



## Macauley Would Muscle Men Into Final Articles At Delivery Port

### Deadline For F.D.R. Action On Fascist Smith-Connally Bill

Within 24 hours after the *Seafarers Log* goes to press, the American workers will know whether or not the Roosevelt Administration intends to declare open war upon their unions. For within this period the President must either veto the fascist Smith-Connally Bill or allow it to become law.

The Smith-Connally Bill follows the pattern set by Hitler and Mussolini and the German and Italian capitalists. It denies the workers many of their fundamental rights, restricts legitimate trade unionism, and will bring upon this country chaos in labor relations.

AFL President William Green led the forces of organized labor in appealing to President Roosevelt to veto the Bill.

"The workers of this country would never become reconciled to this legislation," Mr. Green informed the President. "They would protest against it and rebel against it in the event that it would become the law of the land."

Outstanding provisions of the final version of the Connally-Smith Bill adopted by both Houses of Congress follow:

1—Empowers the President to take over in behalf of the Government any war plant, mine or manufacturing facility threatened with interruption of production by a strike or other labor disturbance.

2—Imposes fines up to \$5,000 and a year's imprisonment, or both, upon any person who may "coerce, instigate, induce, conspire with, or encourage any person to interfere by lockout, strike, slow-down or other interruption, with the opera-

tion" of such plants taken over by the Government. The same penalties are provided for "aiding" such strike or lockout, giving "direction or guidance" to it or providing funds "for the conduct or direction thereof," through payment of strike or unemployment benefits.

3—Gives the National War Labor Board statutory recognition, empowers it to intervene in disputes on its own motion, authorizes the Board to issue subpoenas for the attendance of witnesses, but restricts the Board's present right to order union-shop settlements.

4—Provides that no member of the Board shall be permitted to participate in any decision in which such member has a direct interest as an officer, employe or representative of either party to the dispute.

5—Requires a 30-day "cooling off" period before a strike may be called. Employe representatives must give notice of intention to strike to the Secretary of Labor, the National War Labor Board and the National Labor Relations Board. The latter body is directed to conduct a secret ballot election on the proposed strike among affected employes before the expiration of the 30-day notice.

### NEW W.S.A. MOVE AIMED AT CHISELING CONDITIONS AND TRANSPORTATION RIDER

Captain Edward Macauley, Deputy Administrator of the WSA, has launched a new vendetta against the merchant seamen. He now wants to muscle the men into signing deep sea articles when they join a newly-commissioned ship at port of delivery. In a letter sent to the SIU on June 9 he admits that the present practice of signing deep-sea articles only when the vessel has been loaded in port of sailing, is legal, still he wants the

union to force its members to sign on for a complete voyage before the ship has been delivered and before the seamen have a chance to look her over. This amounts to forced labor if we ever saw it.

There are several interesting items in the Captain's letter, but before we take them up, we should like to comment on the timing of the request for this radical change of the shipping rules. A brief 9 days before the Captain sent us this letter, the Agents of the Atlantic and Gulf coast were in conference in New York and begged Macauley to attend. The purpose of the conference was to increase the efficiency of East & Gulf Coast operations and to clarify all the rules and aims of the WSA.

But Macauley was too busy to attend or to send a representative.

Then, after all the Agents were dispersed to the various ports, when there were no longer any opportunity for a face to face discussion of the problems, Macauley dictated this letter demanding a major change in union operation. This is the typical act of a bureaucrat, fearful of a democrat exchange of ideas, jealous of his privileges, disdainful of the common man who works for a living.

As for the letter itself, Macauley charges that "offshore operation of newly-commissioned vessels has been delayed and impaired from time to time to the extent that convoys have been missed by the continuation of a peacetime" practice of seamen in signing coastwise articles to bring the ship from

port of delivery to loading port. When did this happen? Let the Captain break out his figures and prove that a SIU ship missed a convoy because of this practice.

We don't know what the Captain has up his sleeve, but it's our guess that any delays he may have in mind can be traced to the bungling of the WSA and not to the union. Sure ships have missed convoys because of crewing difficulties—the shortage of rated men. But this is not the fault of the union—it is the fault of the WSA which is spending millions of dollars to train unrated men and potential finks, and ignoring possibility of upgrading good un-rated union men. It looks as if somebody is putting the heat on Macauley for East Coast bungling, and he is trying to make the seamen and this union the scapegoats.

Macauley says that because the men on coastwise articles sometimes sign off in the loading port the ships miss their convoys. This is a lot of WSA-double talk. Here's why: When a crew takes a ship from the port of delivery, she sails empty. When she arrives in the port of loading it takes at least two weeks to stow the cargo, and usually a couple of more weeks is consumed waiting for a convoy. This affords the shipowner ample time to get a deep sea crew, and also gives the new crew ample time to look over the ship, inspect the articles and decide if they want to sign on.

If the commissioner arrives to sign articles the first day she is in the loading port, it is natural that the men will stall because they want a chance to get familiar with the ship and resent being pushed around in this manner.

What is also involved in this of the shipowners and WSA to sabotage transportation riders which the SIU had before the war and which were frozen for the duration of the war by the Statement of Policy. Some of the shipowners are now attempting to kick out these riders, stating the WSA will not approve them, and the union has been appealing to Hubert Wyckhoff to uphold the Statement of Policy and the Statement of Principles, and authorize the operators squeeze play is a move on the part to put such riders on ships' articles, guaranteeing transportation—as was the custom prior to the war. To date Mr. Wyckhoff has been too busy with WSA inner politics to even give the union the courtesy of a reply. It is also likely that he is stalling on the question, giving Macauley a chance to shove the signing of deep sea articles at port of delivery down our throat. For should the men be muscled into deep sea ar-

(Continued on Page 4)

### Text Of S.I.U. Letter To F.D.R. On Connally Bill

Honorable Franklin D. Roosevelt  
President, United States of America  
White House  
Washington, D. C.

20,000 AFL seamen on the Atlantic & Gulf Coast, members of the Seafarers International Union, urge you to veto the fascist Smith-Connally Bill now on your desk.

This bill is a stab in the back of organized labor and will result, if passed, in justified resentment and resistance on the part of all freedom loving workers.

Close to 1,000 members of this union have lost their lives at sea while delivering supplies to the war fronts of the world. They died believing that this war was being fought against fascism—both at home and abroad. The living comrades of these dead heroes will keep faith with them and will continue to oppose fascism whether it appears in Berlin or Washington.

We urgently request that you deal a blow against the domestic fascists by vetoing the un-American Smith-Connally bill.

JOHN HAWK

### John Lewis Thanks SIU For Supporting Miners' Return To Federation

June 8, 1943

Mr. John Hawk, Sec.-Treas.  
Seafarers International Union  
New York City

Dear Sir and Brother:

Thanks greatly for your letter of June 7 with copy of Communication addressed by the Seafarers International Union of North America to President Green of the American Federation of Labor.

I appreciate very much indeed the action of your organization in this matter, and I hasten to extend to each member all good wishes for their future well-being.

Sincerely yours,  
JOHN L. LEWIS

### Mogan Prominent In Boston Tribute To Merchantmen

The city of Boston paid tribute to the merchant seamen on June first by dedicating to them a mall on the Boston Common. The merchant seamen mall was one of five dedicated, the others being tributes to men fallen in the Army, Navy, Coast Guard and Marine Corps.

SIU Agent John Mogan deserves much of the credit for having won for the seamen this tribute. He campaigned for the mall and was instrumental in having a resolution passed by the City Council which set in motion the entire machinery.

Councilmen Hurley and Russo read into the official Council record a letter received from Brother Mogan thanking them and the Boston press for supporting the move to honor the seamen.

The maritime mall was dedicated in the presence of 100,000 Boston school children and delegates from the Veterans of Foreign Wars, the Boston Municipal Council, the United Spanish War Veterans, the Disabled American Veterans, the Department of Massachusetts and the Jewish War Veterans of the United States. Brother Mogan was invited to appear as a speaker but was unable to attend because of his presence at the Agents Conference in New York City.

### What Is a SCAB?

"After the God had finished the rattlesnake, the toad, the vampire, He had some awful substance left with which he made a scab. A scab is a two-legged animal with a corkscrew soul—a water-logged brain, a combination backbone made of jelly and glue."—Jack London.

# SEAMEN NEED POST WAR IN

## Highlights Of Round-Table Discussion At Agents' Conference

Participating Are Harry Lundeberg, President SIU; Matthew Dushane, Washington Representative SIU; and Omer Becu, American Representative of the International Transport Workers Federation.

DUSHANE: I understand there is some kind of an agreement reached between your governments, the different governments here that you boys come from and the United States Government, that you can not take free part in legislation effecting foreign seamen in Washington. Now, correct me if I am wrong in this. You can not use any influence to correct some of the immigration laws during the war and you are not supposed to take any active part, while in this country, in any form of a labor movement for the progress of your men.

BECU: I think it would be rather difficult for us, as foreign organizations, to interfere even to the smallest extent, with your national legislation. If we should find something in your legislation which would hamper us, which would be a difficulty for us, I think we could do that only through the channel of the American organization, the Seafarers International to confer with the International Transport Federation and ask them to intervene with your government officials and the government departments in order that a decision would be taken which would favor us and be favorable to the men in our work.

This is true, for instance, in Washington, where there exists a United Nations Government Committee, discussing the position of allied seamen in your country. They discuss the question of deportation, the question of setting up maritime courts in your country for the allied governments and so forth. We have asked to be represented and be able to attend the conferences through monthly meetings, and we have been refused to sit on that committee.

## Deportation Tangle

DUSHANE: Brother Becu, there is one question that is not quite clear in my mind on this deportation of alien seamen. You state that they should be deported back to the countries where the people have set up a government to represent the people of that particular country. Well, there seems to be a contention regarding some of these nations over there as to just who does represent them. I think it is a dangerous situation when the seamen get juggled around between two groups of people who claim they represent them and the seamen get in the middle. They are the ones that are being tossed around. Where would these men be deported to? There is the Vichy French government, and the government that was set up in North Africa, then General De Gaulle has one set up in England. You also have the case of the Polish seamen, and I think there is a little confusion amongst the Yugoslavian seamen. Where would they be deported to?

BECU: Brother, as far as I know, this applies only to the French seamen. I do not think it applies to the Yugoslavian Government or to the Polish Government, because those governments are recognized by all the other Governments of the United Nations. It applies certainly to the French seamen, but I do not know of any case, at this moment of the deportation of French seamen. Some of them who arrived here, you will have read in the papers, from North Africa, the so-called Giraud group, have left their ships and gone over to the De Gaulle group, in full freedom. They have let them go over there, but if deportation was open with regard to French seamen, it could only be to the group to which they belonged.

De Gaulle has a number of French ships under his control, ships which have been chartered to the British Government. Now, since the invasion of Africa and the liberation of Africa, Giraud has quite a number of ship under his control which have been chartered to your country, but all in the international pool—there seems to be a pool of all allied nations. The questions of allocating the ships to one country or another are agreed upon. So far as the Frenchmen are concerned, you have indeed two groups. There is no national committee or any national government or any provisional government, or anything of that sort. That may come in the very near future, and then also that question will be straightened out. But as far as I know, and I do not think that even Brother Thompson from the British National Union of Seamen knows of any case of French seamen who have been deported back to England.

THOMPSON: Not yet.

LUNDEBERG: Do you know whether the Giraud ships that were taken over in the African campaign were chartered to the American Government?

BECU: They were and are under the control of the War Shipping Administration. The agreement was concluded in North Africa, according to information which has been given me by the War Shipping Administration, concluded between Giraud and General Eisenhower, with the agreement of General Anderson, representative of the British Government.

LUNDEBERG: They are run by the American War Shipping Administration?

BECU: By the American War Shipping Administration.

LUNDEBERG: With the French crews?

BECU: With French crews. They are acting on behalf of the French authorities of North Africa. The ships are bare boat chartered by the War Shipping Administration, and the Giraud group has set up a special department for the merchant marine. It is under the supervision of Vice Admiral Lemonnier in North Africa.

DUSHANE: Have the French seamen any representation at all on this committee?

BECU: No.

## Giraud Is Anti-Labor

BECU: I may point out to you, it is a very peculiar position. You know that the Vichy Government has dissolved all labor unions and collective agreements which existed before the war. Without any consultation with the seamen's representatives they gave them another contract, enforced upon them another contract, and up to now the Giraud crowd have not recognized any seamen's union. And more than that, they have refused to give us the authorization to send seamen's representatives to North Africa. We have strongly protested against it through the French Seamen's Union which has its main offices in England. I understand from a cable I received a few days ago from the International Transport Federation, as well as from the French Seamen's Union in England, that the position is progressing in a favorable way and that very shortly, perhaps, a new French Seamen's Union will be set up in North Africa.

LUNDEBERG: Brother Becu, these agreements between the War Shipping Administration and the Giraud regime, what is the wages, can you tell me, approximately?

BECU: Well, their wages were not communicated to the men when they left North Africa. They were left entirely in the dark and that is the awkward position in which they are now. We have reorganized the French seamen coming from North Africa who have almost all joined or re-joined their union. They are in full agreement with the people who are sailing for De Gaulle, and we are now forming one group of seamen, notwithstanding the fact that in government circles there seems to exist a division of opinion and a division in policy.

I want to say this, perhaps, to make it quite clear to you. The French seamen, when we had our first general meeting here with them, they raised the question which conditions would be applied to them. We did not know anything. We did not know with whom to deal in order to have collect bargaining for them, but we knew that the U. S. War Shipping Administration were the charterers of those ships. We have asked the charters, the War Shipping Administration, with whom we should deal to have a collective agreement and if they would help us in order to establish the right to collective bargaining for these seamen. The War Shipping Administration stated that such an agreement was concluded in North Africa without collective bargaining, enforced upon the men, and that the British wage and bargaining conditions were to be applied to those French seamen. If, however, the French wage and working conditions would be better or higher than British wage and working conditions—the French conditions would remain in force.

LUNDEBERG: On a charter vessel to the War Shipping Administration then under such arrangement they also man the vessels themselves? In other words, of course, the vessels are manned by the French seamen. But the War Shipping Administration becomes the ones that pay the wages and everything else?

BECU: Yes.

LUNDEBERG: The War Shipping Administration then has no business to make a deal with either Giraud or De Gaulle to the effect that these vessels should have English wages, because the men on those ships are entitled to American wages. Here is the way we feel about this thing here. The War Shipping Administration, whether you know it or not, as far as we are concerned, is strictly the type of owners that we have to fight from every angle and watch them for what we can obtain. When the War Shipping Administration asks a policy-making body to turn around and take the crew from the foreign ships under charter below the American scale of wages, that endangers our conditions, and furthermore this war is supposed to be a war for the four freedoms. These people have no business to turn around and make an agreement

for a French seamen, whether they are French, English, Slavs or what they are, without representation by the seamen. And if we can do anything on any of these things we want to help you and we want to stop that kind of nonsense. Because, it doesn't do you any good and it doesn't do us any good, in the long run, and we want to work together with foreign seamen. We affiliated with I.T.F., as Brother Becu told you. We want to cooperate and work along with you people, because we know that when this war is over they are going to try to move in on us again, the seamen on the Danish or French or American seamen, and we have got to have class cooperation on a world-wide basis to stop the nonsense they did after the last war that you guys are familiar with the conditions which happened on a world-wide basis after the last war. I do not know what is going to happen after this war is over. I think it is going to determine who is going to sit at the peace table, and if the seamen is going to have a voice. Of course, that is a little far ahead, but we feel it is about time they started to talk about those things and get ready on a world-wide basis to protect the seamen's interests, because there is no group of workers that is more closely allied than the seamen.

So, we have certain conditions in the United States which you are all aware of, divisions in the labor movement. We have the C.I.O. and the A. F. of L. We have the same in the seamen's field. One particular branch of the seamen's movement belongs to the A. F. of L., West Coast, East Coast, and Great Lakes. I do not know whether you people know we will never make peace with the Communist unions.

It is either going to be us or them. I just wanted to give you that for your information.

Now, another thing. We have a good representative in Washington to impress the minds of the legislative body down there. We have a representative down there and we can get other ways and means to help you with this problem. I can realize your difficult problem. There is no question about it, inasmuch as you have got two different factions, some in the United States here and some the other party and some in England. Well, we can not allow, no matter who they are, Eisenhower or anyone else, to make an agreement for seamen like they were chattels, slaves. So, this is what you are going to work for, without consulting them or have their help neither. I saw men when I was in Washington, and we will have to continue and find out what kind of a swindle went over. The War Shipping Administration, they stated they want the control of the shipping interests of this country. You will find how the policy makers and all the big shots got enough from the ship owners branch and we have got to watch them. The same thing with a South American ship under the Panamanian flag.

## Shipowners' Dodge

BECU: I have followed the actions of the Seafarers International Union very closely. You, on behalf of the Seafarers International Union, together with different other seamen's unions, signed a policy-making statement with your War Shipping Administration that your conditions will also apply to all bare boat chartered ships. And I think you have there a very farsighted policy in doing so. And, as you said, it would constitute a danger to the American seamen, as it would have constituted a danger to the British seamen, if those seamen of those chartered ships would sail under lower conditions than you had.

In the long run, the Government may take the position, "Why should we have our own ships when we can run foreign ships under charter on better conditions?" And, if your government does so, more particularly all ship owners will be bound to do so, because the ship owners, we all know have no national feelings when it comes to dollars and cents. That is in every country the same. What do they care whether they exploit their ships under their own flag or under a foreign flag, as long as they have more benefit when they do it under a foreign flag? That is the thing I referred to in my speech I have made in coming here, how they have always transferred ships from one flag to another. Fake transfers, because they remained the owners' ships. Fake transfers because of the fact that they can run the ships under a foreign flag at a much lower cost than under their own flag, because in some countries there exists no maritime social legislation, there was no bonus, there was no collective agreement, they could pay what they wanted to pay, them.

LUNDEBERG: Some time ago, prior to the war and the entrance of the United States into the war, we had the same conditions on the Pacific Coast, where four Danish ships were interned. The American Government took them over and sent them out under the Panamanian flag and we started to raise hell, because in those days we could take direct action, and we took a strike vote on the Pacific Coast and told Admiral Land, "If you are going to run Panamanian ships out of Frisco, then you will run no ships." As the result of that action, we didn't have to go on strike. Admiral Land flew into Frisco and they turn-

# INTERNATIONAL SOLIDARITY

ed those ships into the American flag, with the same crews, of course. I mean the Danish seamen stayed on the ships and they transferred their books to the Sailors Union of the Pacific, the West Coast Union, and we thought at that time that the same action would have been taken on the Atlantic Coast. There was quite a number of ships which flew the Panamanian flag on account of the Neutrality Act. However, on the Atlantic Coast we were hampered. Through the efforts of the National Maritime Union, the Communist Party controlled that seamen's union here. They were very much in favor of ships which flew the Panamanian flag, due to the fact that they were very much interested in their so-called Panamanian Division, trying to move in on the foreign seamen to advance and establish themselves as the one and only union for all seamen. In other words, they were really moving into the territory of the foreign seamen's unions, the I.T.F., the Norwegian and British unions.

You won't see many ship on the Pacific Coast running under this flag, but you have plenty of them on this coast. That is going to be one of those conditions that we are faced with in the American seamen's movement. We could do the job on lots of things here, but we have the split movement and the Panamanian edition of the N.M.U., they would like to make it very strong and they plan to steal men from time to time from the other unions. Perhaps I do not know how much success they have had, I do not know how much success you have had, but if you are not too tired, I think it would probably be better for you to explain it to the delegates here, because I think it is very interesting. We have agents from every port, and they are going back to their various locals and they should know of those angles, if you will give this, Becu.

BECU: There is no doubt that the Panamanian Division of the National Maritime Union affiliates seamen from all

countries, sailing for the moment on Panamanian and even American vessels. Prior to the war there was the so-called Belgian, Dutch seamen's clubs, one was called the Scandinavian Seamen's Club, which has been dissolved. Later the director or manager of that club became the director of the Panamanian division of the National Union of Seamen. Another was called the European Committee for Seamen. Another was called the Greek Seamen's Union. Another one, Yugoslav Seamen's Union, and who was exactly in the background, we do not know. But they were trying to get foreign seamen under control through those unions, and the foreign seamen were pressed by them to leave their ships and were lured away from their ship to a great extent. In the same picture came at that time the German General Consul paying for board and lodging for men who jumped their ship in America.

It was the slogan then, "This is a capitalistic and imperialist war. You do not need to risk your life for them. What the hell have you to do with that war? You have already gone once to war. Are you going to risk your skin and life again on all those ships or are you going to live in America, in this free, democratic country?" A lot of our men fell for it. Some of our ships were held up through that, that was the policy. Our men were lured away and our men were taken into the Panamanian Division of the N.M.U.

I will give you an instance. Holland had quite a large merchant marine with a large number of Dutch seamen, approximately 18,000. They set up their own organization over here, the organization they had in Europe called the Dutch Central Transport Workers' Organization. Mr. Christensen of the Panamanian Division of the N.M.U. called a meeting together for Dutch seamen, and two very loyal delegates of the Dutch Seamen's Union grasped that occasion to go to that meeting, and tell Mr. Christen-

son that they would speak to the Dutch seamen. It was accepted. They did speak in their language to the Dutch Seamen; our good Dutch friends who are still now the representatives over here of the Dutch Seamen's Union spoke to the men. There were hundreds of them. They said, "What they are trying to do is to lure you away from your own union. We do not know how much faith you will have in your own union, but there is one thing, they are going to enlist you into another union. If you go to that table they will enlist you in a new union which they are trying to set up for you in America, and if you enlist on that table, you are going to enlist in your own union, the National Union."

When the meeting was over, all joined their own Dutch Union.

The whole situation, I must say, changed on the 21st of June, 1941, when Russia came into the war. There was no more luring away of the men from their ships, so forth.

Our men are still belonging to their own union, which must be, according to our opinion, as strong as possible in order to be able to continue right on when we go back after the war to our respective countries.

I said in the beginning, some of our seamen may sail on Panamanian ships, where Panamanian ships have members of the National Maritime Union shipped on them, those sailing from this city. We can not do much about it. We can not do anything about their agreements because we have no contracts with American ships. The members of the allied unions sailing on the Panamanian ships are just those who have deserted their ships before the 8th of April, 1942, unless they have been granted the authorization by their National authorities. In other words as from that date, no foreign seamen would any longer be allowed to go on American or American operated ships, without the agreement of the Government concerned.

(Report of June 17)

## Maritime War Emergency Board:

R. W. SWEENEY, SIU Patrolman, N. Y.—S.S. Pan Gulf was in Newport Wales when port was under attack. Board has ruled that crew is entitled to a attack bonus. S.S. Charles Brantley Aycock was in Newport Wales and crew contends that there was an attack on this day. Board claims that from information that they have received there was no attack on this day. Suggest that the patrolman re-check and get written statements from the crew. S. S. Raphael Semmes was in Avinmouth and crew contend that there was an attack and that it could be verified by the ship's log. Board claims that there was no attack on this date. Advise to re-check on the dates and the time that the crew contends that there was an attack.

LOUIS COFFIN, SIU Patrolman, N. Y.—S.S. Francis Marion was anchored at Immingham, England, and crew contended port was under attack. Board has ruled that a bonus is payable. S.S. Schoharie was in Cardiff, Wales, and crew contend port was under attack. Board has stated that from the information that they have received there was no attack on this date. Advise Patrolman to re-check on dates and time crew claim that there was an attack.

J. E. LAPHAM, SIU Patrolman, Boston—S.S. King Woolsey was anchored off South End in the Thames River when London was bombed. Crew entered claim for bonus. Board has ruled that the limits for bonus claims when vessels are in the Thames River and an attack is made in London or within the vicinity of the Thames, ends within the limits of Gravesend and Tilbury, the Estuary is not within these limits. Advise the Patrolman to re-check on the position of where the vessel was lying when the attack occurred. Have been advised that the U. S. Army has agreed to pay wages for the crew of the Benjamin Harrison who were repatriated on the U. S. A. T. Shawnee and the crew was



required to work. Checking to see where and by whom the crew are to be paid. Will advise when this is finally straightened out.

ARTHUR BURKE, SUP Patrolman, San Francisco: S.S. Fitz John Porter was lying at Bahia, Brazil, crew were granted shore leave and were notified to be on board at 11 A.M. Ship left the dock at 8 A.M. and due to a port order crew was forbidden to go aboard their vessel due to being made up in convoy. Bum boats were forbidden to take the three men who were left behind on board. Board has ruled that under the circumstances crew is entitled to compensation for loss of personal effects.

## Recruitment and Manning:

Holding a conference on Thursday, June 17, and the maritime unions and operators are invited to send representatives there. The agenda consists of the following subjects—Manpower Requirements, Cooperative efforts in recruiting experienced officers and seamen, upgrading, manning procedures, selective service and many additional topics which the conferees may wish to discuss.

## WSA:

Sometime ago I sent a request to the WSA that they establish food depots in England, South Africa and the Far East. Have been advised that due to problems presented in establishing these depots, it is necessary at this time to postpone setting up food depots, due to the following reason—(A) Perishable commodities would require refrigeration (B) Adequate personnel for the protection and maintenance of warehouses and supplies

must be obtained. (C) It might be a prodigious task to break down red tape, regulations and barriers set up in foreign countries against the importation of food to be supplied to our vessels.

The WSA have adopted the following rules to vessels in lieu of the depots—

1. The division of operations has ordered operators and agents to provision all vessels for the Nine Month Trip.

2. When vessels are homeward bound and have food supplies aboard which will not be consumed before reaching United States ports, this food, at the discretion of the master, will be transferred to: (a) War Shipping Administration vessel needing supplies, (b) The Army and Navy, (c) Lend-Lease Administration, (d) War Relief and Civilian Rehabilitation Administration.

## Fish Cannery Workers Union of the Pacific, SIU:

Petitioned the Secretary of Labor and requested that the Cannery workers be excluded from executive order No. 9240, which prohibits the payment of time and a half for Saturday afternoon and Sunday. Have been advised that the Secretary of Labor has granted an exemption to FISH CANNERY workers in the States of California, Oregon, Washington and Alaska. It is now possible for fish cannery workers to receive time and a half for Saturday afternoons and Sundays, or other payments as per their collective bargaining agreements.

PAULINE FURTH, Sec.-Treas. FCWU, San Diego Calif.: Reduction plant case was settled by re-

gional board No. 10 on April 30, 1943. Headquarters of the War Labor Board have no data on Cannery workers case.

Sec. Treas. of the SIU in San Francisco can get data on the case by contacting the AFL members of the WLB in the 10th regional district at San Francisco, Cal.

## Legislation:

Chairman Henry M. Jackson of the Sub Committee on unemployment Insurance of the committee on Merchant Marine and Fisheries, will consider in open hearings, Thursday, June 24, 1943, at 10 A.M., committee prints No. 1 and No. 2 dated June 7, 1943, relative to unemployment Insurance for Merchant Seamen.

## International Labor Office:

As per the decision of the agents assembled in New York, enclosed to the respective headquarters of the SIU are the catalogs of all the material that the ILO has regarding Merchant Seamen. Any material that the Union may require for the agents can be had by sending to the Washington Office of the ILO.

(Report of June 19)

## Internal Revenue:

Brother James L. Stevens of Baltimore, while employed on one of the Luckenbach scows earned \$1,768.48 from 11-6-42 to 5-19-43, and the company deducted \$234.00 for victory tax.

Contacted the Internal Revenue bureau and they have advised me that no company has any right to deduct any victory tax from any seamen, unless the company first allow an exemption of one dollar

and seventy one cents (\$1.71) per day. They then are to deduct five per cent on the balance.

Some companies are deducting a straight five per cent Victory tax on all the seamen earnings, without allowing any exemptions. All agents are cautioned to check with the men and see what the companies are deducting and see if any exemptions are being allowed.

For the information of all our agents they can quote "Internal Revenue Title 26—(T.D. 5249) and dated March 27, 1943, signed by Guy T. Helvering, Commissioner of Internal Revenue, filed with the Division of the Federal Register, March 29, 1943." The particular part dealing with the exemption can be found on page No. 43 (C).

The I. R. has sent a letter to the Luckenbach company for an explanation on the tax withheld in Brother Stevens case, and as soon as they answer, I'll advise him through my weekly report.

All members are cautioned to keep all their receipts that they have received when Victory tax or any other taxes are being withheld from their wages, as they will be reimbursed when they file a victory tax report next March.

Beginning July 1st, 1943, employers are required to deduct and withhold a tax upon the wages of their employees. This is a tax of 20 per cent of the excess of each wage payment over the WITHHOLDING EXEMPTION.

All members are cautioned to fill out "Form W-4, U. S. Treasury Dept. Internal Revenue Service-Employees Withholding Exemption Certificate." They should fill out one of these forms every time that they become employed on a ship, in this manner the companies will be compelled to grant an exemption allowable under the law.

Advised all agents to contact their local Internal Revenue office and get copies of "Circular WT" of June 4th, 1943, and post in the union halls so that all our members can familiarize themselves as to the law.

(Continued on Page 4)

# 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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# Washington Report

(Continued from Page 3)

## WSA-RMO Conference:

The RMO held a conference here on Thursday, June 17, convened at 9:30 A.M. and wound up at 5:00 P.M. The agenda consisted of the following: 1. Manpower requirements; 2. Upgrading; 3. Manning procedures; 4. Selective service.

The WSA has opened schools for the upgrading of officers, Ordinary Seamen and Stewards department. Courses are now open at San Francisco, Portland, Ore., Seattle, Los Angeles, New Orleans, Baltimore and New York.

Course time for Ordinary Seamen not to exceed 30 days; Stewards department course time 2 to 6 weeks. Any member who attends these courses will be paid by either the RMO or the Maritime Training Service. Just why they have two divisions of one government agency to handle this program was not answered.

The conference was a general rehashing of the other conference that was held by the RMO, and it looked to me as though the conference was called by the RMO for the purpose of blowing their horn, and to further their jurisdiction in the Maritime Industry. Advise all the agents to send into their respective headquarters every month a complete list of all men that have been assigned to the union by the RMO. In this manner we can check and see if they are Sundaying up on their figures regarding men assigned to the Union. My opinion is that these figures are not on the level.

Some time ago Craig Vincent, WSA representative of the port of New York, advised the union that there was a shortage of Ordinary Seamen, Wipers, and Messmen, and that the RMO would OK any applicant that the Union would send over there for a certificate. Of course there were only about 20,

000 trainees at the maritime training schools at that time. Can it possibly be that the reason that they notified the representative of the SUP and SIU in New York, was so that they could use the men as the ones that they have placed in jobs, and are part of the figures submitted by Mr. M. Dimock? I wonder.

The RMO's latest move is to move in on all the rivers, bays, lakes, and sounds. They have agreed to supply manpower to all the companies that operate tubs in these waters, and it certainly looks as though they are going whole hog or nothing, and are even trying to push the Maritime Training Service out of the picture. Let's not kid ourselves that they are doing this towards the war effort. It looks to me as though their program closely follows the line that Hitler and Mussolini used against the workers in their countries. Are we starting on the way for a fascist state here? Is the maritime industry being used as the way for a fascist state here? Is the maritime industry being used as the guinea pig for this experiment?

## Selective Service:

The RMO reported that to date they have received 69,244 forms 47, and 54,656 seamen requests for draft deferments. The RMO filed 47,504 requests for seamen's deferments, and about 150 requests for deferments have been turned down by local selective service boards.

Have been receiving quite a few complaints from our agents that some local boards are demanding that the union comply with the War Manpower Commission directive, and that the men must fill out the forms supplied by the RMO.

It certainly seems to me as though the RMO is using pressure to get the unions to use the forms

# NEW W.S.A. MOVE AIMED AT CHISELING CONDITIONS AND TRANSPORTATION RIDER

(Continued from Page 1)

ticles when the ship first comes off the ways, they have less chance of seeing that the transportation rider is included in the articles.

In other words, the entire tactic is one of hustling the men into articles before they, or their union, has a chance of safeguarding their rights and conditions.

We can tell Mr. Wyckoff and Mr. Macauley that the question of the efficiency of the crew is not determined by whether the articles are coastwise or deep sea, but by how their rights are respected. If they are kicked around by a bunch of RMO punks, chiseled on conditions and wages, treated like slave labor, then there will be trouble.

No one can deny that there have been instances of maritime inefficiency on the Atlantic & Gulf Coast. But these cases are traceable, almost 100% of the time, to WSA-RMO red tape and bungling, or to outright shipowner provocation of union men.

Macauley's plan of forcing deep sea articles on men in the port of delivery is not going to correct any such inefficiency. It will only aggravate the situation by demoralizing the very group so necessary to the industry—the old time rated men.

Macauley's letter is full of vague generalities concerning the alleged problem. We say once again, let him bring into the open any case of a SIU ship delayed because of coastwise articles from port of delivery. If he has such a case, let him put it on the table so it can be examined and the real causes of delay and inefficiency exposed.

## MONEY DUE

**J. McLEON:** Four hours due from Mississippi Shipping Company.

**T. RAYMOND:** \$42.50 coming from the S.S. Tarleton Brown.

**H. A. STRAUS:** Overtime coming. See Goffin, New York Branch.

Oilers on last trip of S.S. Del Norte have overtime coming. Collect from Mississippi Line, 17 Battery Place, New York City.

Firemen on S.S. Richard Alvey have overtime coming. Collect Bull Line, New York City.

Crew S.S. Francis Marion have attack bonus due. Collect Robin Line, New York City.

Firemen and Ordinaries on S.S. Livingstone have overtime due. See Goffin, New York Branch.

Crew S.S. John Stevens and S.S. Pan Gulf have attack bonus coming. Collect Waterman Line, 19 Rector St., New York City.

Crew of S.S. Benj. Harrison who were forced to work on U.S.A.T. Shawnee, report class of work to New York Agent.

Crew of S.S. West Gatonsky have Russian Bonus due. Collect at Amtorg Trading Company, 210 Madison Ave., New York City.

that they supply, but from the evidence supplied by the RMO, even if the men do fill out their cards, they get no guarantee that they are going to be deferred. The RMO can do no more than the Unions in getting the men deferred, if they run across a tough draft board. Regardless of what kind of work they are doing, they are going to be drafted into the armed forces.

## HERE IS MACAULEY'S PHONEY LETTER ON OUR SHIPS MISSING THE CONVOYS

WAR SHIPPING ADMINISTRATION

WASHINGTON

June 9, 1943

Mr. John Hawk, Secretary-Treasurer  
Seafarers International Union of North America  
Two Stones Street  
New York City

Dear Mr. Hawk:

The War Shipping Administration has been advised that the offshore operation of newly-commissioned vessels has been delayed and impaired from time to time to the extent that convoys have been missed, by the continuance of a peacetime working habit of seamen employed in the coastwise operation of such vessels.

1. The delay is occasioned by seamen who join a newly-commissioned ship at port of delivery, i.e., Wilmington, North Carolina, and work the vessel under coastwise articles to a loading port, i.e., New York, New York, etc. Seamen pay off at the time the Shipping Commissioner arrives to sign the crew on offshore articles and leave the vessel. As a consequence, the movement of the vessel to the convoy rendezvous is delayed pending the availability and arrival of replacements. The seamen who have paid off on coastwise articles return to shipyards and sign coastwise articles on another newly-commissioned vessel, etc.

2. The efficiency is impaired by the practice of such seamen leaving the vessel at the loading port. The seamen who leave the vessels at the loading port do not instruct the replacements on the peculiarities of the mechanisms of the newly-commissioned ship. Obviously the replacements, particularly during the initial phase of the offshore operation, cannot match the efficiency of the crew which has worked the vessel from the shipyard.

The War Shipping Administration recognizes the fact that the practice of such seamen leaving the newly-commissioned vessel at the loading port is legal. However, in view of the delays in sailing schedules, and impairment of efficiency, this Administration cannot look with favor on the continuance of the practice.

Therefore, the War Shipping Administration requests officials of all maritime unions manning newly-commissioned vessels to use their good offices to induce seamen to sign offshore articles and work the vessel for the duration of the voyage. The War Shipping Administration deems it vital that the unions and the seamen act on this request immediately in the interests of the war effort.

Sincerely yours,

**EDWARD MACAULEY**  
Deputy Administrator

THIS LETTER WAS DULY CONSIDERED BY THE MEMBERSHIP ON THE NIGHT OF JUNE 21—AND WAS THEN FILED IN THE WASTEBASKET.

## Out of the Focs'l

by

*J. L.*

The boys are beefing about the Liberty ships again and rightfully so. They say if they could get two more knots out of those tubs a great many of the ships would be saved and none of the crew lost. Recently a Bull ship was lost when she was missed by two torpedoes and the third caught her in the engine room and 12 brothers were lost. On another Liberty ship Joe Wagner was Bosun and had two AB's with him who had experience, and the rest aboard the tub were Maritime trainees. The Naval Intelligence comes aboard and pulls Joe off for questioning. They later claim its a case of mistaken identity. Who is sabotaging the War effort now?

### In Memory of

Brother

**Robert Hegeman, Oiler**

1899 - 1943

Died in New York City

June 4, 1943

Remember — Don't Sign  
WSA-RMO Fink Cards

### Attention All Agents

Beginning with this issue the *Seafarers Log* will be published weekly. In line with the decisions of the Agents' Conference, a weekly news story will be expected from each port. These stories must be in New York on Monday of each week. Spot news copy may arrive on Tuesday.