Resolution be sent to all Maritime Unions such as

SUP, MCS, NMU, SIU, MFOW, and others. We realize that the Status of VETERANS is essential to all Merchant Seamen.

Let's take the initiative and start the "Ball Rolling."

LOUIS NEIN,

(Editors note: the SIU Executive Board is on record to petition Congress to grant seamen the status of veterans.)

## MONEY DUE

Crew of S. S. Daniel Huger which paid off Oct. 13, 1943, has linen money coming. Collect Mississippi Line, New York. Crew member Chamberlain has his Log lifted and can collect from New York office when he gets his linen money.

## KEEP CLEAR WITH YOUR DRAFT BOARD

By observing the following simple instructions you will continue to receive deferment from military service. Fail to observe these rules and you may wind up in the army.

**WHEN SIGNING ON:** Give the clerk or skipper all the information necessary to fill out RMO Card No. 47 (Green Card).

**WHEN SIGNING OFF:** See that Card No. 48-A is properly filled out by skipper or clerk.

Ship out before your allotted time ashore has expired. If you have not yet filled out the Green Card, contact your draft board and let them know that you are sailing.