



RMO Shipping Rules Now In Effect

Soldier Lauds SIU Fight To Protect Conditions

Station Hospital
Camp Atterbury, Indiana
March 4, 1943

Dear Editor:

My copy of the *Log* for Feb. 17 arrived yesterday. It was late but I guess it was just catching up with me as I have been moving around. I sure was glad to get the paper. I'm proud of every SIU man and the boys are sure doing a big job. You are keeping up the fight so we soldiers will have conditions to come home to.

I am in the hospital with a busted hand and temperature. There is a SIU man in the same ward with me from the Lakes Steward's Department. So I just passed the *Log* on to him.

Keep pushing because we are with you morally, if not physically.

Here is a buck to keep the *Log* logging.

Fraternally,

Pvt. C. B. WILSON,
No. 6056 Retired

Draft Board Held As Club Over Heads Of Seamen Who Don't Observe Regulations

The War Shipping Administration has won its fight to gain control over the draft machinery as applied to seamen, and this victory places this anti-union bureau in a highly strategic position for future offensives against organized maritime labor. As of March 15, the Recruitment and Manning Organization of the WSA has complete control over deep water men, has formulated shipping rules, registration requirements, and

backs them all up with the threat of induction into the army should the men violate them.

Elsewhere on this page is printed the schedule of shore time now being allowed. Any violation of this places a man in danger of being jerked into the army. Moreover, the WSA has set up a master file of all seamen and this can well serve as the basis for a black list in the future. A new system of postcards means that the WSA has a complete and continuous record of all seaman activity, and this information could be well used against unions and militant workers whenever the WSA decides to crack down on labor.

This new set up means a greatly expanded apparatus for the RMO and gives it a good excuse to go to Congress for larger and larger appropriations. All of which points to the creation of a permanent non-union hiring hall, and all the evils that go with it.

The WSA was able to win this highly strategic victory over the seamen because of the traitorous role played by the National Maritime Union. Curran and his brain trust kept mum during the entire controversy on this issue — and thereby gave objective support to the WSA's anti-union program. Had all the maritime unions gone down the line against this shipowner move, it would have flopped. The RMO has plenty of trainees with which to man the ships, but no rated man in any of the departments. Had the unions stood together and given notice that their ratings would have nothing to do with the WSA and its finky plans, the Washington bureaucrats would have been up the well known creek.

When this war has ended and the shipowners open their offensive against the American seamen, it's dollars to doughnuts that the RMO halls will become 14 karet fink herders. And the size and strength of the RMO set up can be directly tracable, to a great degree, to the role played by the NMU in the winter months of 1943.

So, what is to be done? The WSA has won this round. The rules have been laid down and backed up by the full authority of the government. And the NMU leadership stands ever ready to act as employer agents against the sea-

(Continued on Page 3)

Here Is Your Shore Time (Under WSA Ruling Now Effective)

Time on Last Voyage Time Allowed Ashore

Time Between Date Pay Begins
And Pay Off. Fractions of Weeks
Are Not Counted.

ANY TIME LESS THAN THREE FULL WEEKS	.....	4 DAYS
3 FULL WEEKS	.....	6 DAYS
4 FULL WEEKS	.....	8 DAYS
5 FULL WEEKS	.....	10 DAYS
6 FULL WEEKS	.....	12 DAYS
7 FULL WEEKS	.....	14 DAYS
8 FULL WEEKS	.....	16 DAYS
9 FULL WEEKS	.....	18 DAYS
10 FULL WEEKS	.....	20 DAYS
11 FULL WEEKS	.....	22 DAYS
12 FULL WEEKS	.....	24 DAYS
13 FULL WEEKS	.....	26 DAYS
14 FULL WEEKS	.....	28 DAYS
15 FULL WEEKS OR MORE	.....	30 DAYS

In Memoriam

ABRAHAM, ALEX	.....	A. B.
BRITTAIN, JULIUS	.....	O. S.
BRUMIT, ROBERT	.....	A. B.
BUTALA, STEFAN	.....	Fireman
CADENHEAD, JACKSON	.....	Oiler
CURETT, HERMINGILDO	.....	Wiper
DEMBOFSKY, NATHAN	.....	Messman
DEMBOFSKY, WILLIAM	.....	Messman
EAGLESON, ROBERT	.....	Oiler
GEORGE, PETER	.....	Messman
GOETHE, WILLIAM	.....	Fireman
GRAY, EDWARD	.....	Messman
GVANILL, LUIS	.....	Wiper
HENNING, HARRY	.....	O. S.
HUNA, RAYMOND	.....	Chief Cook
JANSEN, HJALMAR	.....	Carpenter
LARSEN, WILHELM	.....	Oiler
MADURO, MANUEL	.....	Chief Steward
MARTINEZ, ABDULIO	.....	O. S.
MILLER, CHARLES	.....	Oiler
MONREAL, ANTONIO	.....	A. B.
MURPHY, HUGH	.....	Messman
OLSEN, EINAR	.....	A. B.
PELAYO, DEMETRO	.....	A. B.
PRINCE, GILBERT	.....	2nd Cook
RAYCO, LUCIANO	.....	A. B.
REILLY, JOHN	.....	O. S.
RIVERA, MANUEL	.....	Messboy
RUBIN, MICHAEL	.....	Wiper
SABIO, DANIEL	.....	Bosun
SIERRA, LOUIS	.....	Fireman
STRACHEN, STEPHEN	.....	Utility
STROM, HENRY	.....	O. S.
TUBIN, RUBIN	.....	Utility
VOLIVA, DANIEL	.....	A. B.
WOLOSZ, JOHN	.....	Utility
ZALESKI, JOSEPH	.....	Wiper

Carrying Diary, Letters Prohibited In New Order

Strict new prohibitions on diaries and mail have been released by the Navy and apply to all merchant seamen. The new regulations, which forbid the "chronicling of ship movements," is part of a general tightening all around as the Nazi sub campaign threatens to assume even greater proportions.

Henceforth, seamen may not keep diaries which would be of value to the enemy if the ship were captured, nor may they carry into any country letters or papers of a third party.

The SIU is fully cooperating with the Navy in this new effort

to prevent leaks of information concerning ship movements, and the official Navy bulletin has been placed in all Union halls.

The following is the text of the order:

"The writing of personal diaries, or of any narrative or communication chronicling the movement of this or any other vessel is prohibited as a breach of security for the reason that in the event of an attack in which the enemy boarded your ship, information available in such diaries or letters might endanger other ships or convoys. Moreover, such material might fall into the hands of persons aboard or ashore who would disclose or misuse it. For similar reasons it is likewise not permissible for any of the ship's personnel to carry letters or papers for other persons to be mailed either in this country or abroad. All such matter found in possession of ship's personnel upon arrival in the United States will be detained and may be seized by U. S. Customs and the possessor's name referred to interested Naval authorities. The persons involved, moreover, may be subject to the severe penalties provided for under the Trading With the Enemy Act."

Shoes Are Rationed

The government has ordered all shoes, except certain category of work shoes, rationed for the duration of the war. To buy shoes now you must present coupon No. 17 out of ration book No. 1 to the retailer.

Any seamen not possessing a ration book can obtain one by applying at the New York headquarters of the OPA, 40th Street and Broadway. Take seamen's papers for identification.

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 Affiliated with the American Federation of Labor
 HARRY LUNDEBERG, International President
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Out of the Focs'l

by
 J. L.

The brothers have something to worry about, with the issuance of the new WSA directive, which curtails the time they are to spend ashore. We suggest that the brother keep on the alert, cooperate with the Union officials and we will be able to keep them out of trouble.

△ △ △

Joe Mohowski bought himself \$2000 worth of War Bonds. That proves that seamen are aiding the war effort in every way. Alex Pulitzer and O. C. King have retired and become licensed officers. We hope that keep a sharp lookout for subs.

△ △ △

Speaking of subs, during the past month we lost 4 more ships, which brings our total of ship lost to 88, and we lost 33 brothers during the past month, which brings our casualty list total to 632 men. Incidentally there is a move under foot in Washington to stop seamen from leaving the \$5,000 insurance to bartenders, Ladies of the Evening, or what have you. The Tavern Keepers and Loan Sharks will be crying into their beer from now on if this gets through.

△ △ △

Stefan Butala, who has had nothing but hard luck since he came up from the Lakes to ride our ships, was recently declared lost. Alfred Ardonski has had a hectic time since he joined our organization. On his first ship he was caught in a hurricane and was almost swept over the side. On his second voyage, his ship landed on the rocks 60 miles from New York. Anthony Prescattano has gone to Oyster Bay to rest up after his recent torpedoing. We saw one of the brothers at the bar trying to teach Brother Sloat a "new religion."

Editor's Mail Bag

Editor, Seafarers Log
 Dear Sir and Brother:

I have been combing the beach around here for almost a year but seem not to find enough time to write to the good brothers and have a chat.

Well, I finally have time to put out the head line and forward spring in San Juan and get around for a chat with the agent and some of the brothers in the hall.

I was up there for about two hours. When I arrived back the head line and forward spring had disappeared with what was on the end of it.

You know, the San Juan hall is one of the best of our halls and I say this much—it is really salt breeze you can stand on the ver-

anda and watch the ships come and go.

I wish to congratulate the new agents and also the old ones who have been elected. I can only say that you are going to have heavy weather and sometimes it is going to be stormy. But stick by the wheel in this term.

I see by the papers yesterday that one of the industrialists wants to freeze our membership in the union and that the persons who are not members who work and get the same wages should not be inticed into joining.

Now fellows, I'm casting off to find the boat, so until sometime when I get to dropping another line, I remain,

Fraternally yours,
 The Beachcomber

Norwegian Men Fight Shipowner Chisel On Wage

Reduction of maintenance pay in port, and qualification of the wages of abled-bodied seamen, and firemen have resulted in seriously strained relations between Norwegian seamen in American ports and the Norwegian shipping interests, the International Transport Workers Federation reported yesterday.

Acknowledging the possibility that the men might refuse to man the ships, Ingvauld Haugen, head of the Norwegian Seamen's Association, an ITF affiliate, stated that no demands were being made for higher wages, and that no new claims were being advanced.

Haugen charged the shipping authorities and the shipowners with having demanded that able-bodied seamen and firemen must have one year of continuous service in their respective ratings before they are entitled to regular pay rates while compelled to serve in lower grades. This move, he said, is unjustified since the men must serve three years as ordinary seamen before the A.B. rating is achieved.

The ITF announced that a resolution instructing the men to refuse to register for service after February 2, and authorizing the officials and a special committee to negotiate with Norwegian and American authorities for the purpose of settling the conflict, had been unanimously adopted at a meeting last Thursday.

SIU Rescue Crew Receive Thanks From Torpedoed Seamen

To the Crew of the SS Minotaur:
 On behalf of the survivor crew of the S.S. (.....) I wish to express appreciation of your cooperation during the days we were together.

In this war we all have the same things at stake—our homes, our jobs, our very freedom. It is the friendly unity like that shown by your crew members which will smack the Axis hard.

All of us want to return your kindness. We want to keep the feeling of unity we developed during those days. The chance may not come soon, but count on us. We are all in it together and it's the sticking together against all odds that will carry us through. I think we all felt that especially during the time we had of it.

And so, again our thanks for your help.

Fraternally,
 James (Scotty) Edwards
 Representative S.S. (.....)

● NOTICE ●

The following brothers should stop in the office of the Secretary-Treasurer so that their records may be straightened out:

No.	Name
22631	CLARENCE SCHNEIDER
22670	PAUL VALENTINE
22751	JOHN MULOCK
23296	JOHN J. McGEE
23399	HOWARD W. FORBES
23771	ALEXANDER STEVENSON
23853	ALBERTA LA PLANTE
23974	FRANCIS AUCOIN

REPORT FROM

Washington

By Matthew Dushane

War Relocation Authority:

The board that was set up by the War Department to check on the cases of seamen in the centers, who have requested to be released, is at present working on all seamen's cases. To date no clearances have been issued.

Maritime War Emergency Board:

Have been advised that the board is going to send to all the signers of the Statement of Principles a letter stating what in their opinion is their jurisdiction on Bonuses and War Risk Insurance.

Admiral Land sent a letter to the Calmar Line informing them that they must comply with the decisions of the MWEB. Company has been holding up on bonus payments claiming that the WSA never authorized them to make payments.

Calmar Line answered the Land letter and stated that in the future they will comply with the board's decisions and make payments as per the board's decisions.

Maxie Weisbarth SUP, San Francisco. Contacted the board and they are of the opinion that any or all ships regardless of where they are at will come under the latest decision of the board on March 1st, 1943. Ships that are out at sea in the \$5.00 area will receive this amount from March 1st. Ships that were in the port areas of \$125.00 prior to March 1st will receive the \$125.00 and after March 1st will receive the additional \$5.00 per day if they are within the specified areas. All ships that enter the \$125.00 port area after March 1st, 1943, will not receive the \$125.00 unless the port is under aerial attack, regardless of when the crew signed the ship's articles.

Requesting that the board issue a clarification in writing on the issue so that all agents can inform the members of the decision and how it applies to the way they signed the ship's articles.

War Labor Board: Maritime Panel:

SUP and Pacific SS Owners have filed a joint application to the WSA for their approval in an addenda to the agreement covering maintenance work. The WSA referred this case to the WLB for approval.

This case will come up the early part of this coming week. At the present time we have no one on the panel. All the AFL men here in Washington are all tied up with other committee work and are worked to death.

The Chairman of the panel is a permanent member, and it is my opinion that we should have men on the panel who are from the Maritime Industry to represent us, and suggest that the unions designate to the WLB the names of Morris Weisberger and myself to sit on all SIU cases, and John Hawk and some other SIU man to sit on the panel on all SUP cases. This requires quick action by the memberships of both organizations, as we should get fairly good results if we have some of our own men on the panel, as I feel that there are certain conditions that exist in the industry that AFL men would not fully understand and haven't the knowledge that seamen have. The teamsters have a panel here and they have teamsters on the panel to represent them, and it is very successful so far.

Weisberger and myself could alternate on all SIU cases, and Hawk and some other SIU man could alternate on all SUP cases.

The board shall consist of three men, Chairman Public representative, Employer and Labor shall be the other two men on the panel. AFL will have AFL man on all of their cases, and the CIO will have a CIO man on all their cases.

Legislative Front:

Bill numbered HR-133 entitles all seamen to the same rights on ships operated on bare boat or time charter by the WSA as those seamen on private ships. That is, they can sue the employer for disability that they may incur. The men are entitled to all rights guaranteed them under the Jones Act. The SIU is supporting this bill. It is now before the House.

However, Senator Overton of Louisiana attached an amendment to this bill which would limit the fees of an attorney to \$100 to \$250 if the case did not go to the courts. An attorney to be able to receive the fee of \$250 would have to get permission from the Administrator of the WSA. Under this proposed amendment the seamen would not be able to hire a competent attorney as they would not take the case on this basis.

Our Union has opposed this amendment and today I received the following telegram from the chairman of the House Committee on Merchant Marine and Fisheries:

(Continued on Page 4)

ATLANTIC AND GULF SHIPPING FOR FEB. 22 TO MARCH 6

	DECK	ENGINE	STEWARD	TOTAL
SHIPPED	375	261	294	930
REGISTERED	280	287	225	792
ON HAND	450	500	200	1150

Here Is The RMO Card System

WSA-47

STATEMENT OF ACTIVE SERVICE IN MERCHANT MARINE

(1) _____
 (Name (last name first) and number of certificate of identification or continuous discharge book)

(2) _____ (3) _____
 (Highest rating for which seaman holds papers) (Year of birth)

(4) _____
 (Local draft board number, city, State, and order number or Naval Reserve service number)

I understand that my local draft board or the Navy, if I am in the Naval Reserve, will be notified that I am an active merchant seaman.

(5) _____
 (Signature of seaman)

I CERTIFY that this seaman has signed ship's articles.

(6) _____ (7) _____
 (Date) (Signature of master)

TO MERCHANT SEAMEN: You need to sign one of these cards only once.

GPO 16-32822-1

Budget Bureau No. 14-R005-42

The above card is the "master card" which, after being signed by you, goes into the WSA in Washington as a permanent record. You need fill out but one of these at the beginning of your first voyage.

RECORD FOR ACTIVE SEAMEN

WSA-48—Card 1

DO NOT LOSE THIS CARD—GIVE IT TO YOUR UNION HIRING HALL OR TO THE RMO WHEN YOU REGISTER

(A) _____
 (Name (last name first) and number of certificate of identification or continuous discharge book)

(B) _____ (C) _____
 (Rating on ship) (Port of payoff or discharge)

(D) _____ (E) _____ (F) _____
 (Date pay began on ship) (Date pay ended on ship) (Last day to ship again)

(G) _____
 (Local draft board number, city, State, and order number or Naval Reserve service number)

(H) _____ (I) _____
 (Port where registered) (Date of registration)

This seaman was employed on a ship on _____
 (Date)

This seaman has not been employed on a ship _____
 (Date card is sent to RMO)

(Signature of union official or RMO representative)

(Name of union)

This Card Must Be in an RMO Office by the Day After Date on Line (F)

WSA-48—Card 2

(A) _____
 (Name (last name first) and number of certificate of identification or continuous discharge book)

(B) _____ (C) _____
 (Rating on ship) (Port of payoff or discharge)

(D) _____ (E) _____ (F) _____
 (Date pay began on ship) (Date pay ended on ship) (Last day to ship again)

(G) _____
 (Local draft board number, city, State, and order number or Naval Reserve service number)

(J) _____
 (Signature of seaman)

(K) _____
 (Signature of master)

16-32824-1

Budget Bureau No. 14-R006-45

The above double-card will be used at the end of each trip you make. Both halves are to be filled in, then torn apart. The upper card you keep, the lower one is sent to the WSA. Note that line (F) contains the date upon which you must ship out. When you do ship, you surrender the upper half of the card to the union dispatcher and he in turn sends it to Washington. This procedure is repeated each time you sign off a ship. This gives the WSA a complete record of your movements at all times and means that should you fail to abide by official regulations, you stand in danger of being drafted into the army.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICAN ATLANTIC and GULF DISTRICT

Secretary-Treasurer's Office

ROOM 213—2 STONE STREET, NEW YORK CITY
 P.O. Box 25, Station P. Phone BOWLING GREEN 9-8346

Directory of Branches

BRANCH	ADDRESS	PHONE
NEW YORK	2 Stone St.	Bowling Green 9-8346
	Dispatcher's Office	Bowling Green 9-3437
	Agent	Liberty 4087
BOSTON	330 Atlantic Ave.	Calvert 4539
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PUERTO RICO	45 Ponce de Leon	Galveston 2-8043
GALVESTON	219 20th Street	2021 S. Federal Highway
FT. LAUDERDALE		

RMO Shipping Regulations

(Continued from Page 1)
 men if they attempt to fight it out now.

The SIU has no alternative but to abide by these rules. And that doesn't mean a half-hearted observation of them—they must be observed to the letter, lest the WSA be given a good excuse for further inroads upon our rights.

Every SIU official and every rank and file member should carefully study the regulations and make certain that the brass hats and shipowner stooges don't catch them off base.

Here, briefly then, is how the new set up works:

Under the deferment plan the RMO will be the coordinating and clearing agency for procedures in which the maritime unions, masters of ships, shipping operators and the tens of thousands of seamen of all ratings will have specified responsibilities.

Important in the mechanics of the plan will be three cards—"the green card" and No. 1 and No. 2 card. In their various routings these three cards will convey the whole story of a seaman's Selective Service and industry status to all, as he moves from port to port and from one ship to another.

In the maritime industry it will be RMO instead of ship operators or agents which (1) files the request for a seaman's deferment with the local draft board or (2) notifies the board if the seaman leaves the industry and thus becomes eligible for draft. (If the seaman is a member of the Naval Reserve, in inactive status, the notification is made to the Navy.)

The seaman is held to be active in the Merchant Marine when:

1. He is employed on a vessel of United States, Honduran or Panamanian registry (including coastal shipping) operated by or for WSA or Army Transport Service.
2. He is ashore between voyages for the allowable period of from four to thirty days depending on the length of the last previous voyage.
3. He is temporarily ashore receiving training in a school of (or approved by) the United States Maritime Service.

What Each Unlicensed Seaman Must Do

On signing ship's articles on an affected vessel for the first time after the effective date (March 15, 1943) of this procedure; the seaman must:

1 Sign the card to be known as WSA Form 47, the "green card," which the master of the ship will fill out. The seaman will not again need to fill out a WSA Form 47 at the commencement of later voyages.

2. On leaving employment on any affected vessel, which has sailed from a United States port on or after March 15, 1943, the seaman must sign WSA Form 48, which the master will fill out. This form consists of a No. 1 and a No. 2 card. The seaman will retain the No. 1 card, leaving the No. 2 card with the master. A WSA Form 48 must be signed every time a seaman's employment on a vessel is terminated; not when he remains on a vessel from one voyage to another.

3. Upon registering to ship again, the seaman must turn in his No. 1 card to his union representative, if he registers at a union hiring hall or to the RMO port representative if he registers with RMO.

4. When the seaman has registered to ship again but has not shipped, it is his continuing responsibility, if he is not registered with his union, to keep the RMO port representative informed of any extenuating circumstances.

What the Master of The Ship Must Do

1. When a seaman first signs on a vessel the master shall determine whether he has previously signed a WSA Form 47 (the "green card").

2. If none was previously signed the master shall fill out a WSA Form 47 for the seaman's signature and mail the card to the Central Office of RMO, after determining whether the seaman has signed ship's articles.

3. Whenever a seaman leaves a vessel, the master shall before paying off, fill out a WSA Form 48 for the seaman's signature.

4. The master then detaches the No. 1 card of WSA Form 48 and gives it to the seaman being paid off.

5. The master at the same time mails the No. 2 card of WSA Form 48 to the local port representative of RMO.

6. If a seaman fails to join ship, leaves a vessel without paying off or leaves under any circumstances other than by common consent, the master shall fill out Card No. 2; sign it, leave it attached to the

(Continued on Page 4)

RMO Shipping Regulations

Seafarers' Log-

HONOR ROLL

CREW S. S. CAMPFIRE	\$105.00
CREW S. S. BENJ. BOURN	20.06
CREW S. S. SHICKSHINNEY	20.00
CREW S. S. ALGIC	18.00
F. GREEN	10.00
A. FAULSTICH	6.00
J. R. CHARITY	6.00
D. HURST	4.00
PORT OF NORFOLK	4.00
A. SANTIAGO	2.00
R. WILLIAMS	2.00
JOHNNY KING	1.00
EDGAR KIOTGER	1.00
TOTAL	\$199.06

(Continued from Page 3)
No. 1 card and mail both cards to the RMO port representative in the port of pay off.

7. If a seaman is employed on an affected vessel in a port in which he has not registered and where he has not deposited his No. 1 card because there is neither an appropriate union hiring hall nor RMO office there, the master shall fill in the current date on the line on card No. 1 where it is certified that the seaman is at that time employed. The master then signs the card and adds the name of the company (not the name of the ship). Before the ship leaves port, the master shall mail this card to the appropriate RMO regional office.

What the Union Must Do

1. The union shall act as the responsible depository of the No. 1 card of any union member who registers to ship again at his union hiring hall, on or after the effective date of March 15.

2. The union official shall complete the filling out of the No. 1 card.

3. If the seaman is employed on a ship or before the last day for shipping again (under the allowable shore leave provision), the union official shall fill in the current date on the line on card No. 1 where it is certified that the seaman is at that time employed.

4. If the seaman has registered with his union but has not been employed up to the last allowable day, the union official checks the fact on card No. 1 on the line provided for the purpose and adds an explanation of the seaman's failure to ship.

5. The union official shall then sign the card, add the name of the union and mail the card to the RMO port representative in that port not later than the day after the seaman's last day to ship again

under the allowable shore leave provision.

6. It is the continuing responsibility of the union official to keep the RMO port representative informed of extenuating circumstances in the case of any union member who has not shipped again by the time of the last allowable day.

What the RMO WSA Will Do

1. Upon receipt from the master of a ship of a seaman's WSA Form 47, the Central Office of RMO (Washington, D.C.) shall inform the seaman's local draft board that the man is an active merchant seaman, and, provided he is under 38 years of age, shall file a Selective Service Form 42 requesting his occupational deferment; also inform the local draft board that RMO will file a request for deferment if the seaman is later subject to reclassification and induction.

2. If necessary, the central office of RMO will appeal requests for deferment.

3. RMO port offices shall act as responsible depositories for the seaman's No. 2 cards, WSA Form 48, on their receipt from a ship's master. If there is no RMO office at the port of payoff, the regional RMO office for that coast will perform this function.

4. RMO port offices (or regional offices) shall act as responsible depositories for both No. 1 and No. 2 cards, WSA Form 48, on their receipt from ship's master, when seamen fail to join ship, leave a vessel without paying off or leave under any circumstances other than by common consent.

5. The RMO port representative (or regional representative) shall file all No. 2 cards which he receives behind a dated guide card based on allowable shore leave.

6. When the port representa-

tive receives or has a No. 1 card stating that the seaman has shipped, he shall make a diagonal mark across the corresponding No. 2 card to cancel it, staple the cards together and at the end of each week mail all such paired cards to the RMO central office.

7. As in the case of a union acting for its members, the RMO port office shall act as responsible depository for the No. 1 card of a seaman who is not a member of a union and who registers to ship again at an RMO registration office. At the time of a seaman's registration at an RMO office, the RMO port representative shall complete the lines on the No. 1 card, which deal with the port and the date of registration.

8. When an RMO port representative receives a No. 1 card from another port of payoff, he shall send the card to the RMO office of that port (in order to complete the handling of No. 2 card). If the card indicates that the seaman has shipped by the time of the last allowable day, the port representative shall sign his name on the back of the card, date it and send it immediately to the RMO office at the port of payoff or to the appropriate regional office.

9. If an RMO representative receives a No. 1 card which indicates that a seaman has not shipped by the time of the last allowable day, the RMO port representative shall send the records to the central office for notification to the proper local draft board (or Navy in case of a member of the Naval Reserve) stating that the man is no longer in active service, unless the port representative can determine that there are extenuating circumstances on the basis of information furnished by the union or by the seaman if he is not registered with a union.

10. In all cases, before sending records to the central office for notification to the local draft board or Navy that certain men have left the industry, the RMO port representative shall send the names to the unions in the port to which the seamen might belong, giving a 48 hour grace period for the furnishing of any information to the contrary. When such verification involves communication between port representatives in different ports, a grace period of ten days shall be granted to allow for mail delivery before a port representative shall send the records to the RMO central office for notification to the proper local draft board or Navy.

Frey States AFL May Dump No Strike Pledge

SAN FRANCISCO, John P. Frey, AFL Metal Trades Department head, said today more than half-million Pacific Coast AFL union members will withdraw their war-time no-strike agreement "unless the National Labor Relations Board quits trying to break up" the AFL agreement with the Kaiser shipyards at Portland, Ore.

In an interview Frey declared that 50 coast AFL groups already

Seamen's Life Insurance Proposed In House Bill Provide Free Cigarettes For Merchant Seamen

WASHINGTON, —Senator Bone (Dem., Wash.) asked Congress today to make insurance under the National Service Life Insurance Act available to merchant seamen as well as to members of the armed forces.

He introduced a bill (S. 475) amending the insurance law to provide that such protection for merchant seamen should be identical with that supplied the armed forces.

"Without the service of our merchant seamen our war effort would be an utter failure," Bone said in a statement.

A similar bill was introduced in the House by Representative Lane (Dem., Mass.). This bill is opposed by the SIU-SUP because it contains provisions which could be used to knock out our hiring halls. A new insurance bill has been drafted by President Harry Lundberg and will be submitted to Congress.

ALIEN SEAMEN EMPLOYMENT

Employment of aliens in the service of the merchant marine of the United States, either in shore or offshore operations, except under special permission granted because of necessities connected with prosecution of the war, would be prohibited under the terms of a bill (H. R. 1244) introduced in the House by Representative Starnes, Alabama. The bill has been referred to the House Military Affairs Committee for consideration.

DO NOT SHIP

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have notified President Roosevelt that such was their attitude.

He predicted that by the end of the week a hundred more local units, with a membership of 550,000, will join in the movement.

(The National Labor Relations Board is holding a hearing in Portland to determine if CIO should be represented in the Kaiser yards. AFL now has a closed shop agreement with Kaiser).

WASHINGTON, Jan. 22—The men who sail the ships of the merchant marine soon will be supplied with free cigarettes for use during long voyages bearing materials for the war effort, the War Shipping Administration said today.

By an arrangement with a cigarette manufacturer, the WSA has established a program whereby the cigarettes will be distributed free to seamen aboard all vessels of the WSA fleet.

The idea was presented to the WSA by the manufacturer as a contribution to the war effort.

Cigarettes will be made available to merchant seamen immediately. Shipments are to be made to representatives of the WSA at various ports and will be marked "for distribution to seamen of the merchant marine."

PERSONALS

CARL O JOHNSON, No. 7438
Your draft board is looking for you. Clear up your status at once.

DANIEL BOYCE
Get in touch with Silas B. Axtell, 15 Moore Street, New York City.

JOSEPH HOSTEN
It is important that you see the Secretary-Treasurer next time you are in New York.

MORRIS P. McCOSKEY
Your draft board is looking for you.

NEW ORLEANS

I believe every one of our brothers is proud to belong to the Seafarers International Union, but yesterday something happened that made me still prouder.

A man in U. S. Navy uniform came to the Dispatchers window and asked for some late copies of the Seafarers' Log. He also said, "Oh, Yes, send this little donation to the Log."

He identified himself as Johnny King, A-5855 and he is connected with the Algiers Naval Station at Algiers, La.

How about some of the boys who know him around New York, dropping him a line.

E. A. BOYD, Dispatcher

Washington Report

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"For your information, agreement has been reached by conferees on the Bill HR-133, in which the amendment that you objected has been stricken from the bill.

Yours very Sincerely,

S. O. Bland, Chairman

Committee on Merchant Marine & Fisheries"

Victory Tax:

I contacted William C. Hushing, legislative representative of the AFL to line up what ever assistance that they could give us regarding the Victory Tax. Through his efforts we were advised that after the present income tax is straightened out the Victory Tax will be submitted to Congress for the elimination of any inequalities that exist among the merchant seamen. All men who have paid this tax should keep their receipts so that an adjustment can be made when this is adjusted.

Absenteeism:

Under a bill now pending before the House seamen would be listed as absentees if they failed to stand watch. When ships are in foreign ports and men do not stand their watches, the master will be required to keep a list and send it into the WSA and they in turn would turn it over to the draft boards. The draft board would then consider the man's deferment status on the basis of his absenteeism. The boys had better make arrangements for some one to stand their watch when ever they decide they would like a day off in the future. Otherwise they might land in the army.