

Union Baiters Blasted Bad Faith Charged to Shipowners by S.I.U.

by

John Hawk & Harry Lundeberg

The proposals by certain speech loving individuals that the U.S. Navy take over and run the merchant marine may sound good to some one who doesn't know the score. In fact, the proponents of this idea certainly do not know what they are talking about, because the proposals are far from being sound and practical, unless, of course, the Navy proposes to draft every one connected with the shipping industry, regardless of age, whether a man is withing the draft age or not; unless the Navy proposes to draft all personnel in the steamship offices from the managers down to the office boys, and from the skippers down to the ordinary seamen.

Without the machinery already in existence for years, it would be physically impossible for the Navy to take over the merchant ships and operate them efficiently. It would create chaos and slow down shipping — a thing the Nation certainly cannot afford at this time. Furthermore, from the manning angle of the picture, we can safely say there will be thousands and thousands of seamen, old timers over the draft age, who would quit going to sea and seek some shoreside job, which is very easy to get these days.

On the subject of manning, we know that the Navy uses approximately three times larger crews than does the merchant marine service. The Navy is at the present time engaged in enrolling and breaking in thousands of youngsters for the rapidly increasing Navy. We do not think the Navy will add another burden upon themselves by tackling the merchant marine. No seafaring nation, or any other nation, has as yet taken over the merchant marine.

Other proposals have been advanced by certain other groups to offset the proposal that the Navy take over the merchant marine, these proposals are essentially the same. One is advanced from within the "War Shipping Administration," a division of the Maritime Commission, composed almost entirely of dollar-a-year men from the shipowners rank. The other is advanced by the officials of the National Maritime Union, CIO, and is publicized in that Union's official organ by its President, Joe Curran.

The propositions which are practically alike, have for their main purpose the establishment of a so-called "Maritime Personnel Board", composed of equal representation from the shipowners and unions alike, with a chairman and vice-chairman, from the Maritime Commission. It is proposed among other things, that this Board will *supercede existing collective bargaining agreements, have sweeping powers to do away with Union contracts, have powers to weed out so-called "disloyal elements" out of the merchant marine, and last but not least, to establish government hiring halls, or, as they now term it, government pools for seamen.*

What does all this mean? It means nothing else but destruction of the Seamen's Unions. Besides being the most vicious setup and the dirtiest deal yet attempted to hand out to Seamen, it is so impractical it will not function.

First of all, this so-called "Maritime Personnel Board" will be composed of equal representation of shipowners and unions. If every Union will have representation on this so-called Board, and we presume it will have, if it is going to function, "democratically" as the saying goes, then you will have at least ten Unions represented on the Board, because there are at least ten AFL, CIO, Independent, and company unions in the field among the licensed and unlicensed seamen on the American waterfront today. To offset that, there will be an equal number of shipowners' representatives. Just imagine what a mad house that will be — bickering and fighting galore. It won't work!

It is further proposed that this Board will have powers to weed out the "disloyal elements". This will give the shipowners a right to blacklist bona fide union seamen, and to supercede the law already in effect on the statute books. We refer you to Section 13 of the Seamen's Act, as amended, Sub-section H, which is as follows:

"That all certificates of service or efficiency issued by the Bureau of Marine Inspection and Navigation shall be subject to suspension or revocation on the same grounds and in the same manner and with like procedure as is provided in the case of suspension or revocation of licenses of officers under the provisions of Section 4450 of the Revised Statutes."

What more is needed? Under this law, now in effect, a seaman can lose his certificate by disobedience, inefficiency, and misbehavior. This certainly is enough with which to handle discipline! However, under this setup, a man has a right to go

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SEAFARERS LOG

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No. 12

Gov. Board Charters Full Merchant Fleet; Smashes At Unions

SIU-SUP Battles Maritime Commission To Protect Union Rights and Conditions

The labor hating shipowners are running in a wolf pack, howling for the blood of maritime labor! Wrapping their profit sheets in the American flag, they are using the war as an excuse to smash the unions. All their talk of "Democracy" is just so much hog-wash—their actions prove that their hearts and pocketbooks belong to Fascism!

Here's what has happened. The War Shipping Administration has requisitioned the entire merchant fleet under American ownership. This means that the shipowners will act as "managing agents" for the government in the operation of the lines, but all authority over cargoes and runs and labor relations rests with the Government Board. In short, the Government guarantees the shipowner the continuance of his profits, but even goes further and undertakes to discipline and smash the labor unions for him . . . something he has not been able to do by himself.

At the bottom of this page is printed, in full, the program drawn

up by the War Shipping Administration, which would return the seamen to chains for years to come. Read this amazing document carefully. Study it. It could easily have been drawn up by Adolf Hitler and intend for German slave labor.

But it wasn't drawn by Hitler, it was drawn by our own little tin Fuehrers and intended for the proud and independent American seaman.

Just who are these men who hate and fear the workers so much? Who makes up the War Shipping Administration?

Take a look at them (and hold your nose for the smell of Fink): infamous "Banana" Robson of

United Fruit, Wilcox of the United Fruit Company, Knight of the scab Isthmian Line, Bradley of Matson and Cushing of the American Hawaiian Line.

Then, of course, there is that notorious Fink - herder Admira-land who heads the whole works.

And now let's take a look at their handiwork. Every union man has the duty to study the entire document for himself, but we should like to note here just a few of the highlights.

Paragraph 1: The skipper is the sole judge of the hiring of seamen. This means, of course, the shipowner is the sole judge of hiring. This smashes our Union hiring hall, smashes our closed shop and (they hope) smashes our Union.

Paragraph 7: Takes away practically all overtime provided for in our agreements. This means, of course, that all contracts go out the window and with them go the security and living standards of the seamen.

Paragraph 8: Reintroduces a phoney custom practiced by the Shipping Board in 1932, but long since abolished.

And on and on it goes . . . one Fink proposal after another. Full regimentation into the Navy could not be much worse.

We should congratulate our enemies, both Hitler and "Banana" Robson. They have taken a big step toward a Fascist conquest of the American workers.

But we should also warn them that the battle isn't over by one hell of a lot. If they think the American seamen are going to take this thing sitting down—they're crazy!

We've just begun to fight. All the West Coast Unions and the SIU intend to have a showdown—and right now!

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READ THIS SCABBY DOCUMENT



WAR SHIPPING ADMINISTRATION

Regulations Governing Unlicensed Department Heads and Special Ratings in the Employ of the War Shipping Administration.

1. **Selection of Crew.** The master shall have the responsibility and the duty of selecting the crew and of approving or disapproving any man for employment as a member of the crew.

2. **Authority of the Master.** The authority of the master shall be upheld and discipline shall be maintained aboard ship at all times. Lawful orders of the master and superior officers shall be obeyed promptly.

3. **Inspection.** Periodic inspections shall be made to insure that the unlicensed department heads and special ratings maintain their quarters in a clean and orderly condition. To facilitate such inspections unlicensed department heads and special ratings shall see that all rooms are open and ready for inspection.

4. **Drills.** Fire and boat drills shall, weather permitting, be held weekly. Such drills shall be held without prior notice or preparations, but it shall not be made the regular practice to conduct such drills on Saturday afternoons, Sundays or holidays. The entire crew, except those on station required for safe navigation and management of the vessel, shall

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BOARD'S SCABBY DOCUMENT

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participate in such drills. The master shall enter a record of such drills in the log, giving an account of his estimate of the efficiency with which such drills are executed.

5. Continuous Service Remuneration. All unlicensed department heads and special ratings who are continuously employed by the War Shipping Administration shall receive, in addition to the basic pay of their respective ratings, for Service after April, 1942, additional remuneration as follows:

- (a) After continuous service of 12 months, 3 per centum of the current basic wages; or
- (b) After continuous service of 24 months, a total of six per centum of the current basic wages; or
- (c) After continuous service of 36 months, a total of ten per centum of the current basic wages.

Continuity of service upon which additional remuneration is based shall be deemed to be broken by voluntary separation from the service or by dismissal for cause. Continuity of service shall not be deemed to be broken by temporary furloughs from the service, but no time credit for continuous service remuneration shall accrue during the period of any furlough in excess of 30 days. Furloughs not in excess of thirty days in any one year may be granted by the master with the approval of the District Manager. Any furlough in excess of thirty days shall be submitted to the Director of Operations for approval. No pay or other remuneration shall accrue during furlough period.

6. Breaking and Setting Watches. Watches will be set or broken in the discretion of the master.

7. Eight Hour Day and Overtime. The standard working day for unlicensed department heads and special ratings shall be eight hours per day at sea and in port. No unlicensed department head or special rating shall be required to work more than eight hours in one day except in the following circumstances:

- (a) maneuvering, shifting berth, mooring or unmooring the vessel,
- (b) performance of work necessary for the safety of the vessel, passengers, crew and cargo,
- (c) saving of life aboard other vessels in jeopardy,
- (d) participation in fire, lifeboat or other drills,
- (e) extra duty required by competent military or naval authority or when, in the opinion of the master, military exigencies require it.

Overtime shall be paid for all work performed in excess of eight hours in any one day, except that no overtime shall be paid for work required under clauses (b), (c), (d) and (e) of this section. When in port overtime shall, in addition, be paid for all work performed after noon Saturdays and on Sundays and holidays, except that no overtime shall be paid for work required under clauses (b), (c), (d) and (e) of this section.

All overtime work not required pursuant to clauses (b), (c), (d) and (e) of this section shall be performed only upon the prior authorization of the Department head with the approval of the master, and his certification on the form provided therefor shall be the basis of overtime payments.

When overtime work performed is less than one hour in duration, overtime for one full hour shall be paid. When overtime work exceeds one hour, the overtime work performed shall be paid for in units of one-half hour.

Overtime compensation shall be paid in cash promptly upon completion of the voyage and, where practicable, at the same time regular wages are paid.

8. Weekend and Holiday Lay-offs. No unlicensed department head or special rating shall be laid off without pay over a Saturday afternoon Sunday or holiday, if working immediately prior to and following such days.

9. Complaints or Suggestions for the Good of the Service. Whenever an unlicensed department head or special rating has a suggestion or complaint he may submit it through his immediate superior to the master for adjustment.

Suggestions which the master does not adopt or which are not within his jurisdiction to effect shall be forwarded by him to the District Manager of the War Shipping Administration with his comments.

The procedure for the adjustment of complaints will be as follows:

- (a) Complaints, if not satisfactorily adjusted by the immediate superior of the complainant, may be taken to the department head and thence, if necessary, to the master. When a complaint is presented to the master it shall be in writing and bear the endorsement of the immediate superior and the department head with such comments as either



may desire to make.

(b) Whenever possible, the master shall without delay, adjust and dispose of all complaints brought to him by any unlicensed department head or special rating.

(c) Should the master be unable satisfactorily to adjust the complaint he shall refer the same in triplicate with his comments to the District Manager of the War Shipping Administration. The District Manager shall retain one copy of the complaint and shall refer two copies with his comments to the Director of Operations of the War Shipping Administration at Washington.

Nothing herein contained shall be construed to restrict in any way the authority of the master or to permit any unlicensed department head or special rating to disobey the lawful order of a superior.

Nothing herein contained shall preclude any unlicensed department head or special rating or his representative from the exercise of any rights granted by law with respect to making of complaints.

10. Holidays. Holidays will be observed as required by law. "While such vessel is in a safe harbor no seaman shall be required to do any unnecessary work on Sundays or the following-named days: New Year's Day, the Fourth of July, Labor Day, Armistice Day, Thanksgiving Day, and Christmas Day, but this shall not prevent the dispatch of a vessel on regular schedule or when ready to proceed on her voyage." (Mar. 4, 1915, Sec. 2 (46 USC 673).

11. Vacations. After each year of continuous service subsequent to 1942, unlicensed department heads and special ratings, who have been employed continuously by the War Shipping Administration shall receive at the end of each such year, a vacation with full pay of 14 consecutive calendar days.

Such vacations may be cumulative, but not to exceed a total of 28 days, and shall be allowed by the master at such time as may be convenient to the operating necessities of the service.

After 6 months of continuous service, if employment is terminated through no fault of the employee, he shall be entitled to such vacation as has been accrued on the basis of 1/12th the annual period per month of continuous service. In computing vacation time, when there is a fraction of less than one-half day, it shall be disregarded; when there is a fraction of one-half day or more, a full day's vacation shall be allowed.

Continuous service shall be computed in the same manner as provided by Section 5 for the purpose of continuous service remuneration.

12. Travel.

(a) When traveling in the course of employment from one vessel to another or from one port to another unlicensed department heads and special ratings shall be paid regular wages while en route and shall be provided with transportation, including berth if overnight, and subsistence at the rate of \$5.00 per day, except where subsistence is included with transportation.

(b) If prior to the beginning or the completion of the voyage described in the Shipping Articles, the vessel is withdrawn from service for any cause, including shipwreck, unlicensed department heads and special ratings shall be provided with transportation and subsistence, as provided in subsection (a) of this section, to the port of original employment or where Shipping Articles were signed, unless another port is designated in the Shipping Articles. Full wages shall be paid up to the time of arrival at either of such ports. Application for such return transportation, subsistence and wages must be made within 15 days from the

A WORD WITH Sister Dillon

I was unable to make Staten Island last week because the Agent was out sick and I had to take over the New York Branch office. I did visit Ellis Island, however, and found that Brother Daly is doing fairly well, although he was pretty near the brink at one time.

I received a letter from Richard McNulty, MFOW, and I want you all to read it because I think he is certainly correct. Here is the letter:

"Dear Miss Dillon: Of all the marine hospitals I've been in, Staten Island rates No. 1 plus. They sent an ambulance to New York for me and went to work on my fractured ankle pronto. And while waiting for it to heal, they went to work on my teeth, my nose and my head (not my brain—that's OK). There isn't a thing in here you can't get in way of service.

"The nurses, God bless them and the ship that brought them over, couldn't be any better. Always on the job, and what a job they do. The medical staff is always on the job, and the orderlies likewise. This place would be heaven on earth if some of the Brothers would smuggle a little beer into us on visiting days. But then, I'll be getting out one of these days and can then bend my elbow.

"You know how good the hospital is so you put the rest in if you pass this letter along to the Log or Sailor.

Fraternally,
 RICHARD McNULTY,
 MFOW No. 2100

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WHAT'S DOING

Around the Ports

PUERTO RICO

By

DANIEL BUTTS

The "Believe It Or Not" of the week was a Panamanian tanker operated by the Panama Transport Co., subsidiary of Standard Oil of New Jersey, and now operated by the Maritime Commission. This tanker had an American gun crew and four S.I.U. members aboard her, and a skipper who thought himself Captain Bligh. I went aboard after being called from the hall by one of the men, and was heaved off by the Captain, who waved his gun as Captain Bligh waved his cutlass.

After hitting the dock, I gave the skipper the score in no uncertain terms. Finally, after getting the run around and employing a little pressure here and there, the boys were paid off the ship with about 300 hours overtime left behind them. The skipper, who beligerently informed them that he was the little tin God aboard that ship, said that he was not paying overtime to anybody, union man or no union man. I finally got some of the overtime through representatives of the company's office here, which left 150 hours—and I instructed the men to try to collect this in New York.

I wish to warn each and every member of the Seafarers' to understand any foreign-flag ship such as Panamanian or Nicaraguan will not give a guarantee to an American seaman of any sort. No commissioner or consul has power by maritime law to defend you. The masters aboard these scows are little dictators in themselves. If any members wish to sign on a foreign-flag tanker, be sure the union officials are notified so that they can have some sort of representation and a standard rider put aboard the vessel concerning wages, hours, overtime, etc.

Shipping is excellent in this port; you can practically name your ship or your job.

Another kick of the week was the skipper aboard the S. S. MANUELA of the Bull Fleet. This donkey is trying to be another Capt. Bligh. He had the Mate fire a man, stating that he did not want the man on the ship. When I asked this character why he fired the man he opened up with the same old story: "See the Navy—it's a secret." I did, and was on a merry-go-round for two days. I advised the man and the crew that the best thing was for him to pay off, but I really gave the skipper the score in no uncertain terms and told him to cut out the bunk about the Navy. He is always screaming that the Navy is going to take over, but I told him that as long as there was a Seafarers', he was going to cut the mustard concerning the crew.

A little story on this same character: When he was aboard the S.S. ROSARIO as master, it was

a pet hobby of his to instruct the steward, mate, or chief engineer to get rid of a man if a whim struck him that he did not like the man. We broke him of this practice but it seems now, since we are at war, his old colors are coming back back again. I told him this would be the last man he would push off that ship without a good reason, because some of these skippers are doing that and then screaming, "I don't have to tell you what he did—I've told Naval Intelligence."

When I go to see them (Naval Intelligence) they generally tell me that they have nothing on the man whatsoever, and "if the skipper tells you that he has ordered a man off the ship, make him show you the order he has, in writing." This man was pushed off on a very small technicality. I don't believe, however, that the skipper will attempt to pull this stunt again, as I gave him a good headache for two days.

I have instructed the men who hit this port, if they have any beef, to wait until they arrive and present it to me so that we can take it up properly. I have told them to write down the time and what occurred.

Also, I had the S.S. CARRABULLE in San Juan for several days. The crew really behaved. Practically everybody cut the mustard. The boys donated \$18.00 to this branch to buy some folding chairs for the hall. I wish to inform the members that we have the chairs, and we need a few more. The crew of this ship were practically all old S.I.U. members and they seemed to know the score; it was really a pleasure to talk to them. The membership and myself wish to thank the crew wholeheartedly for their voluntary donation.

Hope to see some more of the old-timers down this way soon.

SAVANNAH

By

CHARLES WAID

For the past couple of weeks shipping has been very good in Savannah port with plenty of jobs in all departments. Dispatched 27 men to Wilmington, N. C. for a new Liberty type ship owned by the South Atlantic Steamship Co. and 6 men to Wilmington for the S. S. Arizpa of the Watermann Steamship Co. Also sent 8 to Charleston, S. C. for the S. S. Pan Crescent of Watermann S. S. Co. and 11 to the S. S. Tulsa and still have 18 more jobs on the board for this same ship.

Had to get a crew of 87 for the S. S. City of Birmingham now running from Savannah for the Alcoa Steamship Co. Am now looking for 60 Firemen and 60 Coal-passers for the old S. S. George Washington in New York. Shipping is damn good here in Savannah—have more jobs on the board right now than we have had since the hall opened.

NEW ORLEANS

By

"ARMY"

Back in the fair city and back in harness again to find that the Patrolmen worked themselves into a lather to hold things up while I was away. If you don't believe that one extra man makes a lot of difference in a port this size, then Brother you are badly mistaken.

Biggs is off for Mobile. Last I heard of him as he left was, "And I thought I was working at the convention."

Our sterling personnel manager for the Missy is still all of a dither and the result is that the men are refusing to sail the packets that he has anything to do with. I was forced to tell the company this today and also informed him that I did so. Now, possibly the bird will smarten up and instead of making a name for himself he will try to keep the ships running as smooth as they have in the past.

Possibly this makes me liable for the hoose-gow, but as the armed forces are still fighting for Democracy and our members are being sunk and are sailing the ships for the same cause, and one of the first principles of our Nation is free speech, here goes. Why are native born Seamen who served, some of them in the last war with honor, some who are too young to have served in the last war, but in this are serving in the toughest of all services, the Merchant Marine, treated in the Canal Zone like a bunch of sabateurs on the say so of some Ensign who has just come out of some school. If, by chance you think this is a lot of hooley then tell me why it is that in the last six weeks since I returned from the coast that three old-timers have told me that they are finished and are going to sail tow boats rather than this sort of thing. If you still are unconvinced then ask any member of any ship that has come through th ditch in the last month or so.

The Crescent City (yep that's us) is expanding plus and pretty soon even those of us that have adopted the burg are going to be lost. To you who are strangers here let me once more inform you that the Yellows are still strictly unfair.

The State Federation Convention is being held here at this time, just a warm up and practice throw for when the 2nd SIU convention will be held here.

EDMOND MANZ

Your mother is worried. Drop her a line at Providence.

* * *

HENRY THOMPSON

Your draft board is looking for you.

* * *

EDWARD MITCHELL No. 1070

and

EDMONDO MITCHELL No. 5286
Your records are mixed up in the headquarters office. Next time you hit port obtain a blue identification slip and then send your books to headquarters for checking.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

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Scabby Document

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date of withdrawal of the vessel from service.

(c) The money equivalent of return transportation provided for herein shall not be paid under any conditions.

13. Subsistence. When meals are not furnished, unlicensed department heads and special ratings shall receive a subsistence allowance at the rate of \$3.00 per day, and when required to sleep ashore, they shall receive an allowance of \$2.00 per night for lodging.

WAR SHIPPING ADMINISTRATION WAGE SCALES FOR CARGO VESSELS

Unlicensed Department Heads and Special Ratings

Rating	Basic Wage/ Per Month	Temporary Additional Compensation	Total Wages Per Month
DECK DEPARTMENT			
Radio Operator	\$150.00	\$22.50	\$172.50
Clerk-Typist	92.50	17.50	110.00
ENGINE DEPARTMENT			
Chief Electrician	\$170.00	\$27.50	\$197.50
Ass't Electrician	113.00	27.50	140.00
Chief Refrigerating Eng.	140.00	27.50	167.50
Ass't Refrigerating Eng.	95.00	27.50	122.50
Student Engineer	95.00	27.50	122.50
STEWARD'S DEPARTMENT			
Chief Steward	125.00	\$27.50	\$152.50

Overtime paid for the above rating will be \$1.00 per hour.

War bonuses, war risk insurance, wages during internment, and reimbursement for loss of personal effects shall be provided and paid in accordance with the effective decisions and orders of the Maritime War Emergency Board, appointed by the President on December 19, 1941.

MEMORANDUM:

Article 3 (d) of the Service Agreement signed between Agents and the War Shipping Administration under which Agents handle vessels owned by or bareboat chartered to the War Shipping Administration reads as follows:

"(d) The General Agent shall procure the Master of the vessels operated hereunder, subject to the approval of the United States. The Master shall be an agent and employee of the United States, and shall have and exercise full control, responsibility and authority with respect to the navigation and management of the vessel. The General Agent shall procure and make available to the Master for engagement by him the officers and men required by him to fill the complement of the vessel. Such officers and men shall be procured by the General Agent through the usual channels and in accordance with the customary practices of commercial operators and upon the terms and conditions prevailing in the particular service or services in which the vessels are to be operated from time to time. The officers and members of the crew shall be subject only to the orders of the Master. All such persons shall be paid in the customary manner with funds provided by the United States hereunder."

The intention of this clause is that the General Agent will procure and make available to the Master for engagement by the Master, officers and men through the channels which the Agent has heretofore used for his own merchant ships. If, for example, the General Agent had a contract with the National Maritime Union for unlicensed men and that contract provided that the men would be furnished by the National Maritime Union from the National Maritime Union hiring halls, the Agent would be required under this contract to procure men through those same channels for vessels owned by or bareboat chartered to the War Shipping Administration. If on the other hand, the owner had a contract with the Sailors Union of the Pacific and normally and customarily would secure the men from the Sailors Union of the Pacific, he would be required to secure the men from the Sailors Union of the Pacific for vessels owned by or bareboat chartered to the War Shipping Administration and operated by that Agent for the Administration.

Regulations governing licensed and unlicensed personnel in the employ of the War Shipping Administration are to be adopted by the Administration in order that there may be a uniformity of working conditions on all vessels owned by the War Shipping Administration or vessels bareboat chartered to it on which the licensed and unlicensed

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Scabby Document

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personnel are employees of the War Shipping Administration.

Under Article 2 of the Service Agreement between the General Agent and the War Shipping Administration the General Agent undertakes and promises to manage and conduct the business of the vessel for the United States in accordance with the directions, orders and regulations as may be prescribed from time to time by the Administration. Therefore, under this agreement the Agent is required to follow the directions of the War Shipping Administration including such directions as may be given with respect to regulations governing licensed and unlicensed personnel on board vessels owned by or bareboat chartered to the Administration.

The Administrator has approved the discussion of the attached drafts of regulations for (1) licensed personnel, (2) unlicensed department heads and special ratings, and (3) unlicensed personnel, with representatives of the unions with the idea of securing the support of the union leaders in the adoption of this plan. Briefly, the plan encompasses the following principles:

- (1) Upholding the authority of the Master and maintaining discipline aboard ship.
- (2) Elimination of delegates, crews committees, and other similar set-ups aboard ship.
- (3) Standardization of regulations and wages covering licensed and unlicensed seagoing employees of the War Shipping Administration.
- (4) Maintaining relationship with the unions and providing for the continuation of the union hiring halls.
- (5) Secured the cooperation of seagoing merchant personnel in maintaining under war conditions seagoing personnel in a civilian status, upholding the authority of the Master and maintaining discipline aboard ship.

The specific details with respect to the use of the union hiring halls are as follows:

- (1) Agent who now have agreements with unions providing for the procuring of men by the Agent for his own ships from union hiring halls shall use this same practice with respect to vessels the Agent is manning for account of the War Shipping Administration.
- (2) In the event the unions are unable to supply the required number of qualified men acceptable to the Master, the Agent may use other sources to secure the required personnel to complete the ship's complement.
- (3) These other sources may include the Office of the Shipping Commissioner, pools to be established and maintained by the War Shipping Administration or any other sources approved by the War Shipping Administration.
- (4) The War Shipping Administration will establish and maintain pools of seagoing personnel, both licensed and unlicensed, who will be available for employment on vessels operated for account of the War Shipping Administration. Men will be furnished to these pools from training stations established and maintained by the Coast Guard and from union hiring halls. They may also be furnished to these pools from vessels temporarily laid up or from any other sources approved by the War Shipping Administration. It is the policy of the War Shipping Administration to cooperate with the labor unions and to seek the cooperation of the unions in the proper manning of merchant vessels with civilian crews.

In Memory of These Brothers Lost At Sea Due To Enemy Action

DANIEL HAY, BOATSWAIN	No. 7151.
THOMAS ANDERSON, AB.	No. 7271.
JOSEPH JACKSON, OS.	No. 50104.
RUSSELL JOHNNEME, OS.	No. 7306.
A. McKINNON, DECK ENG.	No. 273.
JOHN GEARIN, WATERTENDER	No. 3642.
P. PERKIND, WATERTENDER	No. 1538.
THOMAS VINCENT, OILER	No. 2701.
EARL DANLEY, OILER	No. 5768.
ROBERT HILLIARD, FIREMAN.	
B. ALBERG, FIREMAN.	
GILBERT PETERSEN, FIREMAN	No. 20295.
KARL KOBE, WIPER	No. 6757.
SAID DAGHER, CHIEF COOK	No. 6725.
CECIL EMERY, 2nd COOK	No. 6050.
ERWIN BRADLEY, MESSMAN	No. 7566.
H. HURST, MESSMAN	No. 20301.
C. COX, MESSMAN	No. 7248.
B. KANKOWSKI, MESSMAN.	
ROBERT S. HART, AB.	No. G-58.
JOHN W. HARTLEY, A.B.	No. 4576.
CYRIL OGLE, STEWARD	No. 3334.
ROBERT LANG, MESSMAN	No. G-55.
ELMER RICHARDSON, MESSMAN	No. G-169.
E. CARTWRIGHT, O.S.	No. 3760.
BURTON ROGERS, MESSMAN	

Rubber Life Suits Ordered Aboard American Ships

Five months after the submarine warfare broke loose on the Atlantic Coast, the Maritime officials in Washington have finally gotten around to the problem of life saving equipment for the seamen. This week orders went to all shipowners to supply their crews with both life rafts and the now improved rubber life suit.

This information was given directly to John Hawk and Harry Lundberg by Admiral Waesche, Commandant of the U. S. Coast Guard.

We can't beef too loud now that the order has finally gone through. But we won't forget the fact that the profit greedy shipowners stalled this move for adequate crew protection to the bitter end. It took a direct Navy order to force them to equip their ships with the rafts and suits. In the meantime the SIU-SUP has lost close to 500 men. How many would be alive today if the shipowners hadn't pinched pennies?

SUB-CHASERS DEMANDED BY S.I.U. SEAMEN

By A. F. BERRY

Congressman Joe Martin, of Massachusetts, is trying to get the Crowningshield Yard re-opened in Somerset, Mass., 15 miles from here. The Yard has been laying idle for the past few years and is able to build vessels of up to 2500 tons. Also they are able to build Sub chasers.

We feel that if yards like Crowningshields were allowed to go ahead as they should; that Sub-chasers could be built and manned in this locality which has always been able to answer its country's call in times of emergency. These chasers would be able to stop Nazi submarines from coming into our own front yard, so to speak, and murdering our Merchant crews on our own doorsteps.

We have plenty of Merchant Seamen in this locality who are willing and able to go out and hunt subs at night off this coast. All they need is the tools to hunt them with. The fact that Yards like Crowningshields are laying idle while pirates are able to raid our Coast at will should be acted on immediately.

In case the Navy forgets, we might say that the first U. S. Marines were organized on the Philadelphia waterfront from Merchant Seamen. They were sent to the U. S. S. Bon Homme Richard under Commander John Paul Jones. They gave a very good account of themselves when they fought the Serapis of the British Navy. The Bon Homme Richard won.

The Merchant Seamen of this Branch wish Joe Martin well in his efforts to open the Crowningshields yard.

UNION BAITERS ARE BLASTED

(Continued from Page 1)

before a government board with his case. That, perhaps, is what the shipowners object to!

The proposal of setting up a government hiring hall for seamen in order to expedite shipping is just as phoney as it is hypocritical. If such a setup again comes into being, there will be thousands upon thousands of seamen who will quit the sea in disgust. The American seamen have had their share of both private and government hiring halls under the old shipping board setup, and will have no part of it. Too long and hard have we fought to retain the right to sell our labor through our own Union. We will FIGHT against any infringement upon our hiring halls. The advocates of government hiring halls are sabotaging the National War Effort, and they're advocating it with an ulterior motive. The shipowners want to smash militant unions and re-establish the black list system. The NMU officials advocate it because it is a part of the Communist party's plan to move in on the waterfront; because through such a setup they will be free to spread their phoney propaganda without being checked by anti-Communist union officials, and it will give them an opportunity to attempt to move in on the AFL seamen's unions through collaboration with the shipowners. This further would give the NMU officials a chance to function as a dues collecting agency so they can use the seamen's dues money to further the Communist Party's phoney policy and no doubt that is the deal between shipowners and the NMU officials — "you help us establish the fink halls and we'll see that you'll be allowed to collect the dues."

Why should the American seamen have to give up all their rights which they have fought for through years of bitter struggle—why? We deny there is any cause to take those drastic steps. A lot has been said about laxity of discipline in the merchant marine that is only a subterfuge, built up by anti-union forces to use the war as an excuse to break up our unions. There is not an item in these proposals which will benefit or speed up the war effort. On the contrary, it will create disruption and chaos. If there are any workers who are entitled to retain their present agreements and conditions, they are the American seamen. Hundreds of American merchant seamen have been killed through torpedoing and bombing. Others are lingering in concentration camps in Japan. The merchant seamen have given plenty and are giving every day. Some are suffering the tortures of hell for days in the lifeboats, dying of exposure and thirst. In spite of all this, the ships are being manned fully every day without delay. The American Union Sailor doesn't expect any praise, all he wants is to be left alone and keep his union conditions. Don't try to stab the American seaman in the back while he is busy sailing the ships, keeping the supplies flowing to our troops, while he has his back against the wall fighting the axis powers unarmed in submarine and bomb infested waters!

We further want to bring out the following facts. On December 17, 1941, a pact was signed in Washington, D. C. This pact was called the "Statement of Principles" and was signed by representatives of all the seamen's unions and by representatives of all the shipowners, East and West, and it was signed under the auspices of the Department of Labor and the United States Maritime Commission. Here it is:

"2. Without waiving the right to strike, maritime labor gives the Government firm assurance that the exercise of this right will be absolutely withheld for the period of the war; on a voluntary basis therefore this is a guarantee on the part of labor that there will be no strikes during the period of the war. Representatives of employers in the maritime industry also guarantee there will be no lockouts for the period of the war.

"3. The utilization of collective bargaining will in no instance be impaired or restricted by reason of any action taken at this conference. It is understood and agreed that all rights guaranteed to labor and industry with respect to collective bargaining will be retained and all agreements and obligations arising as a result of collective bargaining agreements will be in no way violated. During the period of the war there shall be no limitation or curtailment of the productive or service capacities of either employer or employee."

Inasmuch as we signed this statement of Principles at the request and pleadings of legitimate government agencies, we, the seamen affiliated with the American Federation of Labor—namely, the Sailors Union of the Pacific and the Seafarers' International Union of North American, Atlantic and Gulf, 20,000 strong—hereby demand that that Statement of Principles be lived up to, and we request the head of the two agencies, namely Admiral Land of the Maritime Commission, and Madam Perkins of the Department of Labor, as whose request we signed the Statement of Principles, to help us, if necessary through the President, to see that the document of December 17, 1941, namely the Statement of Principles, is lived up to.