

Seafarers Defeats Local WSA Bureaucrat's Move To Handle Beef For Waterman Line

Last week the New York WSA bureaucrats attempted to move in on a hearing before the New York port commissioner involving a dispute between our union and the Waterman Steamship Company. Brother John Hawk immediately disrupted the hearing when he refused to proceed with the union's case as long as the WSA participated in the hearing. He got in touch with Washington, demanding that the Statement of Policy be enforced and the union left free to deal with the shipowners directly and without WSA interference. Within 24 hours the local WSA official was instructed to withdraw from the case and sit only as an observer.

This was a signal victory for the union, for had the WSA participated in this hearing unchallenged, all sorts of precedents would have been set for future interference with our union contracts.

The following exchange of telegrams between Brother Hawk and Hubert Wyckoff explain the situation in detail:

May 6, 1943

Admiral E. S. Land, Administrator
War Shipping Administration
Washington, D. C.

(Copy To Capt. Edward Macauley, Commissioner)

In the past the dealings between the Atlantic and Gulf District of the Seafarers International Union and the operators of contracted lines has been conducted within the framework of the Statement of Policy and labor relations have been on a workable basis. However, a violation of the Statement of Policy has developed in New York, and if this violation is not checked at once it may serve to undermine the Statement

(Continued on Page 4)

Shipowners Work Charity Racket

John Shipowner is right in there pitching, trying to make the public think that the closest thing to his heart is the health and welfare of the seamen. He has even been making lavish donations to the phoney United Seamen's Service in order to impress all with his humanity and patriotism.

Some people might have been taken in by the act, but not the seamen. They knew from bitter experience that those babies just don't let go of a nickel unless they have to. This week the mystery of the shipowners' concern for the seamen was cleared up—all donations for seamen's welfare is charged to the government on a cost plus system. It doesn't cost the shipowner a single red cent of his war profits!

When this was first exposed in Washington the shipowners began

(Continued on Page 3)

SECURITY WATCH NEGOTIATION

Negotiations are now being carried on with the Waterman, South Atlantic and Mississippi Steamship Companies in the Port of Mobile for the purpose of establishing security watches.

These negotiations are expected to be brought to a successful conclusion within the next 24 hours.

District WLB Upholds Phoney Decision On New England Case

The Boston Regional War Labor Board has voted 4 to 2 that men sailing the scows operated by the New England line are not entitled to any wage increases, even though the union proved beyond doubt that they were working under a sub-standard scale.

The majority of the Board upheld in every detail the finky decision handed down in March by referee Robert S. Coit when he denied wage increases under the Little Steel

Formula. To begin with the union had based its petition for increases on the fact that the New England men were being paid sub-standard wages. Even the WLB's Little Steel Formula allows for increases in cases of substandard conditions. Coit, however, twisted the unions' case and used the infamous formula to deny all of the SIU demands.

When the case was first referred to the Boston Regional Board the union objected to the procedure for it knew that the Board was under the influence of the ship owner. At that time Secretary-Treasurer John Hawk sent the following telegram to William Davis: Mr. William H. Davis, Chairman, National War Labor Board, Washington, D. C.

We have had no answer to our letter of March 26, 1943, concerning case number 956, in the matter of New England Steamship Company and Seafarers' International Union. We requested that this case be referred to the Maritime Panel of the National War Labor Board. We have now indirectly learned that the case has been referred to the Boston War Labor Board. We wish to state that past experience has shown that a fair hearing in matters pertaining to the New York, New Haven and Hartford Railroad, owners of the New England Steamship Company, can not be had in New England or New York where its influence is so far reaching; the situation calls for a hearing in Washington removed from this atmosphere. In fairness this request should be granted.

Seafarers International Union
Of North America
JOHN HAWK,
Secretary-Treasurer

But in spite of this appeal, the SIU case went to the regional board upon the direction of the national board. The union then asked that it be allowed to appear before the board to present its case. Here again the seamen were double crossed and the hearings

(Continued on Page 4)

Agents Conference

A conference of all Agents of the Atlantic and Gulf District of the SIU will open in New York City Wednesday morning at 10 A.M., May 26.

The next issue of the Log will carry full details on the work of the conference.

The Miners And The WLB

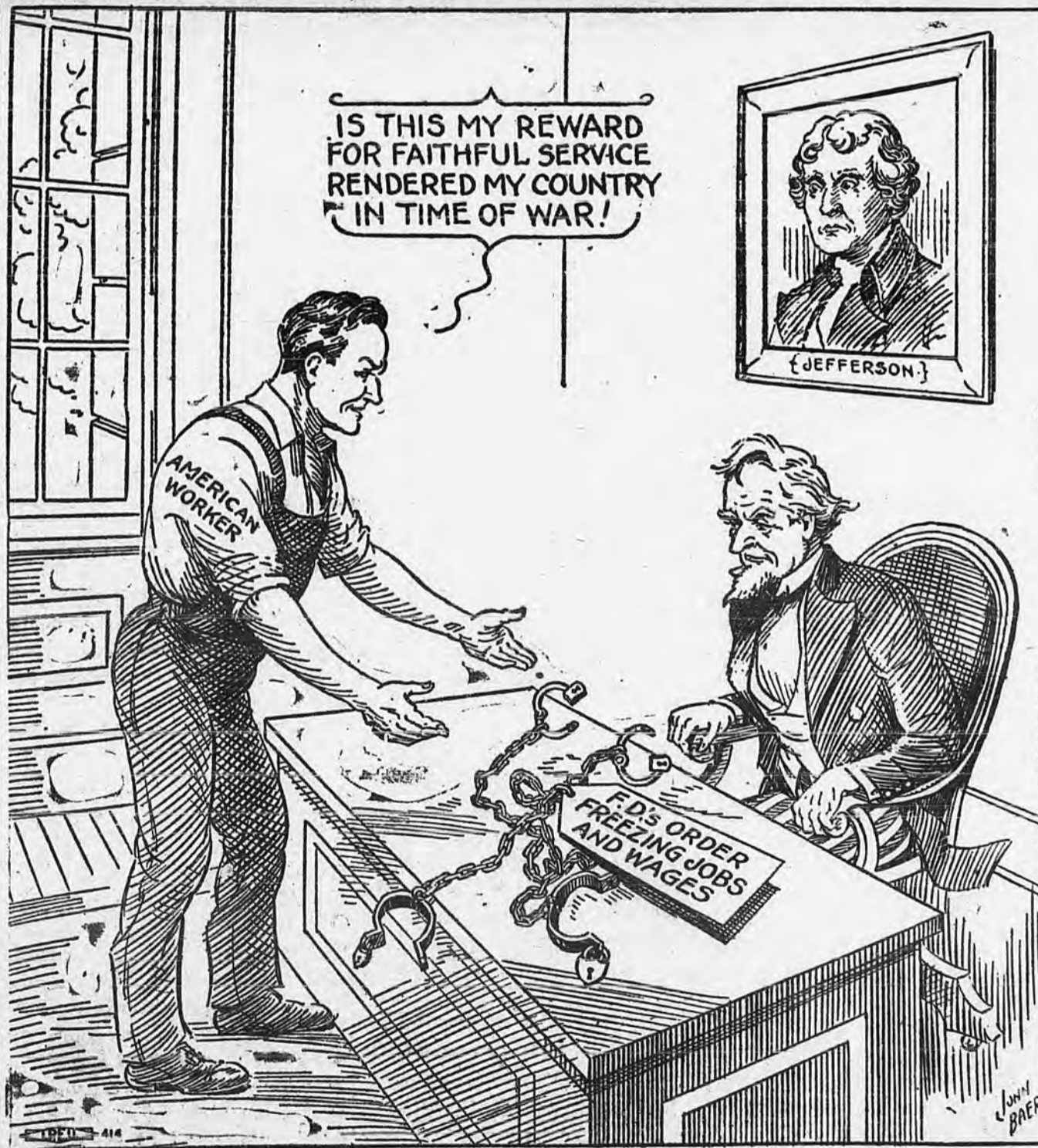
Editorial

However much certain labor leaders and boss politicians may try to distort it, the issue in the coal fields is not John L. Lewis. The issue is a living wage for the miners.

But in a broader sense it is even more than that—it is a question of a living wage for all American workers. For the infamous Little Steel Formula, which freezes wages while prices and profits soar, not only shackles the miners, but the auto workers and the steel workers and the seamen as well.

The miner's struggle against the WLB, "a court packed against labor," is all labor's struggle. A miners' victory over the WLB and the Little Steel Formula, would be a victory for all union men from coast to coast.

We repeat, the issue is not John L. Lewis, but the right to collective bargaining in order to win decent wages and working conditions.



JOHN BAER

SEAFARER'S 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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REPORT ON WASHINGTON

BY MATTHEW DUSHANE

(Report of May 3)

Wartime War Emergency Board:

J. Volpian, SIU Patrolman, N.Y.: S.S. Robin Gray berthed at Tillbury docks, London, was bombed—Board ruled men entitled to attack bonus. S.S. Robin Gray passed line between Cape Trafalgar and Cape Spartel at Gibraltar and anchored. Board ruled men entitled to only one bonus, provided vessel did not enter any other area in Mediterranean. If vessel entered any other area in Mediterranean and then passed through the Straits of Gibraltar, men would be entitled to two other bonuses.

J. Hawk, Sec.-Treas., SIU: S.S. Tristran Dalton: While laying at anchorage at Oran, general alarm was sounded, port was bombed. Board has ruled that crew are entitled to attack bonus.

J. Flanagan, SIU Agt., Baltimore: S.S. Lou Gehrig: Vessel was in Oran and crew claimed port attack bonus. Board is investigating and checking with Naval authorities as to attack. The crew of the Benjamin Harrison, while being repatriated on the S.S. Allen A. Dale, were in Oran, an attack occurred on that date and the Board ruled both crews were entitled to attack bonus. In the case of the Gehrig, the time element will determine when the attack occurred. Crew of Gehrig should recheck on when they arrived in Oran and when their vessel left port. It is important for all ships' crews to check on their arrival and departure times.

M. Weisberger, Agt. SUP, N.Y.: S.S. Ambrosia Burnside was in Oran when city was attacked. Board's policy is that when the town or locality is attacked, bonus is payable to crews in the harbor. It is not necessary for the ships to be attacked. S.S. Matthew Luckenback crew were on board the S.S. Ulsterman being repatriated. Crew is entitled to attack bonus if in the area when English Coast was being attacked. Board is checking with the Navy for more information. Expect a favorable decision.

Coast Guard:

Shipping Commissioners have been logging ships' crews and included in the logs are bonuses. The C. G. base their legal right on a court decision of the "LAKOS vs. SALIARTS" FEDERAL REGISTER 2nd SERIES, 116 PAGES No. 441-440." In this case, a Greek seaman sued to collect bonus as part of his wages and the case was based under a Greek law. The court ruled that under the Greek law, seamen's bonus is part of his wages and the C.G. have notified all shipping commissioners to deduct bonuses as part of wages when seamen are being logged.

In the passage of the Seamen's Act, better known as the LaFollette Act, the employers' position was that when their vessels are in port,

there is certain work that must be done in order to make the vessels sea worthy and if the crews are not on board to do this work, vessels would not be in a sea-worthy condition to proceed on their voyage.

Congress took into consideration the argument that the employers had presented and enacted as part of the law a clause that gave the employer the privilege to log members of ships crew who do not carry out their duties while in port.

This part of the law gives the employer the privilege to log any seaman TWO DAYS for every day that the seaman absents himself from work while in port. It also gives the employer the right to employ someone in the place of the absent seaman to do any work that is necessary to make the vessel sea-worthy. If it costs the employer more than two days wages to do this work, they can log the seaman the cost to cover wages that they have paid to the worker to do the work.

In my opinion, the employer is covered by the law to cover any additional cost in making any repairs for his vessel to keep it in a sea-worthy condition and that when the shipping commissioners insist on logging men part of their bonuses, they are out of line and it is not legal.

In one instance, a seaman was logged \$280.00 for taking off 15 days. It certainly does not seem to me that the employer would have had to pay a man \$280.00 to replace an Able Seaman to paint the side for 15 days.

This is one case that looks to me like a flagrant violation of the law. And another point that must be borne in mind is that the area bonus is an additional compensation for the hazard encountered by the seaman in doing his duty and has no bearing whatsoever on the maintaining of ship's gear while the vessel is in port.

There seems to be several opinions here in Washington on the legal status of the C.G. in giving out the order that they have given to the shipping commissioners and it is my opinion that if we cannot get this mess straightened out, we will have to take the case to court. This involves a great deal of the seamen's earnings and it is certainly the Union's duty to protect their members.

(Report of May 10)

ALF is holding a celebration in Washington on May 21, 1943 at Constitution Hall, on the part that the AFL members are taking in this war. They have requested that the SUP and the Seafarers send some of their members who have been torpedoed to take part in this celebration. We all know the campaign that Capt. Eddie Rickenbacker has been carrying on against organized labor, this is the AFL's answer to his malarkey. All our agents within the immediate vicinity of Washington should

contact the membership and see if we can get some of our members to attend this gathering.

Chinese Exclusion Act:

The first convention of the AFL in 1881 "Declared 30 years of experience of the Pacific Coast with Chinese labor had proved their competition with white labor was the greatest evil with which a country could be afflicted; that publicity as to its true character be disseminated throughout the country and Congress be urged to enact an exclusive act."

In 1882 the legislative committee of the AFL reported monster demonstrations everywhere against Chinese immigration. Bill passed by Congress was not satisfactory and had been made inoperative on the Pacific Coast by a government official and Judges of California.

Through the efforts of the AFL, Congress enacted laws which prohibited the Chinese from entering the United States for the purpose of competing with American Labor. We all recall the Dollar Line and other S.S. companies' strong fight against the unions in the use of Chinese seamen on board American ships. This is not ancient history to the American seamen.

On February 17, 1943, Congressman Kennedy introduced H-R 1882, to grant to the Chinese rights of entry to the United States and rights to citizenship. On March 26, 1943, Congressman Magnuson introduced H-R 2309 to amend the Immigration Act of 1924, as amended, to provide that aliens who are subjects of China shall be admitted into the United States under such act. On April 7, 1943, Congressman Dickstein introduced H-R 2428, to repeal the Chinese exclusion Act.

The American seamen are contributing more towards the war effort than any other group of workers in the United States. The job that they are doing is to keep up the American standards of living today, and with the purpose of retaining these conditions after the war.

It is not their intention to do this job today and find out that tomorrow or thereafter, John Shipowner can discharge all American crews when his vessels arrive at a Chinese port and hire a complete Chinese crew at a monthly wage

(Continued on Page 4)

Two SIU Ships Account For 15 Planes: Win Citations

The S.S. William Moultrie and the S.S. Virginia Dare both fully manned by SIU crews, are probably the two outstanding merchant ship gladiators of this war. Between them they shot down 15 Nazi planes, damaged many more, and drove off innumerable Nazi subs and surface raiders. Both ships and their crews were commended by the authorities and received extensive write-ups of their exploits in London and New York papers.

On Sunday, March 21, the London newspaper *News of the World* carried a front page story on the Moultrie. Here is what it said:

"An Allied convoy has crossed the Atlantic after being under almost uninterrupted attack from U-Boat packs and planes for a whole week. A Liberty ship named the William Moultrie, carrying a valuable military cargo, had shot down eight German planes and damaged 12 others during a combined air and U-boat attack on the convoy.

"On one occasion enemy raiders came over in great force, but three bombers were shot down, and six others damaged. In a similar attack next day three more planes were shot down and six more damaged. On two other occasions single planes were shot down.

"One submarine was driven off, and at another time a torpedo racing towards the ship was exploded by a direct hit from the William Moultrie before reaching its target."

The newspaper then paid high tribute to both the merchant and gun crews.

The S.S. Virginia Dare received tribute in the April 21 issue of the *N. Y. Times*. "She was a new Liberty ship," wrote the *Times*, "the Virginia Dare, on her maiden voyage. She must have seemed a helpless target to the seven enemy bombers, including at least two

German Junkers-88s, that tried to sink her. Yet the Virginia Dare and her 'green gun crews' shot down the seven bombers and her cargo of war goods got through.

"The Navy today revealed how the relatively vulnerable merchantman picked off the seven enemy planes in two days with warship-like precision. As far as has been reported, it is one of the best records for a ship of her type against aircraft attacks, and it won Navy citations for 'outstanding bravery, cooperation and devotion to duty'."

The crews of both the Moultrie and Virginia Dare have returned to port and their crews are now preparing to ship out again. It is these merchant heroes that the RMO would draft into the army if they refuse to sign the fink cards.

Well, they didn't sign the fink cards and they continue to deliver the goods as union men.

Florida Closed Shop Ban Submitted To Electorate

TALLAHASSEE, Fla. — The Florida House concurred with the Senate in a proposed constitutional amendment which would outlaw labor's closed-shop contracts in the state.

The proposed constitutional amendment will be submitted to the voters in the 1944 general election. If approved, Florida will become the first state to abolish the closed shop by constitutional amendment.

Personals

LUIGI GALLO

Your seamen's papers are in the hands of Sol C. Berenholtz, 312 Equitable Bldg., Baltimore.

JOSEPH D. BLAKE
ALBERT BROOKS
WILLIAM BUTLER
WILLIAM G. COLE

Please communicate with Sol C. Berenholtz, 312 Equitable Bldg., Baltimore.

WHAT'S DOING

Around the Ports

MOBILE

April 14, 1943

Editor *Mobile Press Register*,
Mobile, Alabama.

Dear Mr. Editor:

I have been observing your editorials very keenly ever since the elections last Fall, and it is very obvious who is dictating the policy of your FREE publications. Your paper just reprints the words of a Capt. Rickenbacker.

We know that he survived some days on a life raft some where in the Pacific Ocean recently, naturally that gives him the right to tour the country knocking off thousands of war workers in war plants, delaying and holding up the work in the plants and retarding the War effort, preaching about absenteeism.

Why doesn't Capt. Rickenbacker address Congress and tell Congress how unpatriotic Absenteeism is in War time. I don't think the Congressmen get docked when they are absent.

Mr. Editor we have Seamen of the merchant marine, the most vital unit of men in the war effort in the country today, these men are being torpedoed and shelled by enemy submarines every day and drifting around on life rafts for months. In my opinion these men are really patriots, these men have a job to do and they are doing it without any fanfare or ballyhoo, but I don't suppose you will agree with me as they don't represent some monopolistic group.

Your paper condemns any increase in wages for the man that have to work for a living, but on the other hand you also condemn a ceiling on high salaries, as the President ordered some time ago. Now Mr. Editor, if that is not the height of reactionary inconsistency, then take the velvet mop.

In your March 31st, 1943 edition of the *Register* you gave Particular space in the editorial to blasting all union representatives as racketeers, burning up precious rubber and gasoline going from one city to another, browbeating free American workers into unions so their pockets can be picked for more dues. And the poor sailors, soldiers and marines on furloughs have to walk.

Mr. Editor, do you know that union representatives, like every body else in the country, have to prove to the ration boards that they do essential driving to obtain B. or C. ration cards.

You may not know it, but when any labor representative keeps grievances in the plants to a minimum and keep the men on the jobs, they are essential to the war effort. With all the viciousness the men have to contend with now from the Boss, you define these people as racketeers. I presume you know it but you keep it concealed that all boni-fide labor organizations have a constitution and by-laws that's been ratified by the rank and file of the organization. These representatives that you refer to as racketeers have to adhere to these by-laws the same as any other member in the or-

ganization in the performance of their duties. So you see, you just can't term collecting dues under these conditions illegitimate in any sense of the word.

Mr. Editor, you remember some years back during the Republican regime that all the fat mail contracts were dished out to the large corporations without being put out on bids. You remember that I presume.

You, no doubt, will call that method of accumulating money legitimate? But in my opinion that is typical racketeering. During the last World War this same element, from 1917 to 1920, embraced the opportunity while the backbone of the land was overseas, to steal the country away from the people; and it took the people twelve years to get it back from them.

Again we are confronted with the same predicament, this same element is trying to steal the country away from the people the same way that they did in 1917 to 1920. Well, let us wait and see how well they are going to do the job this time. The people of the country are more wise to this minority group now than they were in the last war, so you see you just can't tell yet.

Mr. Editor it may pay you better to contribute a little effort to winning this war instead or prolonging the war. You consistently keep blasting Labor organizations for what?

Remember one thing, Mr. Editor, the laboring class is the backbone of the country and his labor organizations is the only protection and the only bulwork against the vicious industrial giants. He realizes it more every day of his life, with all your reactionary editorials he still realizes it, and I don't think he is going to be fooled so easy this time.

Very truly yours,
OLDEN BANKS, Agent,
Seafarers' International Union;
of North America,
Mobile, Ala.

NEW ORLEANS

Once again the old war cry, preparation plus. After all, the lads sailing the ships are to be allowed a little confusion while on the beach. After all, when the brains of the Nation can not make up their minds, who will blame old John Work-Ox from being slightly befuddled. From what the papers say it seems that the draft boards themselves are determined to induct everyone into the army including themselves. These local boards are so mixed up that I understand they are going to devote all their time from now on trying to unravel the point system so that they can eat.

All the above is just a prelude to the fact that if these boards can't get straight, who are we to expect the RMO to get on and stay on the beam. On one ship they say do this, next ship do that. One of the palatial rust pots came side winding up the river and when we

interviewed everyone in town and got the right to take our special little armed guard to the packet, we found a note from the above board telling the men that they were entitled to six days ashore provided they contacted the local RMO office. Some of these men had been aboard the ship for as high as three years, still they were to be allowed six days and this, mind you, if they contacted the RMO. We took our usual peek in the crystal and told the boys that some one was making a slight mistake and not to even accept the pretty little cards. That after all, the man with the long grey whiskers had said up to thirty days, that if you sailith and returnith you shall be allowed two days for each week. I contend that no local office can change this ruling, we will know soon.

Did I tell you guys about the lad that sailed strictly NMU since it first smelled up the waterfronts? This lad would argue all day that it was the only seaman's union. He advanced to the lofty rating of third engineer and was shipped aboard a SIU ship for his second trip on his ticket. Now our hero girded his loins (whatever they are) and prepared to do or die for the NMU. When the ship headed to sea to his surprise the men on watch did their work and, in fact, helped him a little. He thought that this was wrong as his NMU boys didn't do that. So for six months our hero of Currenski sat around and argued the relative merits of the unions. When the overtime was checked he told all hands that we would never collect that. When work was to be done all hands were present and did it. When drinking was to be done all hands did that, too, no bum arguments allowed. The upshot was, on payoff the ex-disciple of "no coffee time" stated that from now on he would sail strictly SIU. A few days after being in port he brought his kid brother to the hall and asked if it would be possible for the lad to get a book. Laid the money on the line for the boy's book when he passed a committee and stated that he was also going to convert his other brother, who is sailing A.B. in the NMU.

Steady as she goes.
ARMY.

Charity Racket

(Continued from Page 1)

to scream that they were being smeared. Senator George L. Aiken of New Hampshire replied promptly, "I know it is true." He then added that he has in his possession the photostat of a confidential order signed by William Radner, WSA general counsel, informing shipowners that their contributions to the USS "may be included in the overhead expense of the agents in calculating any adjustment of compensation under provisions of sections 10 and 11 of General Order No. 12.

And all this was printed in the shipowners' mouthpiece, *The Journal of Commerce* for April 30.

MONEY DUE

Crew of John Davenport have \$125 port attack bonus due. Collect at Eastern S.S. Company, Pier 25, North River, N.Y.C.

* * *

Meal money for Stewards Dept. on Richard Henry Lee, being paid by Calmar Line, 25 Broadway, N.Y.C.

* * *

Crew of S.S. Beauregard have Russian bonus money due from Amtorg Co., 210 Madison Ave., N.Y.C.

Crew of S.S. Jean have 12 hours overtime coming. Collect at Bull Line, 115 Broad St, N.Y.C.

* * *

Crew of S.S. William Moultrie who paid off April 2, 1943, have overtime money due. Collect at Robin Line Office, 39 Cortland St., New York City.

* * *

J. S. BULLOCK
H. L. MILSTEAD

Division of wages for missing man on 12-4 watch, City of St. Louis, can be collected at Waterman office, Mobile.

* * *

Crew of Robin Gray can collect \$125 attack bonus money at office of Seas Shipping Co., Inc., 39 Cortlandt Street, New York. MWEB ruled Tillbury is within Port of London.

* * *

Crew which made the last trip on the S.S. Daniel Huger, have \$125 port attack bonus money coming. Collect at office of Mississippi Line.

The crews that made the last trip on the S.S. Marina, S.S. Cape Henlopen, S.S. Thomas Ruffin and S.S. William Rawle were paid off with 40% bonus instead of 100% for the part of the voyage between Panama and Cape Horn. They can now collect the 60% additional money from the Bull Line office in New York City.

* * *

The crew which made the last trip on the S.S. Joseph Huges have bonus money coming. Collect at Bull Line, New York City.

* * *

Crew making the last trip on S.S. Tristram Dalton have \$125 port attack bonus money coming. Collect at Bull Line, 115 Broad Street, New York City.

* * *

Deck Department of the Alcoa Polaris have overtime coming. Collect at 17 Battery Place, New York City.

* * *

Stewards Dept. on S.S. Richard Bassett have overtime coming.
C. Albiny 114 hrs.
(Also Division of Wages
For 1 month and 4 days)

Everett Hickman 68 hrs.
Robert Moore 24 hrs.
S. Brown 96 hrs.
P. Marshall 106 1/2 hrs.
C. Johnson 8 hrs.

(Also Division of wages
for 1 month and 4 days)
Collect Bull Line office, 115 Broad Street, New York City.

Out of the Focs'l

by

J. L.

The Agents Conference is going to be held in New York for the first time. We hope they all manage to have a good time while here. The brothers will have a chance to meet all the Agents of the Branches in New York on Wednesday, May 26. Get to know your officials and make suggestions for the improvement and progress of our organization.

Δ Δ Δ

We made a visit to the three places where you may find SIU men, the Alhambra Bar, the Somerset and the Seamen's Club on 43rd Street. At the Somerset we ran into Henry Armstrong just back from a long trip and Worthmore (Pete) Dobson telling us he had a job as 1st Assistant. We were glad to see Sulo (So Sorry) Saari get back safely. So Sorry was good enough to take us to "Sons of Fun," the Olsen and Johnson spectacle.

Δ Δ Δ

Percy Cranford lost one of his fingers on an Alcoa ship and big-hearted Dawson offered him \$35.00. Why, even the Calmar Line would offer a lot more money for that kind of injury. Dawson must think the Banana Boat is still arriving in New York with a bunch of "Pineapples" aboard. Royal Dryden got married in London. Paul Jones is anxious to get his girl into the United States.

Δ Δ Δ

Harry Morea was 27 months in the Foreign Legion. Staff Sergeant Daniel Bourne dropped into Headquarters to say Hello. Stephen Silkotch is out of the Army and an active seaman again. Nelson McGillis is trying hard to get out of the Army and Headquarters is doing everything to help him. The seamen at Gladstone, New Jersey, wish to thank the TAM O SHANTER CLUB of Kearney, for the many courtesies they extended them. They deeply appreciate their entertainment and food given them. Kris Hurst is having a good time in Winston-Salem with Forest Gilbert. Jean Jadot has joined the Navy and Raymond Sexauer has joined the Air Corps. We wish them God speed.

ATLANTIC AND GULF SHIPPING FOR
APRIL 19 TO MAY 1

	DECK ENGINE STEWARD TOTAL			
SHIPPED	279	290	206	775
REGISTERED	270	273	126	669
ON HAND	191	190	116	497

REPORT FROM

Washington

(Continued from Page 2)

that the average American seaman would pay for a round of drinks for his shipmates along the Embarcadero.

There is no denying the fact that the Chinese are putting up a splendid fight against the armed forces of Tojo, but does that give them the right to come to the United States to compete with American labor? Or does that give John Shipowner the right to fire all American crews and hire Chinese in their places? Why should this right be limited only to Chinese? Are not other Congressmen also going to introduce other legislation to allow all the citizens of the other allied nations to come into the United States to compete with American labor? It seems to me that this business of the FOUR FREEDOMS is being over played by some of our politicians. There is a continual harping by some of our legislators and some of the new dealers that we must feed and free the whole world. It sounds to me like an INTERNATIONAL WPA.

Winston Churchill seems to differ on the interpretation that some of our leaders have set up on the FOUR FREEDOMS, he has stated that he is not going to relinquish any of the jurisdiction of the British Empire, or give any of their colonies away by vote or otherwise. The only way that the British Government is going to relinquish any of their colonies will be by their government being overthrown by force, and the tenacity of John Bull will show its might by a long drawn out war of extermination to any nation or group of people who might be inclined to challenge the might of the British Empire.

The people of the United States in electing representatives to the Congress do so with the intention that these people are to represent the interests of the people of America first, but it seems that some of them are of a very gullible nature, and are easy victims to hard luck stories and make an easy touch. Or else they are not ruled by historical facts, sane reasoning, or are emotional inclined to ride politically on the waves of publicity given to certain representatives of some of our allies in this country.

If the legislation that has been introduced in Congress by the gentlemen who were elected to look after American interest first, should pass, it means that within a few years there will be no more American seamen employed on board the merchant ships, that are being paid for by the income taxes of the American public.

We must fight this legislation to the bitter end.

Maritime War Emergency Board:

L. Goffin, Patrolman, SIU, N.Y., S.S. John Davenport was in the port of Algiers. Ships guns were used against the enemy. Board has

ruled crew is entitled to attack bonus. (Master failed to enter into log book that attack took place).

J. Flanagan, SIU Agt., Baltimore. Agent sent in report that S.S. Lou Gehrig was in Oran. Board ruled no attack bonus payable as per information that they had received there was no attack on that date.

Crew of the Benjamin Harrison were repatriated on the S.S. Shawnee, now an Army Transport. Crew were ordered to work and were detailed to stations in the galley and elsewhere by Maximilian Elser, Jr., Major TC. Under the board's decision crew are entitled to wages for every day that they worked, but not double bonus.

M. Weisberger, Agt. SUP, N.Y. Crew of the Matthew Luckenback who were being repatriated on the "Royal Ulsterman" and were in the vicinity of Glasgow are entitled to a bonus.

On the S.S. Ambrosia Burnside in Oran, Board contends that crew are not entitled to attack bonus, claiming that the information that they have there was no attack in that port on date presented.

It is important that all ships' crews keep some kind of data on when these attacks took place, when there are in any areas where in there is an attack. It must also be borne in mind that if the ships are alongside of a dock, or anchored, and the attack took place in the near vicinity of the town, they have a good claim for an attack bonus.

Last week the board ruled that a vessel that was tied up in Tillbury docks, crew was entitled to a bonus for an attack that took place in London. This port of Tillbury is around 39 miles from London, and is on the Thames river. Crews should take the time and date of any attacks in the vicinity that they are in whenever there is an attack. If possible get newspaper clippings from the local papers of any attacks that may have occurred when their vessel is in the attack vicinity.

SEAMEN RETAIN JONES ACT RIGHTS

WASHINGTON, D. C.:—Merchant seamen serving aboard vessels operated either directly or through agents of the War Shipping Administration were returned to the status of private employees under the provisions of a bill signed last week by President Roosevelt.

Formerly seamen serving on WSA owned or operated vessels technically became government employees and surrendered many rights as private employees in exchange for less desirable protection under the Federal Employees Compensation Act. Under the new law seamen sailing WSA ships continue to have the right to sue the shipowner as provided by the Jones Act.

Decision On New England Case

(Continued from Page 1)

were held secretly and swiftly with only the shipowner (in the person of referee Coit) presenting full and complete arguments. At that time the SIU sent the follow petition to the regional board:

1. The maladjustment principle was inaccurately applied. Referee Coit states that a comparison of the weighed average monthly earnings for January 1, 1941 and May 1 1942 indicates an increase of 23.1%. Since when is the base of the formula computed on "take-home wages". It is the average hourly straight time rate that is used as the base for computation of earnings. The earnings used by the referee include overtime payments. Also by a "proper" selection of the months of January—an off season month—and May—an on season month—the referee was able to find a 23.1% increase. There are lies, damn lies, and Referee Coit's statistics.

2. These employees are not common laborers. Referee Coit is apparently not acquainted with the maritime industry. However, for reasons unstated he concludes that these employees are common laborers. He has badly overlooked the fact that to do the work of these employees it is necessary to obtain a federal license and to have served either at sea or on inland water for a period of time, before being properly qualified, from 6 to 18 months. The Union contends that they know of no common laborer working for a machine shop or a public utility company who must meet these qualifications. No definition by the Bureau of Labor of a common laborer has ever included seamen.

3. The data used by the referee to show common labor rates were unreliable and inaccurate. Referee Coit, having arbitrarily classified these men as common laborers, then strains to find some basis of comparison. He requested the Research Department at the National War Labor Board to procure for him common labor rates in the area. The Research Department was unable to obtain data that was less than two years old and so informed him. Despite the fact that he had been told the data was unreliable and inaccurate, nevertheless Referee Coit persisted in the use of these phony data. The data he did use represents common labor rates paid by two public utility companies and by two machine shops. The Union is at a loss to understand the comparison between the work of a seaman and the common laborers in these two distinct industries. If the referee insists upon calling these men common laborers, then why has he overlooked the rates paid in munitions plants in the area and limited himself to public utilities and machine shops?

In summary, therefore, we submit that for the reasons cited the Union be given an opportunity to appear before a hearing officer of the Boston Regional War Labor Board along with representatives

of the Company in order that this case may be properly and fairly considered.

The union never even received the courtesy of a reply from the board. It was only after the case had been disposed of that the SIU received a curt notice that referee Coit's findings had been upheld 100%.

Now a new appeal has been prepared and forwarded to the National War Labor Board in Washington, D. C. It is hoped that here finally the seamen may at least receive a decent hearing before their case is disposed of.

What decision the National

Board will make is hard to predict, but one thing is now clear, the Regional Board conducts its hearings in the most irresponsible manner and is obviously influenced by the employers and indifferent to the living standards of the seamen. The very manner in which the board is constituted (labor having but 2 votes out of 6) means that union men have 2 strikes on them from the first.

During the past few months the entire WLB structure throughout the country has lost the confidence of labor. Just multiply the New England decision by 1,000 coast to coast and you can understand why.

Seafarers Defeats Local WSA

(Continued from Page 1)

and stable labor relations.

On May 5th, I appeared before the U. S. Shipping Commissioner Daly as the representative of two members of my union, one was demoted and the other who was protesting an overcharge on a log. These men were from the S.S. Ironclad, operated by the Waterman Steamship Company. Present was Mr. Anthony Blasi, Associate Attorney for the WSA, who said he represented the government and was present to prevent improper expenditure of money by the operator. This meant that in reality the WSA was representing the Waterman Line. For the government to inject itself in this manner means that it becomes a partisan of the shipowner in the normal functioning of the collective apparatus. It means that new and additional machinery has been injected into the procedure of collective bargaining and this was specifically forbidden when our contracts were frozen.

Section III, Subsection (3) of the Statement of Policy reads, "It is understood that all disputes will be settled through the regular machinery now in existence under the collective bargaining agreements between the unions and the steamship operators."

This paragraph obviously forbids the establishment of new procedure and machinery for the settlement of disputes heard before the Commissioner in the normal course of our bargaining with the operator. Moreover, should the WSA be allowed to inject itself into logging disputes, it would be a short step for it to inject itself into overtime disputes at regular sign-offs, and before long normal bargaining relationship between the union and the operators would be completely destroyed and the Statement of Policy would be a scrap of paper.

I am certain that it is your intent to fully observe the letter and spirit of the Statement of Policy, just as it is the intent of this union. I would appreciate it, therefore if you would clarify this matter at once so that we may proceed with this case which has been suspended pending your decision.

JOHN HAWK,
Secretary-Treasurer
Atlantic and Gulf District
Seafarers International Union
Of North America

John Hawk, Secretary-Treasurer
Seafarers International Union
2 Stone Street,
New York City

Reurtel May 6 to the Administrator copy to Deputy Administrator Macauley proceeding before shipping commissioner effecting members of your union from S.S. Ironclad operated by Waterman, you are correct in your understanding of the Statement of Policy in this connection.

Under the General Agency Agreement the steamship operator is obligated to handle matters of this character including the furnishing of attorney if necessary. Such being the case no participation in the proceeding by any other representative of War Shipping Administration is necessary or authorized. It is not believed that the associate attorney for War Shipping Administration intended to participate in the proceeding and to remove all doubt in anyone's mind he has been instructed to ascertain that the controversy is submitted to the shipping commissioner in such a manner as to effect a final settlement of the claims and to afford the general agent a proper basis for reimbursement, and thereafter to confine his appearance to that of an observer.

HUBERT WYCKOFF
War Shipping Administration
Washington, D. C.



B. Le Blanc
E. Beckwith
James Gay P 8797
Charles Fabir P 8411
J. H. E. Morin P 6382