

## Union Ends Picket Line At USS Hotel Fairfax In Norfolk

NORFOLK, Va.—Picketing of the USS Hotel Fairfax by the Seafarers International Union was ended recently, following a meeting of the union, which was attended not only by SIU members, but by members of the National Maritime Union, Marine Cooks and Stewards Union and Marine Firemen, Watertenders and Wipers Union.

This action followed the adoption, by the executive committee of the United Seamen's Service, of a report made by a special committee which investigated charges made by the SIU against the Hotel Fairfax and other USS activities in this section.

The executive committee agreed to put in effect at once, recommendations made by the committee and the SIU meeting adopted a motion to abandon the picket line so as to give the USS a chance to make the changes recommended.

The investigating committee was headed by Judge Clyde H. Jacobs, and it was named by S. P. O'Connell, chairman of the USS executive committee.

C. M. Rogers, Norfolk agent for the SIU, issued the following statement at the conclusion of the meeting of the union.

"The report of the investigating committee has been received and considered by an attendance of 121 members of the Seafarers International Union of North America and Sailors Union of Pacific and 39 members of other Maritime Unions, some of the lat-

(Continued on Page 4)

## Ship Named For Tom Lyons Of N Y State AFL

NEW YORK—As a result of a successful drive by the New York State Federation of Labor in promoting the sale of War Bonds and Stamps since September 1, 1943, purchased by unions and members affiliated with the State body which totals an amount now more than \$2,000,000, the U.S. Maritime Commission has authorized a Liberty ship to be named in honor of the late President of the New York State Federation of Labor, Thomas J. Lyons.

This ship will be launched about May 18 at Jacksonville, Florida.

Arrangements are being made for Mrs. Thomas J. Lyons to officiate by christening the vessel with the name of her late husband. New York State Federation President Thomas A. Murray will officially represent the State organization at the launching. Other unions are also expected to send delegates.



Film Star Carole Landis wore clothes when she testified for the Screen Actors Guild (AFL) at an NLRB hearing to determine collective bargaining agents for extra players. Carole credited the SAG for her rise to stardom.

# SIU Members Urged To Take Up-Grading Courses At Schools

All members of the Seafarers International Union of North America who have sufficient time in to qualify themselves as applicants for upgrading under the United States Maritime Service training program are urged to take advantage of the facilities offered, a letter from John Hawk, Sec'y-Treasurer of the A & G District, to all Branch Agents and the Membership, declares. Brother Hawk goes into the entire program in

minute detail and outlines the reasons that many of the men in the lower capacities should take advantage of the opportunity to upgrade themselves.

Besides protecting themselves they are also protecting the Union, he says. The full text of the letter follows:

May 10th, 1944

To All Agents, Patrolmen,  
And the Membership  
Dear Sirs and Brothers:

At the recent New Orleans Conference of the Agents of the Seafarers International Union of N.A. it was voted to put the question of endorsing the Up-Grading Program of the United States Maritime Service to the Branches for membership action: For acceptance or rejection.

The membership on a Coast-wise basis has accepted the resolution from the Agents' Conference which urges that members take advantage of the program and upgrade themselves. Officials of the various Branches and at headquarters have pointed out that members who have sufficient time in to up-grade themselves from ordinary seamen to AB's and from Messmen to 2nd Cooks and Bakers, or men of that capacity to Chief Cooks should not neglect this task.

For any neglect of such brings

about a positive danger to the Union as well as to the men themselves, because of the fact that the industry has been flooded to a degree with men through the RMO, who are all gaining experience and getting the higher grades through continued training.

Thus a condition is foreseen whereby many of the genuine Union seamen who have neglected to upgrade themselves may be forced out of the industry. For competition for jobs will grow sharper and sharper as times goes on and harder times will hit the industry after the war, making it just so much tougher. This condition, too, will be felt to a minor degree, should the war in Europe cease prior to the Pacific theater of action. With a consequent slump in all shipping in the post-war period and shortly after the cessation of hostilities.

In addition to this, it is said, the examination standards will become so strict and high that it will be impossible for the ordinary man to pass them.

### Waivers

Many Union Brothers are pointing out that if waivers on the number of specified ratings required aboard a vessel are cut out the Union men who have been lax and neglected to upgrade themselves will be endan-

gered by the influx of younger elements now sailing under the relaxed war-time requirements. The lax seamen will have to stay in the lower ratings.

Under new business at the Agents' Conference a resolution was passed urging all men with sufficient time in to take advantage of the Maritime Training Program. This resolved as follows:

"That this Agents' Conference goes on record to encourage the members of the SIU, Atlantic & Gulf District, to attend these Up-Grading Schools; and, **BE IT FINALLY**

**"RESOLVED.** That all the officials of the Atlantic & Gulf District give all the members of the Union the straight information as explained to the Conference by the representative of USMS."

On the East Coast and Gulf there are schools for up-grading under the Maritime Training Program at Pier 73, East River, New York, N. Y., Baltimore, Md., and at New Orleans, La.

### No Uniforms Required

Under the new regulation seamen being up-graded dress as they please. No uniforms are required!

Fares and transportation will be provided the applicants from any port on the Atlantic and Gulf to the nearest of the schools named above at the discretion of the USMS, under the training program. Lodgings can also be arranged.

At the Conference Mr. Paul Schmidt, Warrant Officer, Maritime Service, WSA, was accorded the privilege of outlining the Merchant Marine Training Program declared that when a man is upgraded the Government is interested in that man going back to sea because of the shortage of skilled ratings.

### Qualifications

The qualifications needed for an ordinary seaman to upgrade to the rating of AB are that the applicant for a license is required to have six months at sea or on the Great Lakes. From that the member can graduate in thirty days.

For those who were trainees and have a Deck graduation from the USMS school plus three

(Continued from Page 3)

## Perkins Warns Of Limitations On Damages And Overtime Pay

In announcing the publication of a "Digest of State and Federal Labor Legislation" Secretary Frances Perkins cautioned State labor departments and organized labor against statutes of limitations on wage claims, "a particularly insidious type of law which during 1943 was quietly enacted in six states."

"Seven State legislatures will be in session in 1944 and those concerned with employee welfare will wish to be on guard against the spread of these laws which limit the period during which workers may institute suits for recovery of wages and overtime due them," she said. "The time

limitation varies from 6 months to 3 years."

Stating that such laws set wage claims apart from other contract-claims where statutes of limitations usually run six or seven years, the Secretary said the 1943 legislation "seriously affected the administration of State minimum-wage and wage-collection and wage-payment laws as well as the Federal wage-hour law." Alabama, Florida, Georgia, Iowa, Ohio and Oregon enacted this type of law during the current year. In 1944, legislatures will convene in Kentucky, Louisiana, Mississippi, New Jersey, New York, Rhode Island and Virginia.

### ATTENTION!

Agents in the Branches are asked to please post the various Boxes containing news on Draft Deferment, Bond Buying, and Payment of Assessments to Keep in Good Standing, etc., on the Bulletin Boards.

This will help to keep some of the members well informed on these questions.

—SEAFARERS LOG

**Every Dollar Helps  
When It Is Invested  
In War Bonds.**



# 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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### 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)	324 Chartres St.	Canal 3336
SAVANNAH	218 East Bay St.	Savannah 3-1728
TAMPA	423 East Platt St.	Tampa MM-1323
MOBILE	7 St. Michael St.	Dial 2-1392
PUERTO RICO	45 Ponce de Leon	Puerto de Tierra
GALVESTON	219 20th Street	Galveston 2-8043

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 New York City (4)      Bowling Green 9-8346



## Curran's 'Politics'

"Politics means Pork Chops" states a brochure issued by the CP through the NMU in the name of Joe Curran, the hero of North Africa, Teheran, Moscow Conference, International Labor, Chinese Red Army, etc.

Certainly, to a bankrupt leadership whose support is the shipowners and Government agencies, politics is of the essence. No one can deny that. Yet, someone is getting rooked as the price of this Government-shipowner support. Now who is getting the well known rooking? (Seamen have a much more rugged though unprintable name for it.)

The answer is self evident. Think of the millions of dollars that has poured into the shipowners' pockets since the formation of the NMU by the fact that these heroes of labor signed cut-rate contracts, lower than the lowest Union scales in the industry?

Hundreds of millions through the years, my friends, was the price these highjackers of all things clean, paid to the shipowners for recognition. This came from the seamen's pockets, direct.

Now that the Government is paying all bills the NMU's super patriots, meaning the CP officials, are trying to have a government board bring these working conditions up to SIU contract levels.

The appeal of the CP officials of the NMU for "equalization" of wages with the standards of the A. F. of L. is a confession of guilt. Why did they sign such robbery contracts in the first place and allow the NMU membership to be rooked all these years?

For, this scabbery in Unionism started with the NMU's first contract and this traffic with the shipowners is only now coming to light. Remember, also that the NMU contracts could be opened every 6 months for wage revisions.

Recognition by the shipowners had to be paid for. It set the Communists up in business as a "going" concern, and it was a paying business for both. The only ones who lost out were the NMU members and the seamen as a whole. For this shipowner controlled clique by signing such cut-rate contracts acted as a drag upon the wages and conditions for the industry as a whole.

*This is scabbery on a mass scale.*

In the meantime these tools were secure. Doors were open to them in Washington, where they made the most of their "political" opportunities for every cause except that

(Continued on Page 4)



# REPORT ON WASHINGTON

BY MATTHEW DUSHANE

I have received several communications from agents where in the Army authorities are refusing to allow union representatives to board vessels that the union has under contracts, when these vessels are docked at piers that are under the jurisdiction of the Army.

This matter has been taken up with representatives of the Army here and they have advised me that the Army will not allow ANY UNION representatives to board vessels for the purpose of collecting dues.

The Army has made arrangements for Union representatives to be present and meet with crew members when they are signing on or paying off. An office has been set aside on the docks for this purpose.

When a union representative wishes to board a vessel that the union has under contract, and it is necessary to settle a dispute, the union representative will have to contact the Security Officer in charge of the docks. He may then give the representative a pass to board the vessel, and an MP will escort him to and from the vessel.

Brother Lundberg also met with representatives of the Army on this matter.

### WAR SHIPPING PANEL

Attended an executive session of the panel on April 28th\*\*\*Last September the MFOW opened their agreements with the employer for an increase in wages. Their case is now before an arbitrator for a decision. If the arbitrator renders a decision that would grant an increase of wages to the MFOW, it would then have to be referred to the War Shipping panel for recommendations to the National War Labor board.

The panel would then have the job of determining whether the

increase granted by the arbitrator was in conformity with the "LITTLE STEEL FORMULA" or if the increase was in line with the Stabilization program of the NWLB, the stabilization program is based on Executive Order No. 9328.

The question that was before the panel was, what approach should the panel take in handling the MFOW case and other cases that may come before the panel for action. I took the position that in view of the fact that the panel did not have the MFOW case before the panel for action, as the case was not even certified to the NYLB, we could not lay any rules on how we would handle this case as it was not before the panel and we did not have a case to discuss.

My position was definite, that if this case is certified to the board, and the board assumed jurisdiction, that we would then proceed with it on its merits, the same as has been the practice since the establishment of the panel by the National Board.

The CIO representatives on the panel took the position that all Voluntary agreements or dispute cases that come before the panel, which call for an increase in wages should be all heard at the same time by the full panel, and claim that their proposals would establish uniformity of wages in the industry. Later on they would demand that working conditions be also uniform for the industry.

The MM&P and MEBA followed this same line of reasoning, and they submitted a dispute case to the board and demanded a uniform agreement. The results of their dispute is that they took a licking on the agreements, they now have a uniform set of wages and working conditions.

In some of the contracts they have received a cut in wages and

in others they have received an increase in wages, their working conditions that they went out in the picket line in 1934 to establish, have in some instances been chopped down.

The preferential hiring clause that they have had in some of their agreements are secured, however, in companies that they did not have preferential hiring has none been granted them by the board, on the whole they did not accomplish anything by demanding a uniform agreement.

No action was taken by the panel to bunch all cases up so that they would all be heard at one time. This means that as a case comes into the panel it will be heard on its own merits, which is the board's order in establishing the panel, and has been the practice in the past.

On the Great Lakes the SIU signed an agreement with the Overlakes Freight Corporation for another year, this case should come before the panel some time next week.

The question of the jurisdiction on dredges was discussed. My position was that the panel did have the jurisdiction over dredges, as the SIU on the Great Lakes has several dredging companies under contract. Some of these dredges are at present operating on the SURINAME RIVER in DUTCH-GUIANA. I felt that the panel was in a better position to handle dredging cases than a regional board.

The panel recommendation to the National War Labor board is that the shipping panel has the jurisdiction over dredges, and reserves the right to refer some of the cases to a regional board for action.

### FISHERMEN

Pat McHugh Secretary of the Atlantic Fishermen's Union has been commuting between Boston and Washington of late. He is making a strong attempt to jar the OPA loose from their decision, and trying to get them to establish the ceilings on the prices that they received in 1942, instead of a weighed average.

Pat has been putting up a hard fight and is now bringing his case to the attention of the house committee that is investigating the OPA, and is holding hearings on a bill to continue the OPA for another year. A Senate bill calls for the continuing of the OPA until two years after the war.

Have been informed that on the Pacific coast the OPA are going to adjust the price on Salmon for the California area. The indications are that Rock Cod will not be given much consideration by the OPA. May require a little more pressure from the coast.

In the Gulf area the OPA does not give any indication that they will set a ceiling price on fish down there, at least not for the time being. Should they establish a ceiling, the rumor is that they will go for the prices of 1942. Congressman Petersen is against any ceilings down in the

(Continued on Page 4)

## New Group Asks Full Hospital Rights For Merchant Seamen

Editor of the LOG.

2 Stone Street  
 New York, N. Y.

Dear Sir:

The enclosed is perhaps of some news value to you, as this newly formed organization is comprised of a group of seamen and others, who are interested in the welfare of the Merchant Seaman and were organized for that purpose, as the release states, to aid them in securing some of the rights, benefits and privileges given to men in the Armed forces. That there is need for such an organization, I have no doubt, you will agree.

Thanking you, I am

Sincerely yours,  
**CARL A. MEYER,**  
 Commander.

### MERCHANT MARINE VETERANS GET CHARTER

The Merchant Marine Veterans Association of the United States was today granted a charter by Frederic W. Cook, Secretary of the Commonwealth. Purpose of the Association is to aid Merchant Marine Officers and Seamen in securing some of the rights, benefits and privileges accorded members of the United States armed forces, by local, State and Federal Governments. Posts will be organized in all the large cities of the nation Men who served in the Merchant Marine service in World War I or World War II are eligible to membership.

W. L. Drew, 45 Strathmore Road, Brookline, 46, Massachusetts, was elected Adjutant.



WHAT'S DOING

# Around the Ports

## BOSTON

Attended a meeting of the USS as observer. This was done as a result of the poor management of the USS Hotel in Norfolk, and I found out about the loans to seamen.

It seems that there are two types of loans that can be made to seamen; both emergency loans: One is expected to be repaid, but the other is not expected to be repaid, provided it works a hardship on the person obtaining the loan.

This information can be gotten at any USS agency that handles loans for seamen.

The New York Educational Committee is doing a fine job, and when they complete their data they will have something helpful and instructive for our members.

I would suggest that we get a card printed with our working rules thereon, especially that part of the agreement pertaining to overtime in the three departments.

This will help eliminate sore spots and help to eliminate

scores of beefs and create more harmony aboard ships.

**JOHN MOGAN, Agent.  
NEW YORK**

It looks as though we are finally going to get out of this pig pen, that we call a hall in New York. The lease is on the verge of being signed for the new building and we will be moved over there in a short time. It's about time too!

The Organization is growing so rapidly that the joint we are in now cannot even hold the membership attending the meetings Monday nights. We are taking a step forward when we get out of here, as in our new Hall, we will have a layout that any Labor Organization can well be proud of.

This will be quite a contrast to the place we are in now, as we have about every type of phony outfit imaginable in this building, all the way from a shipping crimp to a conscientious objectors' outfit.

This Port has a hell of a lot easier time for handling out-of-town beefs now, since the Agents and Patrolmen in the Outports are cooperating with this Branch by sending in clear, well-drawn up beefs.

It has made it a lot better for the piccards here in knocking them out for wins, instead of losing them, because of the lack of a few words of explanation. So if you guys in the other Branches keep up the good work we guarantee you good representation in taking these up with the companies.

We had a fine example of what good union men can do on a ship the other day at the payoff of the SS William Kent. She only carried five SIU book members, but these fellows had the crew lined up all the way. They had educated them thoroughly in unionism and brought in a minimum of beefs. They did a really good job and deserve a vote of thanks.

If all ships coming in had things as well in hand as these fellows did, paying them off would be more efficient and satisfactory to all hands.

We have definitely been assured that Joe Curran is not going to run for President of the U.S. this year (along with several other Red winos), so all of you guys can now relax, all is well.

**Yours for less politicians and more unionism,**

**PAUL HALL, Agent**

## Curran's 'Experting' That Of Puppet NMUer Declares

Editor of the SIU LOG

Dear Sir:

Knowing from past experience that these remarks would never be printed in the NMU's Communist controlled press — **the Pile-it**—I am addressing these remarks to the LOG, where Freedom of the press is still practiced.

I note in all the great public presses that that erudite "expert" Joe Curran has been down to Washington again. This time he testified as to the seaworthiness of the Liberty ships which were under fire.

With sublime ignorance, so well portrayed in the SIU LOG's report of this investigation and Curran's role, this broken-down CP stooge stood naked before the world, exposed for what he is — a political parasite without scruples or even elementary knowledge of the subject matter under investigation.

He was the perfect tool of the Big Business interests. I doubt if they will use him again for his ignorance was so marked as to be sublime.

As a labor skate to delude innocent seamen and workers generally his value has been proven. Here, he is unquestionably an "expert." The shipowners who have used him and his clique to pick the pockets of the seamen in the NMU clean through favorable (to the shipowners) contracts have never regretted their connections with this stooge.

It paid dividends in hard cash. And now, he had a still greater service to perform for the shipyard interests.

What? Are you looking forward to the day when the NMU members will catch up with you?

(Henry J. Kaiser take notice. Here is an "expert" to be picked up at a bargain. One **guaranteed to operate on hot air and to use his 6 ft. 2 and scowl to the very best advantage of his controller.** He has been known to scab on Union men and Union wages by working for half rate. His past is guaranteed. He is docile, tractable and well broken-in.)

The mystery in this latest visit to Washington, however, is not in

Curran's "experting." We have always known that he is nothing but a puppet and is a false-alarm, built up by the Communists who surround him and control every movement of his life. He is a mask behind which they operate.

Left to his own devices his ignorance of even elementary maritime problems is amazing if they were not so tragic. And who can expect more from a cut-rate Grace Line shore-gang straw boss.

The mystery lies in the **Pilot** of March 17, 1944, following this "experting" by the "President" of the NMU before the Truman Committee. Search as you will you will find no word of this famous expert's testimony or mention thereof.

Why?

Well, brothers, there's a reason, and it is this: The testimony will reveal to all maritime workers, **both the ignorance of Curran in maritime matters which might serve to awaken the NMU membership and the general public as well, and the servile role played by the politicians of the NMU in defense of Big Business in line with the recent instructions of the Communist Party that they have to "play ball" with capitalism and all capitalists who will play ball with them in the "Spirit of Teheran."**

To hell with seamen's lives the CP's say—let's have more and bigger political conniving. We can be trusted to "play ball." That is the message of the hearings as gathered from the study of the expert's remarks.

Curran's masters behind the scenes know what to print or kill. And the **Pilot** editor, good Communist stalwart that he is, is well trained. He can spot danger a mile off.

Curran is given plenty of play — on everything else but the vital topic effecting all seamen — his "experting" in Washington.

And, to take your minds off the thing altogether they have printed a leg demonstration on the front page with others throughout.

Also on the front page is Ferdie

(Continued on Page 4)

# SIU Members Urged To Take Up-Grading

(Continued from Page 1)

months sea service the time generally required to up-grade is less than a month.

The physical examination is said to be fairly easy, with a provision of reasonably good eyesight. Papers required are enough deck discharges to cover the stipulated time, Coast Guard pass, proof of citizenship, or first papers for aliens, or Filipinos, who are generally over 18 years of age.

### Pay While Learning

Those taking advantage of the training school courses to up-grade themselves are paid under the program. For ordinary seamen up-grading to AB's the pay is \$156. per month, (\$66. plus \$3. a day subsistence and quarters). This breaks down to a figure of \$36.40 per week. For messmen up-grading to 2nd Cooks and Bakers the pay is \$144. per month, (\$54. plus \$3. a day subsistence and quarters). This breaks down to a figure of \$33.00 per week. Pay is every two weeks.

### Stewards Department

The time required for members of the Stewards' Dept. to up-grade is from thirty to fifty-six days with the pay outlined above. The sea time requirements are as follows:

Three months at sea as Second Cook and Baker, to qualify as a Chief Cook, with some baking experience necessary. Four

months at sea or on the Great Lakes, in any rating in the Stewards Dept. (Messman, Pantryman, Utilityman, etc.), to qualify for training as Second Cook and Baker.

The class day is about six and one half hours each day.

### Can Eliminate RMO

By attending the courses and bettering themselves, members of the Union can make great strides toward eliminating the RMO and their fink-hall set-up from the field.

The RMO has no hand in the Maritime up-grading service or schools. For the Maritime Service is a complete unit having nothing to do with the RMO programs.

Mr. Schmidt, at the Conference declared that the Commandant of the U. S. Coast Guard in Washington issues all orders pertaining to the way such schools are to be run in the various ports.

Further the up-grading means for members of the Deck Dept. an increase of \$17.50 per month in their basic wages.

For members of the Stewards' Dept. up-grading means that they will be in line for better jobs with an approximate increase of \$35. per month for those now sailing in the lower ratings, with of course, the same percentage increases according to bonuses.

### Will Help War Effort

With all members getting behind the program they can not only help the war effort but their

Union as well as themselves, it is said. And, for that matter they are able to voluntarily leave the school if they find themselves unsuited for the mark they had set themselves for.

Below is a list of United States Maritime Service offices on the East Coast and Gulf where members of the SIU may make application for up-grading:

NEW ORLEANS, 523 St. Ann St.  
NEW YORK, 39 Broadway.  
BOSTON, Rm. 101, 177 Milk St.  
PORTLAND, Me., Rm. 17, U. S. Custom House.

NEW HAVEN, Conn., 1044 Chapel St.

PHILADELPHIA, Pa., Rm. 330, 100 So. Broad St.

BALTIMORE, Md., 209 E. Fayette St.

WASHINGTON, D. C., 1311 H. St., N.W.

NORFOLK, Va., 119 Tazewell St.

CHARLESTON, S. C., 117 Broad St.

JACKSONVILLE, Fla., U.S. P.O. Bldg., 311 W. Monroe.

TAMPA, Fla., Hillsboro Hotel, 504 Fla.

MOBILE, Ala., 64 St. Francis St.

PORT ARTHUR, Tex., 208 Blue-stein Bldg.

HOUSTON, Tex., 1305 Prairie Ave.

Your full cooperation and attention in pushing this program is requested. Please post on bulletin board.

Fraternally yours,

**JOHN HAWK,**

Sec'y-Treasurer.

## Seamen Warned On Draft

The following communication re: Selective Service was received:

April 5, 1944

"John Hawk,

"Roosevelt Hotel,

"New Orleans, La.

"General tightening of regulations of Selective Service system has resulted in increased losses to seagoing manpower to draft can be prevented in almost all cases if seamen make certain WSA 61 is completed at beginning and termination of each period aboard vessel. Urge your members to make certain that this is done at our request. General Hershey has exempted active seamen from preinduction physical examination, normally required of men under twenty-six. Seamen should be advised

to deal with local board through RMO on any questions that may rise. Request for extension of allowable time ashore must be kept to minimum. Will you notify your members of this wire?

"H. Chase Stone, WSA."

There it is Brothers!

Shore time allowed on your pink slip from the RMO—form WSA 61—can only be extended by the RMO — and with their permission — for extraordinary circumstances such as sickness, hospitalization, sitting for a license or going to up-grading school, etc.

Failure to comply may find you in the Army Brothers!

Keep Up With Your Draft Board Before It Keeps Up With You! (2)



## Union Ends Picket Line At USS Hotel Fairfax In Norfolk

(Continued from Page 1)

fer from the National Maritime Union. The Marine Cooks and Stewards Union and the Marine Firemen Oilers, Watertenders and Wipers Union, and a few unorganized seamen, in a meeting held in the Seafarers International Union Hall in Norfolk.

"We believe that our complaints and grievances which we considered reasonable and genuine were fairly heard by the investigating committee, composed of the following citizens of Norfolk: Chairman Judge Jacob and four other prominent citizens of Norfolk, and we further believe and hope that the recommendations contained in their report, if immediately adopted and put into effect will eliminate our difficulties. We understand that the Executive Committee of the United Seamen's Service adopted the report entered and ordered that the recommendations of the investigating committee be put into immediate effect. In order that this may clear without hindrance, or in part, picketing of the USS Hotel Fairfax on the part of the Seafarers International Union and Sailors Union of Pacific members and also members of other maritime unions and unorganized seamen has been suspended. Our aims throughout

this matter have been to obtain equal justice and fairness for all merchant seamen.

"We sincerely feel that the aforementioned has not existed in the past and we trust that in the future the Merchant Seamen will receive more cooperation from the United Seamen's Service, and fairness in the issuance of tickets for rationed articles, and that the loss of money, clothing, etc., will be eliminated or stopped as much as possible."

## MONEY DUE

The Engine and Deck Departments of the MARIBOU B. La MARR are entitled to two weeks linen money. Collect at Waterman Office in New York.

The following men from the SS WILLIAM STURGIS, Voyage No. 3 can collect the following money:

Anthony Dower, \$1.84; Theodore Peterson, \$6.36; Joseph A. Schmidlin, \$12.72; Norman Cramer, \$27.53; Albert Cramer, \$23.51; Joseph Kelly, \$27.95; Edward Toner, \$5.04; Wm. McDevitt, \$2.69; Patrick McCarthy, \$18.13; Richard Daisely, \$21.82; Richard Purcell, \$35.59; Weldon

HERBERT E. BORI, Book 21-855. All your seamen's papers and Union Book and some personal papers were turned over to the Union by the United States Post Office, Station P. The papers were accepted by F. Stewart and are now located at the New York Dispatchers' office, 2 Stone Street. Please call for same immediately, otherwise they must be returned to the various Government departments which issued them.

P. J. CAMARON lost a sum of money in the Philadelphia area. It was found. Will Brother Cameron please write William Johnson, Acting Agent for Philadelphia, for further information?

Bassett, \$13.09; James Earl, \$13.18; V. Velazquez, \$2.69; Hjalmar Nordby, \$18.13; Norman Harnett, \$24.17; Sam A. Fawcett, \$20.82; and T. Simmons, \$2.69.

Engine Department on the SS HENRY LEE has linen money at the Calmar Office, New York.

The following men from the SS E. WHELOCK. Wages that can be collected at the Calmar Office, New York: Richard Mason and Elmer Holmes, \$157.53; Ernest O'Rourke and Wilfred Bennison, \$135.82 each; and George Ellis, \$65.62.

## NOTICE

## Dushane's Report

(Continued from Page 2)

Gulf area, particularly in the Florida field.

Brothers Lundeborg, Weisberger, and Hawk have been in town meeting with representatives of several government agencies, trying to iron out the numerous matters that are effecting our members. Brother Lundeborg is now in Philadelphia and is meeting with the Executive Board of the American Federation of Labor, and is trying to enlist their support to have the Maritime War Emergency Board to re-establish the 100% bonus.

It seems that all the other Maritime Unions have given up the fight on this vital matter, however, we have taken the position that we are going to continue this fight no matter how much time and expense we put into this dispute. The union is of the opinion that the board's decision on the reduction of the bonus is an unfair one, and merits reconsideration.

The NMU has completely forgotten the bonus reduction and are trying to soft pedal their membership to forget about it, and are hollering for an increase in wages. They will have to wait until September 30th, 1944 before they can legally open their contracts on this issue, as they did not open their contracts in March 1944 for any wage increases.

We then have the Pilot shooting some more bull to the NMU membership with their blazing

demands for an increase in wages. Looks like a smoke screen to cover their agreement that they made in approving of the bonus reduction that the MWEB made.

## Curran's 'Experting' That Of Puppet NMUer Declares

(Continued from Page 3)

the fink Smith burning the last election ballots with a caption "Democracy in Action."

Oh, yeah?

I am happy to see the Seafarers Log smoking these political shy-sters out of their holes. More power to your pen. May the trade winds fill your sails and good sailing. Keep up the good work. These are the most sinister fakers who ever disgraced the maritime industry.

They are knights of the double cross. Stick to your guns and let them feel the thunder of your broadsides.

In conclusion, let me assure you that the SIU Log will be read by the seamen, including the bona fide honest NMU members. Thank you.

—Old-Time NMU Member

Keep In Touch With Your Draft Board

## Curran's 'Politics'

(Continued on Page 2)

of the seamen. These contracts remained a deep dark secret. While they urged the NMU membership to "study their contracts" they did not urge them to study these contracts in comparison and contrast to the rest of the Union contracts in the industry. And, unless this were done there is little meaning in "studying" any contract. This was the catch for the ignorant seamen—a mask to hide the truth from their eyes.

For these services these political rats now demand the Checkoff.

They realize that the Union is slipping away from them—that the members are getting wise and are voting with their feet. The shipowner must come to the rescue and compulsion must take the place of free independent choice on the part of the individual—whether he will support this fink political clique or give them the deep six.

That isn't all by a long shot.

Now, in the NMU Pilot of April 21, 1944, we see the Communist clique calling a conference of the shipowners who have profited greatly by Pork chops and Politics. This Conference was held in the NMU headquarters (appropriate place it seems) and here the CP offered to turn the dispatching and shipping in the Union Halls over to the shipowners, whose agents would sit in the NMU halls and take over the show.

These political highbinders are drowning and because politics are their pork chops (at the seamen's expense) they are calling upon the shipowners to come to the rescue. Why, because the real seamen have quit in such numbers that only the Communist draft dodgers, needle

workers, button hole makers are left, and these cannot man the ships.

Yes, there's politics and politics, and pigs are pigs.

Did the shipowners refuse the invitation, refuse to be found in open collusion with the Communist control of the NMU? You guessed it, Brother—they were there in force. Why not, when politics means pork chops for the shipowners?

Didn't the invitation follow the stabbing in the back of the seamen over the Bonus question?

Didn't they left-handedly support the MWEB Bonus cuts by stating that they were only interested in a wage increase—meaning the "equalization" demand on a par with the AF of L, now before the War Labor Board and over which the MWEB has no control?

And isn't the Chairman of the MWEB the same Captain Edward Macauley who is also in politics for pork chops?

Verily, they understand each other, while the seamen who are out there doing the sailing and the dying, pay the price in a multitude of directions.

Take into consideration the fact that the NMU members are paying the highest dues and assessments in the industry, thinking that they belong to a Union, when in reality they belong to a Communist Political Club, masquerading as a Union.

They are paying to support the very clique which swindles both the NMU membership and all seamen, directly and indirectly. And, the membership of the NMU is not even allowed

to run an opposition slate against these highbinders on the POLICY MAKING BODIES of the Union. What an appalling racket. Unionism has struck new lows and is scraping bottom.

There is room for belief that the vast "take" of income from the befuddled and unenlightened NMU membership is being used to float and subsidize even greater political rackets, now that the "Party" has captured the American Labor Party and are tied up with the CP dominated CIO "Political Action Committee," for CP dominated it undoubtedly is as far as the participation of the CP leaders of the NMU is concerned.

Yet, these political racketeers point to the sumptuous Halls built up at the seamen's expense and exclaim:

"Look what we are doing for you. This is progress."

Yea, Brothers, you have paid already for palaces of gold through the cut-rate contracts, etc., etc. All you are getting now is propaganda and tinsel opening the doors to still greater pillaging of the American seamen.

Wake up, Brothers—wake up and Live! You have been doped by the Piloteers of Union Square too long.

The wages and living standards of the seamen as a whole are in mortal danger. You have paid a terrific price for ignorance already. It is up to you to clean house of these fakers and reach out your hand in Brotherhood and the spirit of Unionism to your Brothers of the AF of L now fighting hard for all. That is the only way we can win pork chops for the seamen—on the plate, and not in a Communist-Curran brochure.