



SEAFARERS Log

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



Vol. VI.

NEW YORK, N. Y., FRIDAY JULY 14, 1944

No. 20

!! Washington Flash!!

The following telegram was received from Washington regarding the bonus:

WESTERN UNION TELEGRAM

July 13, 1944.

JOHN HAWK, Seafarers International Union
Of North America 2 Stone St. NYK

To all parties signatory to the Statement of Principles: Effective 12:01 AM August 1, 1944, as to all vessels whether at sea or in port, Maritime War Emergency Board has amended Decision 2 B as follows: Quote 1. Paragraph C of Classification I of Article II is amended to change the western boundary line of the Pacific area in the Bay of Bengal and Indian Ocean from 90 degrees East Longitude to 80 degrees East Longitude. It should be noted that this amendment to Classification I of Article II likewise extends the Pacific area with regard to payment of area bonus under Paragraph A of Article V. 2. Paragraph B of Article V is amended by adding at the end of the first sentence the following:

Or (3) which is otherwise subjected to extreme and immediate danger of destruction as a result of enemy attack or other direct war hazard. Unquote. All other recommendations and suggestions are the subject of further study and consideration.

By direction of

THE MARITIME WAR EMERGENCY BOARD
(D&A1 58-7D-20) ERICH NIELSEN, Secretary

Rehabilitation Of Sick Merchant Seamen Speeded Up By WSA

More rapid certification of disabled seamen and officers of the U.S. Merchant Marine to vocational rehabilitation centers has been arranged by the War Shipping Administration, it was announced today.

Disabled men, who received their disability in line of duty, may receive surgical and medical treatment, hospitalization, therapeutic treatment, artificial appliances, vocational guidance and training, maintenance during training, and placement, at Federal expense, WSA pointed out.

Speeding-up of the procedure by which disabled seamen obtain rehabilitation benefits was made possible through Service Division of the WSA. Applications are processed by Service Division and forwarded to Federal Security Agency. Qualified seamen and officers are then certified by FSA to the man's home State for vocational training and rehabilitation.

Delay previously encountered by a seaman in establishing eligibility for vocational rehabilitation has been eliminated. The new procedure makes possible the rapid check of a man's record through office of the WSA and U. S. Maritime Commission.

An amendment to the rehabilitation law provided Federal funds for vocational rehabilitation training of certain civilians, including seamen and officers of the United States Merchant Marine provided they were disabled and handicapped in line of duty.

Officials of the WSA expect at least 5,000 seamen to apply for certification for vocational rehabilitation within the next few months.

New Type Of Lighted Buoy

A new type of lighted gong buoy has been introduced into the United States buoyage system and is herewith brought to the attention of mariners so that no confusion will result. This buoy has only one gong, four (4) tappers are suspended from the tower, the gong is sounded by the tappers when the buoy is set in motion by the action of the sea; thereby differing from other lighted gong buoys in service by not having a varied tonal characteristic.

New WSA Rules On Medical Exams For Merchant Seamen

Definite directives regarding the medical examinations which seamen must go through to ship on vessels of the War Shipping Administration have been issued by the WSA.

They are as follows:

TITLE 46—SHIPPING Chapter IV.

War Shipping Administration Part 304—Labor

Medical Examinations for Crews Of War Shipping Administration Vessels

304.41 Purpose and scope of medical examination program.

(a) In order to safeguard the health of crew members and troops, and the safety and efficiency of the vessel itself, there is instituted the practice of requiring regular annual, as well as signing-on, medical examinations and the basic immunizations of all licensed and unlicensed personnel employed on all American, Honduran, and Panamanian flag vessels owned by or under

bareboat charter to the War Shipping Administration.

(b) Experienced seamen shall not be disqualified for age or disabilities due to age and occupational wear and tear. The purpose of the program is protection to others and remedial action for those needing it, the hospital facilities of the United States Public Health Service and the rehabilitation program of the Federal Security Agency being already available for seamen requiring such services.

(c) Nothing in this order is applicable to medical programs of shipping companies which already have such programs in operation. This General Order (Secs. 304.41 through 304.49) is applicable only to facilities and programs of the United States Public Health Service and the War Shipping Administration which either are available or will be made available to carry out

the purposes of this order (Secs. 304.41 through 304.49).

304.42 Supervision and control of examination in accordance with Administrative Order. In accordance with Administrative Order No. 51, medical examinations shall be under the guidance and control of the Medical Director of the War Shipping Administration, who shall be an officer of the United States Public Health Service detailed for the purpose by the Surgeon General of that Service. The Medical Director will be represented in each port by a Port Medical Representative, who at ports where the Public Health Service maintains a First or Second Class Relief Station, shall be the Medical Officer in charge of the Public Health Service Relief Station at that port. The Port Medical Representatives shall have supervisory charge of these examinations in their respective ports.

304.43 Signing-on examinations
(Continued on Page 3)

Every Dollar Helps
When It Is Invested
In War Bonds.

New Booklet On Press- "The SIU At War"

"The SIU at War" is the tentative title for a booklet now ready for publication and soon to be available to the union membership.

Telling the story of the SIU in the war and the part SIU men have played in moving the cargoes of war to the fighting fronts, this booklet will be a souvenir that every union member will want to have and keep. Printed on the best paper obtainable and well illustrated, it will also make a wonderful gift for friends and relatives.

Included in the booklet are stories of SIU winners of the Merchant Marine Distinguished Service Medal, stories of torpedoings and air attacks. Many authentic Navy, Coast Guard and News Service photos of the war at sea are used to illustrate this book.

Cigarette "Burns Up" Coast Guardsman

Brother William Taylor, Book 22053, of Indianapolis, Indiana, is mighty glad he's a union member. Here's why...

Several days ago brother Taylor was on watch in the fireroom of a Liberty tied up along New York's North River. He had just come aboard an hour before and had agreed to help out the chief by standing a 12 hour watch. The rest of the crew were paying off.

On deck stevedores were shifting ballast and Taylor had just lit off another boiler.

Relaxing for a few seconds, he lit a cigarette. But he had only taken a few puffs when there was a step behind him and a Coast Guardsman in full regalia seized him by the arm.

"You're under arrest," said the CG.

"Yeah?" said Taylor, "For what?"

"For smokin' that cigarette," said the vigilant CG. "Don't you know there's no fires allowed on a ship in port?"

Taylor looked at the fires roaring inside the boilers—they were hot enough to roast a ham in five seconds. He figured the thing was just a joke and took another puff.

But the CG was serious. "Put out that cigarette!"

Taylor crushed the stub and

followed the CG topsides, where the chief was tearing his hair. "My oh my," said the chief, "what will I do for a F-WT. My oh my." But he didn't say anything about Taylor being led off to the local gaol.

The first assistant, however, was of sterner stuff. He demanded to see any signs posted on the ship saying smoking below was

(Continued on Page 4)

Deportation Order For Bridges Upheld By Court

SAN FRANCISCO — Harry Bridges, West Coast CIO leader, received a second rebuff in his Federal Court fight to avoid deportation to his native Australia as an undesirable alien who had been a member of the Communist party.

The Ninth Circuit Court of Appeals in a three-to-two decision, upheld a District Court decision of Feb. 8, 1943, in which Judge Martin I. Welsh denied Mr. Bridges' petition for a writ of habeas corpus.

Attorney General Francis Biddle ordered the deportation.

SEAFARERS LOG

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 OF NORTH AMERICA**
 Atlantic and Gulf District

Affiliated with the American Federation of Labor

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Facts vs Delusions

AN EDITORIAL

Never a meeting of the NMU but its "leaders" fulminate at great length against the SIU-SUP. The Master Mates and Pilots are also included in these tirades since the above Unions, by their stand on the Bonus question before the Maritime War Emergency Board in Washington, exposed and forced the CP-NMU "leadership" into the open.

The NMU leaders are silent on the fact that the MEBA of the West Coast also went down the line with the AF of L. Even the Standard Oil Company Union (ETMA) took a progressive stand against the Bonus cuts.

The parasitical nature of the CP-NMU "leaders" coupled with their political aspirations and designs, in which the Good and Welfare of the NMU membership and the seamen as a whole have no consideration, were confronted by the hard rock and solid core of Progressive Unionism having the interests of the American seamen at heart. They were utterly defeated and were forced to reverse their stand at subsequent meetings forced upon the MWEB Chairman Capt. Edward Macauley by these developments.

Being political opportunists par excellence the change of stand did not shame them. They made the shift easily and brazenly and attempt to adopt the progress made as their own, heralding the results as an adoption of CP-NMU "leadership's" suggestions. This they peddled to their membership and the world at large. The Hitler technique of monumental lies told brazenly in the hope that they will be more easily believed is a copyright of the Stalinist strategy through which these agents of a foreign power operate on American shores.

The facts remain that the CP-NMU political leadership supported the Bonus cuts and the MWEB to the limit. They "preferred wage increases" they stated. Now, we can see by the decisions of the National War Labor Board where this stand has led them. The decision re the NMU demands, being hailed as another of their great "Victories" actually shows a Defeat upon analysis and even where gains were made these were previously won and pioneered by the SIU-SUP and had long been a part of their contracts.

The incorporation of the temporary wage increase of
 (Continued on Page 4)

WHAT'S DOING

Around the Ports

NEW YORK

We have just started getting the survivors in from the Invasion. According to their stories, they had a rugged time and no doubt, as soon as the censorship is lifted, the people will know just what part the Merchant Seamen played in this event.

Among the men returning were Virgil Willey, 25180, Philip L. Huss, 27646, John Lydon, 29671, Jack McCranie, 79. From what the boys say, this was about the toughest thing that they have run into since the "Suicide Convoy" in July, 1942 to Murmansk. It's only one more big job that the Merchant Seamen have done in this War and it won't be the last one.

Coast Guard

We had an unusual case here last week of first-class "super-efficiency" on the part of a Coast Guardsman. This guy was "on the job" so well that he arrested a fireman off one of our ships in this port for lighting a cigarette in the fireroom. The fact that this man had just lit a boiler and had a lighted torch in his hand seem-

ed to make no difference to the Coast Guardsman at all.

He probably read somewhere that a man was not supposed to smoke on board the ship. Some of the gang on board tried to show him how unreasonable he was—but to no avail. Brother Taylor, the man who was arrested, was turned over to the City Police and was thrown into the Tombs. We later got him out of hock for \$25.

It was either that or let him go to the workhouse for 5 days. In my opinion, such affairs as this are unjust and the Coast Guard should be a little more reasonable in their attitude when an occasion of this sort occurs.

Launch Charges

We are continuing to have complaints from our members with reference to the \$2.80 fee they are charged for making a round trip on a launch when their ship is at anchorage. The same trip costs the Navy Seamen a half a buck. We have registered a complaint with the proper authorities and are supposed to attend a meeting on the 15th of this month with reference to securing lower rates for our men.

We have pointed out to the parties responsible for this high launch service that \$2.80 is practically all a seaman makes for a day's work while in port after deducting taxes from his wage. This has long been a sore spot for ALL Merchant Seamen who lay at anchorage in port and in my opinion this should be changed. We shall take the necessary steps to try and get this change made.

Transportation Riders

There were a couple of disputes here lately involving Riders 64 and 72 wherein vessels

have left the Gulf, made a trip to the Indies, back to New York breaking and resigning of articles, then making a trans-Atlantic voyage. We maintain that the men who signed on the ship at the beginning of the voyage in the Gulf Ports are entitled to transportation upon the completion of the Atlantic voyage.

Mr. Wycoff, of the WSA in Washington, however, has placed a different interpretation on this and has ruled that in his opinion the men are not entitled to this transportation. This is a direct conflict with the original intention of the 64 and 72 riders. They were originated for the sole purpose of returning seamen back to the port of their employment, and this is only ANOTHER screwball interpretation by the WSA.

It appears that if these riders, 64 and 72, are to be so shot full of holes due to small technicalities, the only thing we, as union men, can do is go on record to throw both of them in the wastebasket and come out with an entirely different rider wherein our men can be protected and not be game for these monkeys who seem to have only one thing in mind, to wit—"Hook the Sailor!"

Ships' Payoffs

I attended several ships' payoffs this week. Among them the Wm. Sturgiss of the Calmar, the Golden Fleece of the Bull Line, and the Cramm of the Smith and Johnson. From all indications, it appears that our educational policy for our younger members is now beginning to show effect due to the manner in which these vessels are brought in.

We are not getting near as many bum beefs as we used to
 (Continued on Page 3)

Money Due

SS CHARLES CONRAD, Robin Line—112 hours due for overtime for weekends. Collect at Company office. This is for wiper that stood fireman's watches.

SS ARTHUR M. HUDDALL—Engine Dept.: Robert Jackson, 50 hrs; Walter Nelson, 4 1/2 hrs; V. E. Wilderson, 42 hrs; William Seale, 50 hrs; Walter Mahoney, 16 hrs. Deck Dept.: C. C. Cornett, L. Rue, C. Dasher, each 60 hrs; R. Fiore, 48 hrs; C. Huff, 45 hrs; M. Bozard, 40 hrs; W. Bowden, 49 hrs; W. Layton, 51 hrs; J. Miller, 35 hrs. Write or call at Bull Line office.

SS DEL NORTE — Men who stood Security Watch July 4 have money coming. Also entire crew has money due for 2 meals. Collect at Mississippi SS Co. office.

SS ANDREW PICKENS—Daniel Henahan, Steward, 5 hrs; Frank Benson, St. Utility, 15 hrs; Leonard Patient, G.C. Mess, 32 hrs; Donald Gilchrist, Saloon Mess, 15 hrs; Chief Cook, 15 hrs. Money can be collected at South Atlantic office.

SS RICHARD ALVEY—Emie Pariseau, Wiper, has 60 hours coming to him at the Bull Line Office.

SS WALKER TAYLOR—Lomas Vega, Deck Engineer, 28 hrs., collectable at Bull Line office.

SS JAMES MILLER — Clide Finney, 68 hrs; Jerry Goldman, 53 hrs; S. Kohl, 8 hrs. Collect at Bull Line office.

SS HOWARD E. COFFIN — James A. Proctor, 2nd Cook formerly employed by So. Atlantic SS Co. Paid off in New York. There is money coming to you—just settled — inquire at New York Hall.

Unclaimed Wages

Waterman Line

The following is a list of unclaimed wages due to members of the SIU from the Waterman Steamship Co. All members are urged to pick up their money at the earliest opportunity:

C. G. Troy, Jr., Dk. Main.	\$ 10.31
Oliver L. Booth, Cook	95.67
John Merckle, AB	24.97
C. Dennis, M.M.	18.24
E. Trembley, Wiper	11.07
J. Armstrong, C. Steward	26.36
Victor Bennett, 2nd Cook	27.02
A. Conway, 2nd Cook	98.12
G. A. Vandepopulier, Util.	69.68
Frank J. Kross, Messman	11.14
P. Huseby, M.M.	13.44
Otto Stegar, AB	98.75
Harold W. Westhall, Steward	98.75
Melvin L. Olsen, Oiler	16.66
Wm. Fields	15.33
H. Olesen, AB	69.06
Robt. P. McAllister, AB	117.50
John C. Powers, OS	117.50
Vito W. Paglionio, OS	117.50
Frank Mitchell, Steward	43.84
James Hamilton, Bos'n	16.33
Stanley Stark, AB	16.33
Jan Bani, AB	16.33
I. Cardeal, AB	16.33

F. Zuccolillo, Deck Eng.	61.44
J. L. Weedon, Jr., Oiler	151.62
C. W. Nelson, Oiler	11.46
M. G. Whale, Steward	18.38
M. G. Whale, Steward	16.99
M. Plytas, AB	117.50
H. Aleson, AB	117.50
F. J. Grohs, AB	117.50
A. Ignacio, Oiler	117.50
A. Vaisin, Oiler	117.50
O. Eckert, F-WT	117.50
J. J. Martinez, Wiper	117.50
W. D. Weise, Wiper	117.50
J. O. Phillips, Steward	117.50
J. J. Farrelly, 2nd Cook & Baker	117.50
F. Padilla	17.50
Geo. Schultz, Dk. Main.	16.33
Maurice Vensonhalles, OS	16.33
Michael Psych, OS	16.33
Harold Werner, Dk. Eng.	16.33
Herbert Crowell, Oiler	16.33
Ralph Halcomb, Steward	16.33
Linier Shafto, Utility	16.33
John Abraham, M.M.	16.33
Harold Werner, Dk. Eng.	11.29
Ralph Halcomb, Steward	14.45
Mohamed A. Halem, M.M.	21.70
Chares S. Stawinski, Utility	22.73
J. A. Hudgins, AB	98.75
J. P. Gibbons, AB	98.75
J. J. Brigance, Oiler	98.75
J. H. Ferguson, Wiper	98.75
Antonio Vazquez, Ch. Cook	98.75

English Paper Praises American Seamen's Role In Invasion

(Reprinted from Bournemouth, England)

Men of all nations, from Occupied Countries, from all parts of America, from the Far East, from the Middle East, from India, men whose homes are to be found in the four quarters of the Globe, were in Christ Church last Sunday afternoon, when the Borough was honored by a visit from a contingent of men of the Merchant Navy who, during a brief period of shore leave, were being taken on a short tour round interesting places.

His Worship the mayor (Alderman D. Galton) and the Deputy Mayor (Councillor T. Markham) who had received extremely short notice of the visit, were out to meet these seamen who had been engaged on a special job in connection with the invasion of Normandy. Both the Mayor and his Deputy addressed the men in the Town Hall. Afterwards they went down to the Quay and were later conducted round the Priory Church . . . When the story of "D" day and of Normandy can be told, many strange tales will be told. Until then we can only ponder on the fact that the Merchant Navy has performed some of the most remarkable deeds in connection with this great expedition.

In the way they do things in the Merchant Marine, these men came to Christ Church quietly, without fuss and almost completely unheralded. Whilst here, they looked around quietly and with interest. Now they have gone again, just as quietly, doubtlessly within a very short time to get on with their next job of work.

The 96 men came to Christ Church in buses.

In the Town Hall they were welcomed by his Worship, the Mayor, who addressed them as "friends."

"I call you friends," said his Worship, "because we are all friends and brothers. It was not until this morning that I had any intimation of your intention to pay a visit to Christ Church; otherwise we should have made some arrangements to have entertained you more fittingly and in a way which you so richly deserve. But, I am very pleased to have this opportunity as Mayor of Christ Church of extending to you all a very warm and sincere welcome to this ancient Borough.

"I have just heard," the mayor continued, "a little of what you have done and are doing. On be-

New York

(Continued from Page 2)

and the men are beginning to understand more about the correct manner in which to put in an overtime claim. This is resulting in much quieter pay-offs and in much more dough for all hands. We intend to keep our educational policy up and no doubt, within the next few months, this policy should aid materially toward the progress and expansion of our Organization because of the fact that we won't have as much lost motion as we have in the past, in attempting to iron out disputes which have been improperly submitted. **PAUL HALL**

half of the residents of Christ Church I thank you. You have our admiration for all you are doing in this war."

"We are fighting to preserve peace in this world. I hope and pray that it will not be long before you will be able to return to your homes and those you have left behind.

"I wish you God speed in your work and on your journeys, and may it not be long before you re-join those you love."

Councillor Markham, the Deputy Mayor, said:

"You fellows of every colour, caste, creed and country, are very welcome here. You must admit that from 10:00 this morning we had no chance or arranging any programs. Had the public known, half of Christ Church would have been out to give you a hearty welcome.

"But I know that isn't what you look for. Some of you are wearing a small badge, some are not even wearing that, and I expect you have been in public houses in various places (I enjoy a pint of beer myself now and again) and have heard people say 'Why the devil isn't he doing something for the war?'"

"But we know you are doing a very valuable job of work," continued Councillor Markham. "I understand that you have been doing more than a man's job during these last few weeks and I feel proud to have met you and to have rubbed shoulders with you. We appreciate what you fellows have been doing.

"I hope we can all settle down soon to our ordinary work in peace and happiness amongst all mankind on the face of the earth. Good luck boys."

Eisenhower Lauds Seamen In Invasion

WASHINGTON, D. C. — The War Shipping Administration announced early this week that they had received a cablegram from General Dwight B. Eisenhower at the headquarters of the Supreme Commander of the Allied Expeditionary Forces in the European Theater of Operations.

The cable lauds the heroism shown by American seamen during the D-Day invasion activity and later war operations. Following is the text of the cable:

"In behalf of the men of my command, I thank the men of the Merchant Marine for their pledge of full co-operation in our common effort to destroy the forces of tyranny and darkness. The huge quantities of supplies that have been brought across the Atlantic are a testimonial to the job that has already been done. **EISENHOWER.**"

NOTICES

Will the holder of receipt No. 34464 and the holder of receipt No. 34465 please call at headquarters office, or write in and state what dues and assessments were paid.

These receipts were issued by C. Haymond aboard the SS Finley P. Dunn, Waterman Line, which paid off in Norfolk, Va. (1)

John S. Bryant will you please communicate with your mother at 300 Brannan Street, San Francisco 7, c/o J. Theo. Erlin Co. She is extremely worried.

Will the Brother that received Receipt No. 39515 get in touch with Patrolman McCaulley at the earliest opportunity. This receipt was issued July 1, 1944.

R. E. DICKEY, Act. Agt. Baltimore.

Help Yourself to Help Yourself — Buy War Bonds and Stamps.

All Seamen Need Passports Nov. 15

Washington, July 12—Passport requirements were laid down by the State Department today for American merchant seamen shipping out for foreign ports, according to recent decisions of State Dept.

Beginning Aug. 15, they must have American passports or evidence that they have applied for them in the preceding six months. Valid passports will be required after Nov. 15.

The passport requirement, provided in regulations issued by the Secretary of State nearly three years ago, has not always been enforced during the war because of the need of getting seamen aboard ships as quickly as possible.

Today's ruling, approved by military authorities and the War Shipping Administration, was issued "in order that the interest of the United States and its merchant marine may be safeguarded by every possible means."

New WSA Rules On Medical Exams For Merchant Seamen

(Continued from Page 1)

tions, immunizations, and annual examinations. The signing-on examinations are designed to discover cases of tuberculosis, venereal disease, communicable and infectious diseases, epilepsy, insanity, and acute surgical conditions. Special immunizations shall be arranged for when vessels are proceeding into pestilence areas. Annual physical examinations providing the basis of individual treatment and cure, shall be instituted as rapidly as facilities permit.

304.44 Designation of ports and organizations for carrying out examination program. Examinations will be instituted at each port where maritime activity justifies it on the effective date of this General Order (Secs. 304.41 through 304.49), or as soon thereafter as possible. Instructions will be issued setting forth the organization which will be available in each port for carrying out these examinations and immunizations and the procedures to be followed.

304.45 Standards for medical examinations. Standards for medical examinations shall be set by the Medical Director of the War Shipping Administration, under the requirements and with the approval of the United States Public Health Service.

304.46 Information to be furnished examinee. Each examinee, if he so desires, shall be fully advised orally regarding the facts disclosed by his examination. If he further desires a written statement, it shall be furnished to him in conformance with established regulations and practices of the United States Public Health Service.

304.47 Seamen's appeals. If a seaman who has failed to pass a medical examination questions the correctness of the decision, he may appeal in accordance with the provisions of his collective bargaining agreement. If the sea-

man's collective bargaining agreement contains no specific provision relative to physical condition, or no collective bargaining agreement exists, the dispute shall be settled by a doctor satisfactory to both parties. If such arrangement is impracticable, the case shall be decided by the Public Health Service officer who has been appointed as Port Medical Representative. A seaman if rejected may appeal the decision to the Medical Director, representing the United States Public Health Service and the War Shipping Administration, whose decision shall be final.

304.48 Report of examinations. All reports of signing-on medical examinations are to be made on a form approved by the Medical Director of the War Shipping Administration. A report of each medical examination shall be retained by the examining medical officer; a copy shall also be forwarded to the Medical Director of the War Shipping Administration as he requires. Reports of physical examinations shall be treated as confidential in accordance with the regulations of the United States Public Health Service.

304.49 Effective date. The effective date of this order is January 1, 1944.

(Signed) E. S. LAND, Administrator War Shipping Administration

Waivers On Defects
In addition to that Brother Matthew Dushane, Washington Representative of the Seafarers International Union reports that many of the seamen whom are turned down by the doctors for such defects that are uncommunicable such as broken bones which might be a hindrance to them in carrying out their duties aboard a vessel may be able to sign waivers and deny themselves the right of legal suit for such defects within the scope of employment they wish to enter.

This opinion was derived from Dr. Fuller of the Medical Division of the WSA in Washington.

It is suggested that all agents should clip this general order regarding medical examinations and post them on the bulletin board, as well as keep a copy in the files for future reference.

When instances arise of members being turned down and refused the right to sail that a letter be immediately written to Capt. Edward Macaulley of the Maritime Commission and the WSA giving the facts of the case and that a copy be sent to Matthew Dushane, Washington Representative.

ATTENTION!

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

—SEAFARERS LOG

The Telegram Brigade

By J. B.

I.

Call out the Postal Telegraph!
Notify the Western Union!
We must get out some telegrams
On our newest resolution.

II

About the issues no one knows
But it gives us satisfaction
For NMU politicians
Want ACTION, ACTION, ACTION!

III

When the battlefronts are lagging
We work up to a passion
And telegraph the generals
For ACTION, ACTION, ACTION.

IV

We telegraphed to Eleanor, to Tydings, and Baruch
To Chang-Kai-Chek and Churchill, to Wally and the Duke
We endorse and we protest: Oh, what a stir we've made
We can even change the weather with our telegram brigade.

V

We'll soon dispense with Congress, Senate and President as well
We'll rule the hosts of heaven and storm the gates of hell.
And if the yellow blanks hold out we'll be the great I AM.
From down on 23rd Street we'll run the world by telegram.

Cigarette "Burns Up" Coast Guard

(Continued from Page 1)

not allowed. With the CG he went below and looked under pumps, behind the boilers, in the shaft alley. There were no signs anywhere.

"He's the only F-WT on the ship," said the first. "Are you going to let the fires run themselves?"

The CG was adamant. He shook his head sadly. "No smoking on ships."

After spending an hour or so with a variety of wines and flop hounds in the nearest cooler, Taylor was brought before a magistrate. Taylor tried to tell him what it was all about but before he could open his mouth the local law had slapped a "five or twenty-five" on him and remanded him to the Tombs, New York's super-duper skyscraper jail.

The first assistant, however, had called the union and explained Taylor's plight. Within an hour Agent Paul Hall and a delegation of patrolmen were on the way up town with bail.

Released, Taylor staked the boys to a beer and thanked the union for its interest in his trouble.

"This sure is a happy surprise," he said. "Tomorrow they were sending me to the workhouse."

"Say! anyone got a cigarette?"

Lake Carriers Pay Scales To Prevail

WASHINGTON—The WLB denied salary increases for employees of certain Great Lakes shipping operators which would have brought the monthly rate of such employees above those approved by the board for the Lake Carriers Association. Increases were directed in some job classifications to bring the rate in line with those paid by the association.

In the cases, which involved

approximately 1,150 employees represented by the Seafarers' International Union of North America (AFL) Great Lakes District, the board approved the companies' proposals to pay a 10 percent bonus to unlicensed personnel on vessels from or before August 1 until lay-up time. Industry members dissented. The same bonus is being paid by the Carriers Association.

Seamen's Voting Regulation

All masters, first officers and chief engineers of vessels documented under the laws of the United States and all pursers of any such vessels have been authorized to administer and attest such oaths as are required by the act to facilitate voting by members of the Merchant Marine of the United States, Emory S. Land, War Shipping Administrator, has advised.

Relax Cable Messages To Canadian Seamen

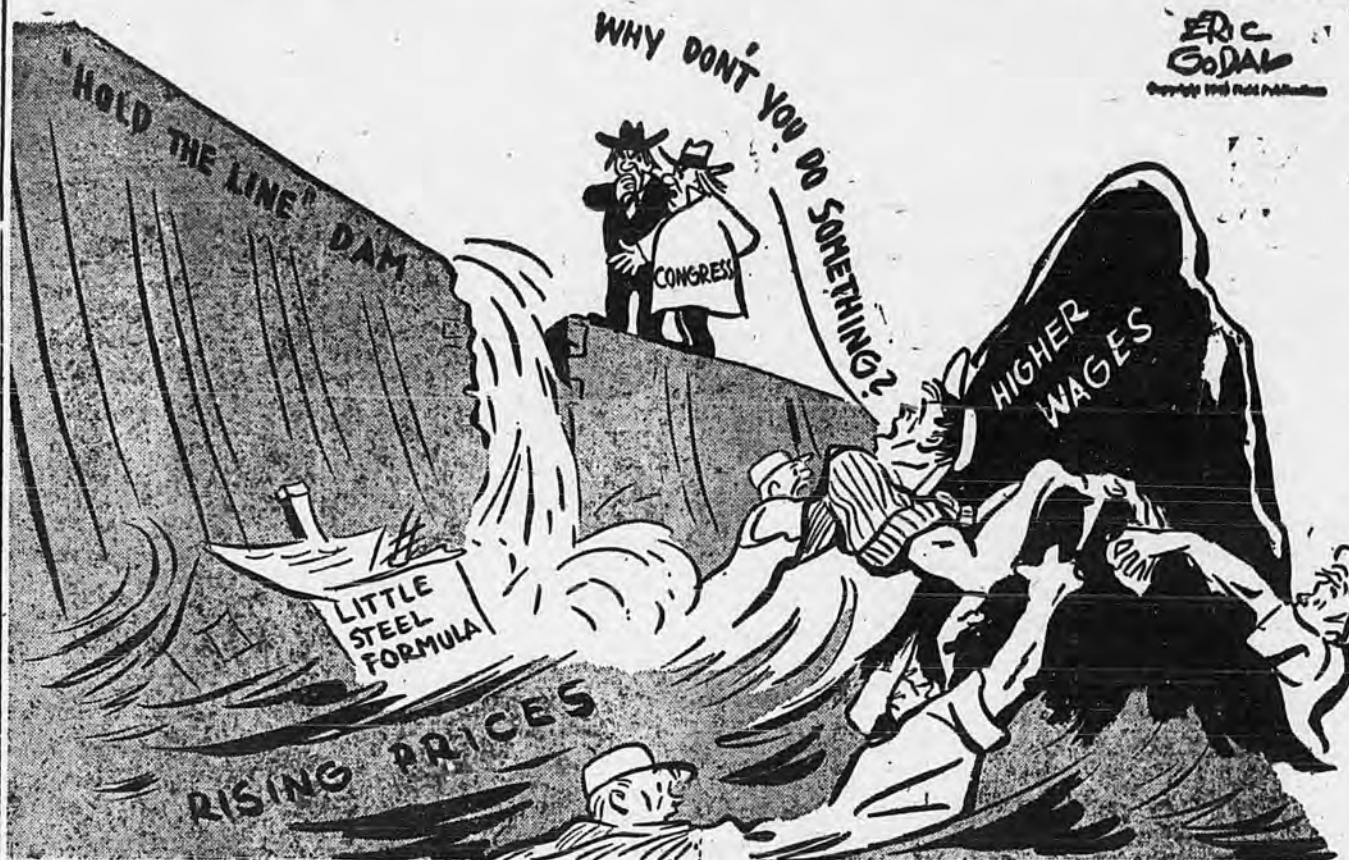
MONTREAL, June 29.—Arthur Randles, director of merchant seamen, announced today that cable messages now may be sent to Canadian merchant seamen on the same low charge basis as "expeditionary force messages" to members of the armed forces.

Mr. Randles said such messages must be sent to Post Office Box 9,000, Montreal, where they will be forwarded through official channels to the nearest port of call of the designated ship, provided it is within the British Empire.

Shipbuilding Totals Reach New High

WASHINGTON, D. C. — The Maritime Commission reported that between Aug. 1, 1937, and June 1 of this year, American shipyards produced 4,441 cargo vessels and special craft of 35,694,153 deadweight tons.

Emory S. Land, commission chairman, noted that three shipyards have completed conversion from Liberty ships to the faster Victory vessels, and disclosed that 31 of the 719 ships built during the first five months of 1944 were Victory ships. The 719 vessels, he said, totaled 7,247,557 deadweight tons.



Facts vs Delusions

AN EDITORIAL

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\$17.50 into the basic wage structure is meaningless in view of the fact that:—

1. This was already being paid and is not an increase.

2. Taxes and deductions, as well as the rise in the costs of living have wiped out the differential.

Result: Nothing has been gained. Yet this is hailed as a great victory by these slimy misleaders of labor.

The same is true of the 15 cents an hour rise in overtime rates of pay. The rest of these concessions are in line with standards set by the AF of L Unions through organized power.

Furthermore, the pressure from the West Coast Unions forced the NWLB to stop and consider the problem of seamen's wages and barred further cuts in the interests of the war effort. In this drive to uphold the wages and living standards of the American seamen the NMU took no part, as witness their stand before the MWEB on the Bonus cuts—yet—they demand that these concessions won through organized strength be extended to them because of their POLITICAL EFFORTS TO SUPPORT THE ADMINISTRATION AND THE INCUMBENT BUREAUCRACY OF THE WSA. A truly parasitical role, typical of the Stalinist "leadership."

"Stabilization of the Industry will result," is the joyous ??? report of the NMU-CP "leaders."

Yet, only a short time ago they insisted that

Equalization of Wages and Contracts with the AF of L Unions was the only goal that would insure "stabilization."

"Equal Pay for Equal Work," screamed the Pilot's headlines.

THE NATIONAL WAR LABOR BOARD DID NOT GRANT THE NMU AN EQUALIZATION OF CONTRACTS OR WAGES WITH THE REST OF THE UNIONS IN MARINE. They "equalized" on the surface only some clauses in the NMU contract BUT NOT THE CONTRACTS THEMSELVES. Obviously the CP-NMU viewpoint and standards re equalization have suffered a revaluation DOWNWARDS and this objective was scuttled. Price of future "cooperation" with the shipowners?

Real Stabilization for the NMU leadership meant more than this—it meant the granting of the Checkoff for all NMU ships. This was denied.

Such are the CP-NMU "Victories." Not one cent has been added, except under certain conditions of travel costs, to the seamen's earnings in the OVERALL PICTURE. The loss of 5% on the explosive Bonus rate offsets any losses to the shipowners on these limited "concessions" in certain clauses. And these were granted only because THEY EXISTED IN SIU-SUP contracts as a PRECEDENT. Yet, they were denied overall equalization of contracts even on the face.

Under the surface the CP-NMU contracts

are something else again for CP officials who cater to the shipowners will not break their necks to collect overtime regardless of the Clauses in the "Contract," in line with their stated policy of making Capitalism Work.

Their publicity-propaganda service is working overtime, however, to Sell this Glorious ??? Contract to the membership and the Public at large. The rubber stamp "NMU Council" of CP stooges from the ports has arrived in town for instructions on how to sell the contract to the seamen and make them see the "victory"—which surely is no small job, for it is hard to see.

They are to stage a Special Broadcast from the session at CP-NMU headquarters (on 17th Street and not the real headquarters at 50 E. 13th Street). "Prominent persons in GOVERNMENT and INDUSTRY are expected to address the Council. Acceptances have been received from Adm. Russell R. Woesche, Commandant U. S. Coast Guard, Commander Combs and Capt. Bernard, also of the Coast Guard. Word is awaited from Frank Taylor, American Merchant Marine Institute (shipowners, ed.) Captain Edward Macauley, Chairman, Maritime War Emergency Board, Vice Admiral Emory S. Land, WSA, and H. Chas. Stone, Asst. Deputy Administrator WSA."

The broadcast will be heard over most of Mutual's 210 stations. (Paid for by the membership money. No doubt from the "gains" derived from the new NMU contract?)

'NUFF SAID. FIGURE IT OUT FOR YOURSELVES.