



SEAFARERS LOG

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



Vol. VI.

NEW YORK, N. Y., FRIDAY, JUNE 30, 1944

No. 18

Harry Bridges No Hero To This CIO Union

HOT SPRINGS, Ark. — Harry Bridges is no hero to some of his fellow CIO members.

The CIO Aluminum Workers Union, meeting here, adopted a resolution demanding the removal of Bridges as CIO California Director, charging him with supporting "every reactionary movement by anti-labor forces in this country." Among specific counts cited against him were endorsements of labor conscription, support for Sewell Avery's stand in the Montgomery Ward case and other actions to the detriment of organized labor."

NMU Again Exposed By Overtime Plea Before War Labor Board

WASHINGTON, D. C., June 28—Associated Press reported here yesterday that the National Maritime Union (CIO) was striving to gain overtime for their members for work performed after 5 P.M. and before 8 A.M., as well as added overtime rates for work on cargo such as is termed "longshore work" performed by crews, for which the NMU contracts have had the lowest rates in the industry.

They are making their begging appeal before the National War Labor Board in an attempt to gain these concessions under the cry for "stabilization" of contracts in the industry. And their cry is desperate even though they have pulled a so-called "brave front" before the Govern-

ment officials.

However, it is said here that they are attempting to use a Government Board to gain what they were unable to gain from the shipowners by the use of economic strength. They have, it is declared, consistently connived to pull this and work up a Government-controlled "labor front" which would hand over to them lock-stock-and-barrel control of the seamen.

NMU Will Fail

The opinion here is that they will fail because the seamen themselves are in opposition to such maneuvers, despite the fact that the NMU officials have some of the power of the shipowners behind them.

Shipping and Government circles here recall the fact that the NMU's efforts in the direction of bringing the seamen all under their so-called "union" have been exposed and halted numerous times by the Seafarers International Union and the Sailors

Union of the Pacific, (AFL).

One of the recent exposures of the NMU's wheedling attempts to gain the conditions and wages and overtime rates pioneered for and won by the SIU came about when the NMU—under "No-Coffee-Time" Joe Curran—made a demand for the SUP-SIU conditions during the NMU convention in July, 1943.

Barrage Of Propaganda

The exposure of this so incensed the NMU officials that they loosed a barrage of propaganda against the SIU which was calculated to wreck the A F of L Unions in the marine industry.

However, the truth stood out and was again exposed by the SIU in the Jan. 7, 1944 issue of the *Seafarers Log*. Again, came indignant denials from the NMU's officials, since the SIU came out a comparison of the terms of the two agreements and the overtime rates paid under the respective contracts.

(Continued on Page 3)

Streamlined Transports For Pacific

WILMINGTON, Calif., June 26 —Vice-Admiral Howard L. Vickery told workers at the California Shipbuilding Corporation today that the new type streamlined transports on which they are working are all for use in the Pacific theater, and that "there is no program more vital to the war," according to the Associated Press.

Calship has launched two of the vessels of which he spoke, it became known. They are a conversion of the Victory freighter, 455 feet long and of 10,500 dead-weight tons. Details of armament, speed and capacity are restricted.

Admiral Vickery, vice-chairman of the United States Maritime Commission, told the workers the "present program gives you full assurance of jobs" at least until July, 1945, no matter how the war develops. After that, he said, the various yards will be weighed against each other on an efficiency basis.

Life-Raft Hearing Set In Washington

The Coast Guard's Merchant Marine Council has set July 18 as the date for a public hearing as to the suitability of various types of improved life-rafts for merchant ships. The hearing is to be held in the Coast Guard Building, 13th Street and Pennsylvania Avenue, Washington, D. C., at 9:30 A.M.

Matthew Dushane, Washington Representative for the SIU will offer testimony at the hearing.

The Journal of Commerce

AND COMMERCIAL
ESTABLISHED 1827—83 PARK ROW, NEW YORK (19)

WEDNESDAY JUNE 28, 1944

Ask Overtime Pay For All Seamen

WASHINGTON, June 27 (AP).—Spokesmen for the CIO Maritime Union urged War Labor Board approval today of an overtime provision recommended by a special panel for East and Gulf Coast unlicensed seamen which, ship operators contended, would cost the Government \$11,000,000 annually.

Arguing that additional work and night hours made the request a reasonable one, union officials asked that seamen be paid overtime after 5 P. M. and before 4 A. M. when a ship is working cargo at dock.

Forty per cent of the nation's unlicensed seamen, in addition to certain classifications of licensed seamen, now are benefiting from such a provision, the union said, and added that since the majority of those being so paid are working out of West Coast ports it would be in the interest of industry standardization to pay similar overtime to East and Gulf Coast workers.

John J. Burns, counsel for 23 Atlantic and Gulf Coast ship companies with which the union is endeavoring to conclude a contract, disputed the labor dock-work contentions of the union, claimed that the work actually was easier and said that if a seaman were confined to a ship at night he was free to go ashore in the day.

Burns said that to pay the overtime because West Coast workers get it would be to argue that "two wrongs make a right."

The union asked approval also of a recommendation that the union and ship owners negotiate manning scales (the number of crewmen needed on a ship). The owners contended that was a matter for the Government to decide.

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New MWEB Meeting

The minutes of the meetings of the Maritime War Emergency Board for May 23, and June 6, are very clear as to the position of the Seafarers International Union and the Sailors Union of the Pacific inasmuch as the SIU-SUP submitted concrete proposals pertaining to the restoration of the recent cuts in the bonuses. The Union's stand was supported by the Masters, Mates and Pilots National Organization.

However, on the advice of Judge Joseph Padway, chief legal counsel for the A F of L, the representatives of the SIU-SUP, Brothers John Hawk, Morris Weisberger and Matthew Dushane, Washington Representative, are attending the June 30 meeting of the Maritime War Emergency Board to protect the interests of the membership and all seamen on the question of the bonuses.

The call for the meeting which was

submitted to the Union follows in full:

"Maritime War Emergency Board
Washington, D. C.

"To All Parties Signatory To the
Statement of Principles:

"Many of the Parties Signatory have made recommendations and suggestions with regard to matters involving war bonuses and war risk and having requested further discussion with and consideration by the Board with respect thereto, a meeting of the Parties Signatory is hereby called for this purpose, on Friday, June 30, 1944, at 2 P.M., Department of Commerce Building, Washington, D. C.

"By Direction of the
Maritime War Emergency Board
Signed: Erich Nielsen

"Dated: June 21, 1944."

Further developments will be published in future issues of the LOG.

More Oil Allotted

SEAFARERS LOG

Published by the
SEAFARERS' INTERNATIONAL UNION
OF NORTH AMERICA
Atlantic and Gulf District

Affiliated with the American Federation of Labor

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- JOHN HAWK** - - - - - *Secy-Treas.*
P. O. Box 25, Station P., New York City
- MATTHEW DUSHANE** - - - *Washington Rep.*
424 5th Street, N. W., Washington, D. C.

Directory of Branches

BRANCH	ADDRESS	PHONE
NEW YORK (4)	2 Stone St.	Bowling Green 9-3437
BOSTON (10)	330 Atlantic Ave.	Liberty 4057
BALTIMORE (2)	14 North Gay St.	Calvert 4539
PHILADELPHIA	6 North 6th St.	Lombard 7651
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TAMPA	423 East Platt St.	Tampa MM-1323
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SAN JUAN, P.R.	45 Ponce de Leon	San Juan 1885
Puerto Rico	219 20th Street	Galveston 2-8043
GALVESTON		

PUBLICATION OFFICE:

Room 213, 2 Stone Street
New York City (4) Bowling Green 9-8346



On Better Union Halls

One of the things for which the AFL maritime unions fought so strenuously was the right to have their own hiring halls; their own system for the shipping of men to ships under union contract. The hiring hall was considered throughout the early days of organization as one of the fundamental principles of maritime unionism because only through a dispatching system under direct supervision of union members could the unfair hiring practices prevailing in the industry be supervised and eradicated.

Not only in principle, but in its physical aspects the hiring hall should be considered important. The hiring hall, being the core of the union organization, should be a source of pride and afford comfort and efficiency.

An unfortunate example of crowding and trying to make outmoded quarters serve needs that were sufficient several years ago, is the old hiring hall at 2 Stone Street in New York. In the summer time it was like a Turkish Bath and during job calls on the hour it was like trying to get across 42nd Street on New Years Eve.

The dispatchers wore out their voices every day trying to be heard in the hub-bub. It was as out-of-date as the building that housed it; one of lower New York's ancient landmarks that was some stuff back in the horse car days.

The new hall at 51 Beaver Street will make the old quarters look like a jerk-water waiting room in the main foyer of Grand Central. Besides being roomy it will have other conveniences that will make the waiting before shipping out a pleasure instead of a pain in the neck.

The chance of a new Hall in New York is little more than a stroke of luck. Months of futile hunting preceded it. Landlords upped their noses at renting to a union—the idea didn't sit well in reactionary stomachs. Where space was available safety regulations and the refusal of landlords to make alterations made rental impossible.

There is only one solution to the problem of acquiring adequate hiring halls—outright purchase and ownership by the union.

To accomplish this vote YES on the resolutions calling for a building assessment and for the buying of Union halls in Tampa and New York!

WHAT'S DOING

Around the Ports

NEW YORK

Shipping continues slow here and it appears it will be another week or so before it returns to normal, so if any of you fellows in other ports have intentions of coming up to ship from New York, don't do it, as it will take you a little while to get out. We'll pass the word along when shipping picks up.

The pay-offs in this Port are running smoother now than they were a short while back due to the fact the Seafarers are getting a name for being tough on free-loaders and performers.

This is the way it should be so that rather than have your Patrolman waste his time beefing with a phoney free-loader or a gashound, he can give full attention to the members' beefs at pay-off time.

Patrolmen Goffin and Hart are still talking about the pay-off of the John J. LaFarge of the American Range and Liberty Line here the other day. They claim that, in all the time they have been picarding in this Port, this is one of the cleanest pay-offs they have ever attended.

Credit should be given to the three Delegates of that ship—Bob O'Toole, No. 24304, Deck; Guy Mayle, No. 21157, Engine; and C. Macomber, No. 22087, Steward. These fellows brought their ship back in tip-top shape and in such a condition that it is a credit not only to them, but to the whole crew. Here's hoping for more just like that one.

I attended a meeting with Brother Hawk and Volpian along with the shipowners on the Junior Engineers question recently. This beef has been submitted to Washington and it will probably be several weeks before a disposition is made of it. It will be to our benefit if in some manner, we could get control of the Juniors Jobs on our contracted vessels, for they really come under the contracts.

The WSA now has a phoney set-up wherein they place so-called "Trainees" on board vessels as Junior Engineers, although they have made no sea time previously. They only have to make 3 months then they are able to set for their license. The usual run of these Juniors, as far as ability is concerned, is not so hot.

No doubt, our own members who have had a greater amount of experience on ships would be far more efficient in this rating. Not only that, but all men who ship in the Black Gang know that the unlicensed Juniors job is, without a question, the best job in the Engine Department. We maintain the position that, due to the fact that we have contracts with various companies calling for supplying all unlicensed men, we have jurisdiction over those jobs.

New York Branch's system of shipping stewards "rotary style" off the board, the same as all other ratings met with a little opposition the past 2 weeks when two companies made a beef about it. The companies claim it is a violation of contract. This is not

so, as our contracts, in all cases, specifically state that the companies have the right to hire these ratings, providing they are union clear.

The membership in this Branch has taken a firm stand on this matter and passed a unanimous resolution Monday evening that, any man who registers in the company's office for a job, rather than on the shipping list as he should, is automatically in bad standing. This answers the question very easily and in the future, we expect no more difficulty in this matter. This is really a break for men who ship in the "Key" positions, Stewards, etc., as it gives them the opportunity which they should have, "rotary style" shipping.

This also should make for much better relations on board ships between the Chief Steward and crews as we have found from bitter experience that 99 out of 100 times when a ship comes in hungry as hell and lousy all through the Stewards Department, that the Chief Steward is either an outright company stooge or some WSA trip card man pushed through at the last minute by the company. We regard this as a real accomplishment for our Organization to hire these men "off the Board," and we intend keeping it as is!

PAUL HALL

NEW ORLEANS

Things going pretty good in this port. Shipping is good, a number of trip cards going out each week, mostly OS and Messmen.

Still having a few headaches with the Moran Towing Co. here, but that is due to the fact that the Skippers and Chief Engineers think they can put who they want on these tubs. But no can do.

Moved into the new hall and had a house-warming on June 3, which was enjoyed by all who attended it. Several of the Brothers out of this port have

gotten their licenses and are working on them now. Good luck Brothers.

Fraternally,
L. J. (Baldy) Bollinger,
Agent

MOBILE

Well brothers I have just been reading one of the damndist pieces of exaggerations that I have ever had the pleasure of looking at. In the scandal sheet known as the PILE-IT the official organ for the front organization called the National Maritime Union, dated June 2nd, 1944.

In the Mobile column comrade Mack Hankins states the biggest and most impressive celebration ever held on maritime day took place in Mobile on that day, May 22nd, 1944, he further stated that "all civic organizations took part in the celebrations and that the NMU was the only maritime union in the parade, BUT despite the SIU officials, many SIU Rank and File joined with us in the celebrations." There was only one Colored messboy that took part in the parade and he was so far in arrears that he is a suspended member from the SIU under the terms of the SIU constitution.

Members Decide

Now for the benefit of comrade Mack Hankins and everybody else that is interested and to keep the records straight; this is exactly what transpired relative to this maritime day celebration, as Comrade Hankins speaks about: As the Agent for the SIU in this port on May the 15th, 1944, I reported to the membership meeting that all the civic organizations in this port were going to take part in this maritime day celebration and they expected the SIU to take an active part in it also. This celebration and parade business was discussed very democratically by all the members present, and the opinion and the final decision of the membership was that we as far as this or-

(Continued on Page 3)

MONEY DUE

SS SCHOHARIE—Money payable at South Atlantic Line Company office to E. Goulding, Chief Cook; A. Watson, Mess Man; \$35 to each man, 200 extra meals.

SS JOHN W. GATES: Albert E. Minzghor, Carpenter, 9½ hrs; Gustave S. Carlson, Bos'n, 10 hrs; Sethuel A. Letson, OS, 1 hr; Einar H. Kalsnes, AB, 17½ hrs; Lyder K. Strommen, AB, 16½ hrs; Richard A. Wilson, AB, 15 hrs; William H. Jones, AB, 15 hrs; A. Harms, Oiler, 20 hrs; E. Taylor, Oiler, 24 hrs.

SS RICHARD BASSETT: E. Knickbocker, Carpenter, 21 hrs; J. Matheson, Bos'n, 17 hrs.

SS MARJORIE: The following men have one hour overtime at \$1.10 coming. Collect at Bull Line Office — J. Prats, J. Gonzalez, J. West, E. Leite, A. Gon-

zalez, Luciano, B. Goodman, P. Como, Fernandez.

SS ARTHUR M. HUDDALL: Robert P. Jackson has 50 hours coming. Collect at Bull Line office.

SS WARD HUNT: Orpha Johnson, Crew Mess, 29 hrs; Lawrence W. Keith, Utility, 29 hrs. Money is payable at Bull Line Office.

JULIAN POYDRIAS: Wm. Gentry, 1 hr., Chief Cook; Jas. Moyer, Crew Mess; B. Spencer, Saloon Mess; D. Bryant, Utility, Division of Utility wages for 22 days; J. Saffel, Utility, G. Moyer, Mess, Division Utility wages for 23 days; F. O. Bryant, 6 hrs; T. Jarboe, Galley Utility, B. Spencer, J. Moyer, each 10½ hrs for dumping garbage. Collect at Waterman Steamship Company office.

Around the Ports

MOBILE

(Continued from Page 2)

ganization was concerned did not have anything to parade about on that day. For it was decided:

"(1) That Maritime Day is and has always been a shipowners' holiday.

"(2) On April 1st, 1944, the WSA, who, after all is said and done, are nothing more or less than the ship owners: Through their hatchet machine the MWEB cut the Seamen war bonus without any provocation whatsoever, which swindled the Seamen out of practically half of their earnings."

Shipowner's Holiday

So, therefore, the membership of this organization could not subscribe to the reason of parading on the shipowners' holiday who wrap themselves up in the American flag for the purpose of chiseling on the poor Seamen, and still get publicity. The Rank and File themselves took that stand for the benefit of comrade Hankins.

Of course the Rank and File of the NMU no doubt did not have the privilege of discussing the merits of the case, they no doubt just got the orders to dance the jig from the powers that be and they had to dance.

In the Seafarers International Union of NA, if the membership wants to parade on any holiday they can go on record for it and go ahead and parade, and if they do not want to parade that's their business and if they don't want to parade that is the procedure of the SIU. We are not parading for shipowners who want the seamen that sail their ships, for them to accumulate billions of dollars while sitting behind their desks in their swivel chairs, or joining them in parading the town on their holiday, subsequent to pulling one of the most vicious under-handed back stabbing deals in the history of the maritime industry, is any legitimate cause for the Seamen to do it.

NMU's Check-Off

And if Comrade Hankins or any other fellow traveller thinks that just because one messboy that is so far in arrears in the SIU to become a suspended member, gets up on a truck on Maritime Day with the NMU banner on it and parades the town, is going to cause a repercussion in the SIU, he has another think coming.

If Comrade Hankins and all the Commie stooges and fellow travellers of the NMU would concentrate their activity on promoting the Seamen's welfare instead of

trying to hog all the publicity, they would not have to worry about the checkoff system to keep their members together, talking about repercussion brother, when a Union has to institute the checkoff method, then they really got repercussion. So until the next shipowners holiday, just keep her in the Channel.

OLDEN BANKS, Agent

NOTICE

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.

When any agent or patrolman requests a member's book to be sent from the headquarters office to one of the ports please state the date the member joined and the port he joined at. This will simplify the mailing procedure.

Barnwell Petermann, No. 31154 Please come to headquarters office, Room 213, 2 Stone Street, New York, N. Y.

NMU Again Exposed By Overtime Plea Before War Labor Board

(Continued from Page 1)

Portions of the article accompanying the comparison of agreements which was published under the heading, "The Fakers Are Exposed," follow:

NMU Lacks Strength

"To this end they have maneuvered and connived with the politicians in Washington and with certain officials of the WSA as well as with some of the shipowners!

"In order to do this, however, the NMU officials and the Stalinists have tried to introduce the "check-off" of union dues from their membership. Note demands in Pilot. This is one of their greatest confessions of weakness. They have no real union strength because no sentiment for unionism remains within their ranks.

SIU Agreements Protect Members

"On the other hand the SIU's agreements fully protect their members. The rules as shown by the tables herewith provide many conditions in the industry that the fast-failing NMU has never been able to obtain.

"And through their failure to gain conditions of overtime for

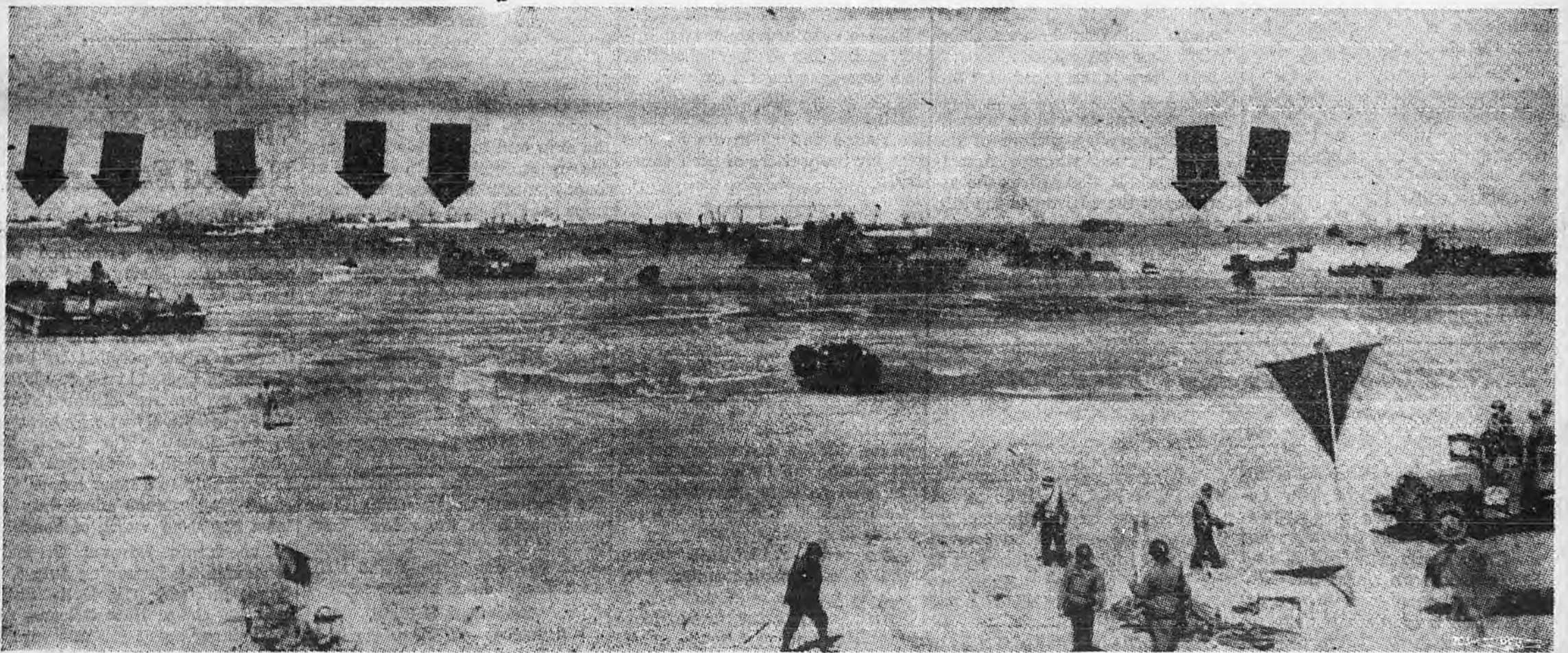
the seamen they have put millions into the pockets of the shipowners in unpaid overtime; as well as countless more millions into the shipowners' coffers through lower wage scales—and therefore lower war bonuses. Further they have saved the operators other millions through lack of job conditions on ships under contract to the NMU.

Overtime Principle

"And in passing it might be said that while Curran and his misfit outfit have blasted the old ISU, the ISU as far back as the year 1920 had conditions which the NMU has never been able to approach. For the working rules of an ISU agreement of 1920-21 provided overtime for OT hours, weekends and holidays at the overtime rate. Here's an example:

"5. While vessel is in port and members of the engine room department are standing donkey watch, no work shall be performed which is not part of their regular duties; between the hours of 5 p.m. and 8 a.m. or vessel is working cargo or solid ballast, extra compensation to be paid at

(Continued on Page 4)



STANDARD FORM NO. 14
APPROVED BY THE PRESIDENT
MARCH 10, 1926

TELEGRAM

Official Business — Government Rates

XA 723 19 WASHINGTON D C 14

The following cable from London tells a story of direct interest to every man and woman whose war job is connected in any way with the construction or operation of our American Merchant Fleet—

W A 151 J B 52 P 49 86 435P 14 VIA CIAL

WSA Press Corps Washington D C

Hundreds American Liberty ships form backbone supply lines to beachheads. First supply convoy Normandy Coast all Liberties. Some English ports packed with them. Channel has become Liberty Ship Lane. Every U. S. Shipyard represented in unending procession. Supply ships manned by U. S. Merchant Marine officers and men carrying troops and materiel. Seamen, soldiers, stevedores, Navy landing barge crews working in teams unloading. WSA played important but silent part in pre-invasion preparations.

signed—DONOGUE—WSA

Our fighters can't have too much at the beachheads. Let's keep giving them all we've got!

E. S. LAND,
CHAIRMAN—U. S. MARITIME COMMISSION

From U. S. MARITIME COMMISSION

Bureau OFFICE OF THE CHAIRMAN

Chg. Appropriation

NMU Again Exposed By Overtime Plea Before War Labor Board

(Continued from Page 3)
the overtime rate. When cargo winches and engine room auxiliaries, other than feed pumps or injectors, are being used an oiler, water tender or engineer will also be on watch. On steamers not carrying a donkeyman, the work to be performed by a fireman.

"6. No unlicensed employee in the engine department shall go on watch unless he shall have had six hours off duty immediately preceding the setting of watches. If sea watches are set at 12 midnight, the unlicensed employees in the engine department, required for the first watch, shall not be worked later than the previous noon.

AFL Pioneered Conditions

"The AFL unions are the only group which have lived up to the aims of these pioneers of marine unionism. The NMUers and the Stalinists for all their high-powered blasting and propaganda have never been able to equal these provisions—and they never will be able to!

"But since they cannot, they scream loudly of "their" achievements for the seamen, thump their chests and call curses upon the AFL and the officials of its affiliated marine unions which have done a job instructed by their membership.

"The NMU pact has some fairly decent conditions which the AFL unions pioneered and standardized in the industry and which the shipowners had to concede to the fast-failing, misfit NMU officials to enable them to ram down the throats of the seamen still adhering to the NMU.

SIU Agreements Best

"The NMU 'agreement,' if it can be called that, is not remark-

able for what it says—but it is remarkable for WHAT IT DOES NOT SAY, and for the overtime and general conditions sacrificed to shipowners.

"For in these provisions the SIU betters the NMU pacts by having it on the line—in black and white—as to what their members shall be paid for. In other respects the agreements with the shipowners throughout the industry are pretty much the same on general and departmental conditions not shown, with the exception that where overtime is provided the SIU OT rate is better in all cases.

"Because of this and the NMU's loud howls that 'their contracts were the best in the industry' the NMU officials were forced lately into a corner by the remaining NMU membership—they must put up, or else . . .

Answers NMU

"For this is the answer to the NMU's cry for 'stabilization' of which they couldn't get through union strength; this is the answer to the NMU's flash publicity job: 'The NMU—What it is—What it Does'."

For their attempts to gain through a Government Board what they have been unable to gain through economic action and through Unionism leave them "at sea on a lake without an oar."

Now, here is the proof that the NMU has been unable to gain any conditions as will be seen in the accompanying picture of the article released through Associated Press. It also proves the assertions of the SIU up to the hilt.

**Every Dollar Helps
When It Is Invested
In War Bonds.**

Excerpts Of Weekly Report

By JOHN HAWK

The Union has received a notice from the National War Labor Board that our beef regarding the wages and working rules for Chief Electricians and Second Electricians with six of the companies under contract to this organization is soon coming up.

I shaped up a brief on this matter and will attend the hearing on this case later.

Brother Hall and Brother Volpian and myself met with all the operators regarding the wages and working conditions covering unlicensed Junior Engineers. We couldn't get to first base at this time so we requested the United States Department of Labor Conciliator to have this case certified to the National War Labor Board.

A notice was received from the Maritime War Emergency Board of another meeting to be held on June 30, 1944.

I called Attorney Padway, Chief Counsel for the A F of L, who has been handling the matter for the SUP and the SIU as to the advisability of attending this meeting in view of our past position.

Padway advised Dushane, Weisberger and myself to attend this meeting by all means. So the three of us shall be present there and protect the interests of the seamen and the membership with regard to the bonus question.

As regards the new hall here in New York the painters have several floors and hallways all painted over at the new address, 51 Beaver Street. However, there is considerable alterations, plumbing and painting to do yet and it will take a few more weeks before we can move over there.

A new educational booklet designed to help the new members of our Union is just off the press. This was written by Brother Jack Bunker, Book No. 27195. It is available at both the despatcher's and the agent's offices.

It would be a good thing if the old-timers in the Union point out to the youngsters that this booklet is off the press and that they can read it to learn the basis of the Union. Other booklets are being shaped up and are to follow soon.

President Urges Seamen Benefits

WASHINGTON, June 22 — President Roosevelt, signing the veterans' aid "G.I. Bill of Rights," urged today that Congress make similar provision for unemployment compensation and Government-financed education for members of the merchant marine, it is reported.

Mr. Roosevelt used 10 pens to put his signature to the "G.I. Bill," which authorizes Federal loans, hospitalization, job insurance, education and other post-war benefits—estimated to cost from \$3,000,000,000 to \$6,500,000,000—for the men and women now in uniform.

After a stroke or two with each the President handed the pens, one by one, over his shoulder to leaders of Congress and veterans' organizations who watched him sign the measure.

"With the signing of this bill, a well-rounded program of special veterans' benefits is nearly completed," Mr. Roosevelt said. "It gives emphatic notice to the men and women in our armed forces that the American people do not intend to let them down."

The President added that he wanted one thing more for veterans—extension of Social Security credits on old-age pension and survivors' insurance for time spent in the armed services.

"I trust," he continued in a statement, "that the Congress will also soon provide similar opportunities for postwar education and unemployment insurance to the members of the merchant marine who have risked their lives time and again during this war for the welfare of their country."

Canada Restricts Seamen's Choice

TORONTO, Canada—In a move to prevent Canadian officers and seamen from leaving their own ships because of the high wages and good working conditions prevailing in the American merchant marine, an Order in Council has been recently passed virtually "freezing" Canadian seamen under their own flag.

The order reads: "No person who is a Canadian national or who is ordinarily a resident in Canada may enter employment at a Canadian port as an officer or seaman on any foreign-going ship of non-Canadian registry without an authorization issued by or on behalf of the Director of Merchant Seamen."

Ships Built By Labor Vital Factor In War

WASHINGTON, D. C. — The Navy and Merchant Marine that American workers built in record time "have made it possible for us to turn from the defensive to the offensive in every theatre of operations," according to Assistant Secretary of the Navy Ralph A. Bard.

Truman Hits Liberty Ship Conversions In Committee Report

WASHINGTON, June 23 — More adequate plans could have been made by the Maritime Commission to provide sufficient troop transports and hospital ships, instead of converting completed Liberty ships to meet these requirements, the Truman committee charged today, according to the New York Journal of Commerce Bureau.

The committee described as "without merit" arguments advanced that the scheduling of additional troop transports would be at the expense of the cargo carrying program.

The statements are contained in the merchant shipping part of the committee's report on the investigation of the national defense program, which was released today.

Disadvantages Cited

"The prompt delivery of Liberty ships into cargo service," the committee report said, "would have relieved the urgent need for some of the cargo capacity provided by the faster type of ships. A proper scheduling of construction would have permitted one or more yards to build transport ships. This would have avoided the wage incident to building cargo ships complete and then converting them to troop transports."

The report said that the committee was of the opinion that the Liberty ship should not be used as a troop or hospital ship except in cases of very great emergency, and then only after special precautions are taken to strengthen the ship and to provide adequate convoy protection both in case of enemy attack of relatively slow ships, and in case of disasters at sea from fractures.

The committee said that it had received complaints involving most, if not all, of the shipyards producing Liberty ships to the effect that they have not followed contract specifications, and the Maritime Commission inspectors have not been permitted full freedom to carry on their activities, and thereby to insure that the vessels were constructed in accordance with the instructions of the Maritime Commission. From examination of the record, however, the report said, inspection often was not as rigid and strict as it should have been.

Inspectors Ill Paid

"Inspectors of the Maritime Commission sometimes were not supported by their superiors and were not able to do the job for which they were hired," the report said. "To some extent, this was due to the lack of competent chief inspectors who knew how to supervise their inspection staffs and how to co-operate with the shipyards to achieve a maximum of production without sacrifice to quality."

The committee added that, to some extent, the difficulties also were increased by the fact that the inspection service is ill paid, which would make it difficult to draw into it inspectors with experience and a general character suited to the work involved.

"As the shipyards improved their experience, and as the inspectors became more experienced," the report said, "these difficulties were reduced."

Commenting upon the question of ship fractures, the report admitted that there had been many occasions where welding stresses had occurred, but added, however that from time to time improvements have been made in welding sequences and methods of prefabrication.

"As these improvements were made, all welded ship construction, as a whole, was constantly improved and is now believed to incorporate a number of refinements which were unknown at the outset of the program," the report said.

Minnesota AFL Sponsors Ship Named For Leader

WASHINGTON—The Maritime Commission has authorized the naming of a Liberty Ship for the late E. G. Hall, president of the Minnesota State Federation of Labor for 30 years. The dedication was made possible by bond purchases totalling \$2,800,000 made by unions affiliated with the Minnesota State Federation in the Fourth War Loan. To qualify for the dedication of a Liberty ship to a labor leader, the sponsoring unions must buy at least \$2,000,000 worth of bonds.

The future **Edward G. Hall**, scheduled for launching July 5, is being built by the Delta Shipbuilding Corp., New Orleans, La. Bargaining agent for this yard is Metal Trades Council, AFL.

In a letter to O. J. Arnold, chairman of the Minnesota War Finance Committee, national war finance officials recommended that a plaque made of non-critical materials be placed in the ship, bearing the words: "SS Edward G. Hall. Sponsored and made possible by Minnesota State Federation of Labor through their purchases of war bonds."

**ATLANTIC AND GULF SHIPPING FOR
APRIL 1st TO JUNE 12th, 1944**

DECK ENGINE STEWARD TOTAL

SHIPPED 3155 2218 1700 7073