

Six Ships Are Named For Our Dead Significance Of Seafarers Charter

By J. H. Oldenbroek,

Acting General Secretary of the I.T.F. and Secretary of the Seamen's Section

Throughout the period of the war the Seamen's Section of the I.T.F. has been able to carry on its work without interruption. It may, indeed, be said that both in extent and importance its activities have exceeded by far all earlier performances in the international field. To a great extent these activities have been connected with the conduct of the war, in which the men of the merchant navy have played such a disproportionate and highly important part. In this connection it is relevant to recall that all the seamen's unions affiliated to the I.T.F. have from the outbreak of war, in

September, 1939, ranged themselves beside the Allies — thus continuing a struggle waged incessantly and with the utmost vigour by the I.T.F. ever since the rise of Fascism and National Socialism.

RESISTANCE OVERCOME

The resistance met in the process, which was aimed, not only against the Allied war effort, but also against the existence of the seamen's unions themselves, was successfully overcome, thanks in great part to the fact that many of the European seamen's unions took the step of appointing representatives in ports outside Europe. Above all, however, it was due to the insight and devotion of the seamen that the effort to undermine the Allied war effort and to destroy the seamen's trade unions finally came to nought—after in the summer of 1940 the outlook had seemed very black indeed.

Following the invasion of Norway, Denmark and the Low Countries, and the fall of France, the working conditions of seamen came to be more or less on loose foundations. The movement was seized by the seamen's unions affiliated to the I.T.F. to lay down the policy that the earnings of seamen serving outside their occupied home countries should in no case be lower than those of British seamen and that where pre-war wages were higher than those of British seamen at least the higher wages should operate.

INCREASES WON

This policy of the I.T.F. was fully realized, with the result that the wages of Polish, Belgian and French seamen, among others, were substantially increased. The same happened with the wages of Greek and Yugoslav seamen. Subsequently a host of improvements have been secured all along the line in wages, war bonuses and working hours, while at the same time an attempt was made, with considerable success, to bring and keep the conditions of the several nationalities in line with one another.

A very important achievement was registered by the I.T.F.—cooperating for the purpose with the International Mercantile Marine Officers' Association (I.M.M.

The International Seafarers Charter, drafted last month in London by representatives of maritime unions in Belgium, Denmark, France, Great Britain, Greece, India, Norway, the Netherlands, Poland and Sweden, established minimum basic wages for all ratings. The basic wage rate for ABs is \$72. This base pay would mean a 30% increase for British ABs, a 300% raise of Greek ABs, and a 700% hike for Chinese ABs.

The SIU is affiliated to the International Transport Workers Federation, sponsor of this Charter, and will give fraternal aid to our foreign brothers in their fight for decent conditions.

The accompanying article, written by brother Oldenbroek, gives the background of the Charter and some of the history of the struggle for international minimum wage scales.

O.A.)—in the field of war-time safety provisions aboard merchant ships. This was at the meeting of the Joint Maritime Commission of the I.L.O., held in London in June, 1942, where safety at sea was the main subject of discussion. The Workers' Group on the J.M.C.—the composition of which was determined by the I.T.F.—seized the opportunity to put forward a proposal, which was unanimously adopted, requesting the I.L.O. "to study whether it was practicable to prepare an International Maritime Charter, setting out guiding principles for an international minimum standard applicable to seafarers of all nationalities and embodying the best practicable social legislation affecting seafarers."

JOINT COMMITTEE

The adoption of this proposal led the I.T.F. and the I.M.M.O.A. to set up a Joint Committee to prepare a draft of an International Seafarers' Charter. The results of this preparatory work have meanwhile been before two Joint International Seafarers' Conferences, and with the acceptance of the Joint Committee's recommendations at the latter of these

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J. H. Oldenbroek, author of the accompanying article, is shown here with Brother Harry Lundeberg and Chu-Hsuh-Fan, President of the Chinese Association of Labor. The picture was taken last spring at the time of the ITF conference held in conjunction with the ILO convention in Philadelphia.

SHIP LOSSES ARE RELEASED BY OWI

The first complete report on U. S. merchant ship losses over the past five years was released this week by the Office of War Information. Our ship casualties totaled 753 ships up to the end of 1943. This figure represented 37% of all merchant shipping just before the outbreak of the war.

While the report gave no figures for 1944, it has been unofficially tabulated that the U. S. has lost 13 vessels. This would bring the total to 766.

The report gave unmistakable evidence of the seriousness of the Nazi sub menace during the dark days of 1942 when hundreds of SIU men lost their lives. But for the remarkable ship building program which since 1939 has built 4,308 vessels, and but for the courage of union men who had ships sunk under them only to ship out again upon reaching shore—the war might well have been lost.

Following is a table of sinkings, revealing the rate of casualties year by year:

UNITED STATES LOSSES		
	Number	Tons
1939 (Sept. to Dec.)	4	3
1940	32	56
1941	61	150
1942	422	2,053
1943	234	1,049
Total	753	3,311

Six members of the SIU who lost their lives to enemy torpedoes will be honored by having their names carried on Liberty ships, the United States Maritime Commission announced this week. These heroic merchant seamen are only the first to be honored, more names will be announced in the coming weeks.

Here are our SIU brothers who are being memorialized, and a brief account of their last actions:

Harold D. Whitehead, a fireman on the SS Sam Houston, lost his life on June 28, 1942, when his ship was torpedoed and sunk. He was born in Washington, D. C., on December 22, 1897.

William Asa Carter was fireman on the SS Samuel Gompers, torpedoed and sunk January 29, 1943. He was born June 16, 1922 at Casper, Wyoming where his mother still lives.

William K. Kamaka, able bodied seaman, was torpedoed on the SS James Smith March 9, 1943. Bro. Kamaka was born September 25, 1914 at Waichinu, Territory of Hawaii, and is survived by a sister, Mrs. Hanna Kaupiko of Hilo, T. H.

William W. McKee, was an able bodied seaman on the SS Renville which was bombed and sunk April 6, 1942. He was born January 24, 1916 in Keithville, La. His brother is living at Bayou La Batre, Ala.

William Terry Howell served on the SS Carrabelle as a wiper. His ship was torpedoed and sunk May 26, 1942. Born in Milledgeville, Ga., October 24, 1917, he is survived by a widow, Mrs. Claire Howell, of Indianapolis, Ind.

Fred C. Stebbins, a wiper of the SS Jonathon Sturges, was lost when his ship was torpedoed and sunk February 23, 1943. He was born at McComb, Miss., September 2, 1921. Mrs. Gertrude Stebbins, his mother, lives in McComb.

Seaman Praises Library Services For Merchantmen

By HENRY L. SIMON

While reading at sea, I have wondered about the origin of the American Merchant Marine Library Association. For those who have the same curiosity and gratitude as I, here is the story behind that splendid organization.

Thirty years ago a long sea voyage meant complete isolation from the world. Today it is possible to go aboard ship and not lose contact with the universe

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SEAFARERS LOG

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Editor's Mail Bag

Port Everglades, Fla.
 November 3, 1944

Editor:
 Dear Sir and brother:

Although we have no hall in Port Everglades, we manage very nicely to get the LOG most of the time, through the Tampa Branch. We have noticed a request in the issue of the LOG of October 13th, in the "Fore 'N Alf" column by Bunker, requesting for sailors terms or sea-going vocabulary.

Although very little is heard from us in this neck of the woods, we wish to point out that we are holding the fort with 100% union crews.

We also wish to point out with pride to the big blow-out the crew of the Sea-Train is having as a farewell party to the Port Everglades run.

Brother Parker, Biggs and others have their invitations in the bag and we regret that there isn't enough invitations to go around to all the brothers.

There will be plenty of free drinks, dine and dance for all those who attend, and all jug-heads are going to behave, by request.

Incidentally, we are all proud to see that brother Paul Hall is right again, on the beam with the overtime issue.

That sob-sister, J. P. Shuler, can get sympathetic when one of our members thought he was in the red, after making one of those long trips.

Well, all the boys are sticking real close to these sunshine shores and to the land of sunshine, beautiful women and barcardi.

Wish J. P. was here with us. Inclose find a few sea-going

vocabulary that I think haven't been tagged.

Irish Pennant—Hanging loose end of rope.

Scuttlebut—Rummers.

Up and down job—Reciprocating Engines.

Punk—Bread.

Lowering the boom on the old man—Advance on wages.

Fly Specks—Black Pepper.

Sea Gull—Chicken or Duck.

Wild Irish Apples—Raw Onions.

Cat Heads—Biscuits.

Stead as she goes,

ADOLPH CAPOTE,
 Book No. 66-G.

**Merchant Marine Veterans
 Association
 of the
 United States**

Nov. 2, 1944

Editor, Seafarers Log
 Dear Sir:

At a special luncheon meeting of the Port of Boston National Maritime Day Committee, held at the USS Bostonian, Nov. 2, 1944, a motion was made by Mrs. Rae B. Drew, Executive Committee Member of Auxiliary Unit of our Association, which was unanimously adopted, that this Port of Boston Committee proceed to check with the Regional Office of the OPA and to conduct a follow through to procure gas rations for our merchant seamen in the same quantity as allotted to the members of the Armed Forces on furlough.

The Merchant Marine Veterans Association of the U. S. has made a test case of the refusal of Ration Boards to issue gasoline ration coupons to merchant seamen who are at liberty. A second assistant, who recently returned

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the BUSINESS END by PAUL HALL

The operators with whom the Seafarers hold contracts are now taking a more reasonable attitude towards the settling of the ship's side disputes. With the exception of technical beefs involving issues which are not in the contract, most of the disputes are now being settled at the pay-off. This came about only after hard work on the part of the union, but the effort was well spent as the results now show.

For instance, out of the last 100 ships that paid off in the port of New York, there were only four disputes left pending for any length of time. One of these disputes was paid at a later date and the other three are going to a Port Committee meeting. The Organization feels that the three disputes left will be paid off very easily as a result of this Port Committee meeting because the Seafarers has a policy of never going into one of these meetings unless we have a dispute that is absolutely good.

NEWS HOT OUT OF THE GALLEY

By "FRENCHY" MICHELET

We are declaring war on these birds who are packing slop chests with shoddy merchandise to be peddled to our members at fancy prices.

The problem is a difficult one. It's easy enough to handle petty chiseling on the part of some skipper or purser, the ten percent law takes care of those birds and all that's necessary to make them be good little boys is for a union brother to bring the matter to our attention. The real problem, however, is to put the damper on these bloodsuckers who have made clipping seamen their life's work.

We want to put the finger on these bums who go out in the open market and buy shoddy merchandise, factory rejects, seconds and the like, and then peddle it to seamen at clip prices. We want to get the goods on a number of well known waterfront rats.

These leeches are shrewd business men, but they are so poor at figures! Every now and then some brother will catch one of them padding a bill for a double sawbuck or so. For some strange reason these mistakes all work one way. None of them has ever been known to gyp himself for a dime!

The seamen are sick and tired of being taken. We want, and we shall get, better merchandise in the slop chest. If the quality of merchandise doesn't improve materially in the immediate future, we promise the offending parties that the SIU can and will do something!

For many years now we have made it a practice to stick our nose into the galley and talk to any cook who happened to whip up a dish that caught our fancy. Having chanced upon many tasty dishes in many lands we have consequently amassed a sizable amount of galley lore. One of our favorite dishes is curry. We have eaten curry all over the

good. Of course, the ingredients were sometimes suspect. For instance, once we were enjoying a delicious lamb curry with Walter "Shorty" Cook in Hiaphong, French Indo-China, when "Shorty" noticed that the bones in it were unusually small. Then suddenly, we remembered that we hadn't seen a dog in the whole town!

Nevertheless, curry in any native style is delicious. Here is a recipe given us by good old "Cookie" Charlie who has quite a way with groceries, as anyone who has ever eaten in the Straits Cabaret in Singapore will tell you.

Cut up several chickens as for fricasseeing, feet and all. Open the legs lengthwise with a cleaver to get the full flavor. Boil the chickens in well-salted water until tender. Remove the chicken, reserving the stock. Brown a number of onions in butter, (Charlie uses ghee, a liquid butter made of buffalo milk, but domestic butter is just as well.) Skim out and reserve the onions. Now remove the meat from the bones and fry good and brown in butter. Add the stock and onions. Let simmer on the back of the range. Now brown four tablespoonsful of flour and one tablespoonful of curry powder in the butter. Add to the other ingredients and let simmer for a half hour more. Lastly, stir in two slightly beaten eggs until the mixture begins to thicken. Serve with rice. Leftover lamb or pork makes a tasty addition to this dish as well as serving as an excellent way of utilizing this meat.

The WSA is now sponsoring radio programs in an attempt to recruit seamen, especially during the Christmas holidays. There is one source of manpower, however, that they have overlooked. The group of men to whom I refer are the fellows who have had their papers suspended by the Coast Guard for various infractions of rules.

Although in the port of New York the Seafarers have been very successful in keeping to a minimum the number of men losing papers, other ports have not been so fortunate and lots of old time members are now laying on the beach in various ports with suspensions as high as six months. These men are rank and file seamen,—capable of sailing any ship anywhere. By lifting these suspensions, which quite often are too severe and unjust, the WSA could very easily obtain enough men to sail dozens of the ships that are now so badly in need of experienced seamen.

There are quite a few of our members who are suffering from war neurosis and shellshock. You can see some of these boys in nearly every port you go into; fellows who have sailed ships in this war and have been in the toughest spots of this war and fellows who have lost as high as six ships from under them.

This is indeed one of the sad phases of this war for all merchant seamen, and it is up to us men who are left in good shape to protect and care for these fellows as much as possible. We can do this by assisting them to apply for compensation to which they are entitled under the war risk policy. We have numerous members who are receiving this now and the average sum is \$150 per month. By assisting other men in this condition to receive the same, it will help these men no end.

A Good Union Man
VOTES

Around The Ports

NEW YORK

Shipping is still holding its own in this port—802 men were shipped the past week. We are shipping in all departments a number of permit men, so if shipping is slow in your port drop into the New York Hall for a quick ship out.

The patrolmen here had a busy week—paid off 35 ships for the week, some of them long trips with plenty of beefs.

The crew of the Robin Sherwood again proved that settling your beefs at the point of production gets better results. Patrolman "Bull" Sheppard and organizer Steely White (who gave the patrolman a hand as we were paying off nine ships that day) went aboard the Sherwood to pay her off Friday at two p.m. All beefs were settled with the exception of ten hours overtime for the Mate and the Cadet doing sailor's work. The company representative aboard refused to pay. The crew refused to clear the articles until it was paid. Sheppard, working with Deck Delegate Stankey, settled the beef to the crew's satisfaction. The ship paid off Saturday afternoon. The entire crew is to be commended for their stand.

The SS William Harper, a Waterman ship, came in with a load of beefs and no one from the company with the authority to settle beefs boarded her at pay off.

The crew stood by their right to remain on the payroll until all beefs were settled. Instead of paying off Tuesday with all beefs pending, she paid off Wednesday

with all beefs settled. The entire crew stood by with the exception of the Chief Cook.

Every man that stands by until all beefs are settled makes the next beef that much easier to settle and the union that much stronger. Men that are too weak to back their beefs are a detriment to the union and should be weeded out. Crew co-operation has proven to the shipowners that we are an organization that realizes the quickest way to settle these beefs is the best way, and that we cover the ships with enough representation to settle all beefs aboard.

So, in most instances the companies are cooperating by doing the same. The occasion where the companies don't cooperate are becoming less and less upon each pay off. It will not be long before all beefs aboard all ships are settled at payoff, not only in this Port—but in all ports.

The SS Del Rio came in with a prize union crew. Brother Fred Sundt was Delegate. All beefs were squared away. He is to be commended on the way he brings in all the ships he sails. Men of this calibre are a credit to our union.

The balloting committee here is operating every day and most of the boys are casting their vote as good union men should. This year's voting will top all voting of any year.

J. P. SHULER,
Patrolman

**Keep In Touch With
Your Draft Board**

Personals

WM. J. CAREY
Get in touch with you sister,
Mrs. Paul Gray.

HUGH A. RANDOLPH.
J. RODONSKI & B. RODANSKI
Communicate with the New
York Branch regarding your dues
receipts.

DONALD C. HALL
Please write your wife, she is
worried about you.

Members of crew of the SS
ANACAPA. Moran Towing Com-
pany, contact Berenholtz, re-Sal-
vage case against "Balls Bluff,"
Court Square Bldg., Baltimore, 2,
Maryland.

D. C. HULL
Please stop in at the New York
Branch office and see Patrolman
Hamilton about your dues re-
ceipt.

H. F. NURMI:
Pick up your union book in
Headquarters office, New York.

Following men have papers at
the Union hall in New York: (See
Dolar Stone, 5th Floor): Ires A.
Allas, Jessie Anderson, Edward
Apel, A. E. Anderson, Philip N.
Bufkin, M. Glynn, Gustav Bocek,
Robert W. Bunner, Jessie A. Kir-
by, Jose Castell, Chester Chesna,
Peter Cheklin, James Chalfant,
Joe Covreiro, A. W. Eckert, G. E.
Finlay, Peter E. Famber, Allen
Gary, Jr., R. P. Harmon, Henry
Jandrys, George Lucas, Wallie
Merink, John O'Brien, Francis
Orscheln, Phillie O'Connor,
Claude Pitcher, Thomas St. Ger-
main, Alexander Stankiewicz,
Harry Talbot, John Wells, Jesse
L. Waters, Donald Weiman.

FORE 'N AFT

By **BUNKER**

You have likely read of the old Maiden Creek, Waterman Hog Islander that foundered New Year's Eve, '42 in a mid-winter storm off Block Island, losing half of her crew.

Another Waterman ship was launched in '43 and given the name Maiden Creek to commemorate the original ship and those of her crew who were lost in the boats after she sank. But this ship too, came to an unhappy end, victim of a torpedo in the Mediteranean.

AB on the second Maid Creek when a Nazi torpedo sent her down off the African coast in '43, was Al Kerr, now pie carding for a while in the New York office. The explosion broke the ship's back at number four hatch and pushed the shaft alley into the 'tween decks. She filled rapidly and the after section settled to within four or five feet of the water, so the skipper ordered her abandoned. All hands got safely away in the ship's boats and stood by at a distance to see what would happen next.

Before long, says Al, a minesweeper came up and ordered them back aboard. The Captain's boat obeyed the order and went back, but the others refused, saying they would wait till a tug came up to take a line.

The minesweeper promised that a tug was on its way, so the other boat went back too, and the deck hands started breaking out lines for a tow. Two men were working in the after peak when the second torpedo smashed into her, pancaking the after section and killing the ABs down below. All hands aft were thrown violently around the deck, one man being blown thirty feet across the deck against one of the winches.

By a freak of fortune the torpedo, or part of it, glanced off and tore into a small boat trailing astern, blowing it almost to pieces and killing most of the men sitting in her.

The writer had a good laugh the other day when a bank teller hesitated about cashing a check and said, "Any identification?"

Out came the pants pocket suit-case and the identification, all 12 pieces of it . . . Certificate of Identification; Coast Guard pass; Social Security card; draft card; Certificate of Service; Endorsement Certificate; passport; Port of New York crew pass; WSA medical record; WSA medical certificate; WSA vaccination record; and union book, not to mention various discharges.

The teller was satisfied.

BEST JOKE OF THE WEEK . . .

The brother who got shipped out of the hall the other day and got to the "right church but the wrong pew." He worked down below for two days on a Liberty before the Chief fired him for some reason. When he tried to collect for his two days at the company office he sadly discovered that he wasn't even supposed to be on the ship. He was at the right dock, but the ship he was assigned to was on the other side of the pier.

EDITOR'S MAIL BAG

(Continued from Page 2)
from the Normandy Beachhead, after delivering a cargo of highest gas, and while awaiting the taking on of another cargo, applied to one of our Boston Ration Boards for an allotment of gas so that he might, in the limited time he had ashore, visit friends and relatives he otherwise would not be able to see. He felt that he could travel by automobile. In making application for this allotment, he wore a regulation uniform, and the clerk who was attending to his request apparently was not familiar with the uniform, considered that he was a member of the armed forces and proceeded to fill out an application for him. In asking him what

branch of the service he was in, she found that he was a member of the merchant marine. Then the form was torn up and he was told that they were unable to allot any gasoline to him.

The Merchant Marine Veterans Association of the U. S. base their appeal on the fact that these men carry the gasoline wherever it may be necessary to be shipped for use in our war effort, and are then refused even a drop for their use in their limited hours ashore.

In conjunction, it was felt that your paper might help the cause by printing this action taken.

May we thank you for your cooperation.

Very truly yours,
W. L. DREW, Adjutant

And So He's Through With Love

Love is a delicate flower at best—and wilts at the first chill wind. But when exposed to the north Atlantic and to the heartless caprices of the the American custom officials, well, it just naturally withers away. And that is just what happened to an SIU brother who was doing some long distance courting—until he got fouled up.

Our hero had been making the U.K. run for the past several months, and during shore leaves in London, had been sitting on a park bench all starry-eyed with a limey lass. A month or so ago he finally decided that the time had come for double harness, and so he walked into the best jewelry store in Philadelphia and bought a ring made of platinum and diamonds. He then signed on the SS Golden Fleece and headed for his true love.

His true love turned out to be a fickle dame, however, and even the sight of platinum and diamonds couldn't break her loose from a young British Sergeant she had picked up with during our hero's last trip back to the States. And so—he returned to the Golden Fleece (feeling as if he had been), placed the ring in his locker and started for home.

The Golden Fleece paid off in New York last week, and when the SIU patrolman boarded her he found our hero in another jam. The custom officials had



gone through the crew's lockers, found the wedding ring and were threatening to confiscate it. Our hero patiently explained that not only did he have a sentimental attachment to the ring, but it had cost him a lot of cabbage. The custom guard, a man devoid of both sentiment and common sense, insisted that unless a receipt were produced showing that the ring was purchased in the U.S., he would have to take it.

"The ring was purchased in Philly," our rejected suitor screamed. It made no difference, he had to go to Philly to get the receipt.

But now the skipper stepped in to take a hand. He refused to

pay the man off until he had been cleared by customs. And unless he was paid off our hero had no money to get to Philly to get the receipt in order to clear customs in order to get paid off in order to—well, you get the idea.

Fortunately the SIU patrolman was a softie. Artie Thompson knew what it meant to have a blighted love, and so he talked the skipper into giving our hero a draw so he could go to Philly so he could get the receipt so he could . . . etc., etc.

Before leaving for Philly our hero and the Patrolman downed a few glasses of suds and decided that love is a delicate flower at best . . .

ATLANTIC AND GULF SHIPPING FOR OCTOBER 2 TO OCTOBER 30, 1944

	Deck	Engine	Steward	Total
SHIPPED	1447	942	1212	3601
REGISTERED	1115	1013	849	2977

Seaman Praises Library Services

(Continued from Page 1)

through the medium of books and magazines furnished by the A.M.M.L.A.

Prior to World War I, there was no "Public Library of the High Seas." During that war the great philanthropic agencies were hard at work for the Army and Navy, and it was difficult to win aid for the new growing merchant marine. Incredible as it seems, the general public had to be convinced that seamen wanted to read.

Mr. Henry Howard realized the needs of seamen and solicited the volunteer efforts of his wife in organizing and maintaining until after the war the Social Service Bureau. Out of it grew the greatest traveling library in the world, starting with a small pile of books Mrs. Howard had to beg for from the American Library Association. Finally she secured their whole-hearted interest and a fine library service for seamen was established with assistance given by the Brookline Public Library, and advice offered by the Massachusetts Institute of Technology on the purchase of books for training aboard ships.

But to continue what was considered "war work" after the Armistice was not an easy job. Mrs. Howard appealed to the Executive Board of the A.L.A. when she learned that they had discontinued their service. She urged that they as librarians form a national non-sectarian organization to meet the continuing need of seamen for good reading material. She won! The A.L.A. requested her to undertake the task personally, with their promise to turn over to her as many books as could be collected from their abandoned service. In May of 1921, the high seas had a library with a charter granted from the University of the State of New York — American Merchant Marine Library Association, Incorporated.

Last year the A.M.M.L.A. distributed 8,054 libraries — 346,000 books—to 2,198 ships. An additional 60,000 books went to the personnel of Maritime Training Stations, the Coast Guard, Light-houses, and Lightships. A total of 9,568 libraries! On the shelves ashore, business is so rushing that out of 12,000 books there, rarely are over one-third that number on hand. In fact, the proportion of fiction to the total number borrowed has decreased from 51% to 18% in the last few years. All this is carried on through voluntary contributions of funds and books. Guess the public today knows that for many of us, "a book may be as great a thing as a battle!"

A Good Union Man
VOTES

Significance Of Seafarers Charter

Mate Does Crew's Work, Pays For The Privilege

The First Mate on the SS Robin Sherwood was generally an OK guy, according to the crew, but he was ambitious. He always wanted to make some sort of a record. What he needed was some trade union education—which he got!

During the last voyage there was some ballast which had to be shifted. This work constitutes



penalty time for the watch below. But the hungry mate grabbed a shovel and began shifting it himself.

SIU patrolman "Bull" Shepard and Steely White hit the ship when she paid off. Result? Ten hours overtime for the crew at \$1.30 per hour.

As the crew remarked at the time of payoff, "There isn't a hell of a lot of cabbage involved, but the mate needs educating."

Money Due

John Deely, 48 hrs; R. Grandlund, 48 hrs; Wm. Cогzenski, 48 hrs; Harry Goldstein, 1 hr; R. Greenway, 5 hrs; J. Eichenberg, 59½ hrs; T. B. Black, 59½ hrs; Bert Troth, 17½ hrs.

Collect at office of South Atlantic Steamship Company in Savannah.

SS FLOURSPAR

Leo Grossmann has 1 day's pay coming. Collect South Atlantic SS Company office.

SS ALBERT P. RYDER

Voyage No. 1
C. D. Shirley, Wiper and Utility, 12 hrs.

Voyage No. 2

George Clark, AB, 119½ hrs; Norman Lucas, AB, 73 hrs; James D. Moore, AB, 70½ hrs; Joseph Orlando, AB, 66½ hrs; Nicola Carotti, AB, 66½ hrs; Austen McMahon, AB, 67 hrs; George Miller, OS, 76½ hrs; Garrett Hogan, OS, 80 hrs; Anthony Glambone, OS, 66½ hrs; Harry Vancil, Oiler, 119½ hrs; Peter Vlachos, Oiler, 59 hrs; Daniel Vallus, Oiler, 76 hrs; Hjalmer Nordby, FWT, 88 hrs; Antonion Martinez, FWT, 84 hrs; Norbert Pruska, FWT, 83 hrs.

Collect by getting in touch with Line in Savannah, Georgia.

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conferences, held in London on July 28th and 29th, 1944, the scene has been set for a campaign to translate the Charter into reality.

The Charter on the one hand presents a reasoned case for improving the conditions of life and work of seafarers. It states that profound changes are needed in the conditions under which the officers and men of the merchant navy carry on their occupation; that the attempts made by the seafarers' trade unions to improve conditions, especially in the period following the last war, were foiled not only by the obdurate opposition of the internationally organized ship owners, but also by the reluctance and impotence of the governments to promote a general rise in seafarers' conditions by furthering international arrangements. In their attempts to break this opposition and overcome this reluctance and impotence, says the Charter further, the trade unions encountered considerable obstacles of various kinds: uncontrolled expansion of tonnage followed by laying up of ships; shrinking of world trade; lack of international co-operation with vicious competition as a result; violent fluctuations in monetary exchange rates, with the same result; practice of transferring ships to foreign flags—invariably the flags of countries backward in social provisions; engagement of coloured seamen at conditions far inferior to those of the crews displaced.

LOW PAYS MEANS INTERNAT'L ADVANTAGE

During the period between the two wars, it is further stated, it was clearly demonstrated that socially progressive countries, where disposed to raise the standards of the shipping industry, were seriously handicapped by the weakening it involved in the competitive power of their national merchant navies. From this it follows that the interna-

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D. Sprang	15.00
D. Carey	15.00
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W. J. Forbes	12.00
G. C. Keen	11.00
F. Martin	11.00
F. W. Friaah	11.00
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SS Coleb Stong	7.00
J. Barbee	7.00
J. Harris	7.00
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tional character of the shipping industry makes it imperative to seek the widest possible uniformity in the working conditions of the seafarers, as otherwise the standards of the most advanced countries will always be endangered by those of the countries lagging behind.

During the present war it has proved possible to bring about a greater measure of uniformity than ever before in both the basic wage rates and the other conditions of the seafarers of the United Nations. This creates an unprecedented opportunity for winning all the maritime nations for the acceptance of international minimum standards; it is reinforced by the fact that the seafarers of countries whose conditions have been raised during the war will resist any attempt to whittle them down again and thus to put an obstacle in the path of a permanent improvement of the international living standards of the seafarers.

SOCIAL GAINS

On the other hand the Charter contains a series of clauses designed to lay down international minimum standards for wages and working and living conditions. The wide scope of the Charter is illustrated by an enumeration of its chapter headings: Wages, Increments, Allowances and Bonuses; Continuous Employment; Entry, Training and Promotion; Hours and Manning; Accommodation, Hygiene and Medical Services; Safety; Social Insurance; Full Recognition of Seafarers' Organizations; Legal Rights and Obligations of Seafarers.

An International Charter cannot be a collection of all the best conditions prevailing in the various countries. There are countries where working and social conditions of seamen are, under one heading or another, superior to those proposed, but the purpose of the Charter is not to indicate a distant goal to be reached eventually by the most advanced countries; its object is to lay down an immediate program to be realized by all countries now, including those whose poor conditions have always hampered the raising of conditions elsewhere. The aim of the Charter, that is to say, is to bring low-standard countries up to an international minimum, thus laying a solid foundation on which further progress can be realized by the more advanced countries.

TRIAL BLAZER

It may be said, nevertheless, that this Charter is the most comprehensive international program of trade union demands that has ever been presented. It is realistic in the sense that it does not start from an assumed necessary change in property relationships or from a hypothetical system of operation. At the same time the Charter frankly declares that in the opinion of the seafarers' organizations "the system of free enterprise is not conducive to a successful operation of an international industry like shipping," and that they "consider it to be in the best interests of world cooperation and of the national communities, as well as of the seafaring commu-

ity itself, that merchant shipping should be an object of constant public attention and of international consultation and agreement between governments and that there should be established for that purpose an international agency on which managements and seafarers should be represented through their international organizations."

Due attention is also given to the question of coloured seamen, as they are called, concerning whom the Charter says: "The principles outlined in this Charter are also to apply to Asiatic, African and West Indian seamen, who continue to be employed under conditions less favourable than those obtained by white seamen. The seafarers' trade union organizations are resolved to end this state of affairs, which is detrimental to the best interests of all seafaring people, and to take all necessary action to regulate wages and working conditions of those seamen by collective agreement."

PUSH CAMPAIGN

From the above brief description of the Charter, which is shortly to receive world-wide publicity in seventeen or so different languages, it appears that the officers' and seamen's unions propose to embark on a concerted campaign to secure the adoption of international standards such that the seafarers of all nations will be assured the beginnings of an existence worthy of human beings. That such a campaign should be initiated in the shipping industry needs no explanation. For this is the industry where, more than in any other, conditions in one country have always been played off against those of others. Seafarers do not wish to be forced into that position again, and they have pointed the way towards a better future. If that path is not followed by shipowners and governments, the seafarers' organizations will have no alternative but to resort to direct action in order to realize their aims.

The International Seafarers' Charter is to be discussed at a meeting of the Joint Maritime Commission to be held at an early date. This is the decision of a sub-committee of the Commission, which has agreed that the next meeting shall be primarily devoted to such a discussion and that the draft Charter prepared by the seafarers' organizations shall be taken as a basis. The development marks, incidentally, an innovation in I.L.O. procedure.

Without doubt many of the proposals contained in the Charter far exceed what is provided by existing International Conventions and Recommendations, but it is also true that in many respects the improvements in seafarers' conditions which have been secured during the war by the process of negotiation also go beyond the provisions of those Conventions and Recommendations.

The Maritime Session of the International Labour Conference, which has been announced for 1945 will, if it is found possible to realize the Charter through the I.L.O., have to devise the means of making up the arrears.