

OPEN LETTER

Lundeberg Writes A Reply To the Well Paid Head of United Seamen's Service

18 March, 1943

Mr. Douglas Falconer,
Executive Director
United Seamen's Service
39 Broadway
New York City

Dear Sir:

I received a copy of your circular wherein you state that "Lundeberg's charges are both false and malicious" in regard to the functions of the United Seamen's Service. You also state that "on December 4, 1942, in the office of Captain Macauley at Washington, he went on record for the program."

Let me remind you that I only went on record for the convalescent homes for seamen, who really need them after having gone through torpedo and bombing action—these homes to be established in American ports. We did not agree to any hotels in foreign ports; we did not agree to any hotels in American ports; we did not agree to any clubs.

Let me also remind you that in the meeting in Washington Captain Macauley definitely told you to cut down on your expenses and

stop squandering money. You denied that you ever had 154 persons on the payroll at National Headquarters. You can easily deny this, but what I would like to see is a public statement by a certified accountant of your finances, income and expenditures. You will probably discover that you not only have 154, but 161 on your payroll.

Possibly the public, which donates to United Seamen's Service, would be interested to know that you pay \$24,000. a year rental for your offices in New York. They might also like to know that you hired a professional "cansbaker" to collect money for you and that you paid him at the rate of \$10,000. per six months. No doubt the donors would also like to know that you receive \$15,000. a year salary plus your expenses for your "services." One can well afford to be social-minded for any cause under these circumstances.

In order to clarify your mind, while I was an incorporator of the United Seamen's Service, I did NOT approve of the policy which
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Dr. Daniel Blain States Views On Shore Time For Torpedoed Men

Pressed for answers to the vital question of "convoy fatigue" and the length of time that seamen may be allowed ashore posed by Mathew Dushane, Washington representative of the SIU, Dr. Daniel Blain, surgeon of the U. S. Public Health Service states the official views on the problem.

Dr. Blain is the surgeon attached to the WSA in charge of rehabilitating seamen suffering the rigors of torpedoing.

The letter stating his views follows in full:

War Shipping Administration
New York, N. Y.
Medical Department
30 East 37th St.

Dear Mr. Dushane:

In response to your question with regard to medical advice on the general question of how long a time a man must have on shore, I would say that one has to strike a happy medium between too little time and too much time. From the standpoint of a layman I was interested to hear about a year ago from Mr. Rundel of the British Consulate, who has charge of all British seamen, that he found that the proper timing element was extremely important. Most of his men who were perfectly well had

to go back to sea within three weeks because those who finally stayed ashore became quite dissatisfied with the idea of going back to sea.

Mr. Rundel and I discussed the matter and at that time decided that frequent vacations of shorter periods would be better than longer vacations at any single time.

With men who are suffering the apparent effects of nervous strain due to "convoy fatigue" and are possibly in danger of cracking up from their experiences, we find that after they have been at the rest homes about three weeks it is generally time to keep them from settling down too comfortably, or falling into chronic habits; and it is better for the illness itself that they get back to sea from then on as quickly as possible. It is important, of course, that the three

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Coast Guard Issues New Rules On Suspension, Revocation Of Efficiency Certificates

Wartime rules governing "A" Marine Board Investigation of accidents and casualties have been issued by the U.S. Coast Guard providing scant protection for members of the unlicensed personnel. Issued under cover of "investigating" accidents and casualties the new rules provide for the revocation and suspension of licenses and efficiency certificates, under other sections of the law, for seamen involved in the occurrences.

The rulings provide for hearings—after investigation—by other than the investigating officer under whomsoever the District Coast Guard Officer shall name.

Hearing officers shall have the right of calling any and all witnesses and determining the guilt of any seafarer charged. Appeals may be taken under the District Coast Guard Officer whose word on the revocation or suspension of licenses or certificates of efficiency shall be final.

While the person charged is allowed to have counsel present, it is noticeable that counsel for a witness is restricted to advising him, as to his rights, and is not allowed to "otherwise participate in the hearing."

While an appeal is waiting a hearing the seaman charged is granted the right of a "temporary certificate" at the discretion of the District Coast Guard Officer which will expire when the appeal hearing comes up.

Appeals must be in writing and must be presented by the seaman

himself within 30 days after the decision of the hearing officer and will allow only such points as he may introduce to be admitted to the record, a transcript of which will be allowed if requested.

If the person charged fails to appear after being notified either personally or by registered letter the hearing shall proceed, according to the rules.

The right of calling witnesses or for documents, papers, and other evidence is granted the seaman charged who may request the hearing officer to order such brought in.

Additionally when such investigations are being made the investigating officer is required to informally notify the man charged of the nature of the complaint and allow him to comment in refutation of the charges.

The rules are printed in full here for the information of seamen. All portions in italics are those vitally affecting seamen and should be studied carefully.

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SIU Member Decorated

Washington, D. C.—Gustav F. Alm, an SIU carpenter was decorated with the Merchant Marine Distinguished Service Medal by the order of President Franklin D. Roosevelt, here, March 20.

The presentation was made by Capt. Edward Macauley, and Brother Alm was also handed a Presidential citation for his courage, which follows:

UNITED STATES MARITIME
COMMISSION
Washington, D. C.

Office of the Chairman

March 20, 1943

The President of the United States takes pleasure in presenting the MERCHANT MARINE DISTINGUISHED SERVICE MEDAL to

GUSTAV FRANKE ALM,
Carpenter

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To the extreme right is SIU member Gustav F. Alm, of Bronx, New York, a ship's carpenter, wearing the Distinguished Service Medal conferred on him by Presidential order in recognition of his help to shipmates. Reading from the left are others decorated at the same ceremony: T. T. Cameron, who received decoration for his late brother, James C. Cameron, New York; Capt. John J. Lapoint of Baltimore; Capt. Edward Macauley of the Maritime Commission who made the awards; and Capt. Ragnar Eklund of Sunnyside, Long Island.

—PM Photo, New York.

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ADDRESS ALL CORRESPONDENCE CONCERNING THIS
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"THE SEAFARERS' LOG"
P. O. 25, Station P, New York, N. Y.
Phone: BOWling Green 9-8346

Out of the Focs'l

by
J. L.

The past week has been Survivor Week. The brothers came in with stories of their experiences from torpedoes and the men that were lost on SIU ships. Our next casualty list will have about 50 names on it. Walter (Mad Russian) Semenov and Francis Conlet (CUZ) Murray were interviewed by the WORLD TELEGRAM.

Gus (Chips) ALM received a citation and a decoration from the Government. The second member of the SIU to receive it.

Ed (Cookie) Miles and R. E. Dickey, former Patrolman from Baltimore, were shipmates on a torpedoed vessel. Dickey was on a raft with John Sandova when they were picked up. Sandova died before they were rescued.

Dickey is recuperating in a hospital in Canada and we hope to see him around his old stamping ground soon. He may now have to stay ashore for a long time because of an injury he received. We're glad to know he is alive.

Ed Miles says he was making Parker House rolls, when that nasty torpedo came along and he had to leave. His five children are glad to see their daddy again. John Gupta was on the same ship, but quit it in New York, when he had a premonition of impending disaster. He couldn't convince Dickey to get off.

Bill Chalk G-80, told us of his experience. He and his shipmates were torpedoed twice within six hours. The rescue vessel which picked them up with 200 other survivors got it a few minutes later and only 8 of his buddies were around after it was over.

It is rumored that Albert Bernard (Tiny Tim) Moses was recently lost. D. C. Joralemon is now shipping from the West Coast. Bernard Brooks, after a year of service, was recently discharged from the Army. Arthur Berg (who was a member of a Commando Division at the age of 45) is now an active seaman.

Floyd Miller is still quite sick, and the boys are pinch hitting for him. We hope you like the stuff.

Seafarers' Log-

HONOR ROLL

S S DYNASTIC	\$160.00
S S TULSA	53.82
EARL PULLY	1.00
OTTO SCHABLINSKI	1.00
S S ALCOA PIONEER	72.00
NEW ORLEANS BRANCH	6.00
A. L. GRASER	2.00
S S GATEWAY CITY	5.00
A. ARMAND	8.00
S S ALCOA PROSPECTOR	15.00
W. McETCHIN	5.00
S S JOHN POE	16.00
S S SCOHARIE	30.00
S S JAMES GUNN	28.00
A. MARCO	15.00
J. J. WILLIAMS	2.00
G. BERRY	2.00
S S T. ROBERTSON	12.75
S S GEORGE GALE	145.00
TOTAL	\$579.37

ATLANTIC AND GULF SHIPPING FOR MARCH 8 TO MARCH 20

	DECK	ENGINE	STEWARD	TOTAL
SHIPPED	313	256	203	772
REGISTERED	295	243	96	634
ON HAND (Wk. ending Mar. 20)	213	175	67	455

Dr. Blain's Letter

(Continued from Page 1)
weeks spent ashore be under the best of conditions.

Fortunately, we are able to offer ideal conditions at our rest homes, and we therefore feel that at the end of three weeks it is proper and that the men are in the best possible condition to go back to work.

Our concept of the "convoy fatigue" element, which is so apt to get to a chronic stage and become a real nerve condition, is that at the beginning it is a normal reaction to an overwhelming situation. This might be due either to long periods of waiting and strain with little sleep and great fatigue, or some sudden event such as the torpedoing of a ship and exposure in a lifeboat. It is important that this not be connected in any way with mental disease, that these men be taken care of in the country and it is also important that they get back to work again before long to prove to themselves that they are still able to do so. This is quite similar to the custom in aviation, where a man after a crack up, immediately gets into a plane and goes up as soon as possible. This is also true in horseback riding circles where a fall from a horse must be followed in a very short time by getting back on the horse.

A long voyage, such as three to six months, obviously requires a longer time, and I would be inclined to stretch a bit the matter of three weeks. I might say that if the time spent ashore is spent in a hospital there should be extra time allowed, so that three weeks is proper unless a person is sick part of the time, in which case he should have more time. I would be very willing to recommend to any draft board that in cases of sickness the vacation period not start until after the sickness is essentially over. We must remember that it is better for the man once he has been treated to get back to work, rather than hang around. Consequently, we have to temper our advice in this matter with regard to special situations in each case.

I trust that this will answer your question. I am very much interested in an extensive program for prevention of "convoy fatigue" and its bad effects. I hope very much that I might have a chance to show you what we are planning along this line, so that we can get the cooperation of you and all your men. I would particularly like the opportunity to have speakers talk to your men from time to time on certain subjects of great interest to them and are part of our large scale program of prevention. With kindest regards,

(Signed) Daniel Blain M. D.
Surgeon U. S. Public
Health Service.

NOTICE

The following brothers should stop in the office of the Secretary-Treasurer so that their records may be straightened out:
NATHAN MASHEEHOFF, No. 21732
FRANK GAGES No. 21976
GAINES D. HEDGES .. No. 22302
FRANK SAN JOSE COLLADO
No. 22459
ARTHUR R. SASSI No. 22501
DONALD M. LAINE ... No. 24176
WILLIAM D. WEISE ... No. 24178

REPORT FROM

Washington

By Matthew Dushane

MARCH 20, 1943

War Manpower Commission:

A meeting was called for last Tuesday, due to the CIO (NMU) Representative being sick it was held on Thursday, the Selective Service, WSA, WMC, and the SIU had representatives there—NMU representative did not show up.

Several angles of the directive were discussed, and particular discussion centered on the time that a seaman would be allowed ashore, I strongly protested the thirty day limit. Mr. McPherson called the meeting off, as he felt that they (WMC) needed more information from the medical profession on the time off that should be given to seamen in-between voyages.

Contacted Frank Fenton, AFL representative, on the Labor Policy Committee of the WMC and protested the action that is being taken by Mr. McPherson of the planning committee of the WMC. I feel that he is giving us the run-around on this problem—Fenton, myself and several other members of the AFL lodged a complaint to Mr. Appley of the Administrative staff and member of the commission, who has promised us that this question will be settled this coming week.

All other workers in all industries are given one day off per week which amounts to 52 days off per year, under selective service memorandum No. 182, a merchant seaman who was employed on a vessel for one year would only be entitled to 30 days off, certainly this is a legitimate objection on our part.

It seems to me that the other maritime unions in the field are not interested in this directive, as they have not had any representation on any of the meetings that were held, the NMU only appeared at one meeting, although they feel that the men should be entitled to more time off, they are not very insistent, on that or any other part of the directive that we feel is objectionable, and will tend to upset the morale of the seamen.

O. Banks, SIU Agent, Mobile, Reports:

Charles Turner, SIU patrolman, was ordered to appear for his physical and be inducted into the Army—Contacted Selective service and they have notified his local board that under their memorandum No. 182 (WMC Directive) seamen who are ashore working in administrative positions are to be given consideration as active seamen.

With the passage of HR. 133, seamen may now pay their back taxes for when they were employed on WSA ships, which will entitle them to the benefits of the Federal Old Age and Survivors Insurance (Section 209 of the Social Security Act, as amended).

WSA Legal Bulletin No. 31, Dated March 15, 1943, covers this which is as follows:

Quote: "Seamen may have worked as employees of the WSA or the U. S. Maritime Commission after September 30, 1941, without the employees tax being deducted from their wages. If such seamen desire retroactive coverage under HR. 133, arrangements may be made by the general agent, provided the individual seamen consent thereto, for the payment of the employer's and the employee's taxes with respect to wages paid during that period.

"In order to enable the seamen to secure the fullest possible benefits of the retroactive features of the new law, all general agents are instructed to deduct the employee's contributions from the seamen's wages unpaid on the date of the enactment of HR 133 into law, and also from all wages payable with respect to voyages uncompleted at the time." Unquote.

Seamen have several benefits under this law and I am of the opinion that they should pay the back taxes that were not deducted by the agent of the WSA.

Maritime War Emergency Board:

The regular monthly meeting of the Advisory Committee that was scheduled to be held on Wednesday, March 24th, 1943, proceeded as follows:

Meeting was called to order by Mr. Erich Nielson, secretary of the board and he stated that none of the board members were able to attend this meeting. All the unions objected to holding any meeting without any of the board members being present. They also demanded that the board submit in writing what, in the opinion of the board, is their jurisdiction.

Meeting was then adjourned, with the statement from the secretary that he would convey to the three board members that position taken by the unions.

The Thursday, March 25th, 1943 meeting was called to order by the Chairman of the Board, Mr. Edward Macauley. Dr. Frank Graham also was there. Dr. John R. Steelman was unable to attend.

Agenda consisted as follows:

1. Report of the Chairman.
2. Jurisdiction of the Advisory Committee.
3. War Risk Insurance.
4. Bonuses.

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Washington Report

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Point No. 1 of the Agenda:

All representatives were supplied with a statement in mimeograph by the Board as to their jurisdiction, and under the Chairman's report, discussion on their jurisdiction was held.

The Board claims that this is the first time that their decisions have been challenged by any union. The SUP and the SIU did not agree with the Board on this question as we have time and again submitted our opposition to their decisions and have constantly called for a Board meeting to discuss with the Board our objections to some of their decisions. Our objections are too numerous to mention here. The HQ of both the above respective organizations have copies of these objections in their files.

The Chairman of the Board emphatically stated that they are of the opinion that they can change any or all of the decisions any time that they feel that certain areas are no longer danger areas.

SUP and SIU representatives informed the Board that we are not in agreement with their interpretation as to their jurisdiction, and we insisted that they have no authority to change any decision, unless there has been a dispute, and the Board must hold a hearing and hear arguments from both the employers and the union before they have any authority to make a decision.

All the union representatives informed the board they were not in agreement with the Board on their interpretation of the Statement of Principles as to their jurisdiction. Upon a motion that was carried, the board's interpretation of their jurisdiction was tabled in order to proceed with the other business on hand.

Point No. 2 of the Agenda: Jurisdiction of the Advisory Committee:

It was brought out under discussion that in view of the fact that the board's jurisdiction was never agreed to by the members of the union, that the jurisdiction of the committee whatever it is could not be properly determined. After hours of discussion that was leading to no definite purpose, it was moved to recess for dinner and to reconvene at 8:15 P.M. When reconvened the meeting proceeded on the discussion of the 2nd Seamen's War Risk Insurance.

Point No. 3 of the Agenda: Seamen's War Risk Insurance:

All the representatives of the unions strenuously opposed the action taken by the board, in changing the decision on the 1st Seamen's War Risk Insurance policy. After hours of discussion the board has agreed to the following:

- (A) Allow 5 days for the unions to submit briefs on the 2nd War Risk Insurance.
- (B) To immediately give their consideration to the clause regarding a seaman's beneficiary, with the question of immediately changing it to conform with the first policy, wherein a seaman can name any beneficiary whom he pleases.
- (C) The Board is to give consideration to the recommendations that the unions have made, and redraft a new war risk policy, and before making any decision on the new policy, it will be submitted to all the signatories of the Statement of Principles, for their consideration and comments.

Point No. 4 of the Agenda, Bonuses:

As in the case of the 2nd Seamen's War Risk Insurance, the unions also strenuously objected to the arbitrary action taken by the Board in changing the port and area bonus decision.

Under discussion of the port and area bonuses, Joseph Curran, President of the NMU, stated that the position of his union was that they never were in favor of port or area bonuses . . . This is what the SIU and SUP have been contending ever since the unions tried to get their men some compensation for the risks that they have been taking in sailing the ships through dangerous waters, or entering dangerous ports or areas.

They have finally admitted through their mouthpiece why all the setbacks on the bonus disputes, wherein they never have, prior to the war, struck a ship for an increase in bonus. They were content to let the SIU and SUP carry the fight, and then cash in on the gains of other unions.

We all very well recall, the NMU accepting 25% when the other unions were getting a higher bonus, and as all the bonus rates increased, the NMU were always lagging behind and sailing the ships with their men getting less than the other unions. The statement made by Curran and entered into the record, now stands out as their position on the bonus, and the NMU officials misinformed their membership as to the position that they have been taking regarding the port and area bonuses.

It was the unanimous opinion of all the unions that the board should reconsider the latest decision on the port and area bonuses, and withdraw their latest decision, and restore the port and area bonuses prior to March 1st, 1943.

The consensus of opinion by the unions regarding the latest decision of the board on the port and area bonuses is that, they should be restored back to where they were prior to March 1st 1943.

The meeting adjourned close to midnight, with no assurance that they would make any changes in their latest decisions.

(Continued on Page 4)

DO NOT SHIP.

ERIK VOSS
J. A. SMITHWICK
VAN BUREN
HENRY BERTEL
RAYMOND GUZMAN
WILLIAM F. MEANEY,
P. 7696

BULLETIN!

Crew members of the following vessels can collect Russian Government bonus checks at Amtorg Corporation offices, 210 Madison Ave., New York:

SS DYNASTIC
SS SCOHARIE
SS GATEWAY CITY

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICAN ATLANTIC and GULF DISTRICT

Secretary-Treasurer's Office

ROOM 213—2 STONE STREET, NEW YORK CITY
P.O. Box 25, Station F. Phone Bowling Green 9-8348

Directory of Branches

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FT. LAUDERDALE	2021 S. Federal Highway	

Coast Guard's New Rulings

(Continued from Page 1)

TITLE 46—SHIPPING

CHAPTER II—COAST GUARD: INSPECTION AND NAVIGATION
PART 136—"A" MARTIME INVESTIGATION BOARD RULES

TEMPORARY WARTIME RULES GOVERNING INVESTIGATIONS OF ACCIDENTS AND CASUALTIES¹

By virtue of the authority vested in me by section 4450, R.S., as amended (46 U.S.C. 239), and Executive Order No. 9083, dated February 28, 1942 (7 F.R. 1609), the temporary wartime rules and regulations governing investigations of accidents and casualties are amended as follows:

Section 136.103 (a) is amended by changing the last two sentences thereof to read as follows:

§ 136.103 NOTICE OF CASUALTY AND VOYAGE RECORDS. (a) * * * The master owner, charterer, or agent of any vessel involved in a marine casualty, in addition to the notice required by this section, shall, as soon as practicable after the occurrence of the casualty, prepare and file an original and three copies of a report of such casualty on Coast Guard Form NCG 2692 with the District Coast Guard Officer of the district in which the casualty occurred or in which the vessel first arrives after such casualty. A report of personal accident not involving death shall be made on Coast Guard Form NCG 924 (e).

Section 136.104 is amended to read as follows:

§ 136.104 PRELIMINARY INVESTIGATIONS. (a) As soon as possible after receiving notice of a marine casualty, other than a casualty resulting from enemy action, the District Coast Guard Officer in whose jurisdiction the casualty occurs, or in cases involving casualties occurring on the high seas, to whose jurisdiction the personnel of the vessel or vessels involved first return shall cause a preliminary investigation of such casualty to be made.

(b) The preliminary investigations will be conducted by examining officers designated by the District Coast Guard Officer. Such examining officers shall have the power to administer oaths, subpoena witnesses, require persons having knowledge of the subject matter of the investigation to answer questionnaires, and require the production of relevant books,

papers, documents, and other records.

(c) At the conclusion of the investigation, the District Coast Guard Officer shall submit to Headquarters a full and complete report of all the facts and circumstances relating to the casualty or accident together with such recommendations for subsequent action as he deems proper. This report is in addition to action taken under § 136.106 to suspend or revoke licenses or certificates.

(d) The District Coast Guard Officer shall designate examining officers who shall conduct preliminary investigations of complaints made, in any case not involving a marine casualty or accident, against a licensed officer or holder of a certificate of service or efficiency charging him with any act of incompetency or misconduct while acting under the authority of his license or certificate, or with any act in violation of the provisions of sections 170, 214, 215, 222, 224, 224a, 226, 228-234, 240, 361, 362, 364, 371-373, 375-382, 384, 385, 391, 391a, 392, 393, 399, 400, 402-416, 435-440, 451-453, 460-463, 464, 467, 470-481, 482, or 489-498 of Title 46 of the United States Code or of any regulations issued thereunder for the purpose of determining whether reasonable basis exists for the institution of proceedings for the revocation or suspension of the license or certificate. In the conduct of preliminary investigations hereunder, such officers shall have the power to administer oaths, subpoena witnesses, require persons having knowledge of the subject matter of the investigation to answer questionnaires, and require the production of relevant books, papers, documents, and other records.

(e) In every preliminary investigation of a complaint as provided in paragraph (d) of this section, the examining officer conducting such investigation shall, where the licensed officer or holder of a certificate of service or efficiency whose conduct is being investigated is available, advise such person informally of the substance of the complaint against him and afford him an opportunity at that time to make such comment in refutation of such complaint as he may desire.

Section 156.108 is amended to read as follows:

§ 136.106 SUSPENSION OR REVOCATION PROCEEDINGS. (a) Suspension or revocation proceedings shall be instituted by an examin-

ing officer in any case in which it appears, as a result of any preliminary investigation made under paragraphs (a) or (d) of § 136.104, or otherwise, that there are reasonable grounds to believe that a licensed officer or holder of a certificate of service is incompetent or has been guilty of misbehavior, negligence, or unskillfulness or has endangered life or has wilfully violated any of the provisions of sections 170, 214, 215, 222, 224, 224a, 226, 228-234, 239, 240, 361, 362, 364, 371-373, 375-382, 384, 385, 391, 391a, 392, 393, 399, 400, 402-416, 435-440, 451-452, 460-463, 464, 467, 470-481, 482, or 489-498 of Title 46 of the United States Code or any of the regulations issued thereunder.

(b) To institute such proceedings the examining officer shall prepare charges and specifications against such person, fix the time and place of hearing, summon the person charged and subpoena witnesses, and transmit the case for hearing by a hearing officer.

(c) The District Coast Guard Officer shall designate hearing officers who will conduct the hearings provided for in this section. No case shall be heard by any officer or employee who participated in the preliminary investigation thereof.

(d) A notice of the time and place of hearing and a copy of the charges and specifications shall be served upon the person charged either by personal service or by registered mail with return receipt required, sufficiently in advance of the time set to give the such person a reasonable opportunity to prepare his defense. When personal service is made upon the person charged, the officer or employee making service shall exhibit the original of the notice to the person charged, read it to such person if he cannot read, and give him a copy thereof and of the charges and specifications.

(e) The hearing officer shall open the hearing at the time and place specified in the notice, administer all necessary oaths, cause a complete record of the proceedings to be kept, regulate and conduct the hearing in such a manner as to bring out all the relevant and material facts, and insure the accused a fair and impartial hearing on the charges made against him. The examining officer shall aid in the orderly presentation of

(Continued on Page 4)

¹ 7 F.R. 6778, 10866; 8 F.R. 550.

Washington Report Coast Guard's New Rulings

(Continued from Page 3)

House Merchant Marine Subcommittee:

Are holding hearings regarding excessive profits made by the ship-owners. It was brought out that in the year of 1941, (this is the year that we had all the bonus disputes with the operators) that 81 privately owned vessels received the amount of \$31,264,880 out of Lend-Lease funds for 90 voyages to the Red Sea, of which \$26,874,176 represented profits.

The spokesmen for the companies involved, stated that they are not going to give any of this money back to the government, as they feel that they are entitled to this profit for the risks that they incurred in sending their ships to the Red Sea. How well we recall their wails when we complained about the risks that the seamen took, and their continual howls regarding the Lend-Lease cargo that we were carrying and that we were obstructing the defense of the U. S.

The American Hawaiian Steamship Co. paid their stockholders a 50% dividend during that period. This was the company that threatened to sue the SUP when the crews of their ships struck for a more equitable bonus in the port of New York. Wonder if the members of the MWEB have read these releases.

Federal Register:

Under date of March 20th, 1943, the register contains all the latest bonus decisions, and other very interesting WSA orders. Advise all seamen to write to the government printing office for a copy. They cost 10c apiece.

The WSA is supplying insurance policies for the seamen and the fishermen. The policy that covers the seamen under the second War Risk Insurance is carried by the WSA. It is interesting to note what position they have taken regarding the seamen who are carrying the supplies to the armed forces and the United Nations, and the great ballyhoo that they are giving the press regarding the courage of the seamen, and the medals that Rear Admiral Emory S. Land has approved. It is great stuff. Now let's check and see what they think of a seaman as far as their future is concerned if they are permanently disabled.

On pages No. 3448 and 3449 they have a scale for the compensation of disability of fishermen, and on page No. 3458, they have a scale for the compensation paid a seamen for disability.

I'll quote these two scales:

FISHERMEN:	SEAMEN:
Hand 50%	Hand 50%
Arm 65%	Arm 65%
Foot 50%	Foot 40%
Leg 65%	Leg 65%
Eye 45%	Eye 35%
Total destroyed hearing... 50%	Thumb 15%

A fisherman received 45% for the loss of his eye, while a seaman only receives 35% for the loss of his eye.

Total disability for the fisherman and the seaman is \$5000. The seaman and fisherman have always fought legislation wherein they would come under the U. S. Longshoremen and Harbor Workers compensation Act, as they felt that the total claim for disability was too low (\$7,500).

It now seems that the WSA is paving the way to get some new Act to cover the seamen, under the terms of the WSA policy, which is lower than the Longshoreman's Act. The WSA policy is for \$5000 for fishermen and seamen.

The Maritime War Emergency Board has ruled that a seaman may take out additional insurance, above \$5000 if they wish, however, the WSA are the ones who insure the seamen and on page No. 3446 of Federal Register dated March 20th, 1943, it states:

Quote. "Crew Individual War Risk Insurance does not include injury, disability, illness and covers only loss of life, unless otherwise agreed." Unquote.

All seamen who take out any additional insurance should be on their guard and see that this additional insurance is made out to cover disability, illness, etc.

From all indications, the WSA has the squeeze on the maritime unions and when this present war is over, there will be no doubt be a move by the WSA to use the old line that the Maritime Commission has used in the past that as they are a government agency, and that they cannot sign any contract.

As the biggest majority of ships afloat will be WSA ships, we will in some instances have contracts with a company that have no ships of their own. This will probably lead to a strike and the WSA will play the role that the shipping Board played after the last war, supplying the links to sail the ships.

War Manpower Commission:

A meeting was scheduled for this past week, but it has been postponed until Monday, March 29th, 1943. They are probably waiting for the West Coast representatives to leave Washington before calling this meeting.

(Continued from Page 3)

evidence and may examine and cross-examine witnesses and introduce documentary evidence into the record. *The person charged shall have the right to have counsel present at the hearing and shall be permitted to call, examine and cross-examine witnesses and to introduce relevant documentary evidence into the record. Any witness may, if he so desires, have personal counsel present during the time he is being examined to advise him as to his rights, privileges, and immunities under the Constitution, but such counsel may not otherwise participate in the hearing.*

(f) The hearing officer shall have power either on his own motion or upon the request of the person charged to issue subpoenas summoning witnesses or requiring the production of any relevant books, papers, documents, or other evidence.

(g) In any case in which the person charged, after having been duly served with notice of a hearing fails to appear, a notation to that effect shall be made in the record and the hearing shall proceed.

(h) At the conclusion of the hearing the hearing officer shall make an appropriate decision, based upon the evidence adduced at the hearing as to the guilt or innocence of the person charged. *In the event the person charged is found guilty, the hearing officer shall issue and serve upon the accused an appropriate order suspending or revoking his license or certificate. Such order shall be effective immediately, and the license or certificate of service or efficiency so revoked or suspended shall be immediately surrendered. In the absence of appeal as provided in §136.107, the findings and decision of the hearing officer shall be final and shall be binding on the person charged for all purposes.*

Section 136.107 is amended to read as follows:

§ 136.107 APPEAL. (a) Any person whose license or certificate of service or efficiency is revoked or suspended may, within 30 days after the decision of the hearing officer, take an appeal to the District Coast Guard Officer of the district in which the hearing was held. Every appeal shall be typewritten or written in a legible hand and shall set forth as briefly as possible the name of the appellant, the nature of the charge, the name of the hearing officer who made the decision, the substance of the decision, and a statement of each separate ground for such appeal.

(b) *The District Coast Guard Officer on appeal may affirm, reverse, or modify the decision of the hearing officer or remand the case for further hearing. The District Coast Guard Officer will not consider evidence which is not a part of the record of the hearing and will not consider any ground of appeal which is not specified by the accused. The decision of the District Coast Guard Officer on appeal will be in writing and will contain his findings and conclusions. The decision of the District Coast Guard Officer on appeal shall be final and shall be binding on the parties for all purposes.*

(c) *A transcript of the record before the hearing officer shall be made available to any person whose license or certificate is revoked or suspended for the purpose of making an appeal pursuant to the provisions of this section.*

(d) *Any person whose license or certificate is revoked or suspended and who intends to appeal from the decision of revocation or suspension may file with the hearing officer a request for a temporary license or certificate valid during the pendency of the appeal. Such temporary license or certificate may be issued in the discretion of the hearing officer or of the District Coast Guard Officer. Each such temporary license or certificate shall contain such terms and conditions as the issuing officer may prescribe and shall contain a definite expiration date fixed by the issuing officer which date, however, may be extended from time to time by the issuing officer.*

Section 136.109 (a) is amended to read as follows:

§ 136.109 DISCLOSURE OF RECORDS. (a) No reports of investigations or records of proceedings or any information relating thereto shall be open to public inspection or otherwise disclosed, except as may be authorized by the Commandant.

(R.S. 4450, as amended 46 U.S.C. 239; E.O. 8976, 9083, 6 F.R. 6441, 7 F.R. 1609)

R. R. WAESCHE,
Commandant.
FEBRUARY 16, 1943.
(F.R. Doc. 43-2590; Filed, February 17, 1943; 9:54 a.m.)

Lundeberg's Reply To Well Paid U.S.S. Director

(Continued from Page 1)

you hatched along with other so-called social workers to maintain and continue the United Seamen's Service after the War. No doubt you would like to have that \$15,000. a year continue indefinitely after the war, but let me tell you this: The membership of the Sailors' Union of the Pacific and the seafarers' International Union of North America, affiliated with the A. F. of L. are definitely opposed to your program. I take orders from the membership and we are of the opinion that you and your associates, together with the ship-owners, would like to establish this permanently so you can substitute a lot of charity outfits for a good union—along the lines of the old seamen's "institutes," which seamen have had such sad experience with.

I am printing this in our official paper and again I would like to suggest to you that you publicize your financial statement—both income and expenditures.

Very truly yours,
HARRY LUNDEBERG,
President
Sailors' Union of the Pacific
Secretary-Treasurer

SIU Member Decorated For Heroism At Sea

(Continued from Page 1)

CITATION:

For extraordinary heroism under unusual hazards.

His ship was traveling in a convoy which, due to extremely heavy seas and winds of gale force, had become scattered. Near midnight a torpedo struck and the ship sank rapidly. Alm, with about forty of his shipmates, managed to clear the ship in a lifeboat, but the seas were too great for the heavily-laden boat which swamped and capsized. A number of the men who were thrown into the icy waters managed to cling to the overturned hull, but during the night the seas washed the exhausted men off, one

by one, until only he and four others remained. The seas continued to build up, and first one and then another of Alm's four companions was washed off, but, by feats of courage and strength, he hauled them back onto the upturned boat. At dawn a rescue corvette appeared and, with great difficulty, was maneuvered alongside. Lines were thrown to the overturned boat and the carpenter secured them around the shoulders of each man in succession until all were hauled to the deck of the rescue ship. Another line was thrown to Alm, but his efforts in rescuing the others seemed to have exhausted his strength and he fell into the sea between the lifeboat and the corvette. Although crushed several times against the side of the corvette by the heaving lifeboat, he managed, by supreme effort, to secure a line around himself and was hauled unconscious to the ship's deck.

His magnificent courage and disregard of his own safety in saving the lives of his shipmates constitute a degree of heroism which will be an enduring inspiration to seamen of the United States Merchant Marine everywhere.

For the President
(Sgd.) EMORY SCOTT LAND
Chairman

PERSONALS

GASTON SMITH, No. Gulf-322
Please contact your home as your people are worried about you.

JAMES MORRISON, No. 2995
Please contact your mother.

ARTHUR A. CHRISMAN, Jr.
Your Union book has been found. Apply for it in room 213 at 2 Stone Street.

ROBERT C. DIAMOND
Contact your daughter, La Verne Diamond, phone Riverside, Cal., 6552-J.