

**SECURITY  
IN  
UNITY**

# SEAFARERS LOG

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

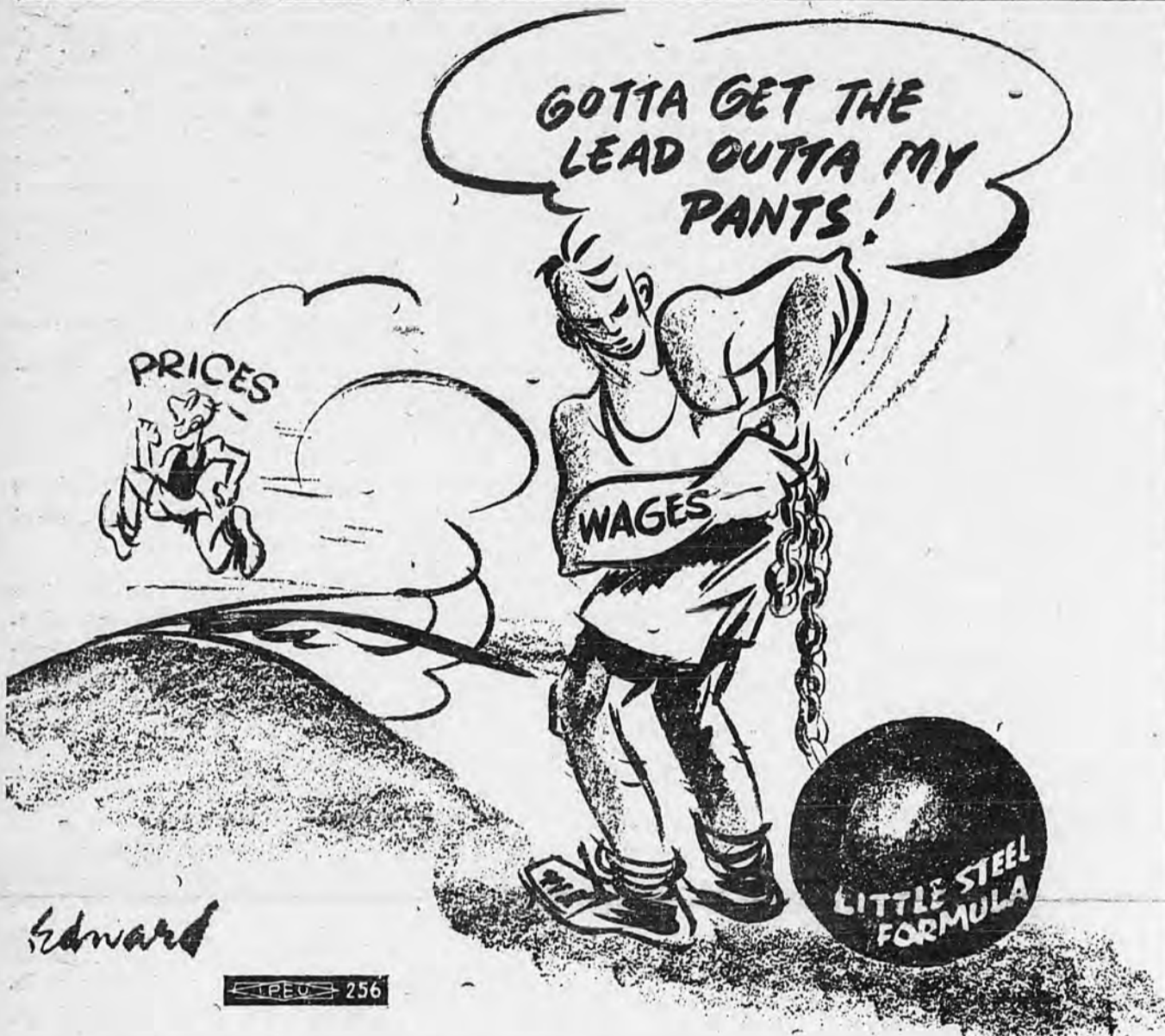


Vol. V.

NEW YORK, N. Y., FRIDAY, DECEMBER 17, 1943

No. 37

## Old Timers No. 1 Enemy Of Bureaucrats



### Government-Shipowner Offensive Is Pressed

The Washington bureaucrats may be fighting the Germans and Japanese (we'll give them the benefit of the doubt), but they have a third enemy which is much closer at hand and therefore claims more of their attention—this enemy is the old-time merchant seaman with a record of union militancy.

The WSA health examination proposals, the Gestapo-like hearings held by the Coast Guard every time a seaman parts his hair on the left side, the continual chiseling on union contracts by the shipowners, all these are but part of an employer-government offensive which has as its goal the supplanting of militant

old-timers with the green kids being graduated by the thousands from the RMO schools.

#### LATEST EXAMPLE

There are literally hundreds of examples of this persecution of old-time militants, but here is the latest which came to our attention, and which we repeat because it is typical of what is going on in the industry.

Brother Hugh A. Drake first went to sea 29 years ago. In those 29 years he has sailed as everything from Ordinary to Second Mate. When the war broke out he was working in a shipyard at \$100 per week. He was over the draft age and there was no reason for him to leave the safe berth in the shipyard, but somehow he wanted to be with his old shipmates during this period of excitement and danger.

#### FOUGHT SUBS

In April 1942 Brother Drake signed on the SS Unico as Bos'un. He fought torpedoes and Atlantic storms for eight months, arriving back in Mobile in November. Upon signing off he was picked up by the Coast Guard on the charge of being intoxicated while aboard the ship. He received the old brass hat razzle dazle and his papers were lifted.

The charge against him was a frame-up. The frame-up was so raw that when the skipper of the Unico heard about it he sent a special letter of protest to the Coast Guard, saying that Drake had not been intoxicated and that he performed his duties to his (the skipper's) complete satisfaction.

Faced with the skipper's letter the Coast Guard could do little but return Drake's papers—unstamped. That is, there was no official blackmark against him and he was (supposedly) innocent of any crime against God and country. Yeah? But wait!

#### A BOMB THROWER?

Drake then shipped out as Bos'un on August 15, 1943. His ship hit Puerto Rico three months later and a brass hat comes aboard to see how he had been behaving himself. Up until the

(Continued on Page 4)

### New Pocket Liberty Ships

The Maritime Commission's new 4,000-ton "pocket Liberty ship," construction of which will begin shortly, will be adaptable to war services and will apparently be used chiefly to restock the nation's "unbalanced" cargo fleet with the moderately small, shallow-draft vessels that will be required in the post-war period for the coastal and short-sea trades.

The new vessel, identified by the commission as the "C1-M-AV1," is a single-screw Diesel powered motor ship 320 feet in length. It will be powered either with a six-cylinder Nordberg or with a Busch-Sulzer eight-cylinder engine, the horsepower in either case being 1,750 and the speed about twelve knots, which makes it slightly faster than the Liberty.

The heavy damage done to many of the major ports of Europe may make it impossible for large ships to dock there for some considerable period after the war, and it follows that the nation that will get the business will be the one having smaller vessels able to visit the comparatively undamaged secondary ports and the deck machinery required to service them.

The new vessel appears in profile to be a cross between a collier and a large barge, with the entire superstructure set aft, like a tanker's. Access to three large cargo holds, extending from the engine room to the bow, is provided by three equally large hatches. The Diesel engines, weighing 130 tons, take up more space and account for more weight proportionally than those of the Liberty ship.

## FISHERMEN STILL ON STRIKE; O.P.A. MAKES COUNTER OFFER

The strike for a living wage being conducted by the Atlantic Fishermen's Union, SIU, entered its third week today with little prospect of any immediate settlement. The Fishermen are demanding that the OPA raise the wholesale price of certain fish in order to give the men sufficient

income to meet the rising cost of living. The union has also charged that reductions in fish prices at ex-vessel level which went into effect last July had not been passed on to the consumer—rather did the middle men absorb this extra profit at the expense of the fishermen.

The strike, which affects all vessels operating out of Boston and New Bedford and druggers operating from New York, has cost about 1,000,000 pounds of fish a day.

The OPA rejected the request of the striking fishermen for a temporary suspension of price ceilings on cod, haddock, black backs and yellow tails. Instead it promised to do these things:

(1) To establish dollars-and-cents retail prices for most Eastern species of fish in Eastern cities which have community dollars-and-cents ceilings for groceries.

(2) To increase the ex-vessel

price of lemon sole to 16 cents a pound and of sea scallops to 38 cents a pound for the winter in addition to the seven-cent increase in the price of pollock for December already authorized.

(3) Wholesale mark-ups will be revised to prevent the obtaining of unwarranted multiple margins and to reduce wholesale margins in port cities which are out of line with 1942 levels.

(4) A New England fisheries committee will be appointed by OPA's Boston regional office from the whole industry. The committee will discuss the best solution for the present two-price system for black backs and yellow tails, and the problem of port differentials and re-examine wholesale margins at all levels for both port and interior points.

**Keep In Touch With  
Your Draft Board**

### French Seamen Set Up Union H.Q.

ITF—After several years of existence in exile, with headquarters in London, the French Seamen's Union has transferred its headquarters to Algiers, it was learned today at the New York Office of the International Transport Workers' Federation, of which the French Seamen's Union is an affiliate. The cabled report from London also states that the French seamen in North Africa are almost 100 percent organized.

Branches of the French seamen's Union have sprung up during the past several years, in whatever ports French ships found themselves. Almost immediately after North Africa was freed from the clutches of Vichy and Vichy's anti-union laws, the French seamen reorganized their union. The union will be greatly strengthened now that these branches are pulled together within one union whose headquarters is in the same place as the seat of the French Government.



# SEAFARERS LOG

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# REPORT ON WASHINGTON

• BY MATTHEW DUSHANE •

O. Banks, SIU Agt., Mobile—Crew members in making allotments were always entitled to allot part of their bonus. The bonus rate allowed for this purpose was the lowest rate of bonus paid. At present there are two bonus rates, 100% and 40%. Allotments can be made on the 40% bonus rate.

Since the twenty percent withholding tax has been in effect the U.S. Coast Guard has issued instructions to all shipping commissioners on this matter, which reads:

Headquarters is in receipt of a letter from the Senior Merchant Marine Inspector (personnel) at New York dated 19 June, 1943 (file allotments) asking if the withholding tax authorized in Public Law 68-78th Congress should be deducted before permitting a seaman to allot the maximum amount under the regulations now in effect.

Under the regulation in effect at this time a seaman may allot up to 90 per centum of his regular wages plus the low bonus as provided for under Decision 2A of the Maritime War Emergency Board. For example, a seaman who signs on at \$100 a month is being allowed to make a maximum allotment at current low bonus of 90 per centum of \$140 or \$126 per month.

Inasmuch as the difference in these two amounts is only \$14 a month which would be inadequate to cover the various authorized deductions including the withholding tax, the allotments made by seamen on or after July 1st, 1943 when the new tax law becomes effective should not exceed 90 per centum of their regular wages and the low bonus after allowing for a deduction of 20 per centum to cover the withholding tax.

In other words, under the above example 20 per centum of \$140 would be \$28 leaving a balance of \$112, of which 90 per centum may be allotted or \$100.80—

The WSA has advised all its agents to instruct Masters of vessels, to make certain that after allotments, advances, slops, etc., that there will be sufficient money to the seamen's credit at the termination of the articles to cover all the necessary deductions, such as old age benefit taxes—social security and withholding tax.

do we care? Yes, let's get to work at once."

A few of us are familiar with Act Three, Scene One, Hamlet:—To Be or not to be,—that is the question:—Whether 'tis nobler in the mind to suffer the slings and arrows of outrageous fortune, or to take arms against a sea of troubles, and by opposing end them.

What shall we do? Take arms against a sea of troubles and by opposing end them?

ERIC IVIE UPCHURCH  
Book No. 24611

During the week I attended a meeting called by the WSA regarding its "Proposed Seamen's War Saving Plan." Under this plan seamen could make voluntary allotments to themselves during the war, and the Treasury Department would pay three per cent interest on all savings. The postal savings pay two percent interest, and the average bank pays one per cent interest on all savings accounts.

Seamen may name any person that they wish to be the beneficiary. It was recommended that the WSA notify a person who has been named as the beneficiary. No savings shall be subject to liens, attachments, or any other legal process.

Several suggested changes were recommended by the different maritime union representatives. These are now under consideration. When the final draft is completed, they will be sent to all branches of maritime unions for action thereon by the rank and file.

This proposed savings plan looks to me like a good proposition for any seamen who would like to have a few bucks stacked aside for any emergencies after the war. All savings accounts will be governed by Treasury Department regulations. If the recommendations are adopted, there will not be any strings or red tape attached to the savings plan.

## MONEY DUE

HERCEL, KOHLER, DOYLE and TRIANO: You were acting AB's on the S.S. Marina but signed off with OS pay. You have the difference in wages coming from the Bull Line Office, 115 Broad St., New York City.

J. Smardjic: You have \$3.60 overtime coming from the Bull Line.

R. MERKHEIMER: You have 12 hours overtime coming from the Waterman Line.

JOHN WHITE and JAMES LINDSAY: You have overtime coming from your trip on the S.S. Henry Lamb. Collect Bull Line.

VINCENT COSTER: You have 50 hours overtime coming from the Bull Line.

R. H. TAURIN has overtime coming from the Calmar Line. See patrolman Sheehan about it.

R. McLAURIN has overtime coming from the New York office of the Calmar Line.

## Personals

CARL ERIC FALK  
Get in touch with your wife. Her address is 35 N.W. 6th Ave. Apt. No. 1, Miami, Fla.

## Editor's Mail Bag

Editor,  
Dear Sir:

My son James has been in the merchant marine for the past 18 months and he likes it quite well. He has been to several foreign countries of which he uses to hear and study about in his geography in school. James was telling his sister and me all about these countries. They must be wonderful countries because his stories were very interesting.

James is home for a few days, thank God and I, his mother, can really get some rest without having to worry whether he's torpedoed, lost or missing in action.

Please don't think me conspicuous when I say James has been a darn good son to me, and a wonderful brother to his 3 younger sisters and little brother. These youngsters love their big brother, believe me.

Enclose you will find a poem composed and written by my oldest daughter, Dorothy, age 18, for her brother James "Of the Merchant Marine."

I have another son in the army. He is Staff Sgt. Robert Seeds, somewhere in the U.S.A.

James read Dorothy's poem and told me to send it to you. That's how I happen to get your address.

I hope you like Dot's poem as much as we do. Writing poems is one of my daughter's hobbies. She has a book full of poems she's composed herself.

Again we all say and can never say it too often: "God bless the Merchant Marine."

I remain,

Yours truly,

Mrs. MADELINE SEEDS,  
Silver Run Road,  
Melville, New Jersey  
RFD 1—Box 600

### THE MEN OF THE MERCHANT MARINE

All the credit goes to the Navy.  
A lot to the Army, too  
But a bit should be spread for  
some other boys  
In their coats of navy blue.

I don't mean the Navy  
Nor the Army with its sheen,  
I mean those other sailors  
Called "The Men of the Merchant Marine."

Without those brave and daring men  
Supplies would never be seen;  
Because our defenses depend a lot  
On "The Men of the Merchant Marine."

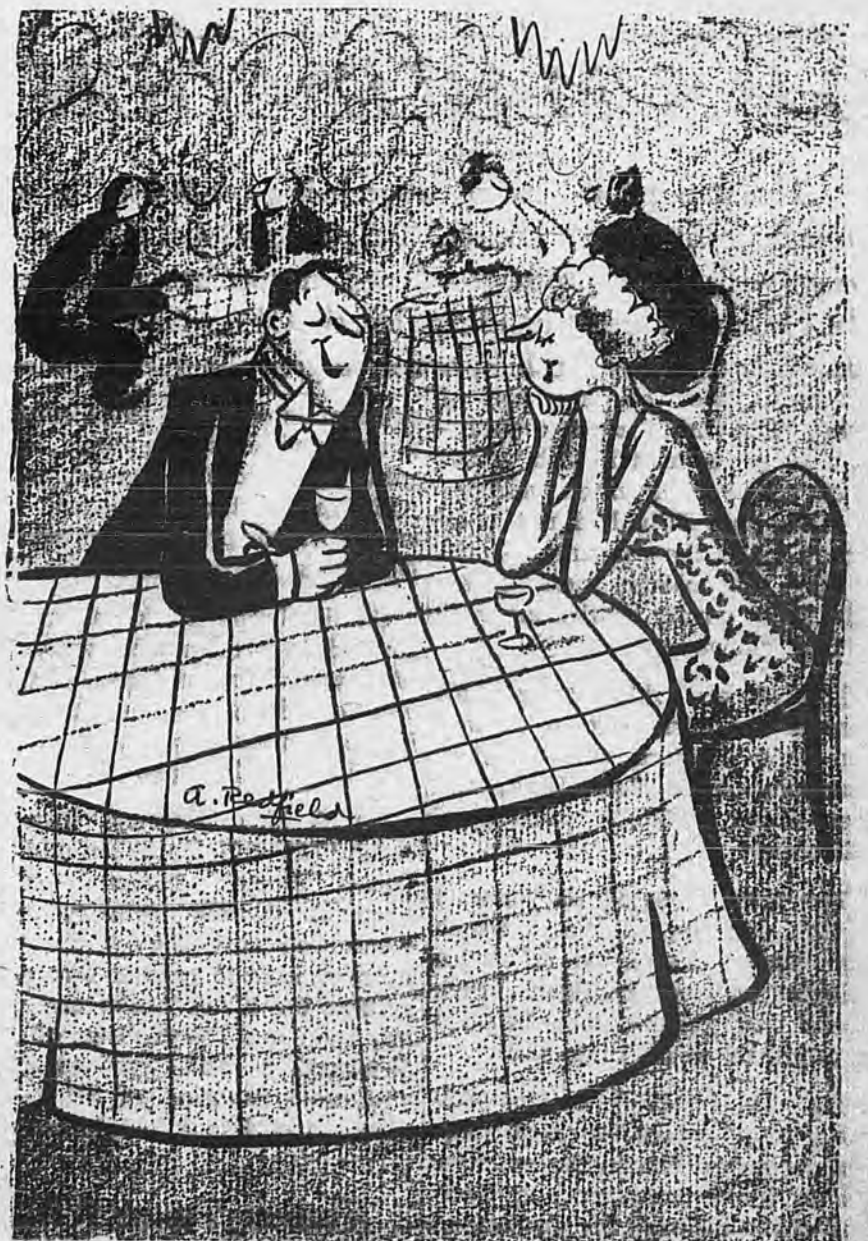
As they ride the high and rolling seas  
No danger from them is screened.

So now I end this poem with  
God bless the Merchant Marine.

—DORTHY M. SEEDS

Editor,  
Dear Sir:

We are fully aware of the object of this medical bill in Washington, and we know that swivel chair kings who have nothing to do merely take a puff of their cigar and say, "Well, what can we do to the seamen this week? It seems the Maritime boys are having trouble shipping; so, why not pass a bill that all seamen, even those crazy from making the Russian run, must pass an examination as stiff as the one these lads have to pass to enlist in the training schools? Yes, let's get to work on it. After all, these old salts must move aside for our young boys, and why should we worry? We don't have to worry about the North Atlantic, or wonder if the streamlined Liberty ship will come apart. We've never been to sea, so what



"My maid asked for a raise today. But I told her it would cause inflation."



SAVANNAH

Shipping in this port is picking up some what. Am going to need crews for 3 new ships in the next couple of weeks. Now would be a good time for any of you old-timers who would like to come down here for a little vacation before shipping out to do so. If you get down here now and get on the shipping list you will find that you won't have any trouble shipping out when the time comes.

Shipped a full crew this last week for a new Liberty for South Atlantic. Had to use a few WSA men on this one but the last 3 out of here carried a full crew of old-timers. If some of you old-timers will come down to take these jobs that I'm expecting out in the next couple of weeks, we won't have to call the WSA for any men to help man these ships.

Don't have much news to report from this port as we don't have very many men on the beach at one time here any more. About the only news I can send to the LOG is to report the new ships that are coming out down here so that the members can keep in touch with how shipping is in this port. Things look good for the coming couple of weeks.

CHARLES WAID, Agent

BALTIMORE

When the local membership at Baltimore was informed of the RMO upgrading program, the general reaction was that the Union was fully capable and able to give this service to its members gratis. Yes, Brothers, without a red cent for red tape, or a nickel cost to the people or Government. We proceeded to give our membership just such service, also any one else who cared to was welcome to this service. No elaborate school system was set up, and no high paid specialist was hired. The tutors were volunteers who understood seamanship and engine-room practice. The results would be called amazing by the WSA super-duper instructors, but to us they were merely what we expected.

In less than six weeks' time more than 150 members and others were upgraded through our system, and further it took from two hours in most cases, to no more than two days for the tutoring course which enabled these men to obtain ratings any where from AB to Junior Engineer and in some cases the men decided to go the whole hog and get engineers or mates licenses. What did this cost the union? Brothers read carefully, \$3.00, three big dollars for books. SH—quiet please.

We contrast the above with the WSA provisions for same upgrading program. To start with, they allow thirty days for any rating. It cost the people around \$300.00 per man. It also costs the people large sums for schools and high paid instructors who, more than likely, never have been aboard a ship, and is some politician's friend, or maybe an in-law or relative of some WSA big shot, and wouldn't know the difference between a piece of marlin and a nut. There you have an idea of the squandering orgies indulged in by the WSA, not to mention the \$2,000 per man it cost to send so-called trained kids on ships taught by just such kind of instructors as mentioned above. Yes, Brothers, the Tea

WHAT'S DOING

Around the Ports

Pot Dome issue was insignificant compared to the WSA squandering of people's money. The later have billions to play politics with. Dohaney dickered in mere millions, the piker. The only difference is that the people are the fall guys in this WSA case.

It all sums up to one thing, and that is that the union can do it and the WSA can't. Despite the antagonism shown us by WSA we still are able to man the ships with capable and efficient men whereas the men supplied by WSA invariably turn out to be as green as a new born babe, until they are taught by our men aboard their ships. Further, we maintain that there never would have been any shortage of seamen of any ratings if the people had let the union carry out this very vital responsibility towards the war effort, and if the WSA had not blocked the unions' efforts toward this end.

For the good of the country, seamen, and people this outfit called the RMO of the WSA should be either abolished or cleaned out entirely, as the present set-up is definitely hindering the war effort.

JOSEPH FLANAGAN, Agent

MOBILE

Last week, in a practical way, yours truly tried to give you the definition of the NMU. After looking through this masterpiece of hokey published by one Leo Huberman for the educational committee of the NMU, I will try and define the second phrase, "the NMU, What It Does."

Now the NMU is a front organization in the maritime industry for the unlicensed personnel on ships. It has been functioning for the past six years, and the best that they can boast of in the form of agreements for their members is mediocre. In fact, you can't term them any thing else but company contracts.

As compared to the agreements that the Seafarers International Union has secured for their members there is no comparison.

Now I am basing my contentions on what I have seen printed in the NMU Pilot, Oct. 8, 1943. The negotiating committee appealed to these companies for equal pay for equal work. Now what is the equal pay for equal work that this negotiating committee is talking about? This is the whole thing in a nut shell: they are asking the shipowners for overtime for dumping garbage which is something that the SIU had in their agreements before Pearl Harbor. Also overtime for work after 5 p.m. and before 8 a.m. in port, which all other maritime unions had before Pearl Harbor. Now this negotiating committee is asking the shipowners for the same thing, two years after this country entered the war, and the only thing that Joe Curran can holler about in the same issue of the Pilot is their record of the "NO STRIKE PLEDGE." Which means, in a few words that the shipowners should give the NMU negotiating committee the

concession that they are requesting on these grounds.

Now if these stooges think that the pirates that call themselves shipowners, who wrap themselves up in the American flag during war time for the purpose of chiseling on the seamen, are going to give any concessions on the record of "NO STRIKE PLEDGE," then they have another think coming.

Now brother, just feature any Union demanding or requesting concessions from the shipowners, which is the most vicious employing element in the whole world, and basing their contentions on the record that they have lived up to their no strike pledge since the Nazis raided Russia! This same element is claiming that the old officials of the International Seamen's Union were so reactionary that they had to form this NMU to save the poor seamen from slavery. These stooges makes them look like a bunch of pikers.

Now my dear brothers, I will just take a few questions and answers from the Pilot of the same issue.

"McKenzie: Will you pay overtime for Saturday afternoons in port, Sundays and holidays as specified in the contract?"

"Taylor: It must be interpreted.

"McKenzie: Will you pay overtime for work performed or watches stood after 8 hours in port?"

"Taylor: The committee for the shipowners hold that they have been carrying out those provisions according to their interpretations of the contract.

"McKenzie: Will you agree to pay the settlement which MAY finally be reached on these two points retroactively back to the date on which the War Shipping Administration guaranteed the collective bargaining agreements with the companies and the NMU?"

"Taylor: The committee for the companies cannot agree to pay any thing retroactive that is against their interpretation of the contract."

And then the Negotiating Committee reported to members of the NMU that this is a victory for the union. And this is the same element that claims that the old officials of the International Seamen's Union were so reactionary that they had to form the National Maritime Union! If this assertion is not a

farce, then I don't know what it is. In the face of six years functioning, they still have to ask the shipowners to give them the conditions that other maritime unions are receiving. Their claiming to have the leading union in the industry is the biggest joke that yours truly has ever heard about.

OLDEN BANKS, Agent

NORFOLK

The blacklist showed its face again, in Norfolk via the Martin Marine Transportation Company which operates tow-boats under agreement with the SIU. A coal burning fireman dispatched from the hall was refused by the Captain and Chief Engineer of the Eureka on the grounds that he was a "trouble maker," and then the trouble started.

The dispatcher immediately re-dispatched him and the company was informed that the union was prepared to carry the case through the whole governmental alphabet from the WSA and NLRB clear to the White House if necessary.

The result was that this black-listed fireman, Brother Fred D. Bullock, is no longer on the blacklist but instead is wielding a slice bar somewhere between here and Philly.

Agent Rogers has served notice on all tow-boat operators that the "family boat" days are over.

There is a shortage of coal burning firemen, both white and colored in this port and jobs are available for any who want them. This case shows these men that the union is behind them 100% and doesn't intend to take any monkey business.

The port here has a big job to handle with ships coming in constantly, many merely making this a topping off or stop-over point enroute. There are ninety miles of dock area from Lynhaven to Berkley back around Portsmouth and up to Berkley and Point Comfort. To cover this area Patrolman Tucker has been assigned to Newport News with Patrolman Martin being responsible for the immediate Norfolk Area. Agent Rogers pinch-hits over the entire area assisted by Brother Atwood, the Dispatcher-Patrolman and a special Patrolman covers the harbor-craft, tow-boats and ferries. Brother Wilson, SUP Patrolman,

catches his ships wherever they happen to dock or anchor. In this way the 90 miles of dock area plus the entire Hampton Roads anchorage area is completely covered. Remember that figures show that every ship in the world can be at safe dock or anchorage simultaneously in this port.

Beefs, both phony and genuine, are coming in on every ship. A few of them have to be referred to headquarters but most are settled on the spot. The usual beefs relative to work being done by soldier passengers and prisoners have been ironed out fairly well here with most claimed overtime being paid.

Atwood only has to give one loud shout over the telephone and fresh milk and turkeys appear as if by magic.

The miracle of miracles has finally happened and Norfolk held a regular meeting with thirty-one full book members plus almost an equal amount of probationary members. Also the boys seem to be finally realizing that this is the best shipping port in the country and we are now able to man ships with a minimum of the uninformed progeny of the WSA.

Among the battered faces of the old-timers recently arrived in Norfolk are those of William "Curly" Rentz, and "Red" Lofley. A group of eight refugees from "monkey wrench corner" arrived simultaneously yesterday and immediately shipped out together on a Mississippi Shipping Company rust bucket.

Agent Rogers has taken over with a bang assisted by a new bunch of patrolmen. The beach situation is good with plenty of jobs available and the beer supply holding out. Live ones are as common as collection cans at a NMU meeting and the beach is so prosperous that beachcombers piece off leading citizens.

—Norfolk Reporter

GALVESTON

Things have not been so hot in the past week, but rest assured that Bro. Parker's Flagship, the Brandywine, is now rid of the NMU finks that were so hard to get off. After we won the election had a few more boys come in and turn in their NMU books. So here is the "Last Will and Testament of Joe Curran, Komrade president deluxe of the NMU."—Dated very soon:

"I Joe Curran being of unsound mind and in misery, and considering the possibility of a fatal collapse through the rank and file of the NMU, also known as the end of me, declared this to be my last will and testament. To

(Continued on Page 4)

WORKER'S WAGES



UP 6%

FARMER'S PRICES



UP 13%

CORPORATION PROFITS



UP 13%

OCTOBER 1942 TO AUGUST 1943



# Government-Shipowner Offensive Is Pressed

(Continued from Page 1)

time the brass hat appeared, Drake got along with the skipper OK, but immediately afterwards the skipper began to ride him, thinking that he must be some sort of a bomb thrower if the Coast Guard had to go around checking up on him in every port.

It now appears that for the rest of the war (and God knows how long afterwards) Drake is going to be hounded by the Coast Guard at each port. His reputation will be smeared with each skipper he sails under, and his slightest violation of some regulation will probably be cause for a prompt jerking around by some 90-day wonder covered with brass.

### CASE TYPICAL

We sight Drake's case because it is typical of the treatment given hundreds of other old-time seamen whose only crime is that they are militant union men. This campaign against them is designed as a "softening up" tactic; it is meant to demoralize the leading elements in the unions and thus weaken organized labor preparatory for the final assault upon it after the war ends.

## Tom O'Reilly At Sea

It was a rotten night and cold. The Liberty Ship "Mulligan Stew" was pitching and rolling off one of the world's worst capes in a terrific sea. For days there had been neither sun nor stars with which to navigate. Furthermore, a radio warning told of submarines in the offing. The officers were edgy. The crew strained every eye. Up in the heavily armored and blacked-out wheelhouse, the bearded young helmsman inquired of the mate:

"Where do you stand in the draft, Sir?"

The mate, a family man, replied, laconically, "3-A."

"Well," said the helmsman, soberly, as the ship's nose dipped into a giant sea that washed completely over the forward gun, "you ain't got nuthin' to worry about. You're safe."

Somehow this true story is typical of the attitude of the average American merchant seaman. He'll fight. But he'll wear no man's collar. He loves to shock people by saying he's at sea to duck the draft. This attitude confuses landlubbers. Seamen are boisterous, courageous, loyal, undisciplined, proud, defiant and breathtaking. But don't let them kid you. Most of them not only know their business but each one feels that the ship couldn't move two feet without him. That's what they call morale.

—PM

### Honor Roll

S. ROBIN LOCKSLEY .....\$10.00  
FRANK OLEARY ..... 5.00

Keep In Touch With  
Your Draft Board

## W.S.A. PROPOSED CREW SAVINGS

A wartime savings plan, whereby merchant seamen would be assured of a steady income during the slack period immediately following the close of the war, is being worked out by the War Shipping Administration, the Treasury and labor unions.

The plan was presented to union leaders by the War Shipping Administration during the course of an executive conference designed to get labor's reaction to the program. The extent to which the proposed plan will be put into effect, WSA officials said, is dependent upon the attitude of the maritime trade unions, and will only become effective if regarded as necessary and desirable by them.

Subject to the satisfactory completion of details and final agreement, it is proposed that the WSA and the Treasury Department sponsor a savings plan for seamen, including both licensed and unlicensed personnel.

Seamen, WSA officials said, would be encouraged to make voluntary allotments for the duration of the war, of such portions of their earnings as may be available for savings after provisions for other allotments such as taxes, etc. Withdrawals would be held in a fund by the United States Treasury, subject to the payment of interest at approximately 3 per cent. Funds allocated to the savings account could be obtained from bonuses, overtime or wages, or all three, WSA said.

Withdrawals of deposits in the fund would be restricted, subject to some degree of flexibility for emergency needs, until after the war. At the conclusion of hostilities, withdrawals would be permitted and provided for on the basis of payments to an individual seaman for the current year based upon the amounts deposited by him within a given twelve-month period. In other words, if a seaman has deposited funds in 1943, and the war ends in 1946, he could draw upon his account only to the extent of the amounts he deposited in 1943. In 1947 his withdrawals would be limited to the funds deposited in 1944.

It is further proposed that arrangements be made whereby the withdrawals by an individual seaman would be divided into monthly or quarterly payments.

Under the tentative plan WSA will work out arrangements with its agents to facilitate pay roll deductions, the agents to make the deduction from the seaman's wages at the time of paying off. Amounts so deducted would be remitted to the Treasury Department, all in accordance with regulations agreed upon by the Treasury and WSA.

For its part the Treasury Department will hold the funds and the interest thereon and will administer them subject to regulations.

Disbursements to seamen would be made through the postal savings system, subject to arrangements mutually agreeable to the system and the Treasury Department.

## THE MODERN SINBAD!

(By Baer)



## Around The Ports

(Continued from Page 3)

Russia and Mustache Joe, I leave all of the faithful fellow travelers, button hole sewers, pants pressers, Myer's, Stone, and the 13th Street Commandoes of the NMU. To France I leave all of the beautiful madamoiselles in the occupied NMU branches, and hdqts. I never was one for the girls—whoops.

"To England I leave the original NMU agreement and plans to take over the seamen. But I will never forgive you for not letting me ashore in Africa last summer. To Norway, I leave you another quisling, Thos. Christensen of the NMU, Pan-American Division. To President Roosevelt, I leave my apologies for trying to interrupt his war duties by flooding his office with screwball wires from NMU fellow travelers. And to America, I leave you Walter Winchell, who always said to hell with Curran and the NMU. I know he will be very busy on my funeral day, so he would not come, business before pleasure. To the SIU, I leave 20 by 10 gold framed pictures of myself to hang in their union halls to scare hell out of any young seaman who might think along Commie lines, and to the RMO, I leave you what is left of the fellow travelers in the NMU to the Sailors Union of Pacific, I leave money for my tombstone, with the following epitaph:

Enney, meeney miny moe,  
Here lies Curran by the toe,  
Underneath he seems to say,  
You cannot beat the Old  
SIU of NA.

"And to the entire maritime workers, I just leave, and will they thank God."

After making this will Joe Lay down last night, was-too tired to wait.

Had a chill this morning, was too tired to shake,  
I sure was tired.  
I'm tired of coffee, I'm tired of tea,  
The NMU, I built and love is tired of me.  
Oh, hell, I'm tired.

After this doctor crap put out by the WSA the new secretary of the MM&P, Capt. John Yordt and the MEBA backed us up 100 per cent, notifying all ports of their action. The NMU is as silent as a church mouse about the affair. They are only interested in feathering their nest with the USS and what have you. Anything for the benefit of their membership is out.

E. R. WALLACE, Agent

P.S.—

After holding a joint meeting with the Master Mates and Pilots, and the Marine Eng. Beneficial Ass'n., we got on the front page of the Galveston News. The NMU Donkeys were invited to

## Germans Reported Deserting Ships

(ITF) From the Swedish port of Sundsvall, the report has reached the International Transportworkers' Federation that in the middle of August, a German ship was held up due to the desertion of its crew of eleven, of whom ten were aliens. The captain tried to sign on a Swedish crew and offered 1,000 crowns for the journey without success.

In Harnoesand a German ship was detained for six days. Four of its crew deserted en route and another two upon reaching this port. The entire crew of this ship, including the Captain and mate were alien and only the two soliders serving the ship's gun were German. Because they could get no Swedish seamen to sail the vessel, they were forced to take German seamen from another ship in order to get the ship back to Germany.

attend but they were not interested. The Longshoremen of Local 407, Galveston, held a meeting Friday night, Dec. 3rd. Also the Longshoremen of Texas City, they will bring this WSA crap up and give us their backing.

(The Galveston News gave Brother Wallace's protest on the proposed medical exams a 5-inch story on page one—Editor).

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